

Lot 3000

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

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

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

After that, amongst the debt crisis so prominent during the economic collapse of the '30s, Sunbeam continued to produce road machines of high quality and the Model 90 in road and race versions for the wealthy and fortunate few, though only as 'works-supported' rather than the former 'Works' machines when specified for competition use.

BV was purchased by our vendors father, Spike Holman, c 2000 in East Sussex as an almost complete project, see photographs on file, he was serial restorer of vintage machinery, including the AJS Model S2 in this auction. The full restoration was undertaken over several years; in 2006 the forks were refurbished by Chris Odling of Oban, with a Bentley & Draper damper set, new springs and a top yoke spindle tube. By March 2018 he had obtained a dating certificate and the machine was registered with DVLA in the June.

Unused since completion, the engine has no fluids in it and commissioning will be required, along with final adjustments. Sold with the V5C, dating certificate, pre restoration photographs and several books on the marque.

Estimate: 14000 - 16000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3001

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

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

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

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

consequently the 1931 AJS models were the last Wolverhampton AJS machines.

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

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

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

Estimate: 18000 - 22000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3002

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

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

A touring version, the KTS was also developed with 19-inch wheels and matching mudguards. In 1936 Velocette developed

the KSS Mk II, which had a Mk V KTT based chassis and a new engine with an alloy cylinder head.

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

In 2004 John Andrew of Barton owned it, selling to our vendor in 2008. Our deceased vendor then set about organising a restoration which included an engine rebuilt along with new wheels and exhaust. It is correctly liveried in black with gold lettering/tank lining and equipped with the distinctive Brooklands-style fishtail exhaust system. It uses KTS mudguards instead of KSS ones.

Sold with V5C

Estimate: 7500 - 9500

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3003

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

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

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

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

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

Estimate: 2000 - 3000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3004

1987 Honda VFR400R, 399 cc. Registration number D228 CHG. Frame number NC21-1015119. Engine number unknown.

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

All designations had a single piece seat for rider and pillion, 3 spoke cast wheels, an aluminium frame with steel rear subframe, and a conventional dual-sided aluminium swing arm with single shock. The clutch was hydraulically actuated and the front left fork featured Honda's TRAC (Torque Reactive Anti-dive Circuit) system with adjustable dampening on the right fork. This had 4 stage adjustment on the bottom of the fork. Both forks featured air assist. The engine was a 180° degree crank firing version, and had a rpm redline of 13000rpm on the "R" and "Z", the "K" and "P" had a redline of 14000rpm.

The 2nd generation was the VFR400R NC24, produced for the 1987 and 1988 model years, it was one of the first production Honda motorcycle to utilise an ELF-designed Pro-Arm single-sided swinging arm followed by the third generation, the VFR400R NC30 in 1988.

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

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

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

Estimate: 1500 - 2000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3005

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

The Bentley Mulsanne was produced from 1980 until 1992, although derivative models such as the Continental T and Azure continued in production into the next century. The name 'Mulsanne' is derived from Bentley's famous history, which included five victories at the 24 Hours of Le Mans between 1924 and 1930 - the 'Mulsanne Straight' being the stretch of the Le Mans racecourse where cars reach their highest speeds. The company's traditional policy on appropriateness of change was reflected in developing the Bentley Mulsanne by phasing in major technological advances into the Bentley Mulsanne S. Firmer suspension enhanced the Bentley Mulsanne S's road holding and interior features from the Bentley Turbo R were also

incorporated. Light alloy wheels were used for the first time on the basic model in the Bentley range. The 1989 model year (being introduced in September 1988) saw the broad one-piece headlamps replaced with twin headlamps. The basic list price in 1989 was £75,569 before any options were added.

GBZ was purchased by our vendor some 10 years ago whilst he was living in Scotland. At the time the mileage was some 142,000; today it stands at 159,158 and has been MOT'd most years in between showing only gentle use over this period. The service history

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

Estimate: 5000 - 7000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3006

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

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

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

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

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

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

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

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

Estimate: 14000 - 18000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3007

1966 Ducati Mach 1, 250 cc. Registration number ABW 959D. Frame number not stamped. Engine number DM250M1 01635. Although the Ducati manufacturing organisation could trace its history back to the 1920s it did not start manufacturing motorcycles until the late 1940s and early success led to the appointment of Fabio Taglioni as chief designer in 1954. His first design was a 98cc sporting overhead-camshaft machine, to become known as the Marianna, proved a great success and was to become a competitive entrant for long distance road events so favoured by the Italians. Taglioni built on his success with the introduction of larger displacement machines featuring the now established OHC design which was eminently suited to tuning and serious competition and in 1959 a 125 Taglioni design took a young Mike Hailwood to his first Grand Prix victory. The first 250cc engine bike entered production in 1961 and was an immediate success, to become known in the UK as the 250 Daytona, it was the first of the 'narrow-crankcase' derivatives which would dominate production until the late 1960s, and in 1964 one such derivative appeared in the form of the 'Mach 1.' The Mach 1 featured a tuned motor sporting high lift cams, big valves with stronger springs and modified adjusters, a high compression piston and a 29 mm Del Orto carburettor producing a claimed 28bhp at 8500rpm, against the Daytona's not inconsequential 17bhp. Coupled to a 5 speed gearbox the Mach 1 offered blistering performance for a 250 machine and it was tested at 105mph making it the fastest production 250 of its day.

<https://www.goodingco.com/vehicle/1965-ducatti-250-mach-1/>

Estimate: 7000 - 9000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3008

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

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

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

Following the unreliable TV 175 Series 1, Lambretta went back to the drawing board to create one of its all-time greats: the 'Li'. Built as a 125 or 150, the classic Li used the bore/stroke dimensions of the preceding 'D' Series but housed its entirely

new engine in modern bodywork similar to that of the TV. The Li twins subsequently underwent a series of styling alterations, the Series 3 offered here being readily distinguishable by the handlebar-mounted headlight and 'slimline' styling that is for many enthusiasts the definitive Lambretta look.

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

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

Sold with V5C, some spares, and various paperwork.

Estimate: 4000 - 5000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3009

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

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

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

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

Estimate: 10000 - 15000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3010

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

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

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

Estimate: 8000 - 10000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3011

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

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

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

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

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

Sold with the V5C and receipts for the restoration.

Estimate: 1400 - 1600

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3012

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

Frame number, not found. Engine number 99/2210.

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

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

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

Estimate: 4000 - 5000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3013

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

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

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

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

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

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

Sold with the V5C and VE60.

Estimate: 1000 - 1500

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3014

1955 Norton ES2, 499 cc project. Registration number VUM 791. Frame number 57118 (see text). Engine number K4 63859.

Introduced at the 1927 Motor Cycle Show, the ES2 sports roadster used the Model 18's overhead-valve engine in the cradle frame of the overhead-camshaft CS1, and from then onwards the 'ES2' designation was always applied to Norton's top-of-the-range overhead-valve single. The ES2 was built in several versions during a production run lasting until 1963, though the engine dimensions of 79 x 100mm bore/stroke - first adopted by James Landsdowne Norton in 1911 - remained unchanged to the end. Post-war developments included the adoption of an alloy cylinder head (1955), alternator (1959) and the slim-line version of the Featherbed frame introduced on the single-cylinder range for 1961. Production of all of Norton's traditional singles ended in 1963, though the 'ES2' designation was later applied to a re-badged Matchless.

VUM was found at the back of Hull racer Mike Browns shed with a seized engine or gearbox. It appears have been raced at some point with minor alteration the the rear seat mounts and a headlamp mounted number plate.

Sold with the V5C and a VE60 in Mikes name from c.1973. Please note both of these documents state the frame number to be K4 63859, the frame number being under the tank which presumably was not removed to check.

Estimate: 1500 - 2000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3015

1956 Norton ES2, 499 cc, project. Registration number UAT 973. Frame number 58682 (see text). Engine number L4 66937.

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

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

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

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

Estimate: 1000 - 1500

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3016

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

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

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

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

Estimate: 1800 - 2200

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3017

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

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

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

Estimate: 2500 - 3000

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3020

A quantity of Snap-on tools and a quantity of tools

Estimate: 0 - 0

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3021

M8 HAB, on retention, the purchaser to pay transfer fees.

Estimate: 100 - 150

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3022

1 Barry Sheene Helmet

Estimate: 0 - 0

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3023

Linea Sport FPT Italian pit overalls, size 54, apparently unused.

Estimate: 30 - 40

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3024

Mika Häkkinen Sparco CIK-FIA race suit, signed and dated 2005, framed behind a perspex cover, 189 x 212 cm. The suit was autographed by Mika in 2005 and donated to a NSPCC Full Stop Appeal charity auction.

Estimate: 500 - 800

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3025

David Coulthard Sporting Frames limited edition print 1/250, 39 x 49 cm.

Estimate: 30 - 40

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3026

Hutton - Insight, Mika Häkkinen montage, signed and dated 1998, acrylic on board, 68 x 122 cm. The image shows the trip made by Jason Bassett to watch the Grand Prix that Mika won.

Estimate: 100 - 150

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3027

Ayrton Senna/Marlboro McLaren print, 35 x 90 cm.

Estimate: 40 - 60

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3028

Marlboro McLaren number 3 pastel, 29 x 41 cm.

Estimate: 30 - 40

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3029

1920s Sturmey Archer 2-speed lightweight gearbox, stamped 141162/19.

Estimate: 50 - 100

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3030

A 1930's Albion 4-speed gearbox, Serial No: HL341, no end cover.

Estimate: 50 - 100

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3031

A Bailey's Gyrometer with a 18" diameter driving pulley, No: 54515, c.1925.

Previously used on a boiler in a Beverley tannery.

Estimate: 50 - 80

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3032

Four period lamps; Lucas 12V LR6 Long Range sealed beam unit, 2 Lucas lamps, previously used on a Austin 6 volt system, 4 FT fog lamp, 4 LR spot lamp and a Raydot rally spot lamp (4).

Estimate: 50 - 80

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3033

Excelsior Manxman 350cc parts, c. 1936, a cam shaft tube, a cam box cover and a cylinder barrel with piston.

Estimate: 50 - 100

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3034

1927-29 A KT type Aero Morgan JAP SV water cooled cylinder barrel, c. 1927-29, standard bore, complete with valves and springs, standard piston and water cooled fittings.

Estimate: 50 - 100

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3035

A Norton Enfield type back wheel, c. 1927-1930, 8 inch brake drum with brake plate and shoes.

Estimate: 50 - 80

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3036

A pair of Webb lightweight pressed steel front forks, c. 1930's.

Estimate: 50 - 80

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3037

An AJS Frame Model G - SV or OHV, c.1925, unable to determine frame number in present condition, together with a front and back wheel.

Estimate: 100 - 200

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3038

A Binks carburettor, c.1926/27, fits a 500 cc OHV AJS G8-H8 by screwing into the cylinder head.

Estimate: 0 - 0

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3039

AJS 350cc Big Port OHV parts, a 1926 G6 cylinder head and a 1927 H6 cylinder head.

Estimate: 50 - 100

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3040

1928 AJS Model K SV parts, c.1928, a cylinder barrel and piston and a cylinder head, (no valves).

Estimate: 50 - 100

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3041

Sinclair C5, 1985, serial number 100052000927. 12 volt. 250 Watt.

On 10 January 1985, the C5 was unveiled at a glitzy launch event but it received a less than enthusiastic reception from the British media. The vehicle's limitations - a short range, a maximum speed of only 15 miles per hour, a battery that ran down quickly and a lack of weatherproofing - made it impractical for most people's needs. It was marketed as an alternative to cars and bicycles, but ended up appealing to neither group of owners, and it was not available in shops until several months after its launch. Within three months of the launch, production had been slashed by 90%. Sales never picked up despite Sinclair's optimistic forecasts and production ceased entirely by August 1985. Out of 14,000 C5s made, only 5,000 were sold before its manufacturer, Sinclair Vehicles, went into receivership.

Despite its commercial failure, the C5 went on to become a cult item for collectors. Thousands of unsold C5s were purchased by investors and sold for hugely inflated prices - as much as £6,000 compared to the original retail value of £399. Enthusiasts have established owners' clubs and some have modified their vehicles substantially.

Serial number 100050200927 was purchased by our vendor some 6 years ago from an enthusiast who had discovered it in a shed in Wales where it had lain for 30 odd years. Totally original the motor has been refurbished and the machine serviced. When purchased our vendor rode it and all systems worked, including the lights and control panel; the original keys are with it.

It will need recommissioning as the new battery has the incorrect terminals.

Estimate: 500 - 700

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3042

Sinclair fold up bike

Estimate: 0 - 0

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3043

A vitreous enamel Humber Motor Cycle advertising sign, 58 x 126 cm.

Estimate: 400 - 500

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3044

A vitreous enamel Yacco Mineral Oil advertising sign, 35 x 50 cm.

Estimate: 250 - 300

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3045

A vitreous enamel double sided, wall mounted BP Motor Spirit advertising sign, 41 x 61 cm

Estimate: 400 - 500

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3046

A BSA Motor Cycle Dealer glass sign, 26 x 31 cm overall.

Estimate: 100 - 150

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3047

A collection of twelve original Norton tank badge sample proofs from Norton Styling (12).

Estimate: 500 - 700

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3048

Eleven black and white photographs of TT racers, mainly by Ramscombe of Douglas, IoM.

Estimate: 30 - 40

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3049

Six black and white photographs of flat tankers and three other photographs.

Estimate: 30 - 40

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3050

A collection of various black and white photographs of TT racers.

Estimate: 50 - 70

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3051

A Castrol/Triumph GT6 MkI advertising poster, 84 x 59 cm.

Estimate: 80 - 100

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3052

A Castrol/Ford Capri 3.0 MkI advertising poster, 84 x 59 cm.

Estimate: 80 - 100

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3053

A Castrol/Vauxhall Viva Brabham advertising poster, 84 x 59 cm.

Estimate: 80 - 100

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3054

A Castrol/Morris 1800 advertising poster, 84 x 59 cm.

Estimate: 80 - 100

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3055

A Castrol/Sunbeam Rapier/Malcolm Campbell land Speed Record advertising poster, 84 x 59 cm.

Estimate: 100 - 120

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3056

Various brass steam rally plaques (9).

Estimate: 30 - 40

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3057

A leather one piece racing suit, fitted a 5 foot 10 inch male

Estimate: 30 - 50

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3058

An alloy Bentley Flying B desk mascot, a Berkeley badge and other badges.

Estimate: 30 - 40

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3059

A collection of various car badges.

Estimate: 30 - 40

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3060

A collection of various oil cans and pourers.

Estimate: 30 - 40

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3061

Bentley UW 3761, oil on board, unsigned, 35 x 55 cm.

Estimate: 30 - 40

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3062

A Rix forecourt display stand.

Estimate: 30 - 50

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3063

A Triang blue plastic pedal, unused and not fully assembled, in original box.

Estimate: 300 - 400

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3064

A Belstaff International blue leather ladies jacket, size 44".

Estimate: 200 - 300

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3065

A vitreous enamel Power Agency square advertising sign, 121 cm.

Estimate: 300 - 400

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3066

A vitreous enamel rare India Tyres advertising sign, 162 x 30 cm.

Estimate: 600 - 800

Fees: Flat Fee Registration: 24% inc VAT*

Lot 3067

A vitreous enamel Castrol Motor Oil advertising sign, 91 x 122 cm

Estimate: 600 - 800

Fees: Flat Fee Registration: 24% inc VAT*