



# SPICERS



Waterways Salerooms, Dutch River Side, Old Goole, East Yorkshire  
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*Spring classic cars,  
motorcycles and  
automobilia auction  
29<sup>th</sup> March 2025  
Automobilia from 10.30  
Cars at 13.00  
Motorcycles at 13.30*



# Classics, Cars, Motorcycles and Automobilia Auction

## Saturday 29th March 2025

**Please read the terms and conditions. It is up to the buyer to satisfy themselves that there are no outstanding loans/HPI on any vehicle BEFORE PURCHASE.  
No vehicle is sold as roadworthy.**

**Free Entry**  
**Refreshments available**  
**Automobilia – 10.30**  
**Cars – 13.00**  
**Motorcycles – 13.30**  
(Times subject to change)

**Viewing Days**  
**Saturday 22nd March**  
**10.00 until 14.00**  
**Free entry**  
**Thursday 27th March**  
**10.00 until 16.00**  
**Friday 28th March 2025**  
**10.00 until 16.00**  
**[www.spicersauctioneers.com](http://www.spicersauctioneers.com)**

**[info@spicersauctioneers.com](mailto:info@spicersauctioneers.com)**  
**01405 203203**

**Sunday Collections**  
**30th March 2025**  
**10.00 until 14.00 only**  
**Monday-Friday 9.30 to 4.00**

**All purchases must be  
completed and collected by  
Friday 5th April 2025**

**Credit Card Payments are not  
accepted**

**All bidders must be registered and  
provide proof of identity by  
passport or driving license. Failure  
to do so may result in your bids not  
being processed.**

**Please note that absentee bids  
should be entered by 17.00 on  
Friday 28th March 2025.  
We regret we are unable to accept  
telephone bids for lots with an  
estimate below £300.**

**See our website or request our  
Conditions of Sale for our auction  
terms, aftersales, collections,  
shipping and storage costs or phone  
01405 203203**

**Cash Limit Acceptance**  
**Spicer's Auctioneers will accept  
no more than £5000 in cash  
from any purchaser.**

**Terms of sale: Pay promptly within three days and collect  
within five days, by bidding you agree to these conditions.**

<b>1.</b> A collection of 48 motorcycle racing and Superbike books, to include The Grand Prix Winners by Arnaldo Wittemburg	£30-£40	<b>17.</b> A collection of motoring books, to include Jaguar by Philip Porter	£30-£40
<b>2.</b> A collection of Isle of Man TT and Manx related books, to include TT Yearbook, Vol I - VIII.	£30-£40	<b>18.</b> A collection of car and bike books, to include Lawton Wilson tuning catalogue	£30-£40
<b>3.</b> A collection of 26 motorcar related books, to include The Bentley Era by Nicholas Foulkes	£30-£40	<b>19.</b> Four motorcar prints, 44 x 64 overall and a Players Please print (5)	£30-£40
<b>4.</b> A collection of 24 motorcar racing books, to include Chequered Flag by Ivan Randall	£30-£40	<b>20.</b> Jaguar calendars, 1997, 1998, both signed by the photographer, John Cox, 50 x 50cm, a 2005 example and a Gavin Macleod limited edition print 26/500 (4).	£30-£40
<b>5.</b> A collection of 44 British motorcycle, British marques and overseas marques, to include Gilera by Mick Walker	£40-£60	<b>21.</b> A collection of 1970's Italian motorcycle posters, including Ducati	£30-£40
<b>6.</b> A collection of Halifax Speedway programmes, 1st season (26), 2nd season (26), 3rd season (21) and 4th season (4), together with several other speedway programmes.	£30-£40	<b>22.</b> A large collection of posters, prints and photographs, mainly Isle of Man racing related	£30-£40
<b>7.</b> A collection of UK race programs, c. 1980/90's, predominately local circuits, Olivers Mount, Cadwell, Carnaby.	£30-£40	<b>23.</b> Two framed Tribute montages, Ayrton Senna and Micheal Schumacher (2)	£30-£40
<b>8.</b> A collection of motorcycle racing books and programmes, to include The Art of Motorcycle Racing by Hailwood and Murray, 1958 TT program and Manx GP 1955, 1963	£30-£40	<b>24.</b> An original dealers Watsonian sidecars hanging Perspex sign, by Artpamal, 15 x 46cm and a Watsonian ball joint spanner (2)	£70-£90
<b>9.</b> A collection of general motorcycle books, to include The Ultimate Motorcycle Encyclopaedia by Diamond and McDiarmid	£30-£40	<b>25.</b> A large Studebaker wall mounted single side vitreous enamel garage display sign, in two parts, lacking the neon, 290 plus 65 x 62cm	£800-£1000
<b>10.</b> A collection of general motorcycle books, to include The Illustrated Encyclopaedia by Erwin Tragatsh	£30-£40	<b>26.</b> An oil on board depicting a 1950's motoring scene, 52 x 80cm	£100-£150
<b>11.</b> A collection of motorcycle racing rider autobiographies	£30-£40	<b>27.</b> A reproduction AA sign, inscribed '£2 Reward by order of the Automobile Association', 37cm.	£30-£40
<b>12.</b> A large collection of Isle of Man TT and Manx GP programs and literature, c.1980 -2010	£30-£40	<b>28.</b> A reproduction Ford V8 wall mounted enamel thermometer sign, dated 1992, 98 x 21cm	£40-£60
<b>13.</b> A Collection of motorcycle racing photographs, two scrap books, c.1960-65, and 1994 TT competitor and parade passes for competitor David Nobbs	£30-£40	<b>29.</b> A reproduction Garcoyle single sided enamel advertising sign, 42 x 73cm	£50-£80
<b>14.</b> Pirelli - The Calendar - 50 Years and More, published by Taschen	£40-£60	<b>30.</b> An original Budweiser neon advertising sign, 73 x 48 cm, damage to tube and faulty wiring	£30-£40
<b>15.</b> A Fisher Body Service manual, 1974, a collection of Haynes manuals and various car owners manuals	£30-£40	<b>31.</b> A hand painted wooden oval sign, Traditional Values, 55 x 69cm	£30-£40
<b>16.</b> WITHDRAWN. A collection of 29 motoring books, mainly Jaguar, including E-Type, the definitive history, by Philip Porter	£30-£40	<b>32.</b> A Crescent Garage Perspex sign	£30-£40
		<b>33.</b> Kimi Raikkonen, a pair of OMP signed gloves, with certificate of authenticity from Premier Memorabilia, dated 5.3.09, ref no K10119	£50-£80
		<b>34.</b> Ferrari, La Course du Siècle, an original perforated leather II Rallye International Monaco - Saint Tropez jacket, limited edition number 47, Ferrari product number 016255834, size XL.	£150-£250

<b>35.</b> FILA Scuderia Ferrari official padded jacket, size L	£70-£90	<b>51.</b> Desmo, a nickel fox car mascot, signed, 11.5cm nose to tail.	£30-£40
<b>36.</b> A collection of Ferrari clothing; a signed tee shirt, size XL, 2 sweatshirts and a fleece, all L	£30-£40	<b>52.</b> A rare alloy mechanical Racing Pigeon car mascot, mounted on a ball with propeller linked to the flapping wings, one blade stamped ?OV 9072, wing tip to tip 19cm. In working order, lacking nut on the propeller shaft	£60-£80
<b>37.</b> Ferrari umbrella, unused with original internal wrapping, 5 x Ferrari baseball caps and three other caps	£30-£40	<b>53.</b> A Jaguar Leaping Cat car mascot, numbered 7'24265'3WBB, 12.5cm, together with five Jaguar badges (6)	£30-£40
<b>38.</b> Ferrari shell jacket, size L, a Gumball Rally jacket, size L and a 2004 Le Mans tee shirt	£30-£40	<b>54.</b> A Jaguar Driver's Club chrome and enamel grill badge and a Jaguar alloy screw fit oil filler cap (2).	£30-£40
<b>39.</b> A GPL all weather jacket XL, two helmet (display only) and a motorcycle cover (4)	£30-£40	<b>55.</b> Rolls Royce, Spirit of Ecstasy, nickel plated, 11cm, chip to the base	£30-£40
<b>40.</b> A quantity of motorcycle clothing, to include a Dainese leather jacket, size 48, a Dane all weather jacket, size 50, three pairs of boots, various trouser and gloves	£40-£60	<b>56.</b> Rolls Royce, Spirit of Ecstasy, nickel plated, 11cm, mounted on a brass plinth, the underside stamped PROV.PATENT, 30371/32, METAL, PLINTH.	£40-£50
<b>41.</b> For Display Purposes Only, an Arai helmet, size M, with bag and box	£30-£40	<b>57.</b> A Rolls Royce Spirit of Ecstasy mascot, probably Phantom I or II, worn signature Charles Sykes to the left and Rolls Royce Ltd, Feb 6, 1911, to the right, REG US PAT OFF under left wing, TRADEMARK REG under the right wing, 12.5cm, mounted on a hardwood plinth, 20cm overall, together with a small later example, 9cm (2)	£80-£120
<b>42.</b> A Weise Laser all weather jacket, size 2XL, unworn and two motorcycle helmets (display purposes only)	£30-£40	<b>58.</b> A Haynes 'Build Your Own' model construction kit, for a V-Twin Motorcycle Engine, in original box, appears complete but this cannot guarantee.	£30-£40
<b>43.</b> A collection of motorcycle lapel badges, including Odsal Speedway with 1946 - 1953 year bars	£30-£40	<b>59.</b> A Tulpen Rallye badge, with 1956 and 1957 bars, a Coupe Des Alpes Concurrent badge with 1958 bar and a 10. Internat Ausbildungskurs Paris-Monthlery 1958 plaque (3).	£30-£40
<b>44.</b> An Irvin sheepskin RAF Flying jacket size 46, number 476	£200-£300	<b>60.</b> A collection of 40 Shell Lubrication charts, various car and commercials,	£30-£50
<b>45.</b> An Essolube one quart glass bottle, a Wesco oil can, a Valvespout oil can, and a Hertzite (4)	£30-£50	<b>61.</b> A 1/43 scale scratch built model garage, R. Copes, Garage, highly detailed interior, including a pillar drill, tools, hoist and loo roll in the toilet! 33 x 28 x 16cm. Built from cardboard by Karl Sheridan, the 15th he has built, taking some 26hours to complete.	£300-£400
<b>46.</b> A Smiths L vintage dashboard clock with winder at 6 and another bezel wind example, H-33,039 (2)	£40-£50		
<b>47.</b> Two Smiths vintage dashboard clocks, P-282.055 and not numbered (2)	£40-£60		
<b>48.</b> A Jaeger, Paris eight day top wind dashboard clock, numbered 27571, glass broken, an English made Jaeger dashboard clock and a Waltham black dial pocket watch in a dash mount (3)	£40-£50		
<b>49.</b> An American Brass era Phinney-Walker keyless clock, rim wind, rim set, mounted on a brass plinth engraved with "Patented, Feb 5, 1907, Nov 24, 1908, Aug 16, 1910, Nov 20, 1911", dial 2 1/4". Working when catalogued	£40-£60		
<b>50.</b> A vintage Stewart Warner body mounted 3 1/2" spot lamp, model 182, c.1925, with swivel mount and mirror, together with a Schrader balloon tyre gauge, c.1925 (2)	£30-£40		





- 62.** Indian Chief motorcycle arcade ride, £2000-£2500 by Lenaerts of Brussels, originally built as a fairground roundabout ride between 1955-1966, the bike was then turned into an arcade ride by the Edwin Hall Company of Streatham who closed in the early 1970's, mains electric powered and on wheels for easy movement, running on 3d coin, 130cm wide





- 63.** A green quart pourer, a BP pint pourer, a Halfords pint pourer, a BP Automobile bumper badge and an AA badge (5). £30-£40
- 64.** A Briggs and Stratton 12hp engine £30-£40
- 65.** Three Texaco trucks and three petrol cans (6) £30-£40
- 66.** A Ford 25 litre oil can £30-£40
- 67.** A Speedwell oil can, 36 x 36 x 23cm £50-£80
- 68.** An autojumbles lot, to include a Blaupunkt radio, a pair of curved Raydot fog lamps and a pair of Binatone lamps, boxed £40-£60
- 69.** An autojumbles lot, to include a Duplex Kismet Master foot pump and a Supastrobe lamp. £30-£40
- 70.** An autojumbles lot, to include a Pirelli tyre ashtray £30-£40
- 71.** A Board of Trade gallon dispenser and two grease pumps (3) £40-£60
- 72.** An autojumbles lot, to include two Dinky Mini vans £30-£40
- 73.** An original WD 1945 Jerry can £20-£30
- 74.** A Carburol Lubricants tin, lacking cap, 16cm £30-£40
- 75.** An ESSO petrol can and other automobilia £30-£40
- 76.** A chrome and enamel horse and jockey jumping a fence car mascot £30-£40
- 77.** A Jaguar chrome paperweight, apparently unused, 9cm, box £30-£40
- 78.** A Jaguar leaping cat car mascot, 12.5cm and a Cockrill car mascot (2) £30-£40
- 79.** A Morris 10 bonnet emblem and another Morris bonnet emblem (2) £20-£30
- 80.** A Harley Davidson number plate surround and three paperweights (4) £30-£40

- 81.** An autojumbles lot, to include a John Bull repair outfit £30-£40
- 82.** Two Smiths dashboard mounted clocks (2) £30-£40
- 83.** A collection of motorcycle models, mainly cased £30-£40
- 84.** An autojumbles lot, to include a King of the Road lamp, a Mercedes Benz SL tool roll and two Jaguar AF spanners 7/8 and 9/16 £30-£40
- 85.** Two Jaguar leaping cat car mascots, 19cm £30-£40
- 86.** Four Harley Davidson pocket watch holders £30-£40
- 87.** A Jaguar leaping cat car mascot, unused, box and wrapper, 11.5cm £30-£40
- 88.** A Delaney Ceramics Jaguar MkII leaping cat model, signed C. York, No 37, 17cm £30-£40
- 89.** A Smiths bezel wind dashboard clock, working when catalogued £30-£40
- 90.** A brass bulb horn, 36cm and other automobilia £30-£40
- 91.** Minichamps scale 1:12 die cast motorcycle; Norton Commando 750 Fastback, box. £40-£60
- 92.** 1952 Schwinn Panther bicycle, serial number B14765 (February 1952), original paint, bell not working, Mount Union bicycle registration plate dated 5.31.56 to rear carrier. £900-£1100



- 93.** A set of four car dollies £30-£40
- 94.** A garage trolley jack £30-£40
- 95.** A Draper 300kg engine/gearbox support and a set of jump leads £50-£80
- 96.** A Stauff forecourt hand cranked extractor £40-£60
- 97.** A King of the Road acetylene lamp £30-£40
- 98.** A three motorcycle trailer, towed without issues but Spicers recommend a thorough check before use, lighting board does not work and no safety chain. £80-£120

<b>99.</b> c.1950/60's Sipson Living Van, NO RESERVE, green alloy covered body with timber frame, 26 x 8 foot (8m x 2.4m), plus 6 foot (1.8m) draw bar, single wheel articulated sprung front axle, twin wheel rear axle, partially restored with replaced floors and some internal walls/ceilings and front bedroom, was towed 15 miles to the saleroom with no issues.	£50-£100	<b>121.</b> A veteran Rex motorcycle engine, serial number 235	£80-£120
		<b>122.</b> Two Villiers engines, and three further Villiers crankcases	£40-£50
		<b>123.</b> A Pair of Norton Crankcases. 1935, Serial Number 62994 79X100	£30-£50
		<b>124.</b> A quantity of motorcycle levers and pedals	£30-£40
		<b>125.</b> A pair of motorcycle wheels, possibly NSU, together with another pair (4)	£20-£30
		<b>126.</b> Ariel wheel and brake plates	£20-£30
		<b>127.</b> Two boxes of Ariel parts, including parts for suspension, forks, footpegs	£30-£50
		<b>128.</b> Three trays of Ariel parts	£30-£40
<b>100.</b> An autojumbler lot, to include a Kwik Firemaster extinguisher, unused.	£30- £40	<b>129.</b> Ariel motorcycle parts, including timing cases, front engine plates, clutch dome, two AMC crankcase halves	£30-£50
<b>101.</b> A set of six metric oil pourers and a windscreen washer bottle.	£50-£70	<b>130.</b> Four Small Boxes of Spares, two labelled "G80" one labelled "Hinckley Trident", one labelled "BMW R26". Several pairs of riding gloves, a Harley Davidson neck warmer	£20-£30
<b>102.</b> A Shell X100 oil pourer and a Shell glass oil bottle (2)	£40-£60	<b>131.</b> A box of motorcycle parts to suit Suzuki SB200 / X5	£30-£50
<b>110.</b> A selection of NOS boxed car spares	£20-£30	<b>132.</b> A selection of motorcycle spares including forks, wheels, brake discs and more. Our vendor advises that these are from Honda CB900 F2A, although the wheels appear to be from a VT500	£50-£70
<b>111.</b> A set of four Dunlop light alloy wheels, 5x10", to suit a Mini. Also four unrelated centre caps marked "Minilight"	£30-£50	<b>133.</b> Three boxes of motorcycle spares including suspension, electrical parts, forks and more, to fit Yamaha RD125 / RD200	£40-£50
<b>112.</b> A collection of motorcar vintage headlamps, including Lucas King of the Road R57, R50B and P&H, two boxes	£30-£60	<b>134.</b> Yamaha RD50 / RD80 spares, to include a swing arm, wheels, fuel tank, fork legs and body panels	£40-£60
<b>113.</b> A rare Rushmore brass running board acetylene generator, c.1910, 13" high	£80-£120	<b>135.</b> Three Paddock Stands	£20-£30
<b>114.</b> Porsche 911 (2009-2012), a set of four 8 x 18" alloy wheels, two with part worn tyres	£100-£200	<b>136.</b> A pair of Yamaha RD125LC alloy wheels, and a pair of spoked wheels to suit a Yamaha DT100	£30-£50
<b>115.</b> A set of four JBM 6J x 15" Ford Escort alloy wheels	£80-£120	<b>137.</b> A selection of motorcycle spares including a new, unfitted seat cover for a Suzuki ET250, a Yamaha RD80 seat, an X5 fuel tank, various seat cushions	£30-£50
<b>116.</b> An autojumbler lot, to include Metro spares and gaskets	£30-£40	<b>138.</b> A double seat / saddle to suit an Ariel motorcycle	£30-£40
<b>117.</b> A Honda GX160 5.5hp pull start engine	£40-£60		
<b>118.</b> A vintage pair of chrome trumpet horns	£30-£40		
<b>119.</b> A, believed, NOS Austin gearbox, in crate together with a set of 4 Austin FG500 hubcaps	£80-£120		
<b>120.</b> A 1931/32 Norton Four Speed Gearbox, with foot change. We are informed by our vendor that this unit was overhauled prior to storage.	£100-£200		

<b>139.</b> A Blackburne single cylinder motorcycle engine. The crankcase numbered PA 2250, the barrel numbered MC4418	£150-£250	<b>152.</b> A Norton International 30 bottom end, F11 37553 crankcase crankshaft and rod, and another numbered R13 90660. (2)	£100-£150
		<b>153.</b> A box of Norton gearbox spares	£50-£80
<b>140.</b> A Sturmey Archer single cylinder motorcycle engine. Serial number BSR033 RSJ 403	£150-£250	<b>154.</b> Norton engine spares, to include two crankshafts, three pistons, a valve cover, valves and rockers, a magneto	£80-£120
		<b>155.</b> A box of Norton spares to include front and rear sprockets, and smaller items including electrical parts.	£50-£80
<b>141.</b> Two Villiers single cylinder engines along with a box of motorcycle clutch parts	£50-£80	<b>156.</b> A pair of leading link motorcycle forks, to suit a sidecar outfit or similar.	£30-£50
<b>142.</b> An aerodynamic alloy wheel guard / cover, presumably from a racing sidecar outfit	£30-£50	<b>157.</b> A box of Norton gearbox parts, including a casing and various internals	£50-£80
<b>143.</b> Two steel motorcycle petrol tanks	£30-£50	<b>158.</b> A box of Norton gearbox and kickstart parts	£50-£80
<b>144.</b> A pair of Dunlop WM 16" alloy rims and two chrome rims (4).	£50-£80	<b>159.</b> A box of Norton engine casing covers and associated parts	£50-£80
<b>145.</b> A Borrani WM 16" alloy rear wheel and a Dunlop WM 16" front wheel (2)	£50-£80	<b>160.</b> A box of various motorcycle carburettors and associated parts	£50-£80
<b>146.</b> A pair of 12 inch spoked "Knock Off" wheels, one with a Dunlop rim and one with a Borrani rim	£30-£50	<b>161.</b> A box containing motorcycle clutch parts, a brake backing plate and a hub with disc attached.	£30-£50
<b>147.</b> Two Norton 500cc crank cases, one with crankshaft and conrod. Serial numbers E3 28905 and F3T 36333 (500T cases)	£100-£150	<b>162.</b> A Terry saddle, an oil tank and two primary cases believed for Norton	£40-£60
<b>148.</b> Six Norton single cylinder barrels, two OHV cylinder heads and one sidevalve head	£50-£80	<b>163.</b> Two vintage motorcycle frames (War Department?) one with indistinct frame number.	£80-£120
<b>149.</b> Two Norton 500cc bottom ends, Crankcases with crankshafts. One with conrod. One marked B2 10635 1947, the other apparently unidentified	£100-£200	<b>164.</b> Two pairs of Norton forks	£50-£80
<b>150.</b> Three Norton crankcases, one with Broad Arrow military identification	£100-£150	<b>165.</b> 1967 Triumph T10 Tina project. Registration number MRP 760F. Frame number not found, TS216D. Engine number not found, LS25143. Sold with the V5C and original workshop manual. MRP is sold as a stalled project and is believed to be 90% complete	£200-£400
<b>151.</b> A box of vintage / classic motorcycle suspension parts, including fork stanchions, springs, yokes and a chrome swing arm	£50-£80	<b>166.</b> A collection of mainly Lambretta LD parts	£40-£60
		<b>167.</b> Three vintage seat frames and related parts	£40-£60
		<b>168.</b> A Rickman Matisse fibreglass patrol tank and a Matchless trials fibreglass tank (2)	£40-£60
		<b>169.</b> A GIVI Trekker Dolomiti alloy top box, key, a Kappa K35 top box, key and a tank bag (3)	£30-£50
		<b>170.</b> A collection of vintage/veteran bulb horns and parts, to include Lucas King of the Road, Klaxon, Gloriaphone and a Stewart Warning Signal horn	£40-£60

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|---|-----------|--|-----------|
| <b>171.</b> Four Sturmey Archer gearbox levers and three gearbox cases  | £30-£50   | <b>188.</b> c.1990 Kawasaki KR 250 spares. To include frame number KR250A 003269, part engine KR250AE 000926, front and rear wheel and tank. | £100-£200 |
| <b>172.</b> A Lycett saddle frame   | £30-£50   | <b>189.</b> 1986 Norton Interpol 2 spares, to include frame number 3244, with rear wheel and part engine, panniers and other parts.          | £200-£400 |
| <b>173.</b> A pair of 1928 Triumph crankcases, no. 500280 OMT, one Triumph crankcase, no. 232322 CSA an unknown case and a Triumph wheel hub (4). | £50-£80   | <b>190.</b> c. 1986 Norton Interpol 2 parts, to include an unnumbered frame, part engine and a large quantity of parts.                      | £100-£200 |
| <b>174.</b> Three Albion gearboxes, unknown condition (3)   | £80-£120  | <b>191.</b> An Avon full fairing, to suit a Norton featherbed, together with two other short fairings (3)                                    | £30-£40   |
| <b>175.</b> A collection of carbs and spares, including Brown and Barlow, Amal and Villiers.  | £50-£80   | <b>192.</b> A Harley Davidson windscreen, apparently unused  | £70-£90   |
| <b>176.</b> A collection of acetylene generators and parts, to include Lucas King of the Road, P&H, Miller and Hall                               | £50-£80   | <b>193.</b> A pair of Honda CBR 1100 XX Blackbird silencers, (1999-2002), HM MAT D5.   | £30-£40   |
| <b>177.</b> A collection of motorcycle pumps, including Bluemels, Apex and Britton  | £40-£60   | <b>194.</b> A motorcycle side car chassis, two engine bracket and three tyres  | £30-£40   |
| <b>178.</b> A collection of Best & Lloyd pump parts   | £40-£60   | <b>195.</b> Various Lambretta spares, including a speedo with 3 miles and reproduction AA and RAC badges                                     | £30-£40   |
| <b>179.</b> Three vintage unknown frames  | £30-£60   | <b>196.</b> A Bruhl MD1400 motorcycle dryer, three bike chains and a GIVI Voyager soft top box bag   | £30-£40   |
| <b>180.</b> A collection of veteran/vintage hubs  | £30-£50   | <b>197.</b> An autojumbler's lot of motorcycle spares, mainly Japanese   | £30-£40   |
| <b>181.</b> An Excelsior Spryt engine and a pair of crankcases (2)  | £60-£80   | <b>198.</b> An autojumbler's lot, to include a Velocette Venom battery box, a Triumph toolkit and a pair of Triumph Thunderbird rear shocks  | £30-£50   |
| <b>182.</b> A pair of 1927 Triumph crankcases with flywheel and con rod, stamped 247778 DMT   | £60-£80   | <b>199.</b> A hydraulic motorcycle ramp  | £150-£200 |
| <b>183.</b> An Albion gearbox, c. 1930's, CA 372.   | £50-£80   |  |           |
| <b>184.</b> A Norton ES2 500cc engine, number 41053, G4   | £150-£200 |  |           |
| <b>185.</b> A pair of 1937 AJS 250cc crankcases, no. 37/22, 4058S   | £40-£60   |  |           |
| <b>186.</b> Three Norton Big 4/16H barrels  | £40-£60   |  |           |
| <b>187.</b> A collection of British motorcycle parts, to include a pair of Norton crankcases, no. 58946, J122, A10 head, and a Triumph 350 barrel | £60-£100  |  |           |



**Collection may be your cheapest alternative but not always possible. We will try our best to suggest solutions. Please enquire in advance of bidding if you need a quote for postage in the automobilia section of the 29<sup>th</sup> March auction.**

**Have ready: The auction date. The lot number (s). The destination postcode.**

**Please note we can only offer shipping in padded envelopes in either large letter size (750g, 35.3cm x 25cm x 2.5cm) £15 plus £3 VAT or small parcel (2kg, 45cm x 35cm x 16cm) £20 plus £4 VAT. 24 hour, signed for, insured.**



**Pack and Wrap. We may be able to offer a boxed, pack, measure, weigh service on selected lots or suggest some courier contact details. Only by prior arrangement and agreement with Spicer's. Full details are available on our website.**





**Price increases from 1<sup>st</sup> May 2025 for classic cars, motorcycles, boats and tractors.**

Auction	Date
Jewellery	4 <sup>th</sup> April 2025
Modern and Vintage Home	11 <sup>th</sup> April 2025
Collectors	25 <sup>th</sup> April 2025
Jewellery	2 <sup>nd</sup> May 2025
Modern and Vintage Home	9 <sup>th</sup> May 2025
Antique and Fine Art	23 <sup>rd</sup> May 2025
The Baldry Collection of Vehicles	Saturday 31 <sup>st</sup> May 2025
Jewellery	6 <sup>th</sup> June 2025
Modern and Vintage Home	13 <sup>th</sup> June 2025
Jewellery	4 <sup>th</sup> July 2025
Modern and Vintage Home	11 <sup>th</sup> July 2025
Collectors	18 <sup>th</sup> July 2025
See Spicer's website for all dates as they are confirmed. Events, onsite auctions, timed or specialist auctions will be notified by email.	
Spring Classic cars, motorcycles and automobilia auction	Saturday 29 <sup>th</sup> March 2025
Car and Bike Viewing	Saturday 19 <sup>th</sup> July 2025
Elderberries & EYTCC Evening meet	25 <sup>th</sup> July 2025
Summer Classic cars, motorcycles and automobilia auction	Saturday 26 <sup>th</sup> July 2025
Autumn Classic cars, motorcycles and automobilia auction	Saturday 25 <sup>th</sup> October 2025
See us at Stafford Motorbike Show 26/27 <sup>th</sup> April 2025	See us at Stafford Motorbike Mechanics show on 11/12 <sup>th</sup> October 2025

**Vendors commission – 6% plus VAT**

**Cars entry fee - £30 plus VAT**

**Bikes entry fee - £20 plus VAT  
(payable on consignment)**

**Until 1<sup>st</sup> May 2025 – Consigning now for July.**

**Vendors Commission**

**Automobilia - Spicer's charge 15% commission on sold lots, in addition we charge 1% loss and damage cover, all lots are subject to a minimum fee of £7 and £3 for internet exposure. All charges are plus VAT.**

**Vehicles in the classic cars and motorcycles auction – Vendors – 5%**

**Buyer's Premium**

**Spicers charge 20% plus VAT on Automobilia**

**And 15% on the hammer including VAT on vehicles in the specialist auction only.**



***Vehicles - 13.00***  
***Motorcycles - 13.30***



- 250.** c. 2014-2016 Selway Fisher 16' Windsor slipper launch, Miss Gracie, marine ply over spruce, then fibre glassed over the V hull, 6hp four stroke engine pull start engine, battery for the lights and three bilge pumps, seats four, CRT registered, together with a galvanised trailer and lighting board. Built by our vendor as a retirement project and many happy hours have been spent on the canals. £1500-£2000



- 251.** 1949 Reliant 8cwt light van, 747cc. Registration number NRB 461. Chassis number 461541. Engine number 9547. £5000-£6000  
Sold with the V5C, a quantity of spares including an engine, two rear wheels, axle, springs, girder forks and a horn.  
NRB had been in the long term ownership of Frederick Fowler from 1995 until 2015 when he passed away. It was then given to his daughter and has been on many rallies since. The engine was fully rebuilt and converted to unleaded fuel, together with a new clutch, it has only covered some 50 miles since. Offered in good running order, it would benefit from fresh fuel as it is running a bit lumpy and rich.



- 252.** 1980 Austin Morris Mini Clubman Estate, 1098cc. Registration number MFW 206V. Chassis number XC2W 2000687291. Engine number LBB10091 100778. £3500-£4000  
Sold with the V5C, there are no keys.  
MFW is a 3 owner car, being owned by Sydney Charles from 1994 until our deceased vendor bought it in 1996. It has not been used for several years so will need recommissioning. There are no keys or carpets.



- 253.** 2000 MGF, 1796cc. Registration number W 659 MND. VIN number TBC. £500-£800  
Engine number TBC.  
Sold with the V5C new keeper slip, one key and MOT until March 2026. MND has seen little use over the last few years and has just passed its MOT, the current mileage is just over 76,000.






- 254.** 2001 MGF 1.8i VVC, 1796cc. Registration number Y978 JDY. VIN number SARRDWBTC1D522956. Engine number 18K4KM12378719. £500-£800  
Sold with the V5C, two keys, service history 2012 - 2021.  
JDY is being sold as part of a deceased estate and has not been on the road since 2022, it will need recommissioning as well a replacement for the cracked windscreen. In 2019 had minor frontal damage and the bumper, bonnet and nsf wing were all repaired/replaced at a cost of £612. The odometer shows 69,989 miles and the car presents well.












- 255.** 2005 VW LT35 158 TDi LWB camper van. Registration number BD55 CXP. VIN number WV1ZZZ2DZ6H007316. Engine number AUH 225303. £5000-£6000  
Sold with V5C (note as a panel van), keys, MOT until November 2025, service history.  
There are 8 stamps in the service book, the last in 2017 at 86,395 miles, it currently shows 143,000 on the odometer. In 2019 it was converted into a camper and a there is a certificate on file for the gas installation of the full size cooker and combi boiler. Our vendor bought it in 2022 and has constantly upgraded it, a new bathroom with sink, shower and compost toilet, there is a diesel heater in the back, full electrics including twin chargers and solar panel. It is for sale as he has just completed another camper for his work. It should be noted that the ABS light is on and there is a diff whine on over run.





- 256.** 1933 Austin Light 12/4, 11.9hp. Registration number GV 1610. Chassis number H 1027. Body number HC 925. Engine number 1 H 2100. £5000-£7000  
Sold with the V5C, R.F.60, various old MOT's.  
GV's early history is unknown but the R.F.60 on file shows it was owned by John Yaxley of Norwich in 1959, a 1962 envelope is also on file. In 2003 Thomas Ritchie of Glenrothes was the owner and we presume that he restored it during his ownership, our vendor purchased it in 2009. The bodywork presents very well as does the replacement interior and needs very little work apart from polishing occasionally. Note should be taken of the hand painted crackle effect door caps. The drive train performs very well and it has had limited, but regular use during their ownership. It should be noted that the engine block has a slight crack and weeps the odd drip. It was like this when purchased and has never been an issue. MOT's on file go from 2002 at 5641 miles to the last in 2012 at 8878 miles, it now shows 669 miles (9999 is the largest number the odometer can go to).
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- 257.** 1936 Morris 10/4, 1141cc. Registration number TBC. Chassis number S2/TN 77483. Engine stated on body 61388, V5C says 77483. £3500-£4000  
Sold with the V5C, Morris Ten-Four operators manual and keys.  
This 10/4 is presented in blue over black with a blue interior, there is paperwork to state it was owned by Florence Straton of Northants in May 1945, it then passed to Charles Hill of North Aston in 1981, David Greenwood in 1984 and then Peter Woolmer of Aylesbury in 1994. He sold it to our vendor some ten years ago (his grandfather owned one!). Since that time it has stayed in his dry garage.  
He has now decided it is time to part with it and two friends recommissioned it for him. They have fitted a new battery, cleaned the ignition system, rebuilt the carb and fuel pump, the gearbox and diff oil was drained and replaced, petrol tank drained and cleaned, brakes overhauled and a general tidy up. It started with ease and was driven onto our trailer, since when it has been driven around our grounds. Further safety checks should be conducted before serious road use.
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- 258.** 1949 Riley RMA 1496cc. Registration number TBC. Chassis number 39S16526. £6000-£8000  
Engine number 16549.  
Sold with the V5C, two keys, photographic restoration 1985-89, large history folder, books and some spares.  
TBC has known history from 1968 when Martin Croston bought it from a scrap yard in Rochdale, for £15, those were the days! He sold it to Mr Whittle in 1969, then Roy Sawford in 1971, David Brown in 1973, and Alistair Cameron in 1974 then Kevin Newton. By 1984 it was with James Findlay and it was in need of a total restoration. This was undertaken between 1985 and 1989. It was fully stripped back with new ash A, B, and C posts, the engine was rebuilt with shell bearings, the whole leather interior, the roof lining and door cards, in addition to the full respray the roof covering was replaced. After some use it was sold it to Charles Batty of Huddersfield in 1995 and our vendor bought it in 2003.  
He has kept a detail log of work he has undertaken over the years including a new clutch in 2009, and the cylinder head skimmed in 2012. He now finds it too large for his needs and has bought a smaller classic. It should be noted that the drivers front window winder no longer open it (they were prone to leaking) and that there is a spare key hidden in the chassis....ask the auctioneer!
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- 259.** 1936 Riley Lynx Tourer, 1596cc. Registration number CON 59. Chassis number 27L 5887. Body number 5443. Engine number TBC. £8000-£12000  
Sold with the V5C, keys, history folder.  
Conny has been owned by our vendors father from the mid 1980's until his passing a 4 years ago. He was a very competent engineer and had a collection of Marston Sunbeam's that Spicers sold in 2020.  
Every winter he would take the Lynx off the road and strip her down for a thorough check over and service. This is evidenced by the good condition of the chassis and running gear, when photograph we released the hand brake and she effortlessly was pushed out. The engine has been turned over by hand but no effort has been made to start her. The ash frame appears to have been replaced in the rear section but the front is original with both sides having the body number stampings.  
The body now has considerable paint patina but appears to have no corrosion. The hood is in OK condition, as is the hood bag and full tonneau; there are three window panels for each side.
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- 260.** 1993 Ford Escort XR3i Cabriolet. Registration Number K131 SKH. Chassis Number WF0LXXGKALND92497. £3000-£4000  
Sold with V5, and various parts invoices including for a full camshaft kit from Kent Cams. Also included is an extra pair of front seats, a fifth alloy wheel, and a boot full of spare parts.  
SKH has obviously benefitted from considerable expenditure judging by the sheaf of invoices present, and was MOT'd until September 2023. Between 2018/2020, the engine was fully rebuilt by Speedway Garage of Scunthorpe, with a ported and polished head, Kent cams, uprated springs, Ashley four branch manifold and custom stainless steel exhaust, new flywheel and clutch, the brakes were fully rebuilt with new discs and pads. The bodywork was restored by Dunsfelt of Fife, Scotland where the arches were rolled and a lowering adjustable kit was fitted before being painted. It starts, runs well, and drives around our yard on a brief test. The manual roof is in good condition, there are two hood bags and the old suspension units, please note the battery needs to be jump started and does not hold charge.
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- 261.** 1989 VW Golf GTI convertible, 1781cc, CAT C. Registration number G277 UJD. VIN number WVVZZZ15ZKK033644. Engine number DX140071. £2000-£3000  
Sold with the V5C, MOT until July 2025, key, service books, large history folder, old MOT's.  
UJD comes with a comprehensive service history, including 11 stamps in the book until 2000 at 99,850 miles, after that there are receipts for work undertaken, including an important cam belt at 136,000 in 2022. The mileage today is 137,000. Our vendor bought it in 2022 unaware that it was a CAT C from an owner who had bought it in 2004.
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- 262.** 1973 MGB GT, 1798cc. Registration number HAX 763L. Chassis number GHD5 305503G. Engine number Ivor Searle RS 47257 (incorrect on the V5C). £3200-£3600  
Sold with the V5C, keys, history folder, photographic restoration folder.  
HAX has been comprehensively restored with new panels, including floors, sills, inner wing panels and outer wings. Photographs on file. The engine has been replaced with an Ivor Searle unleaded example.  
Our vendor has enjoyed his time with the car but now finds it a tad tricky getting in or out.
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- 263.** 1980 MG B, 1800cc. Registration number KCH 747V. VIN number GVVDJ2AG509462. Engine number 04633. £5000-£6000  
Sold with the V5C, key, history folder, MOT no longer required.  
KCH was manufactured in 1980 but registered in the UK until 1992. In 1993 it was with Frank Perrott, then Thomas Scully in 1994. Mary Soulyy bought it in 2007 and Mary Gardner in 2009. Mr Taylor had it in 2011 and then Raymond Hales in 2022.  
The car comes with a comprehensive MOT history to back up the mileage, although it now exempt from them (historic registered). It should be noted that the underside appears have never been welded and that the car has a secret ignition kill switch. The car has had a recent service and been waxoyled, there is both a hood bag and tonneau cover, the overdrive on 3rd and 4th works as it should do. There is a video available of it being driven.
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- 264.** 1968 Morris Minor, 1098cc. Registration number JKW 64F. Chassis number M/AS5 D 1203352M (note the V5C states MASSD1203352. Engine number 10MAUH 288233. £3000-£4000  
 Sold with the V5C and keys.  
 Owned by Malcolm Purkis of Goole in 2014 he sold it to our vendor in 2016. DVLA MOT history shows 48,981 miles in 2006, when he bought it the mileage had risen to some 52,000 miles and when last used, in 2018, it was 54,393. Dry stored since then it has regularly been started up and warmed through. During his tenure he has tuned the engine and it sounds very purposeful compared to most Moggy's.  
 When viewed it started without any issues and was driven around the field, it will required light recommissioning due to the lack of activity.
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- 265.** 1968 Ford Corsair 2000E. Registration number JDX 807F. Chassis number BB36 HB58217. Engine number V420. £3500-£4000  
 Sold with the V5C, keys, various receipts and old MOTs.  
 JDX history goes back to Richard Marks of Hemel Hempstead in 2002 who had her MOT'd at 46,530, by 2008 she was on the Isle of Wight with the Thomas family and then in 2010 Mr Gosnell. Our vendor bought her off eBay in 2011 and has used her occasionally, the odometer shows some 55,000 miles. Said to be in good running order, she fired up with ease when viewed and was driven around a field without any apparent issues.
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- 266.** 1950 MG TD RHD. Registration number USV 564 (non-transferrable). Body Type 22381. Body No., 2439/49727. Car No., TD/ 0668 EXR. Engine number CA325R. £8000-£12000  
 Sold with the V5C, key and wet weather side windows.  
 USV was built on the 6th of February 1950 as a Home Market right hand drive, but the T Register records show that Home was crossed out and replaced by XPR. According to our vendor the first owner took it to South Africa where it remained until being repatriated in 1985 by Martin Reenhalgh of Doncaster. At some point in its early life the original engine XPAG/TD/913 was replaced by a BMC factory replacement as noted above (the V5C still states the original engine so we presume Reenhalgh replaced it).  
 Our vendor bought it in 2005 and the DVLA MOT history shows 330,618 miles, by 2012 it had risen to 32,093 miles, the same as it is today. Dry stored since then it has regularly been started up and warmed through.  
 When viewed it started without any issues and was driven around the field, it will required light recommissioning due to the lack of activity. Our vendor has not had to do anything to the bodywork, drive train or interior in his custodianship, the testament of a quality restoration.
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- 267.** 1999 Lexus LS400 automatic, 3969cc. Registration number T462 LGP. VIN number JT153UF2000133071. Engine number 1UZ0751566. £5000-£6000  
 Sold with the V5C, 3 x keys, service history and booklet, various receipts, MOT until December 2025.  
 LGP is offered in Lucerne silver and is our vendors 3rd Lexus, his favourite and only for sale as he is no longer allowed to drive.  
 It has 18 Lexus stamps in the book, up to 157,000 miles in 2016, today it stands at 166,000. He has an agreed value of £6,300 with his insurance company.
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- 268.** 2007 Chrysler 300C SRT-8, automatic, 6063cc. Registration number CRZ 9127. VIN number 1C3H9EW07Y537070. Engine number 7Y537070. £10000-£15000



Sold with the V5C, MOT, 2 keys, service history, booklets, Edelbrock manual, receipts and original engine parts  
CRZ originates from Country Antrim with full stamped history at 2,607, 2,979, 6,625, 8,565, 10,454, 14,513, 18,045 and 27,948. It then came to England with our deceased vendor who bought it in August 2015 at 28,000 miles. He continued to have it stamped in the book by a specialist workshop at 33,368, 41,057, 46,630, 55,523 and 62,425 miles, the last being in 2018. All receipts for these services are in the history folder. In 2015 he had a Edelbrock E-Force Supercharger fitted which produces 556 bhp and 501 ft-lbs of torque at the flywheel, (the kit costs some \$8,000 and the fitting was £1,235). The original parts removed are with the car should you wish to return it to original 470hp spec. There is also a Diablosport plug in tuner with the car, it is believed that this has raised the bhp to 600; 650 and 700bhp is also believed to be available with this piece of tuning.  
Our vendors son had the V5C transferred into his name but finds it unsuitable for family life so is regretfully passing it on.

- 269.** 2005 MG ZT V8 260 4,601cc, Manual. Registration number V800 JSM. VIN number SARRXXL GB0000726. Engine number TBC. £8000-£12000



Sold with the V5C, one key.  
The car was limited to 155mph, with a 0 to 60mph circa 6.2 seconds. Some 883 MGR V8's were built, 717 ZT's and 166 Rovers.  
JSM has DVLA MOT history dating back to 2008 at 34,332 miles, it has continuous gentle history through to the present day at 123,965  
It has been owned by our vendor since 2023, during his tenure it has received upgraded Accufab throttle bodies and the originals were not very smooth and a Cobra Sports exhaust system (at a cost of £1,100), there is a service receipt for £841 in 2023 at a mileage of 123,183. He has dry stored and used it occasionally but prefers driving his Rover 75!

- 270.** 1979 Bentley T2, 6750cc. Registration number GRJ 10V. Chassis number SBH 37978. Engine number 37978. £6000-£8000



Sold with the V5C, two keys (one doors/ignition, one boot), owner's manual, booklets and service booklet, history folder.  
GRJ was born in Crewe and passed over to Lex Mead of Manchester on the 21st August 1979 and delivered to its first owner, Mr A. Marrison/Morrison of Maughold on the Isle of Man/Retford in the October. It was originally registered MAN 814. The photocopied Crewe car spec sheet states the colour to be Athenian Blue, light blue hide interior with dark blue piping, grey Cirrus head lining. The roll top was specified in dark blue hide, not black, and a cassette player instead of 8 track requested. There is a full copy of all the testing being signed off by the builders.  
Marrison/Morrison kept it until 2001 when it was registered GRJ 10V with an odometer reading of 53,497 miles. By 2004 it was with John Winder, who in 2007 commissioned a full body rebuild at a cost of £8500 with 170 man hours logged. Our vendor bought it from Colin Pitt dealership in 2010 with a mileage of 63,909. In 2015 he spent some £2600 on a total brake and suspension overhaul at specialists Prestige Services of Leeds.  
The service history booklet show 10 stamps, the last in 1994 at 72,897 miles, the mileage today is 72,440?? There are a large amount of old receipts and MOTs  
The car has been dry stored since its last MOT in September 2020 with a mileage of 72,000 due to his failing eyesight. It has recently been lightly recommissioned at a cost of some £1000 and is now up and running. It will need further attention as the brakes are binding, the boot rubber has perished and the near side electric windows do not work, most other electrics appear fine.  
According to "How rare is my car" there are only 19 Bentley T2's left in the UK.

**271.** 972 Lotus Europa Series 2, 1655cc Ford Zetec. Registration number EDN £12000-£15000

896K. Chassis number 7103070305P. Body number 0305R F6-3. New engine number FYB -1A714863 (V5C states the old engine number 2801 and states it is a 1470cc). Sold with the V5C, full folder of receipts for parts and works undertaken.



EDN was purchased by our vendor in 2018 from Russel Walker and has received a full body off restoration. The suspension has been upgraded to improve the handling. The original Renault engine has been replaced with a specially built Ford Zetec 16V engine with twin 40 DCOE Webbers, full stainless steel bespoke manifold and exhaust system, a Nodiz ignition system, electric water pump and cooling system, on the advice of Lotus specialists, Banks Engineering, most of the parts came from them. The car then received a full repaint in Gold Leaf colours, and was fitted with Revolution wheels. Over £26,000 has been spent, not including our vendors time, on the restoration. There is a comprehensive list of works undertaken between 2018 and 2021. It is being sold as he finds getting in and out too much of a challenge.

**272.** 1998 Porsche 911 (996) Carrera, 3,400cc. Registration number R609 OEB. £9000-£11000  
VIN number WPOZZZ99ZWS605269. Engine number TBC.

Sold with the V5C, MOT expiring February 2025, keys, large history folder, service manuals.



OEB was first registered by Porsche Cambridge, on the 31st March 1998 and it has 12 stamps in the service book, the last in 2013, there are 3 brake fluid stamps as well and 2 long life stamps. After this there are various invoices for works undertaken by the current owner who bought it in 2012, notably discs and pads in 2016 as well as a new clutch and radiators in the same year at a cost of £2,261. He SORNeD it in 2023 and has now decided it is time to pass it on and sent it for an MOT, mileage 107,800. It has failed on its Lambda sensor, advisories on needing two rear tyres, and exhaust system corroded.

- 273.** 1995 Buckland B3. Registration number POP 77M. Chassis number 9 of 12 built. Engine number TBC. £10000-£15000  
Sold with the V5C (states Reliant tricycle), keys, large history folder, tonneau cover.  
It was built by Bob Raikes with Dick Buckland in 1992, completed in 1994 and on the road in 1995, he used it until 1997. It then went to Grant Cratchley, who toured France and Ireland in it, before Penguin Speed Shop bought it; our vendor bought it from them in 2013 and has used it competitively most years since. It has been used at sprints and hill climbs at places such as Loton Park and Curborough. He has now had a change of lifestyle and wants it to go to an enthusiast who will race it. There is a very active club to circuit race these cars and they are just at home on the road (as our Sandra comes to work on sunny days in one!).  
It should be noted that, in common with many kit cars, the V5C states it is a 1980 Reliant Robin Tricycle.



- 300.** Honda Quad bike. Registration number not registered. Frame number 478TE14UXXA901455. Engine number not found. £800-£1200  
Sold with 2 x keys and no paperwork.  
Believed to be a 300cc machine it has recently been fully overhauled, tank painted, seat recovered, rear brakes fully rebuilt, nearly new tyres, new track rod ends, new front bars. In good running order with reverse gear.



- 301.** 1987/2021 Yamaha/Smart Car trike. Registration number Q682 RGC. Frame number 1J7 401418. Engine number unknown. £3000-£4000  
Sold with the V5C, MOT until April 2025, two sets of keys.  
This machine has been well converted mating a late 1970/early 1980's Yamaha XS750 with a Smart car, with a believed 600cc Brabus engine (buyers should confirm this themselves). It has MOT history from 2021 at 56,590 miles, the current mileage is some 62,000. It had a full service in May 2022. Our vendor has recently moved and does have any storage facilities so is reluctantly having to sell it.  
It is a hoot to drive!



- 302.** c.1966 Triumph T10 scooter, 100cc. Registration number RBF 57D (not recorded with DVLA). Frame number not found. Engine number not found. There is no paperwork with this lot. RBF is an older restoration that will require specialist assistance with registering it for road use. £800-£1200
- 303.** 1975 Lambretta Jet 200, 198cc. Registration number KLD 171N. Frame number SX 200 555081. Engine number SX200 555081. Sold with the V5C, two keys, old MOT's, old receipts. KLD's history folder goes back to 1994 when it was bought by Christopher Manning of Reading, next was Peter Hullaney of Canterbury in 2004. In 2009 Gemma Wenborn commissioned Scooter Restorations to undertake a comprehensive restoration which included a new crankshaft for the engine and replacement of many consumables. Christopher Hollman bought it in 2016 and our vendor in 2021, since then it has been part of his scooter collection which he is now downsizing. £4500-£5000
- 304.** 1954 Lambretta 150D. Registration number 334 XVP (non-transferrable). Frame number 198825. Engine number 150LD 206027. Sold with the V5C and dating certificate. XVP was first registered with DVLA in 2021 by our vendor who restored it. Since this time it has been part of his scooter collection that he now downsizing. £2500-£3000
- 305.** 1960 Lambretta Li150, Series 2, 150cc. Registration number 566 XXY (non-transferrable). Frame number 150Li 841065. Engine number 150Li 841092. Sold with the V5C, keys, Lambretta dating certificate, some receipts for restoration. XXY was bought as a project by our vendor in 2022, it was originally registered in April 1960 in Durham as FUP 822 but DVLA would not allow this number to be re-issued. He set about a full restoration, including rebuilding the engine, new bearings throughout and full paint to the frame and tin ware. There are receipts on file for many of the parts used. Once completed he started on another machine and it has been little used. Room is now needed in the garage. £3500-£4000
- 306.** 1959 Lambretta 48, MkII, 48cc. Registration number 603 XVT. Frame number 068472\*48. Engine number 48A 066483. Sold with a V5C and original certificate. An older full restoration that has now mellowed nicely. Our vendor states that it will start up and run with little effort. £1800-£2200
- 307.** 1988 Tomos 49cc, project. Registration number E440 YNE. Frame number 616430. Engine number not found. There is no paperwork with this project, it is recorded with DVLA and it will be the buyers responsibility to apply for a new V5C. £50-£100
- 308.** 1989 Honda Cub Economy 90, 85cc. Registration number F582 JEO. Frame number HA02-1431486. Engine number not found. There is no paperwork or keys with this lot, the buyer will need to apply to DVLA for a new one. JEO would appear to be an older restoration that has been off the road since 2018. Consigned by the Court of Protection, the new owner will need to apply to DVLA for a new V5C. £1000-£1500



- 309.** 1950 AJS model 18S, project, 500cc. Registration number ECT 905. Frame number 52987. Engine number 14129. £600-£800  
Sold with the R.F. 60, recorded with DVLA, the buyer is responsible for applying for the new V5C.  
Last taxed in 1964 this Model 18S has been with our vendor since 1968 and appears a complete barn find.
- 310.** Matchless G3L WD project. Registration number YBE 274 (not recorded with DVLA). Frame number not found. Engine number, on engine plate SOU/2/ 57. £600-£800  
Box of parts.
- 311.** c.1937/39 BSA B24/B23, 350cc, project. Registration number not registered. £700-£900  
Frame number HB24 684. Engine number KB23 371.  
There is no paperwork with this lot.  
This project is mainly complete, most noticeable is the lack of a cylinder head and part of the magneto.
- 312.** 1958 AJS Model 18, 498cc. Registration number VOP 592. Frame number £1000-£1500  
unclear. Engine number 57/18 131258.  
Sold with the V5C.
- 313.** 1959 Matchless G12, 650cc. Registration number TSL 656 (non-transferrable). £2000-£2500  
Frame number A70246. Engine number X0732.  
Sold with the V5C, a key and a large history folder.  
TSL has a large history folder that shows it was in the UK in 2002-2005 then it went to the Isle of Man (registered HMN 384 W) before coming back in 2015 when it went to Scotland. In 2021 it was purchased by our vendor. He is selling it as his knees will not let him kick it over.
- 314.** 1955 BSA Bantam D1, 125cc. Registration number PWX 954. Frame number £1000-£1500  
BD2S 55777. Engine number DD 4675.  
Sold with the V5C and two old MOT's.  
PWX is a plunger frame model with direct lighting, it appears unrestored and was bought as our vendors learner bike before moving onto larger machinery. The history shows it was owned by Robert Carter of Heckmondwike in 1985, he sold it to Our vendor in September 1986. It has been unused since 1988 and stored in his heated garage. He is now moving North and has decided not to take it with him.
- 315.** 1954 Norton Model 7 Dominator 88, 497cc. Registration number XAS 263 £3000-£4000  
(non-transferrable). Frame number J12 54575. Engine number J12 54575.  
Sold with the V5C, several MOT's and receipts.  
There is a video available of it running
- 316.** 1953 BSA BM33, 500cc. Registration number 787 UXV (non-transferrable). £2000-£3000  
Frame number ZM20S 1190. Engine number BM33 168.  
Sold with the V5C.  
In good running order, the bike was ridden to the saleroom. Only for sale due to dodgy knees, our vendor has owned it for 19 years.



- 317.** 1937 Sunbeam Model 14, 248cc. registration number DPO 210. Frame number 23/762. Engine number 23/238. £3000-£4000



Sold with the V5C.  
DPO has been owned by our vendor since 2019 and has provided reliable service. It should be noted there is an oil tap that needs to be turned on before starting, hence the clothes peg!

- 318.** 1927 Raleigh 248cc. Registration number OP 5370. Frame number J10406. Engine number 10364. £2000-£3000



Sold with the V5C.  
OP has been owned by our vendor for eight years and regularly ridden, a proper oily rag machine. The acetylene lamp system is fully functional and a bulb horn is fitted.

- 319.** 1924 Royal Enfield Model 201, 225cc. Registration number BS 9933 (non-transferrable). Frame number 7823. Engine number E7855 (the V5C states E2038, see text). £2000-£3000



Sold with the V5C.  
BS has been owned by our vendor for 19 years. About ten years ago he swapped the engine to the current one, he has nearly finished rebuilding it and it is available by separate negotiation. In regular use the acetylene lamp system is fully operational. Also of note is the modern bicycle rear disc brake to aid slowing down, the front is bicycle type which does not retard the machine very well.

- 320.** 1958 Excelsior Consort, 98cc. Registration number DAS 984 (non-transferrable). Frame number F652037. Engine number 605B 3956. £1000-£1500



Sold with the V5C, receipts for parts, various copies of service manuals.  
DAS was re-registered with DVLA in 2002 and by 2016 it was with Ray Saxby, he sold it in 2019. It was then fully restored during 2020, the engine rebuilt with a +20 piston and re-bore, clutch and other ancillaries. The frame and tinware were all then repainted and all niggles sorted out. Since then it has not been used as another project came along. It was bought by our vendor at the March 2024 Spicers auction and has been used little since  
It is being as part of a garage tidy up.

- 321.** c. 1951 Tandon Kangaroo, 122cc. Registration number, not registered. Frame number K415. Engine number 763 2241. £300-£400



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.

- 322.** 1951 AJS Model 16 trials, 350cc. Registration number OUB 704. Frame number 3030. Engine number 51/16M S 13868 (V5C states 51/16HP81221). £1500-£2000



Sold with the V5C and R.F.60 continuation stated as Competition.  
OUB was purchased as a restoration project which has now been completed and is up a running with new tyres, rewired (no battery present) and the engine serviced. It is now ready for green laning and other such activities.

- 323.** 1968 Triumph TR25W, 250cc. Registration number AAS 866G. Frame number NC 7489. Engine number NC 7489. £1200-£1500



Sold with the V5C, key, workshop manual.  
This Trophy is a two owner machine, first registered to Harrold & Sons of Elgin in January 1969, our vendor bought it from them in 2017. It has only covered some 4,777 miles in its life, he has only added some 150 in his custodianship. A new front tyre and electronic ignition has been added



- 324.** c.2000 Cheney/BSA Gold Star DBD34 Keith Hickman replica. Registration number not registered. Frame number overpainted. Engine number DBD34 GS 6886, c.1963. £5000-£7000



There is no paperwork with this machine.

Cheney/BSA Gold Star from 1966, used to contest the 750 FIM Cup. Jerry Scott and Keith Hickman were the team riders. It uses a modern Cheney oil in frame with Ceriani forks, skimmed AMC front hub, conical alloy rear hub, Jawa steel flywheel assembly, Clubman cylinder head, Amal GP carb, alloy air filter box, the engine is a c.1963 DBD34.

Since completion it has been dry stored and will need commissioning before use.

- 325.** 1951 Norton 500T Trials, 490cc. Registration number LFD 345. Frame number F3T 34996. Engine number F3T 34996. £5000-£7000



Sold with the V5C, V5, various old letters.

LFD was owned by William Bennet of Chipping Sodbury in 1983 and he successfully applied to the DoT and had its original registration number returned. Our vendor bought it as a disassembled but complete machine in 1989 and set about its restoration. It still has its original BTH TT magneto and kick start lever.

Since completion it has been dry stored and will need commissioning before use.

- 326.** c.1957 BSA Gold Star 350 Arthur Lampkin Works Replica, 349cc. Registration number not registered. Frame number CB32 1056. Engine DB32 GS 853. £4000-£5000



There is no paperwork with this machine.

This bike is fitted with all the "Works" mods, floating front brake, inside footrest exhaust, box air filter, alloy petrol tank with works dents, central steel oil tank, low rise BSA pattern braced handlebars, Scrambles gearbox and competition Lucas Mag.

Since completion it has been dry stored and will need commissioning before use.

- 327.** 1955 BSA Gold Star B34 Trials, 499cc. Registration number MUN 187. Frame number CB32.1737 (over stamping another?). Engine number BB34.GS.1446. £5000-£6000



MUN was owned by Michael Lakin of Melbourne in 1983 who sold it to our vendor in 1987. He has fully restored it to period spec.

Since completion it has been dry stored and will need commissioning before use.

It should be noted that it appears the frame number has another beneath it, see image.

- 328.** c.1956/1959 Norton Les Archer Works Replica, 500cc. Registration number not registered. Frame number P84248 (1959). Engine number L11 64960 (1956). £5000-£7000



Sold with Stu Rogers engine letter and an old photograph when built.

Our vendor built this replica c.1995 using a Stu Rogers built all alloy international engine. This had been originally built for Owen Greenwood (who won races with a BMC Mini engine sidecar outfit).

The wide line featherbed frame has been strengthened, the footrests, alloy tank, forks and handlebars were all made new for the project, it runs on stainless steel spokes and rims.

Since completion it has been dry stored and will need commissioning before use.

## Vehicle Couriers






The Bike Bus



Stu Coupland



Moving Motorcycles

- 329.** c.1996 Monark Moto Cross Sten Lundin World Championship Works Replica, 498cc. Registration number not registered. Frame number OW 61 MK. Engine number GSX 32 1996 12. £8000-£10000
- There is no paperwork with this machine.
- Sten Lundin (1931 – 2016) was a Swedish professional motocross racer, he competed in the Motocross World Championships from 1955 to 1966. Lundin won the F.I.M. 500cc motocross world championship in 1959 riding a Monark. In the 1960 world championship, he finished in second place, two points behind Bill Nilsson. In 1961 he recaptured the 500cc world championship riding a Monark which had been re-badged as a Lito. Lundin was also a member of the victorious Swedish team at the 1955 Motocross des Nations. In 1954, Monark entered eight bikes in the International Six Days Trials and won eight gold medals. The Monark used the 498cc Albin engine originally developed for the Swedish army in 1942. The Albin engine was simple, reliable and very slim. Nils-Olov Hedlund, a master engine builder and former road racer mated the Albin top-end to a BSA Gold Star transmission. The Albin-powered Monark has the most unique history of any motocross bike ever made. It was an incredible machine and spawned its own competition. Monark was the first Swedish manufacturer to get involved in Grand Prix motocross, starting in the late 1950s. They built a total of five Monark GP works bikes from 1957 to 1960. As each of these bikes was used and abused, the parts from the original bikes were taken off and used on the newer bikes. Each bike was individually designed by Monark; no two bikes were the same. No bikes were ever sold to the public, and all that survived are accounted for today. When Monark race team manager Lennart Varborn unexpectedly died during in the 1960 season, Monark withdrew from Grand Prix racing out of respect for his legacy. As a consolation to World Champion Sten Lundin, Monark gave Sten Lundin his 1960 Grand Prix bike. The Monark baton was picked up by Monark insider Kaj Bornebusch, who built 35 handmade works bikes and renamed the brand Lito (after the Lithograph company he owned). Sten Lundin signed on with Lito, painted his Monark green and won the 1961 World Championship on the same bike he won the 1959 title on. Our vendor decided to build this replica c.1996 and obtained a rare Albin engine in Sweden, it was unused. He commissioned Tony Burgess (frame builder for Eric Cheney) to build an exact replica from the original drawings. Bespoke alloy tanks were made as were many other parts. Since completion it has been dry stored and will need commissioning before use.
- 
- 330.** 1980 Triumph Bonneville T140E, 848cc. Registration number NRO 699V. £4000-£5000
- Frame number BB26369. Engine number BB26369.
- Sold with the V5C, key, large history folder, MOT's back to 1996. NRO has known history back to 1996, with a large folder of receipts and MOT documents. In 2012 it was bought by our vendor from RS motorcycles, he sold it to his friend in 2016 and bought it back in 2021. He has used it sparingly since and is now giving up biking.
- 
- 331.** 1961 Triumph Bonneville T120, 648cc. Registration number 798 UXN. Frame number D16040. Engine number T120 D16040. £5000-£7000
- Sold with the V5C and a history folder.
- UXN, a wonderful matching numbers example of a 1961 T120, offered in sky blue over silver was owned by Howard Clough in 2005, he sold it to Phillip Cropper in 2008 and our vendor bought it from him in 2017. It has seen little road use over the last number of years, an MOT from 2014 was at 87 miles, in 2017, when purchased, it was 111 miles and the odometer now shows 637 miles. It was last ridden in 2024 and our vendor states it is an easy starter, just tickle the carb with no choke. It runs on 12 volt electrics.
- 

- 332.** 1970 Honda CL350. Registration number EVG 294H. Frame number CL350 1047859. Engine number CL350E 4138550. £2500-£3000  
 Sold with the V5C, two keys, MOT history, service manual.  
 EVG was imported into the UK in 2012 and the MOT history shows 22,797 at that time, today the odometer shows 23,236. It has been little used recently so will require some light recommissioning.



- 333.** 1965 Triumph 6T Thunderbird, 650 cc. Registration number EFW 706C. £4000-£5000  
 Frame number 6T DU20186. Engine number T120 ND31309.  
 Sold with the V5C, key, some history.  
 EFW was owned by Brian Slater of Lincoln in 1997 before selling it to John Turner of Lincoln in 1999 who sorned it in 2019. In 2021 it was entered in Spicers July auction as a project and bought by our vendor. He has comprehensively restored it back to a period colour combination, although he states one or two very minor points need finishing.  
 It is believed to be an ex Police machine and the engine was changed to the current Bonneville T120 c.1997. There is MOT history from 1997 at 473 miles, 2015 at 521 and 2016 at 525 miles.  
 There are two videos of it running.



- 334.** 1960 Velocette Viper, 350cc. Registration number 716 KVK. Frame number RS £2000-£3000  
 14048. Engine number VR2221.  
 Sold with the V5C, V5, VE60 and a large, detailed history folder.  
 KVK has a VE60 stating its engine to be a 500cc MSS in Durham in the early 1970's, with its owner being Leslie Witten and then Donald Green. Our vendor bought it from him in 1985 as a retirement project. This was started in 2006 and the correct Viper 350cc engine VR2221 was fitted, over his ownership he has kept a detailed record of all works undertaken, including overhauling the magneto in 2014 and wiring loom in 2016. Since the restoration he has covered some 7,954 miles.  
 It should be noted that both the oil and fuel have been drained and that the frame and tinware are hand painted.
- 335.** 1959 Velocette Venom, 500cc. Registration number WED 78. Frame number £4000-£5000  
 RS 13071. Engine number VM4509.  
 Sold with the V5C, V5, large history folder.



WED was bought by our vendor in 1974 as a box of bits, he rebuilt the engine with new mains and big ends and fully restored the bike. The speedo was set to zero.  
 Between 1991 -2005 it was stored as he was working overseas, in 2012 the engine was rebored to plus 0.040". In 2018 a Thorspark electronic ignition was fitted as well as new Amal Premier carb. New valves and rings were fitted in 2020.  
 He is now selling this, and his Viper, due to advancing years. It should be noted it is drained of both oil and petrol, the frame and tinware have been hand painted.

- 336.** 2008 Royal Enfield Bullet Classic EFI Electra X, 499cc. Registration number £1000-£1500  
 KO08 ENF. Frame number ME3AHBST57C002493. Engine number 7LS502493H.  
 Sold with the V5C, keys, owner's manual.  
 ENF is a one owner from new machine, that has now covered some 33,000 miles. It is in very good condition and has been well looked after, the MOT runs until June 2025 and the original tool kit is with it.



- 337.** 2016 Royal Enfield Continental GT, 535cc. Registration number FY16 AVC. £2000-£2500  
 Frame number ME3CLEET5EK001590. Engine number U6S5FOED003564.  
 Sold with the V5C, keys, seven stamps in the service book, MOT expired April 2024, various alternative seats/panels.  
 AVC was supplied new by LMT Motorcycles and serviced by them 5 times up to 6,489 miles, then twice more by the owner, the last in February 2023. He changed the clips to straight bars, the originals are with the bikes, as is the exhaust, there is a new tank, two alternative seat and a bikini fairing.





- 338.** 1963 BMW R69S, 600cc. Registration Number ANU445A, Frame Number 657272, Engine Number 658737. £8000-£9000



Sold with V5C, toolbox key, some maintenance instructions, and a Clymer workshop manual.

ANU is presented in the classic Black paint finish and is a striking example from long term ownership. It has always been ridden regularly, and was last used on the Dave Myers Hairy Biker memorial run. The vendor informs us that it rides well, and is serviced by a reputable bike mechanic.

- 339.** 1966 Matchless G80 CS, 497cc. Registration number not registered. Frame number C11283. Engine number G80CS/5309. £4000-£6000



Sold with the dating certificate from the AJS/Matchless owners club.

C11283 was dispatched on the 4th July 1966 to Berliner Motors of the USA, it is unknown when it was imported but prior to 2005.

This, matching numbers, late example was rebuilt by our vendor some 20 years ago. Genuine steel petrol tank, Norton oil pump motor, large front brake and large air filter. Since then it has been dry stored as part of his trials collection. The last competition bikes were bought by Tom Arter of Arter Bros as AMC folded, and he assembled them, mainly for trials, scrambles and road racing. It has been turned over regularly and will require light recommissioning before road use.

- 340.** c.2000, Matchless G50 CSR Works Replica Prototype, 497cc. Frame number GLW1853. Engine number GLW G50/1853. Gearbox number 126831. £10000-£12000



There is no paperwork with this machine.

This machine was built in the early 2000's by our vendor when he was offered a brand new Mick Taberer unit. He decided to build a G50 CSR rep instead of his usual preference of trials/scramblers. The frame is an exact replica of the standard G50 with tapered tubes, road gearbox with reversed cam plate to allow one up, three down, standard ratios, new petrol and oil tanks, front and rear conical hubs with rims, Amal GP carb, AMC clutch, G50 front forks and alloy mud guards, The rims are 18", originally they would have been 19". Since completion it has been dry stored and will need commissioning before use.

- 341.** 2015 Honda Silver Wing FJS 600 A7, 582cc. registration number BG65 NZP. Frame number JH2FP01B07K202923. Engine number PF01E 540478. £1000-£1500



Sold with the V5C, keys, MOT until April 2025.

750F, also in this auction. It has been well looked after and has only covered some 11,500 miles. It is equipped with heated handlebars and starts with no issues and has been ridden in our compound.

- 342.** 1982 Honda Goldwing Aspencade, 1085cc. Registration number CRH 561X. Frame number 1HFSC022KA237115. Engine number 224129. £2000-£3000



Sold with the V5C, V5, keys, 1996 purchase receipt, some old MOT's.

CRH was imported from the USA by Rusty's of Scunthorpe and sold to its only UK owner, our vendor in 1996. At that time it had covered 15,248 miles, today it stands at just over 25,000 miles. It has been on SORN since 2016, although occasionally fired up. It was ridden into the collection van and has been running at the saleroom, although the fuel could do with being drained and refreshed.

It is being sold as our vendor is moving and does not have any suitable storage.

- 343.** 1967 Honda CA77, 305cc. Registration number HJT 167E. Frame number CA77E 1034293. Engine number CA77E 1034293. £1800-£2200



Sold with the V5C.

This example was first registered with DVLA in 2024 and our vendor states it runs well, it has new rims, spokes and tyres.



- 344.** 1976 Benelli 50 Cross, 49cc. Registration number ODD 270P. Frame number GL\*13005\*F.LLI BENELLI. Engine number BENELLI GH. £1500-£2000



Sold with the V5C and dating certificate.

Apparently the subject of a recent restoration, this Cross was first registered with DVLA in 2023 and the vendor states it to be in good running order.

- 345.** 1975 DT400B, 397cc. Registration number JCC 123N. Frame number 501-024683. Engine number 501-024683. £3500-£4000



Sold with the V5C, Key, receipts for parts used in the restoration.

Bought by our serial restorer vendor in 2024 he has comprehensively rebuilt this machine, including a rebuilt crank and cylinder, resleeved to the original spec, fitted with a new Wisco piston, this was undertaken by PJ Motorcycle Engineers, The forks were hard chromed by A.M. Philpot, stainless spokes to the wheels, Rex Speed Shop full electronic ignition and 12V conversion with charging coils. All bearings have been replaced and the frame and metal ware painted.

Now completed it will require light settling in as he is now on with his next project.

- 346.** 1973 Garelli Rekord, 49cc. Registration number JUI 9040. Frame number CN\*00640\*. Engine number 2268253. £1500-£2000



Sold with the V5C.

JUI was sold as a project by Bonhams as lot 267 in October 2008, they stated " Believed first registered in the Irish Republic, this Garelli Rekord was reregistered as 'AUI 136' in Northern Ireland in 1973 and again in 1999 as 'JUI 9040'. Offered for restoration and sold strictly as viewed, the machine displays a total of 2,337 miles on the odometer". Since this time the bike has been comprehensively restored and presents very.

- 347.** 1963 Gilera Giubileo 125. Registration number BPR 602A. Frame number 10129223. Engine number 101\*29271\*. £500-£800



Sold with the V5C and number plate authorisation, first registered in the UK 2019.

BPR appears in original condition and we are informed that the bike starts, runs and rides well

- 348.** c.1963 Benelli 3V Sprint, 48cc. Registration number not registered. Frame number CES 103476. Engine number not found. £1500-£2000



There is no paperwork with this lot, apart from an original owner's manual.

This example appears to be a very restored example, ready to grace any collection.

- 349.** 1966 Yamaha YG1 (1963), 74cc. Registration number GAT 985D. Frame number Y20 87050. Engine number G1 87050. £900-£1200



Sold with the V5C, V5 and one key.

GAT, a local Hull bike, was first owned by Terrance Rowden of Hull, he sold it to Charles Kettlewell in 1999 and then it was owned by Ricky Gamewell in 2013, our vendor buying it in the same year. It has been part of his collection since that date. Sold with several spares bought to restore but never used.

- 350.** 1979 Suzuki GT185, 184cc. Registration number AMF 458T. Frame number GT185 71444. Engine number GT185 79883. £1400-£1600



Sold with the V5C, key, 1999 MOT, service manual.

AMF was bought by our vendor as a project in his retirement. He has fully stripped it down, rebuilt the engine, renewed the bearings throughout and painted the frame and tinware. Another project is now on his bench and he needs the room.

- 351.** 1997 Yamaha XJ600, 598cc. Registration number P205 LOH. Frame number 4BR02 44188. Engine number 4BR02 43222. £500-£700  
Sold with the V5C, MOT until October 2025, two keys.  
LOH was unused between 2008 and 2022 which explains its low mileage of only some 12,000 miles, it should still have a lot of life left it as a useful inclement weather machine.
- 352.** 1994 Yamaha Virago 749cc. Registration number L933 UUY. Frame number 4FY 008318. Engine number 4FY 008318. £500-£700  
Sold with the V5C, MOT's 2007 until 2015 and two receipts.  
Purchased by our vendor in 2023 from this saleroom it has remained unused in garage and will need recommissioning.  
Sold with the V5C, MOT's 2007 until 2015 and two receipts.
- 353.** 1986 Honda NS400RF, 387cc. Registration number C692 NJX. Frame number NC19 2002737. Engine number NC19E 2003153. £3000-£4000  
Sold with the V5.  
Purchased by our deceased vendor as a project in 2002, it was lacking the chain cover, air box and fork covers, apart from that it appears complete, although there are no keys. It has been dry stored since the purchase.
- 354.** 1980 Honda Britain CB750 F2, 738cc, Project. Registration number NFW 530V. Frame number CB750G 1013770. Engine number B750GE 1011741. £1000-£1500  
Sold with the V5C.  
This machine was owned by David Clayton in 1986, then Simon Carson in 2003, our vendor buying it as a project in the same year. Buyers should satisfy themselves as to whether it is a true Honda Britain and the completeness of the project.
- 355.** 1997 Honda VFR 750 F, 748cc. Registration number R930 HAT. Frame number JH2RC36A9VM 102470. £1500-£2000  
Engine number RC36E 2706965.  
Sold with the V5C, NO KEYS, various old MOT's.  
HAT was bought by our deceased vendor in 2000 and has been well looked after, although unused for many years, the last MOT ran out in 2010. Since then it has been stored under a cover in his garage, it has only covered some 22,000 miles. It will require recommissioning due the length of storage.
- 356.** 1986 Suzuki RG500. Registration number D329 XJU. Frame number HM31A-104582. Engine number 105483. £6000-£8000  
Sold with the V5C and keys.  
XJU is a UK from new bike, and can be traced back to Steven Brown in 1998, at this time was black/yellow, then came Antony Cunro in 2001 and our vendor bought it from him in the same year. It has been in storage ever since and will require recommissioning.
- 357.** 1985 Yamaha YPVS RD500LC, 492cc. Registration number B691 NDG. Frame number 1GE-002557. Engine number 1GE-002557, not found. £8000-£10000  
Sold with the V5C, keys.  
NDG is believed to have painted in period by bike paint specialists "Dream Machine" in the Marlborough race colours.  
NDG was owned by Andrew Bottomly in 2000, he sold it to our vendor in April 2002 when it was put into storage. It will need recommissioning before use.



- 358.** c.1974/5 Suzuki TR750. Registration number not registered. Frame number not visible TR???. Engine number GT750 64364. £25000-£30000

This machine was fully restored by Nigel Everett, Barry Sheens' mechanic, over several years. He used the believed frame of Dave Aldana's 1975 Suzuki TR750 with many new parts, including forks, exhaust, carbs, dry clutch and wheels.

Aldana was a part of the American team that went to England to participate in the Trans-Atlantic Match Races.

In 1975, Aldana secured a ride on the factory Suzuki road racing team, but suffered mechanical problems with the team that year. He won the 1975 Superbike Production race at Daytona on a Suzuki. That race was a direct predecessor of the AMA Superbike Series, which officially kicked off the next year.



Formula 750 racing was all the rage in the early 1970's. In Europe, the inaugural 1972 Imola 200 has gone down in history for Ducati's 1-2 by Paul Smart and Bruno Spaggiari. Across in USA, the appetite for the new formula was even more fervent. Up to this point, Suzuki had been racing their twin-cylinder air-cooled TR500 with moderate success, but the release of the road-going water cooled GT750 paved the way for a fresh attack.

The main problem for Suzuki was that the AMA, which controlled the racing scene, had an 'Old Mates' deal via a rule in 1968 banning liquid cooling. However in 1971 that rule was modified to permit liquid cooling provided it was standard on the engine on the model approved for racing. Enter the TR750, racing version of the GT750. In its original guise, the TR750's engine unit closely mirrored the roadster, almost. One subtle difference was the castings for the cylinders and heads, the components having a markedly different appearance to the road items, with no vertical finning on the block. It was banned after a maiden win at Road Atlanta, due to a protest by The Hansen Kawasaki team (which had finished second and third) which saw all three Suzuki's disqualified over modified top ends.

- 359.** 1979 Ducati 900SS, 864cc. Registration number HOE 268W. Frame number TBC. Engine number DM860 088346. £12000-£15000

Sold with the V5C, keys.



Our vendor started with a Mike Hailwood Replica in need of restoration and decided to build a homage to the Bol D'or racers in period Gulf colours. He sourced a metal Imola tank, Conti pipes and other body parts to complete the look. The bike was then fully stripped and rebuilt from the ground up, including an engine rebuild. It has lived as part of his race bike collection in his 'Man Cave' and fired up every month. He now needs some room so this machine and several others in this auction are looking for new homes.

- 360.** 1980 Laverda Jota Mk 2, 180, 981cc. Registration number PNS 600V. Frame number LAV.1000\*6914\* DGM 12571 OM. Engine number 1000 \*6914\*. £8000-£10000

Sold with the V5C, V5, two keys, large history folder.

PNS comes with a copy of Slaters import document dating from 1979, noting it went to Lloyds Bros in August 1980. In 1996 Tom Mitchell sold it to Stuart Oram and then Donald Drawbell in 1999. He sold it to Dr Murphie in 2005 and in 2014 it went to Paul Miles. In November 2016 Made in Italy sold it to Charles Rising for £15,000, he sold it to our vendor in 2017 using the services of The Bike Specialists in Sheffield.



In 2015 it underwent a full restoration with Keith Nairn Of Lavenda Scozia, including new main/big ends, cylinder head overhaul, new mainshaft for the gearbox, the carbs were rebuilt, full stainless exhaust, brakes rebuilt, powder coated frame, all new bearings.

There are MOT's on file from 1996 at 17,010 miles, rising slowly, 20,418 miles in 2003, 24,861 miles in 2016 and the last one was in 2019 at 26,998 miles.

The odometer today shows 27,201 miles. This suggests it is the correct mileage and it has only covered some 3,000 miles since the rebuild.

Our vendor has had it running before it was delivered to the saleroom.



- 361.** 1974 Honda CB 550/4, K1, 544cc. Registration number KUK 102N. Frame number CB550-1224716. Engine number CB550E-1061998. £4500-£5000



Sold with V5C, history folder and key

KUK was imported in 2011 and presents very well, having only had two UK owners. The first was Rob Sawyer and he spent some £3,000 on its restoration, including £540 on an engine rebuild, many new parts came from David Silver, including a new exhaust system. It has had little use since then, the MOT history shows 20,723 miles in 2013, rising gently in 2014, 2017 and 2018 to the current displayed 23,375 miles.

- 362.** 1983 Honda CB750 Cafe Racer, 750cc. Registration number FBV 830Y. £5000-£6000  
Frame number RC01-2032225. Engine number RC01E-2016420 (V5C states 2032302).



Sold with the V5C, various old MOT's, various spares.

Our vendor states that it was original when he bought it in 2017 and he has slowly converted it over the years. Converted from the original by DRS in Hesse. Front forks are Yamaha R6 as well as the yokes with gators for period look. Wheels have larger chrome spokes and period tyres fitted. Custom headlight and handlebar fittings. The engine was replaced but has not been shown on the V5 and is believed to have an 810 Wisco top end. Powder coated forks and engine covers. Carbs standard but bigger jets. Airbox by Cognito Moto from the USA. Custom rear sets, seat, and paint work. Exhaust black ceramic by Carpys in the USA. New rear shocks and gold coloured rear sprocket and chain. Custom side stand from a spanner. Custom-made wiring loom. Tank is original but was fabricated to fit the new fuel cap. Bike has not been started for over a year will have a flat battery and old fuel in tank. It was built for the annual distinguished gentleman's ride out. Please note that the discrepancy in the MOT mileage is due a change of speedo and the MOT garage putting the wrong mileage down.

- 363.** 1981 Honda CX500 cafe racer, 498cc. Registration number BFW 660X. £3000-£400  
Frame number CX500-2311972. Engine number CX500E-2311976. 0



Sold with a photocopy of a V5C, this registration number different frame and engine numbers, keys.

This example has been very well restored as a cafe racer and has recently been run. There is no history and the paperwork needs to be confirmed with DVLA, this is the buyers responsibility.

- 364.** 2007 Ducati Monster S2R 1000, 992cc. Registration number OU07 EYB. VIN number ZDMM416AA5B081320. Engine number ZDM992A2-028699. £3000-£400  
0



Sold with the V5C, one key, front and rear stands.

EYB is a four owner, low mileage machine, is consigned from a deceased estate. The vendor maintained the bike to a high standard and it is a testament to his care and attention to detail that it presents so well. He bought it in July 2022. The DVLA MOT history shows a gentle increase in mileage from 3,673 miles in 2010 to its current 7,120 miles. The MOT expired in August 2024.

- 365.** 2015 KTM 1050 Adventure ABS, 1050cc. Registration number VX15 LAE. VIN number VBKV43409FM924913. Engine number 0560600508. £3000-£400  
0



Sold with the V5C, MOT until May 2025, three keys, original service book and folder, tool kit, datatag.

LAE was sold to John Payne of Monmouth by AMS Motorcycles and serviced by them at 587, 2,965. It was then serviced at 4,788 miles in 2021 and 5,125 miles in 2002 when it was sold to our vendor by Premier Bikes of Didcot for £6,950. At some point it has had a KTM XC1 mapping undertaken. The current MOT was undertaken at 5,282 miles. This two owner, low mileage machine, is consigned from a deceased estate. The vendor maintained the bike to a high standard and it is a testament to his care and attention to detail that it presents so well.



- 366.** 1969 Ducati Sebring 340cc. Registration number XMF 226G. Frame number 04893. Engine number 04649. £3500-£4000  
Sold with the V5C, key, receipt for the engine rebuild of £1853.22.  
XMF is a UK bike owned by our vendor since 2018, he has restored the bike fully and CMR Classic Racing rebuilt the engine for him. On delivery it fired up first kick, there is a video available of this.



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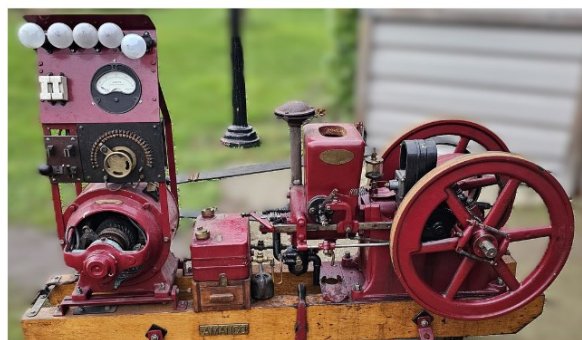
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AT 25<sup>TH</sup> MARCH 2025**





- 249.** 2000 BMW Z3 widebody, 1991cc. Registration number X738 WVO. VIN number WBACL32020LG73731. Engine number 26909474. £1500-£2000  
Sold with the V5C, one key, MOT until February 2026. Mileage 166,561. WVO uses the 6 cylinder 1991 cc 24 valve 150 hp engine, it has 8 stamps in the service book, the last at 131,249 in 2017, various receipts are included in the folder for works undertaken. The rear wishbones and bearings have just been replaced with new parts.



- 274.** 1967 Leyland Beaver Fire Engine. Registration number HDR 999F. Chassis number L65198 16BT/2AR. Engine number 653145. £4000-£5000  
Sold with the V5C, Class 2 HGV, keys, some equipment. Leyland were to make a significant contribution to British truck design when they launched their new 'Ergomatic' cab in 1964 as a replacement for the comparatively short-lived 'Vista-View' cab. The cab was designed to give the best combination of driver comfort, safety and efficient use of space possible within its intended price bracket. Its most notable feature was its ability to 'tilt' forward thereby exposing the engine, giving better access than the previous fixed cab designs. So good was this cab that it was still being fitted in mildly updated form to some Leyland chassis as late as 1981. HDR was built by Carmichaels and saw service with the City of Plymouth fire department. In later years it was used at the Launceston Steam Rally every year where it topped up the steam engines, it travelled 5 miles there and 5 miles back and apart from that it stayed in a barn. Our vendor bought it from the owner who became too elderly to drive it. A medical condition now means that it must be sold as his Class 2 licence has been revoked. The engine has been serviced with new belts and hoses, ready for this seasons shows. There are several spares and equipment with the engine, including a new windscreen rubber. The all important bells and siren are working!



- 366.** 1969 Ducati Sebring 340cc. Registration number XMF 226G. Frame number 04893. Engine number 04649. £3500-£4000  
Sold with the V5C, key, receipt for the engine rebuild of £1853.22. The Ducati Sebring is a 340 cc single cylinder bevel drive SOHC motorcycle produced by the Italian manufacturer from 1965 to 1968. At the time of its introduction it was the largest capacity Ducati machine. Production of the original model ended in 1967 when the 'wide case' Mark 3 was introduced, although just over 200 Sebrings were made in 1968 with the 'wide case' engine. Total production was around 3,500 machines. XMF is a UK bike owned by our vendor since 2018, he has restored the bike fully and CMR Classic Racing rebuilt the engine for him. On delivery it fired up first kick, there is a video available of this.



- 367.** 1961 Norton Navigator 349cc. Registration number ASL 695 (non transferrable). Frame number not found. Engine number 96361. £2500-£3000  
Sold with the V5C. Introduced for 1961 at Earls Court, the Navigator was the first bike to be built on the Norton production line at Plumstead. With the 349cc model, the firm addressed almost all of the 250's troubles and produced a very fine lightweight four-stroke twin. The cylinders were made of a single casting, to give better oil retention, although the cylinder heads continued to be separate. TT racer Harold Daniell raced a standard Norton Navigator at Silverstone, a recorded speed of 101 mph was achieved on a standard Navigator with a tweaked carburettor. ASL has been owned and ridden by our vendor for the last four years and is reported to be in good useable condition. It is being sold as he has bought a modern Royal Enfield.



**368.** 1986 Yamaha TY250, 246cc. Registration number C181 JGL. Frame number 59N 001784. Engine number 59N 001784. £2000-£2500

Sold with the V5C, Yamaha dating letter, expired MOT.

Having come to dominate the spheres of road racing and moto-cross, the major Japanese motorcycle factories turned their attention to the trials world in the early 1970s, recruiting top British riders to assist with machine development. In Yamaha's case this meant Mick Andrews, late of Ossa, who began work on the TY250 in 1973. A conventional, air-cooled, single-cylinder two-stroke equipped with Yamaha's reed-valve induction, the TY250 proved good enough for Andrews to win the arduous Scottish Six Days Trial in 1974 and the model went on to establish a formidable reputation in observed trails. Mono-shock rear suspension and a six-speed gearbox were among the innovations tried, both of which later found their way on to the production model.

This example was first registered in the UK in 2018 to Martyn Smith, who fully restored it, our vendor bought it from him and has used it very lightly.

