



National Motorcycle Museum (195)

Wed, 9th Jun 2021

Estimate: £26000 - £28000 + Fees

1934 New Imperial 250 Grand Prix Very rare on the open market

Registration No: Not Registered

Frame No: 44/24394/TT

Engine No: 44/32256/50

CC: 250

MOT: N/A

- A 1934 New Imperial 250 Grand Prix with matching frame and engine numbers
- This is a 1934 Grand Prix engine in a 1934 Grand Prix frame. Works frames had an additional lug to support a Sturmey Archer gearbox, whereas Grand Prix were fitted with an Albion box. All known early Grand Prix frames have a TT suffix the same as the works frames
- This bike has the longer distance 4½ gallon petrol tank with a separate central oil tank on the seat downtube and knob-knocker filler for pitstop oil filling
- This machine's recent history can be traced back to the late seventies at an auction in Devon, where the bike was on offer with a swinging arm rear suspension conversion. It's earlier history is not clear but there are a number of photos which show a Grand Prix with swinging arm rear suspension and this bike may well have been used extensively in that configuration. The bike was purchased from the Devon auction by Brian Angliss and spent many years as part of the Brian Angliss Car and Motorcycle Collection, housed at Brooklands. When his company AC Cars teetered towards bankruptcy, Brian sold everything to support the business and the New Imperial was auctioned off again, together with the rest of his collection
- The new owner was Dick Isles, well-known rider, restorer and collector. Dick restored the rear end back to its original rigid construction and fitted a typical long seat. When Dick's collection was sold, ownership passed to Colin Wall, the renowned restorer at The National Motorcycle Museum. Colin refurbished the machine and reinstated a standard racing seat and bum pad
- It was bought by the current owner in 2014 and has been enjoyed enthusiastically in this country and on the continent. It comes complete with the older long seat. This machine is not road registered and does not have a V5
- The bike last ran in 2019 and will require the usual safety checks and minor recommissioning.