

Lot 500

1960 MGA MkI, 1622cc. Registration number 888 AXU. Chassis number B23881. Engine number 16AMWH151537.

Sold with the V5C, V.E.60, keys, tonneau, hard top and history folder.

The MGA replaced the MG TF 1500 Midget and represented a complete styling break from MG's earlier sports cars.

Announced on 26 September 1955 the car was officially launched at the Frankfurt Motor Show. A total of 101,081 units were sold through the end of production in July 1962, the vast majority of which were exported. Only 5869 cars were sold on the home market.

It was a body-on-frame design and used the straight-4 1500cc "B series" engine from the MG Magnette saloon with a four-speed gearbox.

In May 1959 the car received an updated 1588cc engine, producing 79.5 bhp. Front disc brakes were fitted, with rear drums. Externally the 1600 car is very similar to the 1500 with minor differences, 31,501 were produced in less than three years.

In 1961 the Mk II, with a 1622cc engine, was introduced.

AXU has known history back to 1973 when it was owned by Leonard Coxhead of Southend on Sea, he upgraded the 1588cc engine to the current 1622 unit and it was painted red. Sold to Ronald Williams of Chelmsford in 1974 he had it resprayed black in 1975.

During his ownership it underwent a comprehensive restoration in the early 1980's and a change of colour to green, the engine had new pistons, the entire body was restored for £230 and then painted for £209! Receipts are on file. It was Island Green before the current British Racing Green.

He sold it to Stanley Hicken in 1986 and our deceased MG loving vendor bought it from him in 1987. Over the years other MG's came and went, B's and C's and F's, but the MGA was always treasured and pampered.

There are MOT certificates from 1972 at 78,484 miles until 181, the 1984 and 85, 1987 and 88, by this time the mileage had risen to 44,498 (144,498).

AXU has not been driven for several years due to failing health so will need a little recommissioning.

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 600

1971 Norton Commando Production Racer Replica, 750cc. Registration number NFE 500J. Frame number 142746. Engine number 20M3S/142746.

The Commando was introduced in 1967 and took part in racing events straight away. After successes in 1969 by dealer-entered machines like Paul Smart's second and Mick Andrews' 4th places in the Isle of Man TT Production class the company decided to produce a production racing model, hence developed the Production Racer model.

It was built at the Norton Villiers Performance Centre at the Thruxton Circuit from 1970 - 1972,

One of the first victories for the bike was at the 1970 Thruxton 500 with riders Charlie Sanby and Peter Williams.

At the 1971 TT, Williams was third in the Formula 1 750 cc TT and set a new lap record of over 101mph in the 750 Production TT before retiring.

NFE was bought by our vendor in 1974 and converted to a replica over the years using parts from a crashed original machine and period Norton dealers. He has raced it on many occasions although it has been retired since the mid 1980's. The first race was at Caldwell in 1976 and then Caldwell and Mallory with bike in black colours. He also campaigned it in 1980/81 when it was repainted in the works colours of red and white.

Original parts fitted are the tank, rear sets, rear wheel and front brake taken from Keith Brown's bike, sponsored by TMS Nottingham, the seat, head steady, vented rear brake, fairing with mountings and brake light switch were bought from a Norton main dealer in the 1970's.

The engine is high compression with a ported head, it runs a Dunstall cam, with electronic ignition, belt drive and a standard gearbox.

The bike has been unused for many years but always cared for and has recently been recommissioned.

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 601

c. 1951 Tandon Kangaroo, 122cc. Registration number, not registered. Frame number K415. Engine number 763 2241.

Tandon Motorcycles were manufactured in Watford by Indian born Devdutt Tandon between 1947 and 1959 for export to his native India and other third world countries initially. The model was the 122 cc Milemaster, powered like all but the last Tandons by a Villiers two-stroke engine.

All models used a unique suspension, comprising rubber bands for suspension and a hard rubber block for compression action, all located under the gearbox.

The short-lived (1951-1953) but relatively popular 122 cc Kangaroo trials model boasted the attractions of significant ground clearance and light weight.

This rare example has been restored by our vendor having been found in a poor state. The engine has been rebuilt but it needs minor finishing.

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 602

1980 Ducati 900 SS MHR, 860cc. Registration number KDF 460V. Frame number DM860SS 900275. Engine number DM860 090008.

Sold with the V5C, one key, purchase invoice from Made in Italy Motorcycles to a Swedish owner in 2019, purchase invoice from Classic Super Bikes to our vendor in 2021, MOT dated March 2020 at 35,172KM (21,841M), today 35,717KM various receipts for parts including genuine Conti pipes, clutch/gearbox parts, front fork stanchion and seals, and copy manuals.

After Mike Hailwood's spectacular victory at the 1978 Isle of Man Formula One race on an NCR Ducati, the factory commemorated this event with the introduction of a race replica.

Ducati announced that they would produce 200 limited edition '900 Replicas', although the exact number is unknown, some believe up to 300 were produced. Today these are referred to as MKI's (only from 1981 was the model officially titled 'Mike Hailwood Replica') and became known as the Mk1 later on. The bikes had a fibreglass cover over a regular 900 Super Sport fuel tank, single seat and came with a certificate. The engine was identical to that of the 900 Super Sport and came with 40mm Dell'Orto carburettors and Conti exhaust pipes.

The 1980 Mk2 was not limited in production and although only the fuel tank was now made from steel, the bike was more or less the same as the 1979 Mk1. This still included some very specific items fitted, such as the one-piece fairing, the Brembo Goldline brake callipers, 40mm Dell'Orto carburettors and were originally fitted with Conti exhausts.

The Mike Hailwood Replica's of 1981 and beyond are very different to the 1979/1980 models. The model now featured a two-piece fairing, regular Brembo brake callipers and Silentium exhaust pipes. The 1981 Mk3 was the first MHR to include side panels to hide the battery. In 1983, the Mk4 was introduced with an updated engine with electric start and a new frame based on a Ducati S2. The final bevel drive Ducati was the 1000 'Mille' Mike Hailwood Replica of 1984 that was available through until 1986.

KDF, frame number 900275, has had three owners on the V5C and appears to a very original machine with low mileage. Our vendor has enjoyed minor improvements during his ownership but now finds it too heavy to move about in his garage. It has recently had the ignition checked over and there was a strong spark at each cylinder, it was last started up in July 2023.

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Estimate: 13000 - 15000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 603

c.1939 BSA Silver Star, B24, 350cc. Registration number WYJ 594 (Non transferrable). Frame number KB24 119. Engine number KB26 1383 (see text).

Sold with the V5C, please note the frame and engine number do not correspond to this bike.

BSA produced a unique range of machines for 1939 year, and quite strangely 2 of the models were still hand change, the B21 and B23 SV. C10 and C11 machines were the 250s suited for the slower or learner rider. B25 was the Competition model, and then there was the B26, M20, M21 and M22. For the more stylish rider there was the B24 350cc OHV Silver Star, the M23 500cc OHV Silver Star, and the M24 500cc OHV Gold Star. Sidecars could be powered by the M models or if you wanted more power than BSAs G14 1000cc V twin would be the order. Val Page included several innovative and modern features in these new machines. The forged steel backbone of the previous models was replaced by a brazed steel tubular frame with a single backbone. The sump in the crankcase was discontinued, and the mag-dyno was moved to the rear of the cylinder and driven by a chain from the right side. But the big news was the full enclosure of the top end valve gear. WYJ has come from a deceased estate and nothing is known of its history, it was purchased in 2021 and the DVLA V5C paperwork has it listed as a 1932 BSA 350cc with different frame and engine numbers listed, 25-2027 and Z11.1446. Buyers should satisfy themselves as to what they are buying and then contact DVLA to have the V5C corrected.

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 604

1949 BSA Gold Star trials 350cc. Registration number 257 XUH. Frame number ZB31 COM 109. Engine number ZB31 9540.

Sold with the V5C, an interesting letter from the VMCC and one from Stan Dibben, 2008 MOT.

This interesting trials machine would appear to be a works machine, further research could be very rewarding. The 1996 Dibben letter suggests that it was built as a works trials machine with a McCandless back end and the VMCC letter from Phil Hamilton backs this up.

Our vendor bought it many years ago and has not ridden it for a long time. we had to remove brambles from it resting place in a barn.

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 605

1955 Sunbeam S7 de luxe, 487cc. Registration number UAU 574 (non transferrable). Frame number S7 7392. Engine number S8 7655.

Sold with the V5C, R.F.60, two keys, 1970 MOT and tax disc, photographs of the restoration, and receipts for parts.

When the 1946 S7 was unveiled to the post-war biking public, it was one of the most technically advanced motorcycles of its age. With its all-aluminium, unit-construction, single overhead-camshaft, horizontally split engine, it also boasted shaft drive, a smooth power delivery and numerous other technical refinements that that BSA (the new owners of Sunbeam) hoped would be a big hit with the buyers, unfortunately this was not to be.

Designed by Erlina Poppe and Gerrv Bavliss. the S7 was intended to be the company flagship. a machine to rival the

high-specification wartime Wehrmacht BMW R75—which was offered to the firm as part of the post WW2 reparations deal. They decided to stick with their own design with all the development problems that that entailed.

After the first run of all black finished machines was sold, a much improved 25bhp S7 was offered, which, in 1949, was improved further with the introduction of the Mist Green De Luxe model.

Throughout its production run, the S7 and S8 (which were sold side by side) were continually improved. But the fundamental design was never developed as far as it might have been, and the accumulation of crisis-management fixes coupled with falling sales led in 1956 to its discontinuation—although bikes were still available from stock until 1957.

In total, 7658 Sunbeam S7s were built—which includes 5554 De Luxe models.

UAU has known history back to 1963 when it was owned by Edward Broughton of Nottingham; our vendor used to walk past it on his way to school, at this time it had a sidecar attached. C. Hibbett owned it in 1969 and then Keith Bamford in 1970. Our vendor bought it from him in the 1980's as a project and stored it until 1990 when he commenced a total strip down and restored it to the high level you can see today. Since then it has been stored and only occasionally been used. He is now having a sort out and decided to part with the S7.

Estimate: 6500 - 7500

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

18.6% inc VAT for Live Bidding and Autobids

Lot 606

1967 Suzuki T20, Super Six, 247cc. Registration number WPX 219F. Frame number not found V5C states T20-39909. Engine number T20-40039.

Sold with the V5C and a key.

Famous for its two stroke motorcycles and with a keen eye on the lightweight, learner motorcycle market, Suzuki needed a model to tempt the young motorcyclist away from the Honda CB72 and the Yamaha YDS3 offerings from rival Japanese factories.

This was named the Super Six, a 247cc parallel two stroke twin mated to a six-speed gearbox cluster, it was the first production bike, in the world, to have such a gearbox. Launched in 1965 for the 1966 season and continuing until the end of the 1968 season, the Super Six boasted 'Posiforce-lube' lubrication, a quoted power output of 29bhp at 7,500rpm and a top speed of 94mph.

This performance was quickly noted and many machines were stripped and tuned for racing, with various performance upgrades offered by dealers such as Crooks Suzuki which resulted in modified Super Six bikes capable of lapping the TT circuit at 100mph plus.

WPX was first registered with DVLA in 1984 and appears to be in good condition with a creditable 15,000 miles on the odometer.

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