

Lot 300

1983 Bamby, 49cc, Project. Registration number A833 NKH. Chassis number 0030. Engine number was 2T41800719.

Bamby Cars was a British-built marque of microcars produced in small numbers in Hull, England, in the early 1980s. Bambys were designed and built by Alan Evans, who manufactured a one-off replica of the Peel P50 which also served as a prototype for further production.

The Bamby featured a fibreglass body with left side gull-wing door with three-wheels and a single wheel in the rear. Initial models were equipped with hand-started Minarelli 49 cc engines, cable brakes and single headlamps. Improvements introduced included replacing the original engines with the type fitted by Yamaha to their Passola moped, using the main frame components as a subframe for attaching to the body of the car. Brakes were converted to hydraulic discs, but the single headlamp was retained until a further face-lift, from which time two headlights were fitted. At this time the gull-wing entry was deleted and a front-hinged door installed instead. Also introduced was a Suzuki engine, attached via a full chassis, in place of the previously used subframe. Like the Peel P50, there was no reverse gear. The new model was exhibited at the Ideal Home Exhibition of 1984, meeting with overall public approval, but few were made and the final Bamby left the factory within a few months.

A833 was first registered in November 1983 by Bamby Cars and is one of the first built with gull wing door and cyclops headlight and appears in early promotional advertising. It was bought by our vendors aunt, a local nurse but she did not get on with it. Our vendor bought it in 2002 to add to his collection.

Stripped of its running gear at some point it still retains its steering column and front suspension.

Sold with the V5, period photograph of it on the assembly line, recovery photographs and a various copy literature including a copy of The Bamby Story by Bob Cotton whose son used one for several years.

Estimate: 200 - 300

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

Lot 301

1984 Bamby, 49cc, Project. Registration number B648 URH. Chassis number 0056. Engine number was 387678.

Bamby Cars was a British-built marque of microcars produced in small numbers in Hull, England, in the early 1980s. Bambys were designed and built by Alan Evans, who manufactured a one-off replica of the Peel P50 which also served as a prototype for further production.

The Bamby featured a fibreglass body with left side gull-wing door with three-wheels and a single wheel in the rear. Initial models were equipped with hand-started Minarelli 49 cc engines, cable brakes and single headlamps. Improvements introduced included replacing the original engines with the type fitted by Yamaha to their Passola moped, using the main frame components as a subframe for attaching to the body of the car. Brakes were converted to hydraulic discs, but the single headlamp was retained until a further face-lift, from which time two headlights were fitted. At this time the gull-wing entry was deleted and a front-hinged door installed instead. Also introduced was a Suzuki engine, attached via a full chassis, in place of the previously used subframe. Like the Peel P50, there was no reverse gear. The new model was exhibited at the Ideal Home Exhibition of 1984, meeting with overall public approval, but few were made and the final Bamby left the factory within a few months.

B648 was first registered in October 1984 by John Le Fondre of Manor Park, London and is one of the later examples that had a steering wheel, conventional hinged door, two headlights. Our vendor bought it in 2002 to add to his collection.

Stripped of its running gear at some point it still retains its steering column.

Sold with the V5, and a copy of The Bamby Story by Bob Cotton whose son used one for several years.

Estimate: 100 - 200

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

Lot 302

1983 Bamby, 49cc, Project. Registration number KAT 186Y. Chassis number 14. Engine number was 14.

Bamby Cars was a British-built marque of microcars produced in small numbers in Hull, England, in the early 1980s. Bambys were designed and built by Alan Evans, who manufactured a one-off replica of the Peel P50 which also served as a prototype for further production.

The Bamby featured a fibreglass body with left side gull-wing door with three-wheels and a single wheel in the rear. Initial models were equipped with hand-started Minarelli 49 cc engines, cable brakes and single headlamps. Improvements introduced included replacing the original engines with the type fitted by Yamaha to their Passola moped, using the main frame components as a subframe for attaching to the body of the car. Brakes were converted to hydraulic discs, but the single headlamp was retained until a further face-lift, from which time two headlights were fitted. At this time the gull-wing entry was deleted and a front-hinged door installed instead. Also introduced was a Suzuki engine, attached via a full chassis, in place of the previously used subframe. Like the Peel P50, there was no reverse gear. The new model was exhibited at the Ideal Home Exhibition of 1984, meeting with overall public approval, but few were made and the final Bamby left the factory within a few months.

KAT was first registered in May 1983 according to the V5 and owned by Bamby Cars, they sold it to Allen Forster of Durham in 1991 or 1992. A photograph on file (of A833 NKH) states it was the last Bamby produced and reused the registration from an earlier car. It is one of the later examples that had a steering wheel, conventional hinged door, two headlights. Our vendor bought it in 2002 to add to his collection.

Stripped of its running gear it is sold with the V5, and a copy of The Bamby Story by Bob Cotton whose son used one for several years.

Estimate: 100 - 200

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

18.6% inc VAT for Live Bidding and Autobids

Lot 303

1983 VW T25 minibus, petrol 1913cc/LPG conversion, automatic. Registration number FSW 353Y. VIN number WV2ZZZ 25ZDH091742. Engine number unknown.

The Volkswagen T25 (T3) was the third generation of Volkswagen Transporter and was marketed under various nameplates worldwide; these included the Transporter or Caravelle in Europe, Microbus in South Africa, and Vanagon in North and South America. It was larger, heavier, and more angular in its styling than its predecessor, the T2.

It was manufactured in Germany from 1979 until 1991 it initially featured air-cooled engines before moving onto water-cooled engines. Examples built between 1979 and 1985 featured round headlights and basic steel or chrome-plated steel bumpers with plastic end-caps. With its internal combustion engine and transaxle mounted very low in the back, the T3 had much larger disc brakes at the front, with drums at the rear. Axle weight was very nearly equal upon both the front and rear ends of the vehicle. The original manual transmission was a four-speed unit but from 1983 a 5-speed transmission was available as an option on certain models.

This minibus version has history back to Jeffery Wheelwright of Morpeth who was the second owner. In 1997 our vendor bought it.

In the Instruction Manual there is a note of the engine being replaced at 152,4288 miles in 2000.

MOT history with DVLA is available from 2006 at 164,961 miles, rising every year until the last in 2011 at 171,511 miles. It was then parked in a dry barn and left.

He has recently moved to a new home and the T25 has been brought out, the battery charged and it was driven onto the collection trailer. Subsequently it has been driven on our private road and the engine will not go over 20 MPH, the automatic gearbox works and so do the brakes, both sliding doors also work. Now in need of a restoration this will make a great project and is well worth saving. Spicers would not recommend using the LPG tank.

Sold with the V5C, V5, instruction manual, repair manual, copy of the MOT history and several keys.

Estimate: 1500 - 2000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 304

1967/1974 Morris Mini Cooper, 1310cc. Registration number RWW 772M. Chassis number TB74218. Engine unconfirmed.

The Mini Cooper was modelled as a special version of the first generation Mini, with John Cooper of the Cooper Car Company recognising the potential in creating a motorsports version of the same car. As a result the 'Mini Cooper' and the Mini Cooper 'S' were launched in 1961 and 1963. These cars featured 998cc engines for the Cooper and 1071cc for the S type. The Cooper S's iconic appeal as a sportier version of the Mini was underlined by its success at the Monte Carlo Rally in 1964, 1965 and 1967, as well as its appearance in the 1967 British film "The Italian Job", in which Minis and Mini Coopers play a key role in a bank heist.

RWW started life as a 998cc 1967 Mini Cooper but by 1974 the rust had taken over and it was reshelled by our mechanic vendor, retaining most of the period features, especially the doors and reregistered. The engine was replaced with the current 1310cc powerplant, the head ground and polished, the crankshaft nitride, the flywheel lightened and balanced, a 731 road rally cam fitted, Duplex timing chain, a competition clutch, a close ratio gearbox with 3.14 diff, a 3 branch sports manifold, twin 1 1/2" SU carbs, wiring updated from dynamo to alternator, a brake servo, together with Superlite alloys and alloy rear drums.

The 1974 MOT was for 7,459 miles. It was used sparsely over the years as he often worked away from home and when it was taken off the road in 1984 the mileage was only 10,393.

He is now selling the garage where it has resided and accepts he will never restore it so we have been asked to find the next custodian. Unfortunately he cannot find the original 1967 V5.

Sold with the V5 and 1974 MOT.

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 305

1994 Renault Clio RN 1.4, automatic, 1390cc. Registration number M645 BVL. VIN number VF1B57B01121172672. Engine number D012821.

This low mileage, one family owned, was bought by Frederick Pearson, and then with his passing went to his wife and then their son in 2020. At that time the cambelt was changed as part of a major service, the mileage was 14,062, it also recently had new brakes, battery and tyres.

The new MOT was obtained in June 2022 at 14,284 miles.

Sold with the V5C, service books, MOT history and various service records, including the cambelt.

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 306

2008 Suzuki Vitara 4X4, DDiS, 1870cc. Registration number EK08 YXC. VIN number JSAJTA44V00207511. Engine number F9Q-067353.

Whereas most budget compact 4x4s do nothing particularly well, the Grand Vitara is a true dual purpose tool, mixing a modicum of off-road ability with reasonable blacktop manners. The post '98 generation Grand Vitara was an okay junior 4x4 but was starting to feel very old by the mid Noughties and should have ideally been replaced a couple of years earlier. The 2005 model year Grand Vitara was a revelation. More mature, better built and far bigger than its predecessor, it was a massive step forward.

Available in both three and five door guise, in March 2007 Suzuki teamed the 1.9 DDiS diesel engine with the chunky three-door body.

This permanent 4 wheel drive example has DVLA MOT history back to its first in 2011 at 11,395 miles, it gently rises to its most recent in November 2021 at 54,311. It is fun car that draws many appreciative glances.

Sold with the V5C, current MOT until November 2023, DVLA MOT history.

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 307

2004 MGTF, 1796cc. Registration number WG04 URY. VIN number SARRDWBKC4D62858557. Engine number 18K 4FP27130747.

URY offered in X power grey has later type alloys fitted, new suspension, new stainless steel exhaust, with lots of service history including a belt change. It has been in continuous use over the years although since 2016 it has only been used sparsely, the mileage then was 102,559 and at the recent MOT is was 107,508.

Sold with the V5C, MOT until May 2-023 and the aforementioned service receipts.

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 308

1963 Rover P4 95, 2625cc. Registration number 330 HAC. Chassis number 76002291A. Engine number 76002434A.

Final flowering of the Rover P4 range, the 95 and 110 models were introduced in 1962. The more popular of the two, the Rover 95 was based around a sturdy box-section chassis equipped with independent coil and wishbone front suspension, a Panhard rod located 'live' rear axle and hydraulic disc / drum brakes. Boasting a seven-bearing crankshaft, its smooth 2625cc oise straight-six engine was rated at 102bhp and 140lbft of torque. Allied to a four-speed manual gearbox and powering the rear wheels via a 3.9:1 final drive ratio, it reputedly endowed the dignified-looking saloon with a 93mph top speed. Exchanging its aluminium bonnet, boot and door skins for less dent-prone steel ones during 1964, the Rover 95 was phased out of production in May of that year (though, not before some 3,680 had been sold).

One of just 268 surviving Rover 95 cars currently known to the DVLA, chassis 76002291A has only a believed correct 25,625 miles on the odometer. Our vendor purchased it in 2018 via an online auction where the vendor stated the 'Eric' had been owned by his wife's grandfathers brother, when he died it went into storage until they resurrected it in 2012. There is list of fuel used and cost for a trip to Germany in 1965, tax discs from 1975, 78 and 79, then 2013/14/15.

During their ownership it had an electronic ignition system fitted, as well as a stainless steel exhaust, new tyres, a CD player, carbs rebuilt, and various other electrical items.

Our vendor has had the brake servo replaced and added electronic steering and changed the polarity to negative earth at a cost of £1,100. The cataloguer would like to note that the power steering was a revelation, normally these cars are heavy to maneuver in a garage, this was easy, so much so that he took it for an enjoyable test drive, a highly recommended upgrade!

There is MOT history from 2012 when the mileage was 21,764.

The interior of the P4 is in wonderful condition and appears to be totally original as does the bodywork although the paint has dulled in places.

Sold with the V5C, MOT's listed above, tax discs, various receipts for works undertaken and other paperwork.

Estimate: 5000 - 7000

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

Lot 309

1954 Ford Consul, 1508cc. Registration number XVX 843 (non transferrable). Chassis number 125270. Engine number 125270.

The Consul had a 1500 cc four-cylinder and it was the first British Ford with modern unibody construction. The model came with a 4-speed manual transmission and a top speed of 120 km/h.

The Ford code for the Consul was the EOTA.

Its sibling, the Zephyr, had a different engine with a 2262 cc displacement. The Zephyr was released in 1951. To distinguish the Consul from the Zephyr, the latter had a longer wheelbase and a six-cylinder engine producing 68 hp.

The Zephyr Zodiac appeared in 1953 and was equipped with a higher compression engine with 71 hp. The interior was all leather and the exterior was two-tone painted.

XVX was first owned by Joseph Morris of Colchester, he retained it until 1972 selling it to Susan Woolorton again of Colchester and in 1974 it went to Wales with Bryley Watkins. In 1985 it was with Terry Craggs of Edgware and then Michael Nash of Tadley bought it in June 2007 before selling it to our vendor in November 2007.

Sold with the V5C, RF60, various old MOT's it was driven 50 miles to the saleroom and comes with various spares

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 310

1966 Morris Minor, 1098cc. Registration number GUN 433D. Chassis number TBC. Engine number TBC.

The post-war Morris Minor, one of Alec Issigonis's first masterpieces, became nearly as iconic during its 23 years of production as its ostensible successor and sister icon, the Mini. Released in 1948, it used unitary construction and torsion bar front suspension, although some other novel features, like a flat four engine, never reached production.

A new, larger version of the existing A-Series engine had been developed in conjunction with cylinder head specialist Harry Weslake for the then new ADO16 Austin/Morris 1100 range. This new engine used a taller block than the 948 cc unit, with increased bore and stroke bringing total capacity up to 1,098 cc. The revised engine was teamed to a stronger gearbox fitted with baulk ring synchromesh replacing the previous cone-clutch type. From October 1963, larger combined front side/indicator light units, common to many BMC vehicles of the time, were fitted to the front wings, and larger tail lamp units were fitted at the rear. In 1964 the interior received its final update, with a new heater unit (now with fresh air ventilation), and from October of that year, a modified dashboard with toggle switches, white-on-black speedometer unit (incorporating a warning light for a blocked oil filter), textured alloy fascia, new glove-box cover design), and finally a two-spoke 'safety' steering wheel were added.

GUN is fitted with electronic ignition, front disc brakes, inertia reel seat belts, Ford Ka front seats, halogen headlights laminated windscreen. In good running order it passed its last MOT in June 2022.

Sold with the V5C workshop manual and various spares

Estimate: 3600 - 4000

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

Lot 311

1976 Daimler Sovereign LWB, Automatic, 4,235cc. Registration number NFP 752P. Chassis number 2S-7616BW. Engine number 8L-36811.

Based on the Jaguar XJ6 that was launched in 1969, the Daimler Sovereign was a badge-engineered version built under Leyland's tenure of the company that was that bit more exclusive than the Jaguar offering.

The Series II model was built from 1973 to 1979 and was offered in both short and long-wheelbase versions with the longer body becoming standard by 1974 and boasting an extra four inches of cabin length. Compared to the Series I model, the second generation versions gained a narrower grille and more elegant chromed blade bumpers that gave it handsome lines.

Four engines were offered in the model – three six-cylinder models in 2.8-litre, 3.4-litre or 4.2-litre capacity and a 5.3-litre V12. Naturally all models feature the convenience of twin fuel cap fillers.

While some 50,912 Series II Jaguar XJ6 LWB 4.2-litres rolled off the line at Browns Lane, the Daimler variant is far rarer with only 16,929 made (with less than 100 thought to be currently licensed).

NFP was registered to Messrs Dick Protheroe & Co. Ltd., Jaguar/Daimler main dealers of Leicestershire on the 14th July 1976 selling it to our deceased vendor on the 15th. He had had a bumper potato crop and treated himself, used on special occasions, to go to the races and on holiday in the West Country, the mileage rose gently over the years as shown by the 8 stamps in the service book up to 21,810 miles in July 1986, MOT's from July 1991 at 29,780 and July 1992 at 31,057 complete its history as it was taken off the road due to ill health in 1993 and dry stored ever since. When collected by our

transport firm it rolled out of the garage with ease.

This rare find, with an incredibly low mileage of only 31,143 miles, with solid history, will resurrect to being one of the most original examples on the road today.

Sold with the V5, two old MOT's, Passport to Service history book, unused Daimler tax disc holder, various maintenance leaflets and two sets of keys. Spicers have not tried to start the engine.

Estimate: 5000 - 7000

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

Lot 312

2005 Mercedes Benz E220 CDI Elegance, 2148cc. Registration number BYZ 2903. VIN number WDB211 0062A780628. Engine number 64696130382287.

The W210 E-Class, launched in 1995, brought the E Class into the upper end of the mid-size luxury market. It made major changes compared to the earlier version, including four large oval headlights, it was 1.6 inches longer and 2.3 inches wider and offered significantly more interior room but was still considered mid-size. The third generation (W211) launched in 2002, was another evolution of the previous model.

This rare manual version comes with a duplicate Mercedes service book from 2007 when the mileage was 21, 124, a further 8 stamps in the book take the mileage to 123,000. In May 2022 it passed its MOT at 124,301 when it also had the front brakes stripped, cleaned and new rear pads and sensor were fitted.

Sold with the V5C, current MOT, service book and manual, the car drove very smoothly on a test run.

Estimate: 1500 - 2000

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

Lot 313

1980 Austin Maxi 1750, 1748cc. Registration number CBW 437V. Chassis number XLAWH78M128258. Engine number 86019.

The Maxi (code name ADO14) was the last car designed by BMC before it was incorporated into the new British Leyland group, and the last production car designed by famed designer Alec Issigonis.

The new chairman Lord Stokes decided to change the hatchback's name to the Maxi in homage to the Mini of 10 years earlier. All Maxis were produced at the Cowley plant in Oxford, although the E-Series engines were made at a new factory at Cofton Hackett in Longbridge.

Underneath the Maxi's practical and spacious bodysell lay an all-new front-wheel drive chassis, which was interlinked with an innovative five-speed manual transmission. Power came from a 1,485 cc, E-Series petrol engine which would later be used in other British Leyland products, such as the Austin Allegro. The 1750 and twin-carburettor 1750 HL models, added to the range in 1971.

The Maxi featured a spacious interior, comfortable passenger accommodation, competitive prices and reasonable running costs. One unusual feature of this car was that the rear seat back, as well as folding forward as in a conventional hatchback, also folded back. In combination with fully-reclining front seats, this gave satisfactory, if spartan, sleeping accommodation.

CBW has unknown early history to the cataloguer but it is well known to the Maxi Owners Club winning Best Series I and Best in Show at the 1999 Maxi Owners Club meet as well as many other trophies in the early 2000's.

The DVLA MOT history site shows continuous MOT's since 2006 at 39,709 miles through to its last one in 2021 at 41,732, some 2,000 miles in the last 14 years. In 2015 it was owned by William Thomson of Brigg selling it to our vendor in 2016. In 2019 he had the suspension overhauled with recon hydro gas units fitted as well as four new tyres (£1226) and in 2021 it had another service including having the distributor overhauled (£306).

He passed away last year and the car has now been removed from the garage and a new battery fitted. We have driven it around our premises and had the suspension pumped up. It should be noted that there was a rodent living under the bonnet and some of the wiring has been nibbled.

Sold with the V5C, MOT history, service receipts, owners manual and the trophies mentioned above. Spicers would recommend a thorough inspection of the wiring, there is no evidence of damage to the interior

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 314

2003 Nissan Micra SE, 1240cc. Registration number YM53 FDP. VIN number SJNFBAK12U1173242.

2003 saw the introduction of the third generation Nissan Micra, safety was top of the list. So every new Micra had ABS with electronic brakeforce distribution and Nissan Brake Assist, five proper three-point seatbelts, driver and passenger airbags, electric power steering, single slot CD players and the petrol fuelled models all have unburstable chain-cam 16v engines.

This SE two owner model has 14 stamps in the service book, the last in 2018 at 82,870 miles when the first owner sold it to the owner of the garage that serviced it. It was last MOT'd at the same time. His idea was to use it but then COVID stopped that and it stayed on his drive. He is now moving and it is surplus to requirements.

A recent MOT has been received where it only needed wiper blades and a fuel filler cap.
Sold with the V5C, service book, various receipts, two keys

Estimate: 400 - 500

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

Lot 317

1990 VW Scirocco GT II, 1781cc, automatic. Registration number H473 VMW. VIN number WVVZZZ53ZLK007629. Engine number EX061814.

The second generation Scirocco went on sale in 1981, although it remained on the A1 platform. Designed by Volkswagen's own internal design team, the new car featured increased front and rear headroom, increased luggage space and a reduction in the coefficient of drag. One feature of the Type 2 was the location of the rear spoiler midway up the glass on the rear hatch. A mid-cycle update occurred in 1984, which included minor changes over the 1982 model.

Eleven different engines were offered in the Type 2 Scirocco over the production run, although not all engines were available in all markets. These engines included both carburetor and fuel injection engines. Initially all models had eight-valve engines. A 16-valve head was developed by tuner Oettinger in 1981, with the modification adopted by Volkswagen when they showed a multi-valve Scirocco at the 1983 Frankfurt Motor Show. Numerous trim levels existed, depending on the model year and market.

VMW is largely a one owner car, bought by Mark Midwood from Mann Egerton of Swindon. The service book has 16 stamps from new through to 2013 at 73,374 miles when it was taken off the road. Recommissioned in 2020 and serviced/MOT'd at 73,458 miles, including a cambelt change, wheels refurbished and new brake cylinders, its current MOT runs until January 2023.

Sold with the V5C, current MOT, DVLA MOT history, extensive service receipts, service book, the car presents very well.

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 318

1977 MGB Roadster, 1798cc. Registration number PBB 171R (see text). Chassis number GHN5 42921G. Engine number 18V847F-H15090

Outstandingly successful despite, or perhaps because of, its relative simplicity, the perennially popular MGB remained in production for 18 years while rivals came and went. Conceived in the late 1950s and launched in 1962, the MGB was mechanically similar to the preceding MGA, though with unitary-construction bodyshell instead of its forebear's separate chassis. To compensate for the newcomer's increased weight, the existing four-cylinder B-Series engine was stretched to 1,798cc while the MGB's aerodynamically efficient lines made the most of the 95bhp available to achieve a top speed which just bested the magic 'ton'. A 'right first time' design that changed little over the years, the MGB had enjoyed sales totalling in excess of 500,000 cars by the time production ceased in 1980.

PBB was restored by our vendor many years ago and last taxed in 1987, he then placed in in his conservatory and locked it away. To remove it a wall had to be removed!

In apparently good condition it will need recommissioning and it should be noted that although recorded with DVLA there is no paperwork or keys with it. Also note that the steer column has been detached to aid steering as the lock was on.

Estimate: 3500 - 4500

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

Lot 319

1995 Toyota Land Cruiser, 2980cc. Registration number M737 TDB. VIN number KZJ780028150. Engine number 1KZ.

The Land Cruiser is a series of four-wheel drive vehicles with production of the first generation of the Land Cruiser began in 1951. It has been produced in convertible, hardtop, station wagon and cab chassis body styles. The Land Cruiser's reliability and longevity have led to huge popularity, especially in Australia, where it is the best-selling body-on-frame, four-wheel drive vehicle. The Land Cruiser 80 series was unveiled in October 1989 at the Tokyo Motor Show and launched in early 1990. It had swing-out back doors, which were replaced by a tailgate and hatch in 1994.

This example was imported into the UK in 1999 and has spent most of its time off the road in a collection of 4x4's. Recently recommissioned it has just had the timing belt changed and a full service at Toyota Barnsley and a fresh MOT.

Sold with the V5C, MOT until April 2023 and receipt for the service. It is worth checking the underside of this vehicle that bears out a mileage of only 54,765KM as being correct. Please note the speedo has not been recalibrated to MPH

Estimate: 14000 - 18000

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

Lot 320

2001 Land Rover Defender TD5 110, 2,495ccc. registration number Y511 UKJ. VIN number SALLDHM871A607053. Engine number 10P99271A.

Land Rover continued the Series I, II, and III range with the 90 and 110 models in the '80s and then introduced the Defender nameplate in late 1990. After decades of producing the Land Rover Series models, the British carmaker finally decided on giving a proper name to the iconic off-road vehicle: Defender. It replaced the former 90 and 110 nameplates and became Defender 90 and Defender 110, respectively. Later on, Land Rover longer version named Defender 130. Unlike the shorter Defender 90, the 110 version featured a 110" wheelbase and four doors. At the back, a side-hinged door allowed access to the boot or to the additional side-mounted seats.

Under the bonnet, Land Rover installed either a 3.5-litre V-8 petrol engine or a 2.5-litre turbo-diesel. Later on, it dropped the V-8 unit and improved the turbo-diesel powerplant. When Ford bought Rover, it replaced the older 2.5-litre inline-five with a 2.2-liter inline-four used on the Transit utility vehicle. The Defender featured live axles, both front and rear, and coil springs. A low-range transfer case allowed an all-wheel-drive system with a locking center differential. According to the V5C UKJ has had three owners, the first is believed to have been a police diver's vehicle, followed by a farmer. A mechanic then bought it and replaced the chassis in 2017 with a galvanised one and in 2020 completed the refurbishment including a respray and a lighting upgrade. Our vendor bought it and fitted a roof lighting board, recently serviced it when the fuel pump was replaced, it has also had a Storm stage 2 remap. The MOT history from 2015 at 81,135 miles until the last one in December 2021 at 114,727 confirms gentle use over the last 20 years.

Sold with the V5C and MOT history this 110 also comes with unfitted bench seats to the rear.

Estimate: 12000 - 15000

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

Lot 321

1989 Mercedes Benz 300D G Wagen, 2998cc. registration number G741 URO. Chassis number WDB46033227065190. Engine number 61793122002157.

The Mercedes-Benz G-Class or G-Wagon, short for Geländewagen (cross-country vehicle), is characterised by its boxy styling and body-on-frame construction. It uses three fully locking differentials, one of the few vehicles to have such a feature. The G-Class is still in production and is one of the longest produced Mercedes-Benz in Daimler's history with a span of 32 years. It was developed as a military vehicle from a suggestion by the Shah of Iran and offered as a civilian version in 1979. The first major refinements were introduced in 1981, including an automatic transmission, air conditioning, an auxiliary fuel tank, protective headlamp grilles and a cable winch. Fuel injection became available in 1982 when the 230GE was introduced in Turin, along with more comfortable and supportive front seats, auxiliary heating, wider tyres and wheel arches. For 1985, differential locks, central door locking and a tachometer became standard.

This Mercedes-Benz G-Wagon was first registered on 30th September 1989 to Mr Simper of Suffolk. It has extensive dealer stamped service history, from 1,384 miles in 1989 (29 times!) right up to the most recent in 2020 at 156,112 miles. The MOT history backs up the mileage as well and is current until September 2022. It is offered in a desirable colour combination, the Astral Silver coachwork is in good order and the replacement grey checked interior is virtually unmarked. It has undergone recent 3M cavity wax treatment.

Offered with a V5C registration document and an MOT test certificate valid until September 2022, this G-Wagen can be highly recommended and it is well worth checking the underside of the vehicle.

Estimate: 18000 - 22000

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

Lot 322

1990 Toyota Hilux LN 106 pick up, 2779cc. Registration number G617 WNJ. Chassis number 106-0025096. Engine number unknown.

The Hilux debuted in March 1968 as a new bonnet-type truck that integrated and succeeded the Briska and the Light Stout.

The fifth-generation Hilux that came out in September 1988 represented the three basic concepts of power, sturdiness, and comfort. To enhance its functionality as a multi-purpose vehicle, the interior equipment was further upgraded. The basic body variations were reduced to one featuring pressed doors with integrated window sashes. A major difference between rear-wheel-drive (RWD) and 4-wheel-drive (4WD) models was the wheel arch flares.

This example was a Japanese import via Australia when registered with DVLA in 2008 when its odometer read 33,278KM, The last MOT in November 2011 was at 51,632KM.

Offered in a striking white with BF Goodrich All Terrain tyres, all round less than 1,000 miles ago. It has had a recent full major service at Toyota, including the timing belt, costing £515.99. The 4WD drive is engaged in the cab.

Sold with the V5C, current MOT, past MOT history and booklet, the underside of this truck is testament to the very low mileage. Interestingly the V5C classes the pick up as a motor caravan, presumably it came into the UK with a camper box on the bed.

Estimate: 12000 - 15000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 323

1998 Range Rover P38 2.5 DSE Automatic. Registration number S797 WOM. Chassis number SALLPAMW3WA402894. Engine number unknown.

Known as either the P38 or P38A (after the vehicles code name, Pegasus, and the office in which the vehicle development team was based), the second-generation Range Rover launched 24 years after the Range Rover Classic, on 28th September 1994.

On its debut, the second gen Range Rover featured a Rover V8 engine or a 2.5 L BMW six-cylinder turbo diesel. In the Land Rover hierarchy, the Range Rover P38 was marketed as a higher spec vehicle to the Land Rover Discovery and, as such, featured more high-tech equipment and premium trims.

WOM, finished in Oxford blue Micatallic with Granite Leather, shows long term ownership from 2012 until 2020 by Andrew Dexter with many receipts on file.

The MOT history with DVLA goes back to 2005 and the last one in September 2020 was at 188,286 miles. It has has been parked up for much of the time in-between and a new battery has just been fitted and it was driven on trade plates to the saleroom. It should be noted that the air suspension is sticking a bit, sometimes up, sometimes down, a solenoid is suspected.

Sold with the V5C, old MOT history and various receipts. For a P38 follower this very presentable machine should not be much of a problem to solve.

Estimate: 1250 - 1500

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

18.6% inc VAT for Live Bidding and Autobids

Lot 324

1986 Ferrari 328 GTB, LHD, 3,200cc. Registration number D4 GTB. Vin number ZFFWA19B000066423. Engine number unknown

The Ferrari 328 GTB is a 2 door coupé style automobile styled by Pininfarina with a mid positioned engine powering the rear wheels. It's powered courtesy of a naturally aspirated engine of 3.2 litre capacity. This powerplant features double overhead camshaft valve gear, a 90 degree V 8 cylinder layout, and 4 valves per cylinder. It develops 266 bhp of power at 7000 rpm, which is transmitted to the wheels by means of a 5 speed manual gearbox. Having a stated weight at the kerb of 1263 kg, the Ferrari 328 GTB manages to cover the 0-60 mph dash in 6 seconds and the standing quarter mile in 14.3 seconds. It is claimed to achieve a maximum speed 163 mph.

This example was first owned by legendary Ferrari dealer and racer Philippe Lancksweert, who was part owner of the Francorchamps dealership in Brussels, being registered on the 17th October 1986. By 1997 Very Superior Old Cars of the Netherlands had sold it to a Mr de Vos, receipts on file show he had a major service including the steering rack at a cost of Fl 4,059. In 1999 they sold it to Mr Davis who receipts show had the wheel bearings replaced and again to our vendor in 2000 when he was working in Holland. There are Dutch equivalent MOT certificates on file from 2001 - 2008. Works undertaken when he lived out there include in 2001 a Kenwood CD, with amp and a Class 3 alarm fitted at a cost of Euro 2,486, in 2004 new ECU from Kroymans Ferrari Euro 1,100 and 2007 Trentside of North Lincolnshire removed the engine, fitted a new clutch, inc pressure plates and bearing, new cam oil seals, new timing belts, £3,700.

When he moved to the UK in 2010, he brought it with him, fitting a new speedo, (the old reading 117,047KM), a new alarm, new headlights and underseal at the same time, costing £926. MOT and service history follows by Lowfield Garage of Malton from that time, the most recent MOT in February 2022 at 2,675 miles.

In 2013 Malton Coachworks undertook welding to nearside sill and painted the front of the car for £1,450, in 2014 a re-cored radiator and new coolant bottle amongst other parts were fitted for £1,160, in 2015 new Pirelli P7's were fitted and in 2019 second hand door catches were replaced (£789 for the pair) and the doors adjusted for £427 at Malton coachworks.

The car has had little use over the last six years, although always MOTed and serviced, due to an eyesight condition meaning our vendor can no longer drive and he is now, reluctantly, allowing this 328 GTB to be looked after by another custodian.

Sold with the V5C, comprehensive history folder as mentioned above, Ferrari handbook holder, original owners' card, and bespoke garage soft cover, Spicer's can recommend this 328, a car that has known history back to 1997, been owned by our vendor since 2000 and has been enjoyed as it was designed to be and not left in a garage as an investment. We would recommend that the next custodian has the timing belts changed due to the time period since they were last changed as a precaution.

Estimate: 50000 - 60000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 400

1959 James Cadet, 147cc. Registration number 756 XVS (non transferrable). Frame number BL15 6013. Engine number 295B 34357.

James was taken over by Associated Motor Cycles (AMC) in 1951. AMC had also owned Francis Barnett since 1947 and they merged the production of both companies in 1957, after which quite a lot of 'badge engineering' went on (similar to the path AMC chose for AJS and Matchless during the same period). However some separate models were produced under both the James and FB banners until the end of production, usually dressed out in the 'standard' company colours – maroon for James and dark green for FB.

This original and unrestored machine has recently been reregistered with DVLA and comes with a receipt for a carb overhaul from Villiers Services in June 2021.

In need of further recommissioning and safety checks it will make an interesting addition to any collection.

Sold with the V5C, dating certificate and aforementioned receipt.

Estimate: 450 - 550

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

18.6% inc VAT for Live Bidding and Autobids

Lot 401

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

These machines were the early post war replacements for the remaining fleet of BSA M20's and Matchless GL3's which, together with the US built machines, had formed the major component of the Army's wartime motorcycle holdings.

The B40 with telescopic front forks was a modern motorcycle in its day and was used for convoy control, messenger services and the carriage of any small stores, which could be fitted into the pannier bags. The carriage of messages was an important function at a time when radios were few, and less reliable than now. Shepherding road convoys, particularly on major exercises, with the British Army of the Rhine in Germany, was a vital function. Motorcycles ensured that units did not become muddled, as there was often a set time allocation for the use of roads by military traffic with no allowances for losing the way.

The B40 like most military motorcycles of the period was basically a road machine with limited off road performance.

It is suggested that the total number supplied to the British Armed forces was 3,087, which included 135 for the RAF and 26 for the Royal Navy. BSA received a further order for an additional 235 machines in 1971, which the company was unable to fulfil due to its increasingly precarious state at the time.

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

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

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

Estimate: 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 402

1980 Can Am Bombardier, 250cc. Registration number MWJ 852W. Frame number 88010000380. Engine number 89211.

The military bike was developed mainly for the army as a general workhorse and vehicle for dispatching. Although originally intended for the Canadian army, its low set height, gentle manner (thanks to a detuned 250cc engine) and overall handling found favour with the British and Belgium armies as well.

Between 1978 and 1980, the British Army purchased around 3,000 of these machines. Due to the 1990's disarmament in Europe, nearly all were released to private ownership.

MK2 bikes were produced under contract FVE22A/88 providing frame numbers 8801 for right hand road use in Germany and 8802 for left hand road use in the UK.

This example entered British Military service on the 28th July 1980 before being dispatched to the BAOR in Antwerp in February 1981, then in October 1982 it was transferred to the 1st Armoured Division. It left service in March 1987 and was first registered with DVLA in December 1988.

Recently recommissioned by our serial restorer vendor, he is now on with his next project and it is surplus to requirements. When delivered it fired on the second kick and all electricals were tested.

Sold with the V5C and a copy of the British Army history.

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 403

1985 Armstrong MT500, 498cc. Registration number C844 FWW. Frame number 193570. Engine number unknown.

In 1984 CCM-Armstrong, a relatively small company manufacturing competition bikes, was awarded the contract for supply of motorcycles to the British Army. Based in the north west of England, CCM has a renowned history for competition success dating back to the early 1970s.

Initial contracts were for the supply of approximately 3000 Armstrong MT500s to British, Jordanian and Canadian armies, between 1984 and 1987. Thereafter, manufacturing rights were sold to Harley-Davidson USA.

FWW entered the Army as 93 KD 25 in 1985 and appears to have been UK based being released by 5th Div at Shrewsbury in Oct 1996 via Central Motor Auctions with a mileage of 13,590. By 1998 it was with Roger Lyons and then Christopher Dobson in 2002 when the MOT shows 13,929 miles. Today it is at 14,974 and has been in storage for many years.

Sold with the V5C, V5, 2002 MOT, service release record and photocopied manuals

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 404

1983 Honda Silver Wing, 499cc. Registration number APV 630Y. Frame number PC024000602. Engine number CX500E 2033562.

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.

APV was owned by Paul Cropp of Bridlington, in 2013 before moving to Scunthorpe with Ian Robinson later that year. Our vendor bought it in 2017. The MOT history goes back to 2006 at 61,284, rising over the years to the last one 2015 at 75,766, today it is 75,774 miles.

Sold with the V5C, MOT history and a single seat with back rest, it will need recommissioning due to its period of storage

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 405

1996 Kawasaki BJ250-C2 Estrella, 250cc. Registration number N843 WUP. Frame number BJ250A-001826. Engine number BJ250AE 00022.

The BJ250 Estrella launched mainly for the Japanese home market in 1996 is a single overhead camshaft single cylinder two valve four-stroke. The retro design has proven popular in Japan, with a great many after market customising and tuning goodies available from Japanese tuning companies like Daytona and Over Racing.

A custom and sport version have been produced, the custom having a 200mm twin-leading shoe front brake, the sport version being fitted with a disc.

Although not blessed with a huge amount of power, the engines can be up-rated with high performance CDI units, bigger bore carburettors and free flow exhaust systems.

This Japanese market example was imported by David Silver in 2021 and sold to our vendor as a Covid project, now completed it is UK registered and passed its MOT in March 2022. He is now on the look out for another project.

Sold with the V5C, MOT, Nova and purchase receipt.

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 406

1999 Kawasaki BJ250A Estrella Custom, 250cc. Registration number S736 LEP. Frame number BJ250A-049108. Engine number BJ250AE 024213.

The BJ250 Estrella launched mainly for the Japanese home market in 1996 is a single overhead camshaft single cylinder two valve four-stroke. The retro design has proven popular in Japan, with a great many after market customising and tuning goodies available from Japanese tuning companies like Daytona and Over Racing.

A custom and sport version have been produced, the custom having a 200mm twin-leading shoe front brake, the sport version being fitted with a disc.

Although not blessed with a huge amount of power, the engines can be up-rated with high performance CDI units, bigger

bore carburettors and free flow exhaust systems.

This Japanese market example was imported by David Silver in 2021 and sold to our vendor as a Covid project, now completed it is UK registered and passed its MOT in March 2022. He is now on the look out for another project. He has given this one a street scrambler look and the old mudguards and chain cover come with the bike.

Sold with the V5C, MOT, Nova, purchase and other receipts.

Estimate: 2000 - 2500

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

Lot 407

1964 Greeves Sports 20DC single, 197cc. Registration number YFW 850. Frame number 61 4275 (see text). Engine number D10 275/276, Villers 9E 246D 8994.

Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle from humble commuter to clubman's road-racer, but it was the firm's off-road products which really put it on the map, generating valuable publicity that helped sell the roadsters. For the 1959 season there were two new road models: the 24DB Sports Single and 25DB Sports Twin, the former powered by Villiers' 31A engine and the latter by their 2T. 'Paddle fin' hubs, as fitted to the Hawkstone scrambler, were an extra-cost optional.

This machine was owned by Paul Pacey of Lincoln in 1985 and by Oliver Rackham of Nottingham from 1996. It was put back on the road in 2006 by him and re-issued its original registration number, presumably restored by him at the same time. By our cataloguers reckoning it should be listed with DVLA as a 1961 number as per the frame number 61 4275. In 2014 Nicholas Cooper bought it selling it to our vendor in 2016. Used for display purposes only recommissioning will be required before road use.

Sold with the V5C, V5 and two MOT's from 1995 and 1996.

Estimate: 3000 - 3500

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

Lot 408

1953 AJS Model 16, 348cc. Registration number MVS 372 (non transferrable). Frame number A4102. Engine number 16MS/20345.

The rigid framed AJS Model 16M 350 cc single was developed in 1945 from the military Matchless G3/L World War II motorcycle. The company also produced an almost identical motorcycle under the Matchless name as the Matchless G3L with the only difference between the two was that the Matchless carried a magneto at the rear of the cylinder barrel, whereas the AJS magneto was at the front.

In 1953, the Model 16M was modernised with a dual seat replacing the saddle and rear pillion seat, it retained a rigid rear frame until 1949, when pivoted rear suspension controlled by hydraulically dampened spring units designed and made by Matchless became available. The difference was indicated by the S (for springer) designation - 16MS.

This matching numbers machine appears to be an older restoration in working order, it has recently been taken to Scotland to ride around the Western Isles. It has a useful magdyno fitted.

Sold with the the V5C, as with all bikes bought at auction and in running basic safety checks should be undertaken before taking on the road.

Estimate: 3000 - 3500

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

Lot 409

1960 Greeves Scottish 24TCS, 246cc. Registration number BVH 574A. Frame number 60/1779. Engine number (Villiers 32A) 863B 1133.

The Greeves Scottish was named in honour of Jack Simpson's class win in the 1957 Scottish Six Days Trial and for many years it was the clubman rider's favourite.

The Scottish went through a large number of updates during its eight-year production span, each change being indicated by a different suffix letter after the T.

BVH has known history since 1983 when it was registered with DVLA, the mileage on the MOT being 2,730, presumably only being used off road until then by John Rushton of Nelson and registered as GEO 203; he retained it until the following year selling it to John Whitaker of Keighley who passed it to his son, Gregory, in 2007. In 1989 the register was transferred and it was issued its current BVH 574A. The mileage at this time was 7,543, today it is the same, potentially the digits are stuck in the odometer.

Showing great patina, this unrestored machine will require safety recommissioning before entering pre 65 trials events.

Sold with the V5C, two mentioned MOTs and other paperwork

Estimate: 3000 - 3500

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

Lot 410

1975 Montessa Cota, 248cc. Registration number MUY 838P. Frame number WM-133 (V5C states 21M16358). Engine number 21M 16358. Crankcases both 32.

Montesa was formed in 1944 and although they produced many models of motorcycles and bicycles it wasn't until the 1960s and 70s that they enjoyed massive growth and some success with their competition motorcycles mainly in trials. They were available with many different engine sizes and won many national championships as well as the world title on a 247 in 1980 with Ulf Karlsson.

MUY has been used off road by the patina on her, our vendor buying it in 2018 but has rarely used it.

Sold with the V5C, it should only need recommissioning before taking to the trials circuit again.

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 415

2007 Malaguti Drakon Moped, 49cc. Registration number AY07 HNW. Frame number ZJM72K10272002979. Engine number 100887.

The Malaguti Drakon NKD50 is a single cylinder, two-stroke SOHC produced by Malaguti between 2006 and 2007. Claimed horsepower was 8.85 HP @ 8500 RPM. The bike has a 6-speed transmission. Power was moderated via the multi-disc oil bathed clutch. The front suspension was an inverted fork while the rear was equipped with a monoshock.

This example, with Ducati Corse decals, has been a starter bike for several owners to pass their test on and vendors grandson has done just this, now moving onto an Aprilia. The MOT mileage in 2017 was 1693, in 2022 it was 168 miles and today it shows 255 miles

Sold with the V5C, the MOT is current until January 2023 and it comes with various historical receipts and a manual.

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 416

1968 BSA Bantam D14B, 175cc. Registration number NDE 985G. Frame number D14B 9792. Engine number D14B 9792.

The Bantam was based on the German DKW RT 125, a design that was received as war reparations, with the Bantam as a mirror image so the gear change was on the right side as with other British motorcycles of the period. Over the years the model evolved through the D1 of 1948 to the D3, D5, D7, D10, D14/4 and finally in 1969 the D175. Production ceased in 1971.

BSA introduced the D14 range in 1968, a one year only model. Production began late in 1967, and early engine prefixes were listed as D13, though this was never a model.

NDE was registered with DVLA in 1981 and with John Christopher in Wales in 2005 before moving to Telford with John Wright in 2017. Now a non runner it has good compression and will need an overhaul before road use.

Sold with the 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 417

1966 Ducati Monza, 160cc. Registration number not registered. Frame number MD 161147. Engine number MD 16298 MD.

America has always liked its bikes to carry more power. That wasn't any more evident than with the Ducati 160 Monza, a product of the 125 cc SOHC engine that was increased to 160 cc to cater to the power-hungry US market.

In addition to the 160 cc SOHC single engine that produced a top speed of 63 mph and was mated to a four-speed transmission, the Ducati 160 Monza also came with a bevy of features that further elucidated its Americanized credentials. Among these features include a square tank towards the end of its production run, as well as a side panel and engine number that pretty much let everyone know that the bike came with a 160-cc engine.

This example comes with a dating certificate from the Ducati Owners Club, and they state it was manufactured by Mototrans of Spain for the US market.

It will require light recommissioning, although it has had new shock absorbers, chain, seat, exhaust pipes and battery recently fitted.

Sold with the dating certificate.

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 418

1961 Bianchi Tonale, 175cc. Registration number 357 ATR (non transferrable). Frame number 235204. Engine number 235204.

Founded in the late 1890s, Bianchi made little impact outside Italy before WW2 despite an innovative approach which saw a team of unitary construction, twin-overhead-cam 350s entered in the 1926 Isle of Man TT, the design having first appeared in 1924. In the post-war period the company's road range consisted mainly of lightweights, the mainstay of production being 175cc models like the Sandro Colombo-designed Tonale. Styled as only the Italians know how and featuring a unitary construction overhead-cam engine, duplex loop frame and full-width alloy hubs, the Tonale must have seemed light years in advance of its British contemporaries.

This very well restored model appears to have been a UK bike from new with 3 previous owners according to the V5C, a David Lightowler buying it in 2015 and our vendor in 2016. He bought it as a display machine so he has not ridden it and his life has now taken a different direction. There is no history before this time or who performed the quality restoration.

Sold with the V5C, and a period Use and Maintenance Manual, it will require recommissioning before road use.

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 419

1975 Yamaha FS1-E DX, 49cc. Registration number KPW 175N. Frame number 599-302563. Engine number 599-302563.

The Yamaha Motor Co was formed in 1955 as the powered vehicle division of the massive Yamaha Corporation more famous for making musical instruments. The first bike produced in 1954 was the YA-1, like the BSA Bantam a copy of the German made DKW RT125 but in typical Japanese fashion this was soon improved upon with the launch of the YA-2 in 1957. This proved to be an immediate success in sporting events starting a long tradition of achievement that goes on to this day in Moto GP. In spite of Yamahas reputation for performance machines the humble little 'Fizzy' is still one of their best thought of and most sought after products. A whole generation of seventies motorcyclists cut their teeth on this classic sixteen special.

KPW was bought by our vendor in 2018 as a project and he set about restoring it to as new factory with new or reconditioned parts. Every part has been dealt with and when completed it went on display in his home, it has never been ridden and only covered 2 push miles since completion.

Sold with the V5C and period owners manual, if you are in the market for a Kenny Roberts FS1-E then Spicers can highly recommend this example which is very hard to fault, a potential prize winner.

Estimate: 5500 - 6500

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

18.6% inc VAT for Live Bidding and Autobids

Lot 420

1972 Ducati Mk 3 450 Desmo Silver Shotgun, 435cc. Registration number Q304 CVN. Frame number DM450 M3 *700890*, DGM8586-0M. Engine number DM450, 457710.

A major factor in Ducati's destiny had been the US Berliner Corporation, importers of the brand since 1959 and dictators to a large extent on company policy. It was at the behest of the Berliner brothers that the 1200 cc V-4 Ducati Apollo was conceived, two examples being constructed before the pin was unceremoniously pulled. The Apollo project soaked up an enormous amount of Ducati's capital and development resources, but an even bigger blow was when Berliner cancelled an order for 3,500 motorcycles in early 1967, which were ready for dispatch from Bologna.

The all-new 450 Desmo, made its European debut in 1968, and soon after, regular production of the desmodromic engines in 250, 350 and 450 form commenced.

The new Desmo 450 featured a slightly garish silver metalflake paint scheme for the fibreglass fuel tank, front mudguard and side covers, leading to the nickname 'Silver Shotgun', which has stuck in more recent times. The styling was a café racer's dream, with rear set footrests, a racing style hump-back seat, clip-on handlebars, Borrani 18-inch alloy rims and snazzy Grimeca double-sided single leading shoe front brake. Front forks were 35 mm Marzocchi, with a white-faced Veglia tachometer (red-lined at 8,500) mounted on top of the steering head. Rear shock absorbers were also Marzocchi, with unusual full-length springs with a wire loop pre-load adjuster. The swept-back exhaust finishes in a Silenium silencer with a chopped-off tail.

The final version of the 450 Desmo appeared in 1974, now yellow in colour and with Ceriani forks and a disc front brake. The example offered is from the preferred early production in silver, made in 1971-72. It was made for the Australian market which is where our vendor found it when he was working at the Caiguna Roadhouse in Nullarbor Plain, Western Australia, a huge flat plain, in 1981. At this time it was painted blue and yellow but the silver paint was visible in places. He repainted it red and then had it shipped home to the UK in 1983. A replacement speedo was fitted and it was MOTed at 28 miles in July 1983, being registered Q304 CVN (at the time all imported vehicles were given a Q plate, it may be possible now to get an age related one). Ridden for another 760 odd miles it was then laid up and has remained in storage ever since.

Sold with the V5C, V5, 1983 MOT, Australian Title, the machine has lost its head lamp and will require restoration, buyers should satisfy them as to the completeness of this rare project.

Estimate: 5000 - 7000

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

Lot 421

1961 Triumph Tiger Cub T20, 200cc. Registration number 16AVN (non transferrable). Frame number T 80763. Engine number T20 80763.

With the introduction of the 149cc Terrier in 1952, Triumph re-entered the market for lightweight commuter machines. A simple, compact, unitary construction four-stroke with four-speed gearbox, the Terrier was joined in 1954 by an enlarged version - the 200cc Tiger Cub - that offered 60mph-plus performance and 100mpg. A big success, particularly with younger riders, the Cub underwent continual development for the next 16 years, finally ending up with BSA Bantam cycle parts (as the Bantam Cub) before being dropped in 1970. The model remains a favourite with today's collectors, many of whom would have commenced their riding career on a Cub, and is well served by an extensive network of parts suppliers and other specialists.

16 AVN was first registered by dealers Andrews of Scarborough, their plaque is still on the number plate, before being sold to Harry Robinson of Scarborough on the 26th September 1961. In 1974 he sold it to Robert Walker of York and our vendor bought it from him in 1975. Used for the next three years the MOT history shows 12,084 in 1975, 16,860 in 1976 and the odometer broke so it was replaced, the 1977 MOT was at 5,393 (total 22,253). It was then consigned to the back of the garage until it was recommissioned in 2016 with a mileage of 5818 and again the following year at 5,817. Today it stands at 5,906 miles, it was recently taken for its last ride with the vendor to a local Platinum Jubilee event and is now being passed onto the fourth owner.

Sold with the V5C, R.F. 60 and aforementioned MOTs.

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 422

1996 Yamaha Virago XV535S, 535cc. Registration number N569 EKH. Frame number 2YL-166184. Engine number 2YL-166184.

The XV535 Virago is where Yamaha started giving Harley-Davidson a run for their money: it was the first of their cruiser motorcycles and it certainly lasted well. It is unique in being one of the few smaller cruiser-style motorcycles available with a shaft drive instead of a chain or belt final drive system, as well as a V-twin engine of that size. Its heavily chromed body styling is also distinctive. The model was discontinued in 2003 the "star" range of motorcycles form took over as the cruiser line from Yamaha. The V-Star 650 (known as the DragStar) would be seen as the successor to the XV535. EKH was sold by Fiveways Motorcycle Centre on the 27th December 1995 to Carol Mansell of Brough, who passed it onto Trevor Darley of Londesborough in 2011 and then Gordon Hatfield in 2012. It has MOT history from 2000 at 6,605 miles and 2001 at 7,133. When Gordon bought it was at 7,209 miles. SORNed until 2022 it has recently been recommissioned and just passed its MOT at 7,213 miles.

This very low mileage example presents very well and rides as well as it looks.

Sold with the V5C, June 2022 MOT, two keys, old MOT's and various paperwork including a manual.

Estimate: 2000 - 2500

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

Lot 423

1954 Matchless G80S, 500cc, Registration number HFV 278. Frame number not found. Engine number 51/18 16446.

In the early 1950s, the most popular British four-strokes were still pushrod singles. The Matchless G80 is typical of this era.

By 1951 the G80 had an alloy cylinder head and the barrel fins now went all the way to the base on competition models. The magneto on an AJS was in front of the cylinder, and the Matchless magneto was behind.

The 500 cc "long stroke" G80CS was produced from 1951 through 1955. In 1956 it was replaced by the shorter stroke, larger bore models that used the same numeric codes. The C is for Competition (Scrambles) and the S for Suspension (not a rigid rear frame).

HFV is one of those old school bikes that is a good runner in good condition and obviously well cared for. It started on second kick when brought in for the auction. It come with R.F.60 for a Matchless G80S, but the frame number on the bike cannot be found and the engine has been changed. It is a 1951 unit recorded on the V5C as 511816446. It has history back to the day the initial bike was sold in 1959, the R.F.60 last recorded owner being Vernon Nolan in 1978 and his appears in the V5C, bought by Keith Oldroyd in 1997 our vendor bought it from him in 2014. It has an MOT from 2004 at 23,154 miles, today it is 23,321 miles.

Sold with the V5C, R.F.60 and various receipts

Estimate: 3000 - 3500

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

Lot 424

1952 AJS Model 18S, 500cc. Registration number VYJ 735 (non transferrable). Frame number 83741. Engine number 52/18S 20873.

The AJS Model 18 was developed from a design from the 1930s, despite which it was still being manufactured 30 years later. The AJS was updated when a springer frame rear suspension was made available for 1949, to become the Model 18S. The suspension was a vast improvement on the rigid rear end - which had given a bouncy ride. Each of the two 'Candlestick' shocks held only 50 cc of SAE 20 weight oil. They were prone to leaks and were replaced by the larger diameter 'Jampot' shocks on the 1951 version.

VYJ comes with a good history folder going back to Mark Dodson in 1993, then Jeffery Greensmith in 2002 and our vendor in 2015. It also comes with Factory Dispatch records showing it to be matching numbers.

Sold with the V5C, old MOT's and various receipts.

Estimate: 3200 - 3600

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

Lot 425

1958 AJS Model 30, 592cc. registration number 368 YUM (non transferrable). Frame number A64454. Engine number 58/30 07122.

Introduced for the 1956 model year, Associated Motorcycles' (AMC) AJS Model 30 (and its sister Matchless G11) boasted an engine of 592cc, which went into the newly introduced cycle parts shared with the AMC four-stroke heavyweight singles range. Along with the new frame came a restyled oil tank and toolbox, full-width front brake and a longer seat, while the excellent AMC gearbox - also fitted to Nortons, including the Manx - was phased in during the year. Demand for a faster bike had come from the USA.

When reviewing the AMC range for 1957, The Motor Cycle said, "Tourists, racing men, trials riders and scramblers can all find models to wet their appetite in the AJS and Matchless ranges, which are, of course, basically similar. All models have pivoted-fork rear springing, and telescopic front forks. The roadsters - comprising single of 347 and 498cc and parallel twins of 498 and 592cc - are renowned for their comfort, high quality finish and mechanical quietness."

This example comes with a AJS Matchless Owners Club dating certificate confirming it is matching numbers and was dispatched to dealers Pretty during February 1958. Its early history is unknown but when the certificate was obtained in 2009 by the then owner, John Charlesworth, it was registered as AJU 163A. This being an early age related number issued by DVLA when registration numbers were removed in the 1990's. When our vendor bought it in 2010 he subsequently successfully obtained a correct non prefix number from DVLA in 2012. He has ridden it over the years, fitting a Pazon Sure-Fire electronic ignition and a dynamo regulator.

An older quality restoration it presents very well and is only being sold due to a lack of use. A light recommissioning should see it on the road in very little time.

Sold with the V5C, dating certificate, DVLA number change paperwork and two manuals

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 426

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

The B31 was introduced in 1945, it was the first new model introduced by the company after the Second World War. Based on pre-war designs, it used a single cylinder four stroke engine that displaced 348 cc. Initially, it had a rigid frame and telescopic forks, the first use of such on a BSA. There was a competition kit available for the original rigid model B31 and B33. It was immediately popular and was soon joined by a 500 cc version, the BSA B33 and competition equivalents, the BSA B32 and BSA B34. Plunger rear suspension was offered later, with a swingarm rear suspension frame available from 1954. The model continued in production until 1959.

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

Sold with the V5C.

Estimate: 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 427

1948 Velocette MSS, 495cc. Registration number PXS 762 (non transferrable) (ex I of M JMN 599). Frame number KDD 10446. Engine number MSS 8170.

Launched in 1935 as a 500cc sports version but World War II halted production which didn't resume until 1954. The new MSS was a much more modern machine with the same frame as the Velocette MAC and was fitted with sidecar lugs and had optional panniers to appeal to the touring market. Buyers started tuning the MSS for speed, however, and the factory responded by producing the sports Velocette Venom model. Racing motorcyclist Burt Munro from New Zealand who featured

in the film The World's Fastest Indian raced a heavily modified 1936 Velocette MSS

PXS comes with a VMCC dating certificate stating it was dispatched to Salisbury Garage in Douglas, Isle of Man on the 31st March 1948. It was registered there as JMN 599 and remained there until recently when it found its way to the main as part of a deceased vendor auction. Our vendors have recommissioned the machine with a rebuilt/rewound dynamo and regulator and a general service, it is now running and riding well. They registered it with DVLA and obtained an age related number.

Another project has now come their way so the MSS is now ready for a new owner to enjoy.

Sold with the V5C and dating certificate.

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 428

1932 Rudge Radial 350cc. Registration number UF 8909. Frame number 48500. Engine number 6237. Gearbox number 39007 32641.

From its foundation in 1894 the Rudge Whitworth company built a reputation for quality, reliability, sporting prowess and innovation with many patented ideas reaching the production machines. 1923 saw the introduction of an in-house manufactured 4-speed gear box and the first four valve cylinder head on a 350cc which produced more power than the 500cc it replaced!

Coupled brakes using a linking cable appeared in 1925 and remained a feature until production ceased. They were also noted for their massive 8" diameter brakes, which appeared for the first time in 1928.

The famous 'Ulster', which quickly became synonymous with the Rudge name, was introduced in 1929 following the Ulster Grand Prix win by Graham Walker at over 80 mph.

The Golden year of 1930 saw the junior TT 1, 2, 3 win using the newly untried fully radial 350cc 4 valve engines and the following year saw the first road machine with the fully radial valve layout. Another distinctive Rudge feature appeared in 1932, the much admired stand handle allowing the machine to be placed on the centre stand with 'just one finger'.

A variety of valve arrangements was tried across a range of 250, 350 and 500cc models, and by the mid-1930s had stabilised, the 500 Special employing a parallel layout and the Ulster a parallel/semi-radial combination.

UF was first registered with DVLA in 1990, presumably when it was restored and put back on the road in full touring trim; by 1999 it was with Terrance Johns of Fareham who sold it to our vendor in 2001.

In his ownership he had the wheels rebuilt on 21" rims, he rebuilt the engine himself, the gearbox was rebuilt by Colin Chappel, the magneto by D.H. Day (£499 in 2014), new silencer, clutch plates and brakes shoes.

In his ownership it has seen occasional use and he has decided it is time for a new custodian.

Sold with the V5C, various receipts and copies of manuals, it will need a new battery and recommissioning for road use.

Estimate: 10000 - 15000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 429

1959 Norton Model 50/ES2, 490cc. Registration number TSJ 877 (non transferrable). Frame number R13 84659. Engine number 101817 (1962).

The genesis of the Model 50 can be found back in the 1930s when two new OHV machines were added to Norton's range, the Models 50 and 55. Both were 350 singles, a single port and a fashionable twin-port version. Gradually developed the Model 50 disappeared at the outbreak of the Second World War.

It reappeared in the latter part of 1955 by which time Norton had been acquired by AMC, if the earlier Model 50 was simply a downsized Model 18, then the postwar reincarnation was almost an ES2 but with a 348cc engine in the 500's swinging arm frame.

The ES2 was built in several versions during a production run lasting until 1963, though the engine dimensions of 79 x 100mm bore/stroke – first adopted by James Lansdowne Norton in 1911 – remained unchanged to the end. Over the years it went from having a rigid frame with girder forks, to using the Inter's "Garden Gate" frame with plunger rear suspension, married to Norton's Roadholder telescopic forks. Eventually the ES2 would be housed in the famous Featherbed frame, Norton's gift to good handling.

TSJ, previously sold as a project by these rooms, has now been fully recommissioned by our serial bike restoring vendor.

The frame and tinware has been powder coated, the wheel respoked, the head has been off and checked over, various new bearings and cables, new silencer and exhaust pipe, new seat cover and new new tyres, together with many smaller parts. Now running smoothly it is ready for this seasons bike runs and presents very well.

Sold with the V5C and a copy 1950-54 Instruction Manual.

Estimate: 6000 - 7000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 430

1947 Matchless G3L, Registration number FNX 497 (non transferrable). Frame number 14856. Engine number 47/G3L 4897. Gearbox number 8CPBL 35130 MS 20263.

In 1940 the British War Office requisitioned every available Matchless motorcycle to replace those lost at Dunkirk. Developed from the pre-war G3, the 'L' in the G3/L stood for "lightweight" in response to the War Office requirement for a motorcycle more suited to off-road use. The real innovation of the G3/L was the "Teledraulic" forks, which were the first telescopic design with oil damping – an idea that was to become the standard for almost all future motorcycles.

Production of the G3/L began in late 1941, and a series of modifications and improvements were introduced as it entered military service which continued post war.

FNX has been owned by our vendor for several years, used on local club runs and is being sold due to advancing years.

Sold with the V5C and various other paperwork.

Estimate: 3000 - 3500

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

18.6% inc VAT for Live Bidding and Autobids

Lot 431

1959 Velocette Venom 499cc. Registration number 899 LTC (non transferrable). Frame number RS6549. Engine number VM 3496.

The Venom was Velocette's hottest bike from its inception in 1955. In 1961 a factory-prepared Venom with a small fairing set the world's 24-hour endurance speed record of 100.05 MPH at the Montlhery race track in France. The record stood until 2008 for 500cc motorcycles. The 499cc Venom was derived from the Velocette MSS. In a field crowded with a new crop of vertical twins from nearly every maker, Velocette simply didn't have the means to join the vertical twin race. They had to make do with what they had, that being a line of very advance singles. Designed by Eugene Goodman (son of the owner) and Charles Udall, the Venom had an alloy cylinder with cast iron liner, an alloy cylinder head and a high compression piston. The cam was set high in the crankcase to allow for very short pushrods. This offered some of the benefits of an overhead cam setup, but was much simpler and cheaper to produce. The Venom was produced until 1970.

899 LTC started life with a different frame, 13275, which has been replaced by a period correct one. It was sold by Kings Motors of the Wirral to Peter Hand of Chester on the 1st January 1960 and again by them to Hugh Hughes of Ruthin in 1962. By 1991 it was with Richard Evans of Ruthin who had it re-registered with DVLA and successfully kept the original registration number relating to the engine. He had the magneto rebuilt and had many parts replaced/rebuilt.

It then goes quiet until Stephen Parry of Abergele buys it as a project (photos on file) and sets about a full restoration to the condition you see today.

Our vendor bought it at auction in 2021 needing a bit of fettling, which has now been completed and being a serial restorer he is on with another project.

Sold with the V5C, R.F.60, various receipts for parts noted above and pre restoration photographs.

Estimate: 6000 - 7000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 432

1958 Ariel Model 4G MkII Square Four, 995cc. Registration number DSK 431 (see text). Frame number CGM 1820. Engine number CNML 1764.

The Square Four is a motorcycle produced by Ariel between 1931 and 1959, designed by Edward Turner, who devised the Square Four engine in 1928.

The first Square Four 4F was shown at the Olympia Motorcycle Show in 1930, in chain driven overhead-camshaft 500 cc form. Early Square Fours used a hand-change, four-speed Burman gearbox. In 1932, the cylinder bores were enlarged by 5 mm to give a capacity of 601 cc, specifically to accommodate owners who wanted a sidecar.

The "Cammy" engine gained a reputation for overheating the rear cylinder heads, so in 1936 the engine was completely redesigned, emerging as the OHV 995 cc model 4G, Mk I.

In 1953, the 'four pipe' 997 cc Mk II was released, with separate barrels, a re-designed cylinder head with four separate exhaust pipes from two cast-aluminium manifolds and a rocker-box combined with the inlet manifold. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959.

DSK is recorded with DVLA as being first registered in 1990 and being used overseas. The 2003 dating certificate shows it as matching numbers, being dispatched to Chas Cope and Sons Ltd of Birmingham on the 28th January 1959. Our vendor bought it during lockdown as he had always hankered after one and now finds he prefers his other bikes.

Started with ease when delivered, the engine soon settles to a lovely note and the machine is in wonderful condition.

Sold with the V5C, dating certificate and Model 4G owners guide.

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 435

1976 Yamaha FS-1E, 49cc. Registration number NNH 549P. Frame number not found V5C says 101827. Engine *394-101827*.

The Yamaha Motor Co was formed in 1955 as the powered vehicle division of the massive Yamaha Corporation more famous for making musical instruments. The first bike produced in 1954 was the YA-1, like the BSA Bantam a copy of the German made DKW RT125 but in typical Japanese fashion this was soon improved upon with the launch of the YA-2 in 1957. This proved to be an immediate success in sporting events starting a long tradition of achievement that goes on to this day in Moto GP. In spite of Yamahas reputation for performance machines the humble little 'Fizzy' is still one of their best thought of and most sought after products. A whole generation of seventies motorcyclists cut their teeth on this classic sixteen year special.

NNH is the most sought-after early pre-mix version of the classic 'Fizzy' sports moped in Kenny Roberts yellow was owned by Karen Ansdell of Northampton in 1980 before our vendor bought it in 2009. He fully rebuilt the engine and has fully restored it to a high standard, riding it twice a year around his yard to keep it in running order, apart from that it lived on a shelf in his "man cave".

Sold with the V5C, a new battery with acid (note do not start it until the battery is connected or the bulbs will blow), the near side pedal has stripped its thread.

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 436

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

The Pacific Coast was manufactured by Honda between 1989 and 1998, named after California's Pacific Coast Highway, over 14,000 were sold in North America, Europe and Japan. The bike is noted for its single integrated boot straddling the rear wheel, full bodywork, and distinctive two-tone paint. Like the earlier Honda Goldwing and later Rune, the Pacific Coast had been conceived and designed by Honda Research America specifically for the US market.

Honda outfitted the Pacific Coast as a "low-maintenance motorcycle for daily use" aimed primarily toward first-time motorcycle owners. Riding position is classed as comfortable, instrumentation is "car-like", switches and controls are large and clearly marked, self-cancelling indicators were included along with a seat height of 30 inches and an integrated fairing and windshield.

Like other motorcycles with full bodywork, the PC800's plastic conceals almost the entirety of the motorcycle's mechanical underpinnings. While routine oil changes do not require panel removal the PC800 owners manual calls for removal and replacement of four panels (two each side) for servicing the spark plugs. The design of the bodywork includes three vents on each side of the bike to cool the mechanicals: a pair of forward vents on the wheel cowl, a lower vent on each side for the transmission, and two larger vents to accommodate the engine's cooling system.

ATV was imported into the UK in 1999, presumably from Japan, (due to the large number of Japanese instruction stickers and that RC340 was USA market, RC341 Japan and RC342 Canada and Europe. By 2004 it was with George Budd of Deal and later Gareth Roberts of Mountain Ash in 2008, followed by Mr Leeming of Liverpool a couple of months later. The first MOT on file, is from 2004 at 32,098 km (19,944.21 miles) and every year since a few miles had been added until 2015 at 49,849 km. It was then stored before being sold by these rooms at the Sledmere House auction of October 2019.

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

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

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

Estimate: 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 437

1994 Yamaha FZR 600R, 599cc. Registration number M46 GRH. Frame number 4JH 005125. Engine number 4JH 005125.

Introduced in 1989 the FZR600R slotted neatly into an entire range of four-cylinder sportbikes, bracketed by the FZR400 and the FZR750, with the FZR1000 at the top of the range.

It featured Yamaha's typical tech, including their EXUP exhaust valve and steeply canted Genesis engine block designed to lower the center of gravity. Unlike the 750 and 1000cc Yamahas, the 600 used a four-valve head, and the later R version seen here had a claimed 98hp. Constant evolution meant that, by 1994, the bike had four-piston brakes, revised frame geometry, and the swingarm was wider, although it retained the 18" rear wheel.

GRH was bought new by Mike Majors on the 2nd Sept 1994 and has 6 service stamps in the book by Andrews of Scarborough, the last one in 2001 at 22,000 miles. It was then bought by Paul Storr of Scarborough in 2000 and our vendor bought it from RS Motorcycles in in Goole in 2001 when the mileage was 17,373. The last MOT was in 2009 at 22,462 miles, today it is 22,892. It has been off the road since that time as it went in for a carb rebuild and the garage went into liquidation, when recovered the carb was found to be missing.

Being sold now due to a lack of storage, this bike comes with the V5C, V5, original service book and manual. Prospective purchasers should satisfy themselves as to the completeness of this project.

Estimate: 800 - 1200

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

18.6% inc VAT for Live Bidding and Autobids

Lot 438

1995 Triumph Daytona 885, 885cc. Registration number M903 ACC. Frame number SMTTC357DMS018531. Engine number 018739.

The 900 Daytona was born out of the Daytona 750 with more aggressive styling and better performance, and an engine that was bulletproof. This was one of several models that shared the same basic engine components in order to keep costs at a minimum and quality at a maximum. It never really challenged the top sports bikes of the day, and its weight and height meant that it could be tricky to handle when riding slowly, but the higher centre of gravity meant you could use its weight to corner.

What was then a sports bike is now a great little sports tourer. Solid, dependable with the power where it matters when it matters and there are still few bikes that can embarrass it away from the lights or down the tighter lanes. Yes it will flop into bends and keeping a line on the curves may be a little more challenging than on more 'neutral' machines but this is a bike for those who want to ride not glide, it rewards a partner rather than a passenger.

ACC was bought by Ian Fisher of Winsford from Woods Motor Cycles of Abergele and has 11 stamps in the service book up to 31,903 miles in 2018. In 2012 it moved to Mark Hutchinson of Selby when the mileage was 30,898 and the service receipts from that date detail comprehensive attention to detail. The last one in 2020 the mileage had only risen to 31,972. The MOT history backs this limited use up, the last one was in September 2021 at 32,005 miles, today the odometer shows 32,089 miles.

Ridden to the saleroom, this Daytona presents very well and is only being sold due to lack of use by our vendor who bought it in March 2022 and he is concerned for his license as it is too easy to exceed the speed limit!

Sold with the V5C, MOT history, service book, manual, service receipts, original tool kit and Datatag that can be registered in the new owners name

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 439

1998 Triumph Daytona T595, 955cc. Registration number R714 NWY. Frame number SMTTE502LGW065196. Engine number 065326.

The Triumph Daytona T595 was introduced in 1997 in an attempt by Triumph to tap into the sports bike market. Despite the T595 name, the bike featured a 955 cc displacement in-line three-cylinder engine designed in part by Lotus. Along with the other triple-cylinder Triumphs, the Daytona helped to establish the newly managed manufacturer and its distinctive and unique three-cylinder motorcycles.

The T595-model name concatenated the new engine series "T5" and the first two numbers of the "955 cc" displacement. In 1999 the bike was renamed 955i because the T595 model name gave the impression that the bike's engine displaced 595 cc.

Large-scale changes were made in 2001, with a complete restyling of the bodywork by designer Gareth Davies, a newly designed engine raising the horsepower to 149 with internal performance upgrades included Forged steel crankshaft, forged steel connecting rods, and forged aluminium pistons.

NWY is basically a one owner bike, being bought from Eddies in Leeds by Sean Simcock of York on the 26th May 1998 for £8,599, receipt on file, part exchanging an H registered Daytona. It was serviced by them at 581 miles and MOT's on file from 2003 at 1,799 through to 2018 at 2,302 miles confirm the current very low mileage of 2,338. Bought by our vendor from him 2018 it has remained in his garage.

Sold with the V5C, MOT history, receipts mentioned, service book and manual, it will come with a new battery and will require recommissioning before road use.

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 440

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

The first generation CBR900RR was introduced in 1992 with an 893 cc inline-four engine. It set a precedent for lightweight in the superbike class, being much lighter than other large-displacement bikes of the time. With the objective of equaling the acceleration of competitors' flagship sport bikes, Honda increased the stroke of its inline 4-cylinder 750 cc engine and thus raised displacement to 893cc. Complementing its power performance was the bike's dry weight of just 185 kg, wheelbase of 1,405 mm, and a body almost identical to that of the advanced research stage model. At 205 kg wet weight, the next-lightest over-750cc machine, the Yamaha FZR1000, was heavier by 34 kg. Changes for the 1994 model comprise a new shift-drum to improve notchy gear shifts.

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

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

Sold with the V5C and MOT history

Estimate: 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 441

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

Every so often a model comes along that rewrites the rulebook for sports motorcycles, one of the most influential of modern times being Honda's Fireblade. Launched in 1992, the Fireblade blew away the opposition – principally Yamaha's FZR1000 and Suzuki's GSX-R1100 - with its combination of litre-bike performance and a 600-sized package. Superbly styled and evocatively titled, it was recognised as a future classic almost immediately, and early and unmolested examples command high prices today.

1996 brought major changes to the CBR900RR with the third generation, to optimize rigidity Honda revised the suspension and chassis. Larger thinner-walled extrusions for more torsional rigidity were used in the swingarm and frame, revised shock and fork internals, and 5 mm raised swingarm pivot. The handlebars were raised by 10 mm and swept back by five degrees to improve the riding position. A 1 mm bore increase raised the engine displacement to 919 cc. Other revisions included a smaller alternator, the addition of a throttle position sensor, extra clutch plates, and a larger exhaust. The only changes for the 1997 model were graphics and color options.

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

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

Estimate: 3500 - 4500

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

18.6% inc VAT for Live Bidding and Autobids

Lot 442

1987 Honda VFR750R RC30, 750 cc. Registration number E513 LBT. Frame number RC 1000182. Engine number RC 07E 1032255. Serial number 88013.

The RC30 was a fully faired solo seat only racing motorcycle created for homologation purposes for the World Superbike Championship by Honda Racing Corporation. It was first released to the Japanese market in 1987, 1988 released in Europe then the United States in 1990. There were only 3,000 ever made.

No mere short circuit racer, the RC30 and its derivatives proved durable enough to win a hat-full of Endurance Classics too. That this latter requirement was also part of the design brief may be determined from the fact that a quick release front fork and single sided swinging arm - essential for speedy wheel changes - were part of an unrivalled specification that included a twin spar alloy beam, 16 valve V4 engine with gear driven cams, close ratio 6 speed gearbox and four pot brake calipers.

The RC 30 was also the first production bike in the world to feature titanium alloy, which was used to make the con rods and no expense was spared on the rest of the machine either. Every component was the lightest and most expensive possible for a road bike and the result was a motorcycle which weighed a paltry 185 kilos. Six years later the legendary Ducati 916 would still be heavier. Each RC30 was hand assembled one at a time in the firm's Hamamatsu plant where the factory race bikes were built meaning that customers were virtually getting their own works bikes built for them. At the time of its launch to the public in 1988 an RC30 cost near double that of other super sports 750's, it remains a match for the latest generation of sports bikes but possesses an exclusivity that none of them can approach. 88013 would appear to be a very early Japanese market example; production started at RC30-1000001 and this is

RC30-1000182. It was imported into the UK by the Eddy Wright dealership of Leeds in 2000 and at the time it was painted in Honda race colours with gold wheels. After eighteen months of being in his shop it was repainted in the correct colour scheme and fitted with UK dials (zeroed with no note of the original mileage) and R. Haslin bought it. He rode it back from Leeds but it was down on power so he took it to Dean Ashton's shop (Ashton Performance Centre) in Hornsea where it was fettled. He also fitted a VFR front wheel which gave a better tyre profile and set about improving it over the next 3,600 miles of use.

In May 2009 it changed hands and Nicholas Riley bought it on the 7th December 2013, he sold it through these rooms at the Sledmere House auction in November 2017, the mileage was 4,395. Our vendor was the lucky new owner and set about having the bike properly recommissioned. It was MOT'd in June 2021 at 4,420 miles and in June 2022 at 4,511 miles. He is now reducing his collection and this RC30 is now available for the next custodian

Sold with the V5C, 7th June 2022 MOT, a letter from R. Haslin and the UK history file. This awesome machine is ready for the road this summer.

Estimate: 20000 - 25000

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

Lot 443

1995 Honda VFR750R, RC45, 750cc. Registration number M957 AGL. frame number RC45 20000348. Engine number unknown.

Replacement for the exotic VFR750R (RC30), the RVF750 (RC45) is powered by a liquid cooled 749.2 cc V4 four stroke engine with gear-driven cams and Titanium conrods, producing 118 bhp at 12,000 rpm and maximum torque at 10,000 rpm. It features an aluminium twin spar frame with a single sided swingarm, dual 310 mm discs with Nissin two piston calipers at the front with a 220 mm disc at the rear with Nissin two piston caliper, adjustable Showa 41 mm upside down forks. It uses a 6 speed gearbox. It differs from the outgoing RC30 by using electronic fuel injection and moving the gear drive for the cams to the side rather than centre in order to make the engine thinner.

Hand built on a special assembly line at HRC, only 200 were made for sale worldwide during 1994 and 1995.

AGL is a European specification RC45, imported into the UK in 2016, with 17,415 KM recorded (about 11,000 miles), by Craigs Honda of Bradford and sold to Terry Maslin. MOTed in 2016 at 17,415 KM and in 2017 at 17,709 KM. Our vendor being the second recorded owner when he bought it in 2019 to go with his RC30 (also in this auction). In 2021 it went to M-TEC Racing of Hull to trouble niggles and the fuel pump and regulator rectifier were replaced, it is now running as it should. Its most recent MOT was on the 7th June 2022 at 18,657KM.

Sold with the V5C, current MOT and DVLA MOT history, this awesome machine is ready for the road this summer.

Estimate: 25000 - 30000

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

Lot 444

2000 MV Agusta F4, 749cc. Registration number GHL 584. Frame number ZCGF400AAYV001027. Engine number F4 AX00702.

It was first introduced as a 750 in 1999 after being designed by the legendary Massimo Tamburini (who famously also designed the Ducati 916) when the historic brand was revived by ex-Ducati owner Claudio Castiglioni.

Although winning plaudits for its gorgeous styling, exquisite specification and thrilling, howling performance, it was also heavy, slightly down on power, cramped and unrefined and expensive compared to the best from Japan and elsewhere.

It was enlarged into a 1000cc machine in 2004 which improved things but, although still alluringly tempting, it was never a mass market success, although a series of even more exotic limited editions maintained its poster bike appeal.

GHL was originally registered W58 LFW to Donald Carcas of Dewsbury before David Holmes of Scunthorpe bought it in 2003, our vendor, the third owner, bought it in 2004 and changed the registration to its current one.

The MOT history, on file, goes back to 2003 when Holmes bought it with an HPI check. The last MOT in 2018 was at 14,186 miles and the odometer currently shows . The machine has had a Casoli Moto ECU remap and exhaust modifications.

Sold with the V5C, MOT history, two keys, Datatool alarm, original MV paddock stand and dust cover, this F4 presents very well and should pass an MOT with no issues.

Estimate: 7500 - 8500

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

Lot 450

1980 Honda CB250N Super Dream, 249cc. Registration number JRW 273V. Frame number JHMCB250N 2104572. Engine number (see text) CB250N E 2027160.

The CB250N Super Dream was the latest in a long line of quarter-litre sports twins from Honda when it arrived in the late 1970's. A worldwide sales success, the CB250N featured Honda's 'Euro' styling and Comstar wheels, while the 6-valve, twin-cylinder motor delivered its 27bhp maximum output via a six-speed gearbox. Tested by Bike magazine in 1980, the

versatile CB250N returned an overall fuel consumption figure in excess of 50mpg with a top speed of over 80mph.

This example which uses a 1980 frame with a 1979 engine, both V5C's are present so that the new owner can inform DVLA. Our vendor was building a bike for his wife but other projects kept getting in the way so he never finished it.

The frame has been powder coated, Mikuni carbs and filters, Aprilia forks, yoke and front brake, Brembo rear caliper, AP Racing master cylinder, billet rear hub, stainless steel spokes with alloy rims, Domino twin pull throttle and switch gear, standard exhaust, many stainless and titanium bolts and nuts used. The engine, with some 14,000 miles, runs well.

Now in need of the metal ware painting and final fettling this should make a different Super Dream with quality upgrades.

Sold with two V5C's as per above and some old MOT's

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 451

1978 Honda CB400F-2, 408cc. Registration number UKY 583S. Frame number CB400F2-1077947. Engine number CB400F-E-1073739.

After introducing the four-cylinder CB750 motorcycle in 1969, Honda followed with a string of smaller-capacity four-cylinder models; the CB500 Four in 1971 and the CB350 Four in 1972.

For the most part, the CB400F was simply an upgraded version of the 350 model from the previous year. In order to develop the CB350F into the CB400F, Honda increased the bore and modified the cylinder head to raise the compression ratio. In a first for Honda, a sixth ratio was fitted to the gearbox. Instead of aping the styling of the bigger CB750, the CB400F had a more café racer look with lower handle bars, rear set footpegs and one its most recognisable attributes, a swooping four-into-one exhaust system.

UKY was owned by Paul Saxton of Chesterfield in 2014, selling it to Mark Adams in 2015. He set about a comprehensive rebuild with the frame being powder coated, tin ware all resprayed and all components gone through. Most of the parts came from David Silver, receipts on file. It passed its MOT in April 2016 at 24,417 miles, since when it has seen very little use, the odometer reads 24,673 miles now.

Sold with the V5C, 2016 MOT, receipts mentioned and a workshop manual.

Estimate: 4000 - 5000

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

Lot 452

1981 Honda CX500, 498cc. Registration number RGW 525X. Frame number PC012312879. Engine number CX500E 2043484.

The Honda CX series motorcycles, including the GL500 and GL650 Silver Wing variants, were developed and released by Honda in the late 1970s, with production ending in most markets by the mid 1980s. The design included innovative features and technologies that were uncommon or unused at the time such as liquid cooling, electric-only starting, low-maintenance shaft drive, modular wheels, and dual CV-type carburetors that were tuned for reduced emissions. The electronic ignition system was separate from the rest of the electrical system, but the motorcycle could only be started via the start button.

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

RGW was restored by the previous owner for her father, who was a professional bike sprayer, c.2012 when the engine was changed for a rebuilt one. He rarely used it and it was bought by our vendor in March 2020, needing final fettling. This has now been undertaken and a fresh MOT was obtained in May 2022.

Sold with the V5C, an original handbook, MOT history back to 2007, it should be noted that at the 2012 MOT the mileage was 64,415 miles and then the next one in 2019 it was at 26,770 miles (one presumes it was reset when restored).

Estimate: 3500 - 4500

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

Lot 453

1971 Triumph Bonneville T120R, 649cc. Registration number TNB 138J. Frame number NE 02202 T120R. Engine number NE 02202 T120R.

The 1971 Triumph Bonneville was a totally new bike. Only the engine was 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 & 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 and 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 & also yielded 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 and 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.

Despite its fine handling qualities, the chassis ran into immediate criticism because of its tall seat height and was revised three times before a lower version was standardised for 1972 along with a thinner seat. The consequences of the new models' botched introduction meant that within two years the entire BSA-Triumph Group was in severe financial difficulty, and the proposed closure of Triumph's Meriden factory led to a workers' occupation of the plant in September 1973. By this time the arrival of the 750cc T140 Bonneville had signalled that the 650's days were numbered, and the workers' occupation effectively sealed its fate.

TNB is a USA market example that was reimported in 2015, our vendor being the first UK owner. It had an MOT in 2015 at 8,765 miles, today it is at 8,868 and has hardly been used.

It will need recommissioning before use.

Sold with the V5C.

Estimate: 3000 - 4000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 454

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

Introduced in 1968 as a 1969 model the BSA Rocket 3/Triumph Trident brought an entirely new concept to market with a three cylinder motor that was smooth and fast. The model was 'badge engineered' to allow both marquees to sell bikes to their loyal customers. Overall sales were good, not great with 27,480 produced in the seven year run.

The 1973 T150V used a 741 cc air cooled overhead valve three cylinder motor that made 58 HP with a 5 speed transmission that pushed top speed to 130 MPH. Exhaust was a 3 into 2 set up with 3 Amal carbs. Front telescopic suspension with a 10 inch disc brake, while the rear swing arm had dual shocks and 7 inch drum brake.

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

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

Sold with the V5C, 2015 MOT and various receipts.

Estimate: 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 455

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

The Harley-Davidson Sportster was first offered in 1957 as an 883cc overhead valve replacement for the outdated 55 cubic inch side-valve KH and KHK models that simply could not compete on performance with the overhead valve British competition.

By 1972, the Sportster's displacement was increased to 1,000cc, but in 1986, the 883cc displacement was returned to the Sportster line and the 1,000cc model was bumped up to 1,100cc. In 1988 the 1,100cc model was bumped up again to 1,200cc. In 2007, the XR1200 was added—and so was the XL883R.

The 883 combines performance with straight-ahead styling such as the distinctive "peanut" fuel tank, chrome, staggered dual shorty exhaust, sleek solo seat and silver, 13-spoke cast aluminum wheels.

VWX was purchased by Tom Bell from Black Bear Harley Davidson in Suffolk in April 2010 when the mileage was 2,079. Our vendor bought it in August 2011 and when its first MOT was undertaken it was at 2,835 miles, the last one in August 2021

was at 3,579 miles. In the September he had Harley World of Chesterfield fit a stage 1 and 1200cc conversion to the engine and this was upgraded to stage 2 in the October as well as a Crazy Horse exhaust. In 2012 he fitted a new seat and tail from Storz Performance of California and Ohlins rear shocks.

He has now decided to emigrate and has recommissioned the bike.

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

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 456

1980 Triumph Bonneville Special T140D, 744cc. Registration number LWD 833V. Frame number CA 19560. Engine number CA 19560.

The 650 cc capacity production T120 Bonneville was replaced in the early 1970s by the T140 Bonneville, the same basic machine but with a 750 cc engine. Refined from the later 'oil in frame' version of the T120, the first few T140s, designated T140V, featured a larger-capacity engine of 724 cc, a five-speed gearbox and indicators, but still retaining drum brakes and kick-start. Shortly after, the engine was further bored out to 744 cc and front disc brakes were fitted (using single discs until 1982). In 1975, along with engine modifications, the gearchange lever was moved from right to left to comply with new regulations mandated for the American market and a rear disc brake fitted. Several T140 models followed one final variants, the T140D Bonneville Special, which featured Lester cast alloy wheels and a stepped seat. LWD was bought by Ian Barigman of Solihull in September 1981 selling it to our vendor in March 1985. In 1988 he had the engine rebuilt. It has under gone a restoration including a repaint in the original colour scheme.

He is now emigrating and will not be taking it with him. The current mileage of 21,819 is genuine and the bike is ready for the road.

Sold with the V5C, old MOT's and various receipts for works over the years.

Estimate: 4500 - 5500

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

18.6% inc VAT for Live Bidding and Autobids

Lot 457

1967 Triumph Tiger T100SS, 500cc. Registration number RRA 994E. Frame number T100SS-H43182. Engine number T100SS-H443182.

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

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

Owned by Paul Retallick of Lancing in 1991 it was then bought by Giles Lesser of Macclesfield in 1993, by 1993 it was with Kathryn Whitworth, our vendor buying it in 2019. He has rebuilt it and repainted it in this distinctive black/bronze combination.

There is MOT history from 1991 at 11,459 miles, through to 1998 at 13,640 miles, in 2015 it was 13,653 miles and the recent one in 2019 at 136,781 miles must be taken as incorrect!

Our vendor is now emigrating so is passing the bike onto a new home.

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

Estimate: 3500 - 4500

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

18.6% inc VAT for Live Bidding and Autobids

Lot 458

1987 Triumph "Harris" Bonneville, 750cc. Registration number E966 HWK. Frame number SCXB7550 5G N000449. Engine number 000449.

Following the closure of the Triumph factory in 1983 the rights to the Triumph brand were bought by property developer John Bloor. The new 'Triumph Motorcycles Limited' was to develop an entirely new range of models, but in the meantime a license was granted to Les Harris to build bikes as his firm had been making parts for Triumphs for many years. Production recommenced at Harris's factory in Newton Abbott, Devon in 1985 and continued until the license ran out in 1988. Up to 14 machines per week – mostly Bonneville's and Tigers – were assembled from parts left over from the Meriden factory, although the Harris-built machines also used components such as forks, brakes and controls, sourced from European manufacturers. Approximately 1200 Harris Bonneville's were produced, this being the 449th.

This matching numbers machine is in very good and apparently original condition. The MOT history is known from 2013 when it was 5,697 rising very slowly over the years. Our vendor bought it in 2018 to accompany her husband on rides out

but another has now taken her favour so after only being used once last year she has decided it is time to move it on. It was ridden to the saleroom with a new MOT from the 5th May 2022, and it is now ready for summer fun.

Sold with the V5C, MOT history from 2013 onwards and an original 1985 Harris Owner's Handbook.

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 459

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

ISDT success in the late 1940s prompted Triumph to adopt the Trophy name for their off-road styled twins. But although it retained its sporting character, the model became more of a roadster as time passed, ending up, in effect, as a single-carburettor Bonneville. More tractable than the Bonnie and more economical too, the Trophy gave little away in terms of outright performance, the bike's standing quarter mile time and top speed being within a whisker of its twin-carb sibling's. With the launch of BSA-Triumph's much revised 'oil-in-frame' range in November 1970, the 'Tiger' name was revived for the TR6R roadster while the TR6C street scrambler version continued to be known as the 'Trophy'.

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

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

Sold with the V5C and MOT history.

Estimate: 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 460

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

Essentially identical to the Bonneville, the Tiger 750 ran one carburetor instead of the Bonnie's two, make for a little less fussy operation and better fuel mileage. There were some new specification upgrades to the 1978 T140V: an eyeletted composite cylinder head gasket, 7.9:1 compression ratio pistons, rocker adjuster screws with UNF threads, an outer gearbox cover gasket, heavier 9 gauge rear wheel spokes, and "leak-proof" fork oil seals. Stylistically, the new side panels and bold paint schemes, easily distinguished the new Bonneville from the previous 1976-1977 models. As a sidenote, one of the new finishes, Tawny Brown and Gold was met with limited enthusiasm in the US, and some 480 units were sent back to the UK by TMA.

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

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

Sold with the V5C.

Estimate: 5000 - 7000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 461

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

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

The 1971 Triumph TR6 & it's sister bike, the 1971 T120 Bonneville were complete revamped from stem to stern, with a complete redesign that included a new oil-bearing frame, new forks, new wheels with conical hubs, new cycle gear & bodywork & a whole new look. The engines were about the only components that didn't get substantial change (other than the option of a 5-speed gearbox for the first time).

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

Estimate: 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 462

1976 Moto Guzzi 850 T, 844cc. Registration number YNB 317. Frame number Engine number

The 1976 Moto Guzzi 850 T sports an air-cooled, four-stroke, 844cc, V-twin powerhouse mated to a five-speed manual transmission, and can produce a claimed 68 horsepower.

The "T" stands for Turismo. and this example was produced just before the T3 which three linked brakes. it has twin discs

at the front and drum on the rear.

YNB is believed to have been imported from Germany in 1976, long term owner Amy Swinhoe bought it in 1987, many service receipts on file. She sold it to our vendor in 2017 and it was MOT'd at 62,691 miles, today it is about 64,493. He set about recommissioning it with a full service, brakes fully overhauled, tank painted and new tyres.

Sold with the V5C, various receipts for service work and sundry small spares.

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 463

1984 Harley Davidson Ironhead Sportster, 1000cc. Registration number B868 FOE. Frame number 1HDCAH3XEY115678. Engine number CAHE115678.

The Harley-Davidson Sportster is a line of motorcycles produced continuously since 1957, models are designated in Harley-Davidson's product code by beginning with XL. In 1972 the Ironhead 1,000 cc overhead-valve engine replaced the 900 cc, claimed power was 61 hp @ 6,200 rpm and a top speed of 116 mph.

FOE benefits from a full engine and gearbox rebuild some 250 miles ago, at the same time bearings were replaced, a new NGW wiring loom, new tyres front and rear, new chain and sprockets, new brake pads, S & S shorty carb and a peanut tank fitted, the seat was also changed and the rear suspension added (before it was a rigid). In its day it won prizes at several shows and appeared in 100% Biker Magazine, issue 47.

Sold due to lack of use with the V5C.

Estimate: 3500 - 4000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 465

1960/2013 Triton, 750cc. Registration number 144 YUX. Frame number 14/92352. Engine number TR7RV CH28315.

The Triton, with its Norton frame and Triumph engine 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. It has always allowed builders to construct what they feel is the best combination of frame and engine, whether it be wideline or narrow, 650 or 750cc.

This recently completed example was first registered with DVLA in 2013 and declared manufactured 1960, being a Historic Vehicle on the V5C. Using the frame from a Model 99 in 1960 mated with a Triumph TR7RV engine from March 1973 with a four speed gearbox. From the cataloguers eye this is one of the best built Triton Spicer's have handled and now only needs a running period to sort any minor gremlins that may be there. The vendor has had it running with no issues and has now moved onto another project.

Sold with the V5C.

Estimate: 7500 - 8500

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

18.6% inc VAT for Live Bidding and Autobids

Lot 466

c.1965/66 Ducati 350 narrowcase race bike. Registration number, not registered for the road but BHR (V7/97)and CRMC (222339) 2009 registered. Frame number MH65. Engine number DM350 04052.

Long before Ducati became known for ultra-fast and ultra-stylish desmodromic v-twins, the mainstay of their production was small and medium capacity single-cylinder motorcycles, with which they cemented their reputation as makers of reliable, fast, and beautiful motorcycles.

Post-war, the Italian government had set up a fund to help out large employers back on their feet, and in concert with the Vatican Bank, Ducati joined forces with Siata in late 1945 to produce a small clip-on engine for bicycles, called the Cucciolo (puppy). New designs with increased capacity soon arrived, using pushrod single-cylinder engines of 60cc to 125cc, some of which sold in great numbers.

Realizing that an experienced and talented engineer was needed to produce a winning motorcycle design, the firm hired Fabio Taglioni in 1954, with a free hand to design a new machine. His first effort, the 100 Gran Sport, was an immediate technical success, and set the foundation for every Ducati single and v-twin motorcycle until 1979. His famous overhead-cam driven by driveshaft and bevel gears has since become an icon of good and sound design, and the single-cylinder models, especially those with racing history or pretensions, have become extremely collectible.

This example was built over a period of years by Mark Huggins of Wendover from 2008-14, with later updates. Built to race/parade, Lacey Engineering provided the crank, rod and 77mm piston for a cost of £897, the standard cylinder head has had the Lacey coil spring conversion, MG Motorcycles of Tonbridge built the engine in 2012 for £1,126, a bill from Disco Volante Moto in 2008 for £2,070 included a Grimeca 230 4LS front brake and Ceriani 35mm GP front forks, new alloy wheels with stainless spokes cost £464, recently in 2017 an Electrex World Ltd ignition was bought for £411.60 and then

fitted....there are many pages of parts used in the build. It is believed he only rode it in one parade before it went into storage.

Recently resurrected by our vendor, a Classic Ducati racer, it is now running well but he has other machines to race this year so it is being offered ready to parade/race, subject to final testing and setting up.

Sold with the extensive built history folder.

Estimate: 6000 - 7000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 467

1973 Seeley Mk4/G50, 496cc. Registration number not registered, Frame number MK4 CS 359N. Engine number RLE 18 (Ron Lewis Engineering). Gearbox N 11763 (Schafleitner).

British sidecar champion Colin Seeley bought AMC racing department when the company went into receivership in 1966. In 1965 year he had constructed the first Seeley frame to house a G50 (500cc) engine, and the purchase enabled him to produce complete Seeley G50 and 7R machines. Each frame was recorded in his ledger.

Before long, the basic Seeley design was being wrapped around other types of engine: Norton Commando twin, QUB single, Yamaha TD/TR twin, URS four, and the Suzuki TR500 twin.

The frame progressed from the duplex cradle original to the similar but lighter Mark 2 before the down-tubes were abandoned with the Mark 3, the headstock and swinging arm pivot of which were linked solely by tubes running diagonally above the engine.

Introduced in May 1971, the Mark 4 featured a revised tubing layout and continued in production until 1973.

Only around 180 original G50s were built in AMC's East London Plumstead factory during the five years of production, from 1958-1963, developed from the AJS 7R, the original stroke of the 7R was kept, combined with a wider bore of 90mm which gave 496cc. It kept the same basic architecture, with magnesium crankcases and cam chain covers highlighted with corrosion-inhibiting gold paint. This paint has given rise to the nickname "Golden Eagle".

According to the Seeley ledger, 359N was finished by Colin on the 16th February 1973, probably just as a frame as there is no name listed against the frame number in the inventory book. The N relates to Norton as Commando engines were a common fitment although whether this was what was originally fitted we cannot be sure.

Our vendor bought it from Bill Smith Motors of Chester in the winter of 1977/78 and was told it had belonged to Dave Gandy of London. It has the following features; 1960 Matchless G50 engine with Ron Lewis Engineering alloy crankcases, Carrillo conrod and Cosworth piston, the 5 speed gearbox is by Peter Schafleitner and was overhauled by Ray Petty in 1984, AMC 3 plate clutch, Lucas 2MTT magneto, 1 1/2" GP" carb, 11" front brake and Manx drum rear. After its last race in 1986 the oil was drained and it was put into storage. He raced it Nationally at such circuits as Oliver's Mount, Oulton Park, Snetterton, Cadwell, Donnington, Mallory Park, Aberaman, Aintree, Croft and Knockhill.

Offered with the following spares; new piston with rings, used piston with rings, GP2 carb parts, various engine spares, bearings, sprockets, valves, cables, steering damper, rear wheel sprockets and engine and gearbox information, together with the Seeley Authentication letter dated 11th May 2022.

A rare opportunity to be the next custodian of a very original race machine now in need of recommissioning.

Estimate: 10000 - 15000

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

18.6% inc VAT for Live Bidding and Autobids