

Bonhams



HARLEY-
DAVIDSON

The Las Vegas Motorcycle Auction

Caesars Entertainment Studios, Las Vegas, Nevada | January 23, 2020



The Las Vegas Motorcycle Auction

Caesars Entertainment Studios, Las Vegas, Nevada | Thursday January 23, 2020 12pm

BONHAMS

7601 W. Sunset Boulevard
Los Angeles, California 90046

580 Madison Avenue
New York, New York 10022

601 California Street, Suite 150
San Francisco, California 94108

bonhams.com/vegas

PREVIEW & AUCTION LOCATION

Caesars Entertainment Studios
4165 Koval Lane
Las Vegas, Nevada 89109

PREVIEW

Wednesday January 22, 9am to 6pm
Thursday January 23, 9am to 12pm

AUCTION NUMBER: 25835
Lots 1 - 211



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INQUIRIES

Motorcycles West Coast

Craig Mallery
+1 (323) 436 5470
craig.mallery@bonhams.com

Mathieu Guyot-Sionnest
+1 (323) 436 5450
mathieu.guyotsionnest@bonhams.com

David Edwards
+1 (949) 460 3545
david.edwards@bonhams.com

Mark Osborne
+1 (415) 518 0094
mark.osborne@bonhams.com

Motorcycles East Coast

Tim Parker
+1 (651) 235 2776
tim.parker@bonhams.com

Eric Minoff
+1 (917) 206 1630
eric.minoff@bonhams.com

Europe

Ben Walker
+44 (0) 20 8963 2819
ben.walker@bonhams.com

Andy Barrett
+44 (0) 20 7468 8258
andrew.barrett@bonhams.com

General Information

Gordan Mandich
+1 (323) 436 5412
gordan.mandich@bonhams.com
usmotorcycles@bonhams.com

Vehicle Documents

Aleksa Krypciak
+1 (415) 503 3322
aleksandra.krypciak@bonhams.com

BIDS

+1 (323) 850 7500
+1 (323) 850 6090 (fax)
bids.us@bonhams.com

From January 20 to 24, to reach us directly at
The Studios in Las Vegas:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)
motorcycles.us@bonhams.com

To bid via the internet please visit
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Please see pages 2 to 3 and 124 to 125 for
bidder information including Conditions of
Sale, after-sale collection and shipment.

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ILLUSTRATIONS

Front cover: Lot 161
Inside front cover: Lot 168
Inside back cover: Lot 115, 116, 118 & 117
Back cover: Lot 180

SPECIAL ACKNOWLEDGEMENTS

Rasy Ran
Peter Perrigo
Robin Adams
Thann Clark
Cycle World
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Ben Maloy
Mike Leatherdale
Pawel Litwinski
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Buyer Information

CONDITIONS OF SALE AND DISCLAIMER OF WARRANTIES

We recommend you read carefully the Conditions of Sale and Disclaimer of Warranties printed in this catalog, including in particular the AS-IS Disclaimer of Warranties and Limitation of Liability provisions, as they set forth the terms and conditions on which Bonhams will offer and sell the motor vehicles and other property in this auction and govern the rights and obligations of the parties.

IMPORTANT NOTICE

Motor vehicle lots being offered and sold on a Bill of Sale are noted as such in the auction catalog. Prospective bidders and buyers should be aware that some non-U.S. jurisdictions require that a motor vehicle be accompanied by a current certificate of title prior to its importation into such foreign jurisdiction. It is the responsibility of the buyer to investigate any applicable restrictions on purchased property and to obtain any export or import licenses and/or certificates of title as well as any other required documentation before shipping.

Upon request, Bonhams can assist the buyer or refer the buyer to an agent who can assist the buyer with obtaining such title documentation; additional fees may apply. The inability to obtain such title documentation or to export or import a lot or to do so timely shall not, however, serve as the basis for any cancellation or rescission of the sale or any delay in the buyer's payment for the purchased property.

For all registrable Motorcycles, Bonhams will be working in conjunction with Nevada dealer Munari Auctions Inc, license no. DLR000042175. Please note that following the auction, history documents and accompanied items may ship from Bonhams offices. Titles will be mailed via FedEx from our Los Angeles office, but please allow up to 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time.

ADMISSION TO PREVIEW AND AUCTION

All Bonhams auctions are open to the public. Catalogs can be purchased for \$50 in advance and are available for purchase onsite. Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

BUYER'S PREMIUM, TAXES AND LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium.

For MOTORCYCLE property the premium is 15% on the first \$100,000 of the bid price and 10% of any amount by which the bid price exceeds \$100,000.

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition, Bonhams is registered as an automobile dealer in the states of Arizona, California and Florida, such that any motor vehicle lot sold to a resident of either of those states is subject to sales tax, license and documentation fees, unless otherwise exempt. In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold a valid sellers permit number and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

Purchased lots picked up by an ICC licensed carrier and shipped to your home state or country are exempt from Nevada sales tax. However, any purchased lot shipped by an ICC carrier to the following states will be subject to applicable sales and/or use taxes unless exempt by law: Alabama, Arizona, California, Colorado, Connecticut, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Texas, Utah, Virginia, Washington State, Washington DC, West Virginia, Wisconsin and Wyoming.

IMPORTANT TAX NOTE

All items being sold will be subject to Nevada state sales tax. All buyers will be required to pay tax unless you qualify for one of the following tax exemptions:

1. You are a licensed automobile or motorcycle dealer, who has provided a copy of your dealer's license. A completed resale certificate from your home state will also be required.
2. A qualified non-resident of Nevada can purchase an \$9.25 drive away permit and complete the non-resident affidavit to avoid Nevada sales tax and pick up at the sale. Buyers must provide an out of state driver's license and social security number to qualify for this exemption.

Additionally, buyers are required to pay any applicable import duty, sales or user tax, as the case may be.

The amount of any such sales or use tax, duty and/or fees to be collected by Bonhams from the buyer will be determined by Bonhams in its sole discretion and are additional to the final bid price and buyer's premium. Exemptions from taxes, duties or fees will be subject to the timely receipt of documentation acceptable to Bonhams as determined in its sole discretion.

MOTOR VEHICLE CUSTOMS DUTY

Motor vehicle customs duty, calculated at 2.5% of the import value, and associated import fees are payable by the buyer on all lots marked with an omega symbol (Ω). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

BIDDER REGISTRATION

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number allocated to them. Bidders may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Client Services.

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 3pm on Friday January 24.

ESTIMATES

Bonhams catalogs include low and high value estimates for each lot, exclusive of the buyer's premium and tax. The estimates are provided as an approximate guide to current market value based primarily on previous auction results for comparable pieces, and should not be interpreted as a representation or prediction of actual selling prices. They are determined well in advance of a sale and are subject to revision. Please contact us should you have any questions about value estimates.

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The seller may place a reserve on his/her property, which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential.

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At Bonhams, you can bid in many ways: in person, by absentee bid, over the phone, or via Bonhams' online bidding facility. Absentee bids can be submitted in person, online, by fax or email.

Buyer Information

A valid Bonhams client account is required to participate in bidding activity. You can obtain registration information online, at the reception desk or by calling our Client Services Department.

By bidding at auction, whether in person or by agent, by absentee bid, telephone or other means, the buyer or bidder agrees to be bound by the Conditions of Sale. We assume no responsibility for failure to execute bids for any reason whatsoever.

Lots are auctioned in consecutive numerical order as they appear in the catalog. The auctioneer will normally open the bidding below the low estimate and usually proceed in increments of around 10% of the bidding price. The auctioneer may vary the bidding increments and may split or reject a bid at his or her discretion. The auctioneer may also execute bids on behalf of the consignor up to the amount of the reserve, but never above it.

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (323) 850 6090 or to Bonhams at The Studios in Las Vegas at +1 (415) 391 4040 beginning Wednesday January 22 until sale day.

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If you are unable to attend the sale and require additional flexibility over an absentee bid for a lot estimated in excess of \$1000, Bonhams is pleased to offer a telephone bidding facility for this sale, subject to availability. Should you wish to bid by telephone, please contact our Client Services Department for more information.

ONLINE BIDS AND BIDDING

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/vegas or contact the Client Services Department to obtain information and learn how you can register and bid online.

CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams sales. The rates quoted for the conversion of other currencies to US Dollars are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the operation or accuracy of the currency converter.

DAMAGE

Any viewer who damages a lot will be held liable for all damage caused and shall reimburse Bonhams or its agents for all costs and expenses relating to rectification of such damage.

PAYMENT

Payment for purchased lots must be made no later than 3pm on Friday January 24. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft), debit card with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

For buyers wishing to pay by bank transfer, our bank details are as follows; please include your client identification number:

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150 California Street
San Francisco, CA 94111
Account #432742997
Swift Code: CINAUS6L

PAYMENT & COLLECTION HOURS AT THE CAESARS ENTERTAINMENT STUDIOS

Bonhams will be accepting payment during and after the auction on Thursday January 23. We will be open on Friday January 24 from 8.30am until 3pm, for payment and collection of lots.

Please notify us of your collection plans upon payment.

COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All lots must be paid for and collected from the sale venue by 3pm on Friday January 24. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 3pm Friday January 24. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/ removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

Uncollected Motorcycle Lots

Motorcycle lots uncollected by 3pm Friday January 24 will be removed to a holding location by Schumacher and held to order until the buyer issues instructions. The buyer/seller will be informed of the hold location and will be solely responsible for any expenses incurred. Motorcycle removal and storage charges will be charged by Schumacher according to standard rates and the ultimate destination of the vehicle. Bonhams urges buyers to inquire in advance. Lots are at the buyer's risk from the fall of the hammer.

TRANSPORT ARRANGEMENTS

Representatives of Bonhams preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An agent may collect your purchases as long as they are removed from the auction site by 3pm Friday January 24.

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web: www.shippio.com

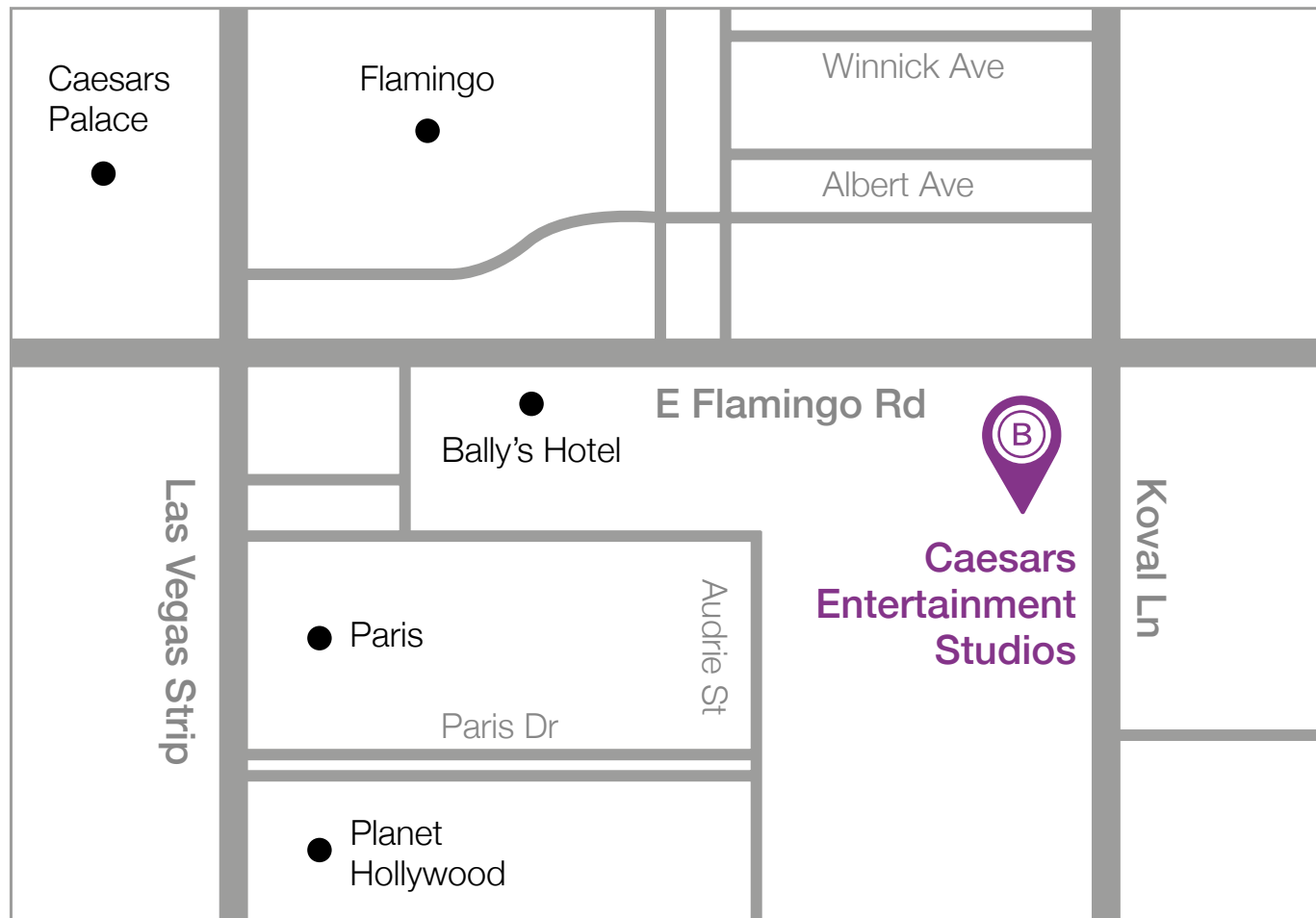
Las Vegas Crating & Logistics
contact information:
Chris Long, +1 (702) 604 6564
contact@lasvegascrating.com
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BONHAMS AT CAESARS ENTERTAINMENT STUDIOS

4165 Koval Lane
Las Vegas, Nevada 89109

Telephone numbers for January 20 - 24
+1 (415) 391 4000
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Bonhams at Caesars Entertainment Studios



CAESARS ENTERTAINMENT STUDIOS

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Las Vegas, Nevada 89109

From January 20 to 24, to reach
us directly at The Studios:

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PARKING INSTRUCTIONS

Complimentary parking is in a parking lot that surrounds the Studios, providing close proximity and a short walk to the entrance.

NEW SHUTTLE SERVICE

Bonhams is pleased to offer a continuous and complimentary shuttle service from our location at the Studios to South Point Hotel and Casino.

Service will begin at 9am and will conclude at 6pm on Wednesday January 22 and Thursday January 23. Please look for a white passenger van with the Bonhams logo at the entrance to South Point.

BAYERISCHE MOTOREN WERKE



Related Spares & Memorabilia

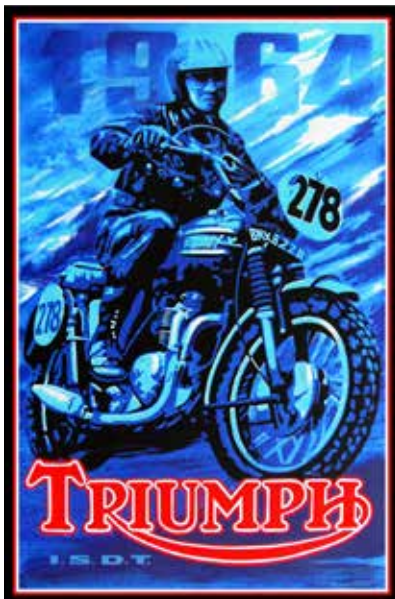
Thursday January 23, 2020
at 12pm

Lots 1 - 16

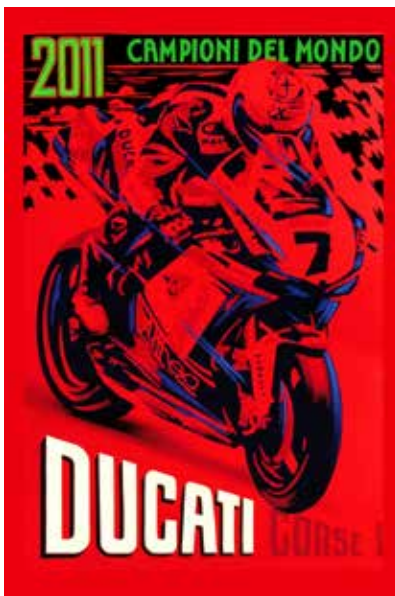
Additional images of each lot can be
found at www.bonhams.com/vegas



3



5



6



4

1
3 LIMITED EDITION SIGNED PRINTS OF FORMER WORLD CHAMPIONS
 Freddie Spencer, Kenny Roberts and Eddie Lawson, 21" x 30", close inspection advised.
 (3)
 \$300 - 500
 £230 - 370

2
A GOOD SELECTION OF VINCENT MEMORABILIA
 comprising of a Series D spares catalog, various advertising prints and other miscellaneous items, close inspection advised.
 (Qty)
 \$300 - 400
 £230 - 300

3
ROBERT CARTER 'LIBERATI WINNING AT MONZA'
 depicting Libero Liberati winning the 1957 Italian Grand Prix to win the 500cc World Championship, 48" x 60", oil on canvas.
 \$1,500 - 2,000
 £1,100 - 1,500

4
ROBERT CARTER 'VINCENT BLACK LIGHTNING'
 depicting Vincent test rider and record holder George Brown at speed, 46"x57", oil enamel on wood panel.
 \$1,500 - 2,000
 £1,100 - 1,500

5
ROBERT CARTER 'STEVE MCQUEEN TRIUMPH'
 depicting Steve McQueen riding for the U.S.A. 1964 I.S.D.T. team 36" x 54", canvas print numbered 7 of 25
 \$1,000 - 1,500
 £750 - 1,100

6
ROBERT DUCATI 'CHECA DUCATI'
 depicting Carlos Checa and Ducati winning the 2011 World Super Bike Championship, 36" x 54", canvas print numbered 3 of 25
 \$1,000 - 1,500
 £750 - 1,100

7
ROBERT CARTER 'BMW RENNSPORT'
 depicting a BMW R69S at the 1969 Isle of Man T.T. 36" x 54", canvas print numbered 3 of 25
 \$1,000 - 1,500
 £750 - 1,100

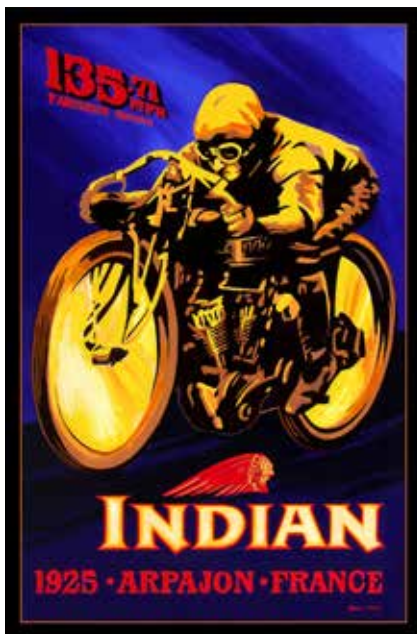
8
ROBERT CARTER 'INDIAN 8 VALVE'
 depicting Paul Anderson's 1925 world record attempt in France, 36" x 54", canvas print numbered 8 of 25.
 \$1,000 - 1,500
 £750 - 1,100

9
A SELECTION OF VINCENT PICADOR SPARES
 close inspection advised.
 (Qty)
 \$500 - 700
 £370 - 520

10
A VINCENT BLACK KNIGHT PROJECT
 comprising an upper and rear frame member (RD12838/F), bodywork, forks and other sundry components, condition and completeness unknown, close inspection advised.
 (Qty)
 \$6,000 - 8,000
 £4,500 - 6,000



7



8



9

11
A SET OF VINCENT GIRDRAULIC FORKS
condition and completeness unknown, close inspection advised.
\$800 - 1,200
£600 - 900

12
A SET OF VINCENT CYLINDER HEADS
condition and completeness unknown, close inspection advised.
(2)
\$1,200 - 1,600
£900 - 1,200

13
A SET OF VINCENT CYLINDER HEADS
condition and completeness unknown, close inspection advised.
(2)
\$1,200 - 1,600
£900 - 1,200

14
FOUR BELIEVED VINCENT CYLINDER BARRELS
condition and completeness unknown, close inspection advised.
(4)
\$400 - 600
£300 - 450

15
A SELECTION OF VINCENT BRAKE COMPONENTS
condition and completeness unknown, close inspection advised.
\$400 - 600
£300 - 450

16
A CRAVEN REAR LUGGAGE RACK
believed suitable for Series-D models, condition and completeness unknown, close inspection advised.
\$300 - 500
£230 - 370

17 - 100
NO LOTS



10



16

Motorcycles

Thursday January 23, 2020
following Related Spares & Memorabilia
Lots 101 - 211

Additional images of each lot can be found at www.bonhams.com/vegas





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101
1972 YAMAHA 100CC LS2
Frame no. LS2-002959
Engine no. LS2-002959

During the 1970s and the Japanese supremacy on the market, the 'Big Fours' were engaging fights on all segments of the market, from the lightweights 50cc bikes to the heavyweights going to 1000cc. Representing the entry market, the lightweight bikes battle was probably one of the most interesting, both by the diversity of bikes that could be developed and released as by the size of the market. Among the different models released by Japanese manufacturers, many bikes met success and got a long life but some of them did not get the attention expected and were therefore short-lived. This is the case of the Yamaha LS2 that was produced for one year only, in 1972. Featuring a 100cc twin-cylinder engine producing 10 horsepower, the LS2 was actually a pretty strong weapon for the city being smooth, flexible and yet rather rapid from 0mph to 40mph. With chromes all around and nice 1970s color styling, the LS2 is a good representant of that era of motorcycling, and having been produced for one year only, it is getting rare to see that model around.

\$1,000 - 2,000
£750 - 1,500
No Reserve



102 Ω
1968 BENELLI 250
Frame no. S*481094*
Engine no. S*5924*

'In the 250cc category Benelli offers a unique machine that has to be ridden to be believed. The lay-down single-cylinder engine delivers performance that has the rider wondering if it really is only a 250.' – *Petersen's Motorcycle Buyer's Guide*, 1968. Although badged as a Benelli, the machine that so excited MBG was in fact the Barracuda model that had originated as a Motobi. Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers, the oldest of whom, Giuseppe, left in 1949 to found his own company – Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminum engines was introduced, whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. Six years after Giuseppe's death in 1957, Motobi merged with Benelli and its two model lines continuing to be manufactured, although often with 'Motobi' disappearing from the tank. This bike was found in a small village in New Zealand 'out the back of beyond.' It is believed to be unrestored although there is a color mismatch between tank and side panels. However, it is nicely patinated, and is said to start and run. Seldom do 'rugby ball' Benellis reach the market today; not to be missed.

\$2,500 - 3,500
£1,900 - 2,600
No Reserve



Please note, this motorcycle is titled under VIN plate no. 7AT01907X11481098.

103

1963 NORTON 750CC ATLAS

Frame no. 104725 20

Engine no. 104725 20

The first Atlas was announced in 1962 as the 750SS but by the time it appeared later that year the 'SS' had gone to be replaced with 'Atlas.' Essentially it was a development of the Featherbed-framed, Bert Hopwood designed 600/650 Dominator, the parallel twin enlarged out to 745cc. The thought behind the 750-moniker was its potential appeal in the American market on which Norton initially focused. It is rumored that Joe Berliner, America's Norton importer, when at the Birmingham factory was heard to utter, 'Give me a bigger engine, a nice 45 cubic inches.' The engine had lower compression than the Dominator (at 7.6 to 1) and was fitted with a single Amal 376 Monobloc carburetor and a Lucas comp. magneto giving 55 horsepower at 6,500 rpm. The specification, however, produced excessive vibration at high revs, so the compression ratio was reduced. The Atlas, logically, shared many cycle parts with the last of the well-loved Dominators including Norton's 4-speed gearbox with a heavier-duty clutch. This one is thus a rare piece. Beautifully and accurately restored to its original Cherry Red North America market street specification but with a number of 'hidden' upgrades to enhance the riding experience in today's world such as a dynamically balanced crankshaft to smooth out the aforementioned tendency to 'vibrate one's fillings out.' A single Amal Concentric carburetor to replace the Monobloc, electronic ignition to rid the bike of its the archaic magneto together with 12-volt electrics were also added. It demands serious consideration for any collector with Norton in his or her DNA already, or someone who wishes to obtain the same.

\$11,000 - 14,500

£8,400 - 11,000



104

1969 NORTON 750CC P11 RANGER

Frame no. 128920

Engine no. P11/128920

This iconic, late model, street-legal 'Norton twin in a Matchless frame' is very rare, and in this fully restored condition, 'drop dead rare.' Norton-Villiers developed the first P11 from the Featherbed street-focused Norton Atlas as an export model for the growing sport of desert racing. Prototyped by Californian/West Coast Norton distributor Bob Blair's ZDS Motors of Glendale using the Atlas 750cc twin cylinder engine in a Matchless G85CS frame, one made from famed Reynolds 531 lightweight steel tubing. Blair might have been responding to requests from the importer, Joseph Berliner of the Berliner Motor Corporation based in New York City, desert-less and several thousand miles away. The Norton Ranger was a last year, street-legal version of the P11 – headlight, taillight, speedometer, horn, etc. and with a more comfortable seat. The dynamics were still focused off-road apart from the low-level exhaust fitted with long tapered mufflers and detachable baffles and end caps. Parts interchangeability between the various 'P11' models was extensive – gas tanks, oil tanks, handlebars, even frames stands, cylinder heads and ignition systems – and so an exact specification match is virtually impossible but safe to say this example is 100% 'on paper.' It was restored by the reputable Terry Parker of Parker Performance, Silver Spring, Maryland to the highest of standards and has been described 'as perhaps the best Ranger in existence of the near 500 Rangers Norton produced.' By 1969 Norton Motors was fully focused on their new 750 Commando and so the Ranger was thus taken off the docket.

\$16,000 - 20,000

£12,000 - 15,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

105

As built by NYC Norton

1973 NORTON 750 COMMANDO ROADSTER

Frame no. 235155

Engine no. 235155

- *Motor Cycle News 'Machine of the Year' for five years in the UK*
- *Nut-and-bolt restoration*
- *Rebuilt by Kenny Cummings - NYC Norton in Jersey City*
- *'The Perfect Norton'*



As the 1960s wound down, Norton had a problem. To battle rivals BSA and Triumph, the company's parallel twin had been taken out to 750cc, and while the resulting Atlas model retained superior handling due to its Featherbed frame, engine vibration was a real problem. The ingenious solution would make the Commando 750 one of the most rider-friendly Britbikes of the era. For 1968 a new frame held the engine/gearbox/swingarm unit in a rubber-mounted cradle, a remarkably efficient 'Isolastic' anti-vibration system that effectively isolated the motor's oscillations from the rider. The new Commando became an instant hit, being voted *Motor Cycle News*' 'Machine of the Year' five consecutive times in the UK.

Besides the new frame, the running gear was pretty familiar – forks, hubs, brakes and transmission were as fitted to earlier Nortons, long proven in service. The engine's 'new' forward-inclined cylinders, the sharply angled rear shocks and distinctive cast alloy foot peg carriers added some flair.

This stunning 1973 late-model 750 Commando Roadster underwent a complete rebuild by Kenny Cummings' NYC Norton located in Jersey City from the fall of 2018 to the spring of 2019. Barely broken in with just over 100 miles on the odometer this might be called the 'perfect Norton,' certainly the 'perfect Commando.'

The full build-sheet, available in the history file, is too long to print here... the bike was stripped to its last nut and bolt and slowly but surely inspected and then rebuilt to the highest possible standard using the 50 years of accumulated knowledge shared among Nortonisti around the globe. Magnafluxed crank, Nikasil cylinder bores with new camshaft, lifters, pushrods, and much more.

The 4-speed gearbox was thoroughly re-built with new bearings, stainless fasteners and a reverse cam plate. Tri-Spark electronic ignition, Podtronics solid state 200w rectifier, Mikuni VM34 carburetor, LED battery status monitor in the headlamp shell, and again much more accompanies a full frame, suspension, and brake upgrade (mostly hidden) together with a stainless re-spoke of the original Akront flanged alloy 19-inch rims and Avon AM26 RoadRider tires. A new steel gas tank – the proper Roadster replacement – was painted in what had, in the 1970s, become 'Norton's traditional black and gold.' No step in the reconstruction process was left undone.

\$11,000 - 13,000

£8,200 - 9,700

106

1970 TRIUMPH 650CC T120R BONNEVILLE

Frame no. ND30662 T120R

Engine no. ND30662 T120R

The café racers' favorite since its launch, thanks to lusty acceleration and a top speed approaching 120mph, the Bonneville arrived at what aficionados consider its ultimate specification with the launch of the 1968 model. By this time the frame had been sorted and 12-volt electrics standardized, but welcome additional improvements included shuttle-valve fork internals, independently adjustable ignition points, and a long overdue twin-leading-shoe front brake. For the next couple of seasons the Bonnie continued essentially unchanged before the disastrous launch of the 'oil-in-frame' (OIF) models in 1970 precipitated the collapse of the entire BSA-Triumph Group. Today these late, pre-OIF Bonneville's are becoming increasingly sought after by collectors on both sides of the Atlantic. Dating from the last year of production prior to the introduction of the oil-in-frame model, this numbers matching Bonnie came into the owner's collection in 2007. Sourced from a Texas garage, it was restored to its factory specifications at some point prior to purchase. Fitted with dual, not a single, Amal concentric carburetors and finished in two-tone burgundy and silver color scheme with a black vinyl saddle, it carries some of the modern improvements that had benefited the Bonneville after nearly a dozen years of production. It is a classic café racer that will bring delight to any motoring enthusiast lucky enough to kick a leg over it and go for a ride.

\$8,000 - 10,000

£6,000 - 7,500



107

c.380 miles from new

1982 TRIUMPH 744CC BONNEVILLE 750 ELECTRO

Frame no. SCGB75506CM 031113

Engine no. T140FST6CM031113

One of the last made at Triumph's historic Meriden factory near Coventry, England, the machine offered here represents the Bonneville in its ultimate specification, featuring Bing carburetors, Bosch turn indicators, Magura switchgear, Marzocchi shock absorbers, Veglia gauges, disc brakes, electric starting, and electronic ignition. These final Meriden-built Triumphs had been well received. 'Changes include a strengthened swing arm, new four-valve oil pump, and American standard fasteners,' reported Motorcycle. 'The polishing of all plated parts is exceptional. The pin-striping is done by hand, of course, and the paint is deep and will last much longer than that done on early Seventies Triumphs.' Rider described the Bonnie as 'remarkable, fuss-free, and reliable', while *Cycle World* declared: 'ghosts from the Limey past, such as oil leaks, vibration, and faulty electrics were not a factor'. A totally original, matching-numbers example, this Bonneville Electro had covered only 188 miles when purchased by the previous owner in 1992 and now has c.300 miles on the odometer. Since being acquired by the vendor in 2019, it has been serviced and a new set of Mikuni carburetor's were fitted to replace the old ones.

\$4,500 - 6,500

£3,400 - 4,900



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108

1965/1968 TRIUMPH 650CC BONNEVILLE/TR6 TROPHY SPECIAL

Frame no. T120C DU 18798

Engine no. TR6C DU 82641

Also known as the 'Competition' or 'Scrambler' model, the T120C boasted a more purposeful, stripped-down look, being equipped with smaller fuel tank, 'dirt' tires and high-level exhaust system. This T120C comprises a 1968 single carburetor TR6 motor installed in a 1965 'twin carburetor' T120C frame. With a single carburetor to maintain, many consider the Trophy a more desirable machine for actual road use than its more famous sister the Bonneville, as their performance is nearly equal in real-world terms, although the Bonnie certainly pulls away at over 80mph. But not everyone cared about performance over 80mph, and simply enjoyed the thrilling torque and great all-around handling and utility of the 650cc Triumph twin, without the regular hassle of synchronizing two carbs. This bike started life as a T120C, an early version of what the following year would be called the TT Special. This bike is equipped with E.T. ignition (no battery), a lower-gear primary and no speedometer. Sometime during its life, the bike lost its matching serial no. 'C' motor and acquired the present TR6C motor, plus an after-market aluminum oil tank, serrated foot pegs, aluminum levers and Ceriani forks. These were all part of the 1960's formula for making a bike quick. Arizona British Bikes mechanically restored the bike in 2010 including brakes, bearings, seals, cables, gaskets, filters, petcocks, coils, fluids, wiring, points, chain, o-rings, etc. The note on the 2010 invoice reads, 'The engine feels very strong. Acceleration is very good...' It has not been run since.

\$4,500 - 6,000

£3,400 - 4,500

No Reserve

Offered on a Bill of Sale.



109

1961 TRIUMPH 650CC T120R BONNEVILLE

Frame no. D13188

Engine no. T120R D13188

Hurriedly prepared for its debut at the 1958 Earls Court Show (it was too late for inclusion in the 1959 catalogue) the 'Bonnie' arrived at a time when young motorcycle enthusiasts wanted style as well as substance and had the money to pay for it. Finished in two-tone Tangerine/Pearl Grey with matching mudguards and black cycle parts, the bike was a real looker and the name 'Bonneville', chosen in honor of Johnny Allen's record-breaking Triumph-powered streamliner at the eponymous Utah salt flats, was inspired marketing. Although, ostensibly, the Bonneville was little more than a T110 fitted with the splayed-port cylinder head and twin carburetors, there was, of course, more to it than that. As well as the performance-enhancing top end, the Bonneville, together with the rest of Triumph's twins, incorporated a new, stronger crankshaft assembly that development had shown was necessary to cope with the increased power. The latter now stood at 46 horsepower, an improvement of some 15 per cent over that of the contemporary single-carb T110. Works tester Percy Tait had achieved 128mph at the MIRA test track on a development bike, and even though this figure proved beyond the reach of the production version, the Bonnie was at least as fast as the opposition and much better looking. Prior to the seller's purchase in 2009 this Bonneville was restored by James Hiddleston, a recognized authority. It was further serviced by International Motorbikes of Hickory, North Carolina in 2014. In the history file is a VMCC certificate extracted from the 'Works Record' that confirms this bike was dispatched on April 29, 1961 to Nottingham, UK dealer Hooleys.

\$8,000 - 12,000

£6,000 - 9,000



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110

1964 TRIUMPH 650CC T120R BONNEVILLE

Frame no. T120R DU6643

Engine no. T120R DU6643

There's little argument that a mid-1960s Triumph Bonneville is just about the best-looking Britbike ever made, with just-right proportions and a jaunty, let's-go-riding attitude. Comedian and motorcycle collector Jay Leno has owned a 1964 Bonnie for darn close to 30 years – it's exactly like the T120R on offer here – and says, 'As far as being a good-looking bike, they don't get much better. Simple, classic, elegant, it looks like a real motorcycle.' This was the second year for Triumph's unit-construction 650, relegating the arcane setup of separate crankcases and gearbox housing to the history books. The ignition system was also brought out of the then Dark Ages, the ancient magneto/dynamo arrangement replaced with an alternator and points. The stiffer single-downtube chassis introduced in 1963 remained, though new-design forks were fitted. These had external springs covered by rubber gators, resulting in one of the best-handling road bikes of the 1960s. You could have your 1964 Bonneville in any color scheme you wanted – as long as that was Gold over Alaskan White. This immaculate 1964 Bonneville was fully restored and subtly 'modernized' and thus made easier to ride on today's roads, witness the fitting of 12-volt electrics together with a TriSpark electronic ignition system, Amal Concentric carbs, and a new later style tach drive. The engine has since been run-in, re-torqued and readjusted by Baxter Cycle of Marne, Iowa. Few additional miles have been logged since. However, a recent service, fluid change, and road test make it ready to ride today.

\$16,000 - 20,000

£12,000 - 15,000



111

1966 BSA 650CC A65 HORNET SCRAMBLER

Frame no. 65HA 8003

Engine no. A65HA8003-Y

The BSA A65 Hornet, sometimes called the Hornet Scrambler, was produced for just two years, 1966 and 1967. It was a USA-only 654cc OHV, just over square, unit-construction twin. It joined the great BSA lexicon of model names that caused many a heart to beat faster in the 1960s – among which were Cyclone, Wasp, Rocket, Thunderbolt, Lightning, Spitfire, and Firebird. The Hornet was built in response to a demand for an off-road/desert racer, a Lightning with more power. Although it was supplied without a headlight, taillight and speedometer – rev counter only - but with a straight-through exhaust (low TT pipes for the West Coast model, high pipes for the East) – and twin Amal Monobloc carburetors, high comp. pistons and performance cam – it could be used on the street with an easy conversion to install lights and mufflers. For '67 a darker Cherokee Red was used, and Steve McQueen described it as 'a keen bike.' This stunning 1966 A65 Hornet Scrambler has received a comprehensive restoration in the past, and still shows beautifully throughout. The bike was purchased by the consignor, a prominent, Southern California-based motorcycle collector, about 7 years ago, and has since been kept in good fettle in his impressive collection. The BSA was recently run, and both paint and brightwork presents very well throughout. Looming large on both tank sides is are the iconic BSA decals, making the whole package 'look the business.'

\$6,000 - 8,000

£4,500 - 6,000

No Reserve



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112

1956 TRIUMPH 499CC TR5R

Frame no. 76157

Engine no. TR5R 76157

- *Matching Numbers*
- *Factory street-legal racing bike*
- *One of only 13 examples still in existence*
- *Comprehensive restoration by Jaye Strait of Britech, in Southbridge, MA*
- *'Near perfect restoration'*



For the model year 1956 Triumph offered the Shell Blue TR5/R in very limited numbers and only to those racers who were committed to running in the 500cc class. The factory records show that 112 TR5/R engines were produced - 104 complete bikes and eight spare engines - between January 12 and April 27, 1956. Standard TR5 engines were pulled off the production line and sent over to the Meriden race shop in some secrecy because of Edward Turner's avowed aversion to purpose-built race bikes.

Each engine was stripped and rebuilt to 'red seal' T100/R spec. with the latest racing camshafts and tappets, high compression pistons, dual racing Amal carburetors with remote float bowl affixed to the tool box and oil tank, racing exhaust system with dual inverted cone megaphones, competition Lucas magneto, folding rear set foot pegs and other racing components. The swingarm frame came with fenders already narrower, the tank smaller, and fork legs with gaiters, 8in front brakes, and QD lighting. Standard was a Smiths speedometer, while a Smiths rev counter was an optional extra! Also standard was a fixed, left side foot peg that needed to be ditched immediately for a folding peg to meet AMA road racing rules of the day. All of which reflected the 'production-based' build sheet required by AMA's Class C rules.

Most, if not all TR5/Rs, were sent to the Johnson Motors in Pasadena, California. Many would return to the east coast to run at Daytona and Watkins Glen, for example. They retailed for around \$950.00 and had to be special ordered.

Research reveals this is one of only 13 examples to be still in existence, perfectly restored by a long-time Triumph enthusiast come expert restorer. *Classic Bike* magazine wrote the story of how Jaye Strait of Britech in Southbridge Massachusetts, came to discover this motorcycle and his long process of restoring it to its factory-intended high-performance specification, augmented by the inclusion of an ultra-rare and super-trick Tri-Cor splayed-port head featuring oversized inlet valves and welded-on intake stubs. A photocopy of the article is included with the bike. It is a motorcycle that should be viewed seriously by all students of British postwar, limited production, competition machines for it is both beautiful and capable. And dangerously rare.

\$22,000 - 28,000

£16,000 - 21,000

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113

1995 DUCATI 900 SS/SP

Frame no. ZDM1LC4N0SB016312

The whole series of 2-valve, belt-drive Ducati V-twin sportbikes, developed from the very first Pantah 500 SL of 1979, ran through until at least 2005, without counting the retro 1000s to celebrate the original desmo 750 bevel twins of the early 1970s. To track the different models in multiple capacities – 350 through 900 – is indeed like picking out pasta letters from kid's canned soup. 1991 saw the launch of both a new 900 SS, or Supersport, and several short-run "halo" models, which ran through 1998, and the 750 Supersport through 1999. And then there was more as the shape changed but the essentials did not. The bike here is from the 1991 through 1998/99 series. Continually developed around a trellis-frame, 2-valve sports machine whose characteristics embodied the very essence of "Ducatiness". Gutsy, booming, torque-loaded, lightweight, long-wheelbase, steady-as-she-goes and full-of-feeling handling and steering, and usually decent Brembo brakes. The 900SS SP presented here is in excellent condition and comes with several invoices proving the high quality of maintenance that was given to the bike. The bike received a full service about 100 miles ago, including new belts, spark plugs, battery, oil and oil filter. The original owner's manual is offered with the Lot.

\$5,000 - 7,000

£3,700 - 5,200



114

2000 DUCATI 996 BIPOSTO

Frame no. ZDM1SB5T1YB005404

Engine no. SB5Y008365

Although Ducati's water-cooled 8-valve V-twin had been around in its original 851 and 888 incarnations for six years and indeed, had already won three World Superbike Championships, it was the arrival of the iconic 916 in 1994 that really captured the public's imagination. Styled by Massimo Tamburini, the 916 and its subsequent evolutions established Ducati as one of the world's foremost brand names. Universally recognized as icons of automotive art, Ducati motorcycles have been exhibited in some of the world's foremost museums, including the Guggenheim in New York and the Museum of Modern Art in San Francisco. The Ducati 916 won the World Superbike Championship in its 1994 debut season and its evolutions three times after that. Enough said. For 1999 the stronger and much improved 996cc engine of the limited-edition 916SPS was standardized on the new '996' model, while a Ducati Corse works development took Carl Fogarty to his fourth World Superbike Championship that same year. The Biposto presented here appears to be in nice condition having two Termignoni exhausts and a custom paint showcasing 'Il Tricolore' colors.

\$5,000 - 10,000

£3,700 - 7,500



The MotoDoffo Collection



My name is Marcelo Doffo and I was born and raised in a small farming community in central Argentina. Back then, a horse carriage or a vintage car were the primary mode of transportation. Motorcycles were a luxury at the time. Old motorcycles from the early 40's and 50's were available, but not many people used them as transportation on a regular basis.

It all started early in my life, when my cousin showed up in a modern motorcycle for its time. Around the same time, there was a sudden explosion of motorcycles being imported from Italy or made in Argentina that were available to the public at an affordable price. In our small town, we had more than three places where we could buy motorcycles. Even the local general store had them for sale. Of course, there was only one way to know which bike was better or faster. We raced them.

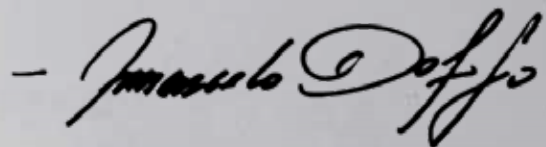
Locals would gather on any Sunday on a dirt track that my uncle made. Then there she was, a 175 cc Ducati Sport. It arrived at the racetrack as a display bike. My other uncle who worked at the dealership was showing it to potential buyers. The colors, all the chrome pieces and the sound were nothing compared to what we were used to seeing. I can close my eyes and hear it. Since that day, my heart and soul have been one with Ducati.

Eventually, our family purchased our first motorcycle from my uncle's dealership, a Vicentina 125cc. It was used to take me and my brother Jorge to and from school. We had it until I enrolled in the Army. The bike was made for someone who needed a bit of experience in welding because the frame was very fragile.

I grew up going to local dances and dates on my Vicentina. We grew up together, it was part of our family.

After a few years in the United States, I have always had a motorcycle in my garage and have never stopped riding until one day in 2001. I purchased a brand-new Ducati 900 SS, the feeling of a modern bike with its incredible brakes, great acceleration, and manoeuvrability; it got my heart racing. Later on, I got an old BMW, then a little Ducati Bronco, I began to realize that restoring vintage bikes was a very rewarding experience. I enjoyed bringing them back to their original form and listening to the pleasant sound of an old motor. Since then, I am living in a non-stop search for that next bike that appeals to me. The bikes I search for must be small cc European with some special characteristic.

Motodoffo is my private collection of bikes to share with friends and every person that shows an interest in vintage motorcycles that we had in our childhood or knew someone special who owned one. The collection brings smiles to people who admire some of the various models and brands, shown with some fascination or nostalgia. We invite everybody to stop by our winery to enjoy the wines and take a picture of our motorcycles.

A handwritten signature in black ink that reads "Marcelo Doffo". The signature is written in a cursive, flowing style with a long horizontal line extending to the left of the name.

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115

1988 DUCATI 750 PASO

Frame no. ZDM1DA3M6JB754723

The Paso was designer Massimo Tamburini's sport tourer commissioned on behalf of the Castiglioni brother's Varese-based Cagiva, to be badged 'Ducati', the brand they had just taken over. The Paso 750 launched in 1986. Tamburini was asked to design a standout motorcycle – a goal he clearly met. Regrettably, the fully enclosed design – chromoly square-tubing frame and top-quality cycle parts notwithstanding - was not popular. However, popularity has nothing to do with the quality within. The early bikes had a reversed rear cylinder head so that an automotive-type, single two-barrel Weber carburetor could be used, justified at the time to meet noise and emissions regulations. The Weber carburetor didn't make any friends and aftermarket fixes proliferated on the few that were sold. The real answer, however, was fuel injection. It was 1990 by the time the 907i.e. (actually 904cc) was introduced, and it turned into the final member of the Paso family although the Paso name had been dropped and did not appear on the bike. The 907i.e. replaced the 906 and featured Weber-Marelli fuel injection (i.e. for iniezione elettronica). Once installed the bike began to sing! Other significant upgrades included larger diameter, fully floating front brake discs; 17" diameter, three-spoke alloy wheels; and four-pot Brembo brake calipers. Further changes for 1992 (the final year of production) included a more comfortable seat, larger front discs and Brembo Goldline calipers. The third year example presented here has been kept in a climate controlled environment ever since it was in the vendor's possession and has always been maintained to be in riding-ready condition.

\$3,000 - 5,000

£2,200 - 3,700



116

1996 DUCATI 900 SS/CR

Frame Frame no. ZDM1LC4M7TB022424

"At Last! Italian, Awesome and Affordable!", *Cycle World*
By 1995, Ducati's SS had been developed into a very fine performance platform and all models were recognizable by the rectangular headlamp. The Desmoquattro 916 rightfully added to Ducati's portfolio of motorcycling tours de force but only after the Desmodue 900 had pioneered and perfected the superbike concept hand in hand with the 851/888. The Supersports were affordable, available, with much improved reliability, providing a well-loved, superb handling, well-balanced chassis wrapped around a bellicose, raspy 90-degree, air-cooled, 2-valve V-twin. Already outdated when new, the 900SS is right between vintage and modern. Most likely, it will reinforce its image of a Classic Ducati in the following years and will always have the image of simplicity while being a Ducati. The bike has been kept in a climate controlled environment ever since it was in the vendor's possession and always maintained to a riding-ready condition.

\$7,000 - 9,000

£5,200 - 6,700



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117

1995 DUCATI 916

Frame no. ZDM1SB8S3SV000665

Occasionally a bike comes along that changes the rules. Back in 1994 that bike was the then-brand-new Ducati 916. *Cycle World* magazine called the Duc, "The most sensational bike to appear so far this decade," then added, "It balances stunning looks with performance and handling that is nothing less than breathtaking." In their retrospective of motorcycling in the 1990s, *Motorcyclist* magazine put it even better: "1994 – Ducati 916 debuts. Did anything else happen that year?" Ducati's liquid-cooled, eight-valve Desmoquattro 888 V-twin had been around for six years and had won four World Superbike championships, but on the street it was Japanese inline-fours that ruled the sportbike roost. With its enlarged motor and stronger torque band, the 916 was an even better performer than its predecessors, and its trademark steel-trellis frame with alloy single-sided swingarm imbued the bike with pinpoint handling. On the track another four World Superbike titles fell to the 916, but it was the bike's strikingly good looks that really captured the riding public's imagination. Styled by the late Massimo Tamburini, the 916 and its subsequent evolutions established Ducati as a leading player in the sportbike category. This particular 916 is one of the desirable 'Varese' models. In fact, back in 1995 when the 916 was meeting its deserved commercial success, and the production line was as busy as ever, a fire in the paint shop unfortunately slowed down the production drastically. To solve that problem, Ducati relocated some of its production to the Cagiva-owned MV Agusta factory in Varese. There about 2,663 916 were assembled, mostly by hand. The bike has been kept in a climate controlled environment ever since it was in the vendor's possession and has always been maintained to a riding-ready condition.

\$7,000 - 9,000

£5,200 - 6,700



118

2007 DUCATI 1098

Frame no. ZDM1XBEW778002128

The 1098 is usually considered a tribute to the beautiful Ducati 916 that was penned by Massimo Tamburini in the 1990s. The 1098 was designed by Giandrea Fabbro who applied these styling effects that made Ducati and the 916 so appealing, including the fairing showing just enough of the engine and those two pipes located just under the rider's seat, which gives a very neat and aggressive design. The design also included a tubular frame and a single-sided swingarm. Like any Ducati, they are gifted with some of the best parts and components a sport bike would need. First and foremost, a high-performance engine. Indeed, Ducati gifted the 1098 with their new Testatretta Evoluzione motor, producing 160hp and some 90.4 ft.lb of torque. Obviously brakes, with huge 330mm discs being stopped by Brembo Monobloc calipers. The bike also features power producing GP6-derived elliptical throttle bodies, technology exclusively used in MotoGP before that. On top of that, fully adjustable Showa shocks for the regular model and Ohlins for the 'S' version, gives the 1098 resources to be used as hard as the rider can. The bike has been kept in a climate controlled environment ever since it was in the vendor's possession and has always been maintained in riding-ready condition.

\$7,000 - 9,000

£5,200 - 6,700



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119

2006 DUCATI PAUL SMART 1000 LE

Frame no. ZDM1WABP16B001646

- Offered in its original crate
- Highly desirable Limited Edition model



'Want it for Paul's achievement, want it for Ducati's heritage, want it for how it looks'. – *Bike* magazine.

Smart's famous victory in the 1972 Imola 200 riding what would become the 750SS was instrumental in establishing Ducati as a high-performance brand for the modern era. So what better way to celebrate the Bologna marque's heritage than a limited edition model in the spirit of the iconic, bevel-drive, 'green frame' 750SS? And why not duplicate the rest of the original bevel-drive twins line up while you're about it? That was Ducati's reasoning behind the launch of its new 'Sport Classic' range in 2005. However, none of the three models – Paul Smart 1000 LE, Sport 1000 and GT1000 - is in any way a 'replica'; all are thoroughly modern motorcycles with only the styling and color scheme(s) acknowledging the past.

The Paul Smart 1000 LE uses the belt drive, desmo, air-cooled, fuel injected, electronic ignition 1000DS (dual spark) 90-degree V-twin engine – 992cc, two-valves, a quoted 92bhp at 8,000rpm and enough torque to surprise its four-valve superbike brethren - as found in a number of other Ducatis. All this modern technology is housed in the Italian firm's trademark trellis frame – in a striking shade of 'green frame' green - the latter complemented by some top-quality Öhlins suspension, Brembo brakes, a wet clutch, a six-speed gearbox, a curvaceous two pipe exhaust on the right side in black, and wire-spoke wheels beneath a swoopy silver half-fairing and tail hump.

'After 20 miles I was totally sold on the bike, as I had been after five minutes of looking at it. Exclusivity, style, power, handling... what else could I want?' queried *Bike* magazine's tester at the PS 1000 LE's launch. A production run of only 2,000 units was planned and few motorcycles of modern times have become as instantly collectible.

In May of 2006 *Cycle World* woke us up with, 'We are suckers, all of us, and this limited-edition Ducati is proof. If the aqua-green frame and silver-metalflake paint don't catch your attention, surely the sweet-sounding accessory Termignoni megaphone pipes will. This bike exists precisely to suck us in, to tweak our nostalgia, even if not everyone was around (or aware) when Paul Smart ripped up Imola for 200 miles to take the epic 1972 race win that put Ducati on the V-Twin sportbike map. Actually, there wasn't really even a V-Twin sportbike map at that point!'

The Paul Smart 1000 LE presented here is a rare opportunity to own a brand new, still in the crate Ducati modern classic, seldom do these opportunities arise.

\$25,000 - 33,000
£19,000 - 25,000

120

C.1985 DUCATI 600SL PANTAH

Frame no. DM600SL 701429

Fabio Tagliani one of the most iconic people in Ducati history, started out as the Technical Director of the Ducati racing department, quickly making a name – and a reputation – for himself. Known to be rather hard to work with, he was nonetheless a very passionate designer, devoted to his work and creations. Shortly, after about six months, he built Ducati first real racing bike, the 100cc Gran Sport Marianna. But if there is a year where he changed the face of Motorcycle History, that year shall be 1957, where he built Ducati's first motor with Desmodromic heads. That was a serious game-changer and brought Tagliani a tremendous success in his works on Ducati racing. Launched at the Milan Show in December 1979, the Fabio Tagliani designed Pantah was a new landmark in the Italian marque's remarkable history. Its 74mm bore x 58mm stroke 500cc 90 degree V-twin engine drove the desmodromic overhead camshafts by toothed belt and was mounted in a steel trellis frame, setting a specification that grew initially to spawn the 600cc TT2 and 750cc T1 racers. The first version of this new engine offered a claimed 50bhp at 8,500rpm to give a top speed of 115mph, but the model did not prove to be a great seller. Therefore, the 600cc evolution of it was gifted a better fairing and hydraulic clutch alongside other slight improvements, which helped the 600SL get a better top speed than his predecessor at around 124mph. The bike has been kept in a climate controlled environment ever since it was in the vendor's possession and always maintained to a riding-ready condition.

\$3,000 - 5,000

£2,200 - 3,700



121

1958 GILERA 175 ROSSA EXTRA

Frame no. 171 3535

Engine no. 171 1236

Throughout the early 1950s, it was Gilera's racers that grabbed the headlines, taking six individual World Championships and five manufacturers' titles. Although racing generated valuable publicity, it was sales of road bikes that paid the bills. The majority of machines sold were lightweights based on the overhead-valve 125 single that had first appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc, these simple OHV singles were top sellers throughout the 1950s and into the 1960s, although their high price outside Italy made them a relatively rare sight abroad. The 175cc version was presented first in 1956 with the name of 150V before being renamed to G175 quickly after that. After the addition of few more models at the end of 1956, two more were added in 1957, with the Sport featuring a Gran Turismo engine and the Rossa Extra that featured an Extra type engine. The Rossa Extra presented here appears to be in great condition having been very well preserved in a climate-controlled environment ever since its restoration a few years ago.

\$6,000 - 8,000

£4,500 - 6,000



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122

1985 DUCATI 1,000CC MIKE HAILWOOD REPLICA

Frame no. ZDM1000R 100352

Engine no. 100258 ZDM1000

- *Fantastic example of the highly desirable Mike Hailwood Replicas*
- *Dry stored in the vendor's living room*



'In 1984, motorcycle production at Ducati was in steep decline... After producing almost 7,000 motorcycles in 1981, Ducati production in 1984 reached fewer than 2,000 bikes.

'The causes were many. A state-supported company since 1975, Ducati's nominal ownership had switched in 1978 from one government-controlled company - EFIM - to another, the VM Group, part of Italian conglomerate Finmeccanica and maker of, among other things, industrial diesel engines. Ducati's Borgo Panigale factory seemed well suited to diesel manufacturing, and motorcycles became a secondary pursuit. Poor results in the all-important U.S. market and a general decline in motorcycle sales in Europe, together with the increasing impact of Japanese imports, meant Ducati was being squeezed on all sides.

'VM had pretty much pulled the plug on Ducati's racing efforts, too, though engineer Fabio Taglioni and his small team continued work on developing the potential of the Pantah engine. The iconic NCR bevel-drive racers were no longer allowed in the production-based Superbike class, and pretty much the only bevel Ducatis left on the track were privateer entries in European endurance racing and U.S. Battle of the Twins series. The result was that Ducati's principal marketing tool — racing prowess — was seriously undermined.' Robert Smith, *Motocycle Classics*, November/December, 2012. Of the Ducati production in 1984 of fewer than 2,000 bikes some 662 were MHRs and thus there was hope.

A landmark model, the Mike Hailwood Replica owes its existence to Mike The Bike's legendary Isle of Man TT comeback victory in the 1978 Production Race riding an ex-works NCR bike entered by Sports Motor Cycles. Out of top-flight bike racing for seven years and away from the Island for eleven, Mike beat the might of the Honda works team to win the Formula 1 TT at record speed. Ducati lost little time in capitalizing on this outstanding success, launching a road-going replica the following year, which kept Ducati afloat for several years.

Like the race-bike, the MHR was based on the production 900SS, but - inevitably - had much more in common with the latter than the former. Most obvious difference was the full fairing finished in red, green and white, complemented by a fiberglass tank and racing seat. Mechanical changes were confined to lighter wheels, usually by Campagnolo, and improved Brembo brakes, while the MHR's performance was pretty much the same as that of the 900SS: around 135mph flat-out.

The MHR presented here is usually nicknamed the 'Hailwood Mille', getting a 1,000cc engine, an electric starter and a large fairing.

The bike featured here has been stored since it was purchased in the vendor's living room as a timeless display piece. Nevertheless the bike was started and used regularly to ensure its good mechanical condition.

\$20,000 - 25,000

£15,000 - 19,000

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123

1967 VELOCETTE 499CC THRUXTON

- *Extensive restoration*
- *Landmark model*

Frame no. RS19427

Engine no. VMT 621



As a family owned motorcycle manufacturer for nearly three quarters of a century, Velocette had a lot to be proud of. Starting out as one of the pioneer manufacturers, mating a Belgium-made Kelecom engine to their chassis under the Veloce name, the company progressed through the decades producing innovative and well-made motorcycles. The brightest engineers in the industry passed through their works over the years, contributing to their world renowned reputation. As a small company, they took on the big guns of motorcycle racing, often winning over those odds. However in the late 1960's and early 1970's, much of England's once mighty motorcycle industry was on the ropes with many casualties. Velocette was also lost to the world in 1971, but not before providing one last outstanding thoroughbred motorcycle to the world of classic machines.

The final evolution of the Velocette motor came in the M-series, with a 500cc MSS in 1954. The MSS was a newly designed single cylinder motor using pushrods for overhead valve actuation. The series also included a 250cc and a 350cc variant that were already in production. The new road bike was housed in Velocette's spring frame, an innovation that was the first swingarm suspension with hydraulic rear dampers in the industry. Another first were the adjustable rear shocks.

This reliable and roadworthy motorcycle was soon joined by a sporting version named the Venom in 1956, probably as a response to the BSA Goldstar which was mopping up the clubman races across the UK. The engine featured a high camshaft with short duralumin pushrods, enclosed valve gear and hairpin springs, a Wellworthy Al-Fin cylinder and light alloy cylinder head and Timken tapered roller main bearings on the pressed together crankshaft. The Venom engine produced 36 bhp with 102 mph top speed, close to the fabulous Goldstar. The last configuration came in 1964 with the Venom Thruxton, or just Thruxton as most enthusiasts refer to the bike. Named for the Thruxton 500 mile race win, this performance version of the Venom came with Clubman goodies such as rear set foot controls, clip on handle bars, alloy wheel rims and twin leading shoe front brakes. The specially tuned head had different valves while the engine featured short one piece pushrods and an Amal GP carburetor. The carb was secured to an extended intake manifold that required a distinctive cutout in the rear of the gas tank. The Thruxton produced 41 bhp and could attain 110 mph.

The bike went through a whole process of restoration and now appears to be in great condition. An extensive folder of documents and invoices related to the restoration of the bikes is offered with the machine.

\$25,000 - 35,000

£19,000 - 26,000

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



124
1979 HONDA CBX1000
Frame no. CB1-2001251

Honda came to the forefront of Grand Prix motorcycle racing in the mid-1960s, first with the unveiling of their 250 cc 6-cylinder machine piloted by Phil Read and Mike Duff at Monza. Later in 1966, the great Mike Hailwood won the 250 championship on a Honda Six, winning every race entered. This 1979 Honda CBX 'six' production motorcycle is considered a direct descendant of Honda's fabulous racer. The Honda CBX came onto the market in 1978 as perhaps the pinnacle of Honda technology. While not the first 6-cylinder motorcycle to light up the roads, it was certainly the most sophisticated. The 24-valve in-line six displaced 1,047 cc and made 105 bhp at the crank. The cylinders were fed by a bank of 28 mm Keihin constant vacuum carburetors, which were tilted forward for clearance. As big motorcycles go, it was rather agile for day, only tipping the scales at 600 pounds wet. Suspension was conventional with a standard front fork with twin disc brakes up front and twin shocks at the rear. The engine cases were nearly the same width as a 4-cylinder and did not hinder cornering. This was achieved by stacking the alternator and ignition behind the cylinders. *Cycle* magazine best summed up the experience of riding a Honda CBX. 'It embodies extravagance without vulgarity and high style without pretense – you see muscles and tendons, not chrome and fussiness. It has been designed, not decorated. There is no trashiness in the concept, and none in the execution.' The bike has been kept in a climate controlled environment ever since it was in the vendor's possession and always maintained in riding-ready condition.

\$7,000 - 9,000
£5,200 - 6,700



Further properties

125
1974 HONDA CB750 K4
Frame no. CB750-2327138
Engine no. CB750e-2330734

Forty-plus years on, it is hard to imagine the impact the Honda CB750 had on the world when it was unveiled to a stunned public at the Tokyo Motorcycle Show in October 1968. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc. - made the opposition look obsolete overnight. *Bike* magazine summed up Honda's achievement thus: 'Like BSA/Triumph's parallel twin and Ducati's desmodromic single, the Honda inline four is one of those engines which created a standard out of an ideal. The list of Honda's technical achievements is impressive but the appearance of a production four-barrel roadster at a Mr. Everyman price was probably their greatest coup.' A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after today by collectors. Never restored, this CB750 K4 model can be described as in generally very good condition, its paint and seat carrying their patina well. Recently fully serviced, a new buyer should have confidence that this CB750 is ready to ride with many more miles in it yet. Just over 29,000 miles well-maintained on the odometer is no mileage at all for such a machine.

\$5,000 - 7,000
£3,700 - 5,200



126

1970 HONDA SL350 K0 MOTORSPORT

Frame no. SL350-1021008

Engine no. SL350E-1020949

In 1968 Yamaha shook up the dual-purpose market with its DT1 Enduro. Suddenly, warmed-over street scramblers would not get the job done—buyers wanted more dirt, less asphalt in a bike's makeup. Honda's XL series would eventually answer that call in 1974, but in the meantime something more serious than the company's CL scramblers was needed. Enter the SL Motosport models, to this day considered by many to be among the best-looking dual-purpose machines ever. During its three-year production run, the SL350 became increasingly good at boondocking. "It's getting to the point where we will have to admit that Honda has built a real dirtbike," stated *Cycle World* in its 1971 test of the bike. "Honda's new SL350 is not yet a motocross machine, but it is not intended for that purpose. Rather it is a beautifully conceived, tractable, reliable playbike with newfound rough-terrain capability. It's amiable and has great potential." This off-road prowess is attested to by web journalist Matt Cuddy, who has fond memories of the SL, especially its 'anvil-reliable' motor. "When the SL350 got some knobbies strapped to it, and decent shocks bolted on the back, the bike became an unstoppable woods weapon," he wrote in a recent retrospective. "Nothing short of an atomic blast would cease the rear wheel from spinning." This low-mileage K0 model from the Vintage Motorcycle Rescue stable was acquired from the extensive Honda collection of Lee Mitzel in largely original condition, mechanically up to snuff, in need of only cosmetic touch-ups to bring it back to full showroom condition. A desirable first-year example resplendent in Candy Sapphire Blue paint, it displays all the components unique to the 1970 model, namely the single-downtube frame, larger brakes, CV carburetors and electric starter.

\$7,500 - 9,500

£5,600 - 7,100



127

1970 HONDA CL350

Frame no. CL350-2035722

Engine no. CL350E-2098466

From the 1950s on, scrambler-style motorcycles with their high-mounted exhaust pipes, cross-braced handlebars and go-anywhere attitudes have been a favorite of American riders. In 1968, Honda followed up their popular 305 Scrambler with the CL350, powered by the new-style 325cc twin-cylinder motor that would also find a home in the CB350 streetbike. Between the CB and the CL, plus the later addition of an SL variant, the Honda 350s soon became the best-selling bikes in the U.S. – indeed, some of the best-selling models of all time. Despite its dirtbike styling, with distinctive mid-rise cross-over exhaust pipes and 'boom box' mufflers, the CL was much more of a street scrambler than a true off-roader, as pointed out by the linguistically hip editors of *Cycle Guide* magazine at the time. "Bold, beautiful and boss," they proclaimed in the CL350's glowing write-up. "The best part about the Scrambler is tooling it down the road. With the double-leading-shoe brake at the front and a single-leading unit at the rear, stopping is assured. Handling is more along the lines of a road racer than a scrambler." Summing up what would become one of Honda's most-popular models, they wrote, "The CL350 is a heck of a cycle." Because these multi-purpose bikes were used for everything from commuting to backroad to long-distance touring, the likelihood of finding a complete low-mileage example these days is not very high. This particular third-year CL350 K2 is the happy exception, having clocked just over 4,000 miles when acquired by the Honda experts at Vintage Motorcycle Rescue. Mechanically sound and with its original Candy Ruby Red paint in great condition, all the bike needed was its CV carburetors overhauled and the usual 'perishables' like control cables and tires replaced. A regular runner, it has also excelled on the show circuit, notching an AMCA Winners Circle award, indicating a cumulative judging score of 95 points or higher.

\$5,500 - 6,500

£4,100 - 4,900



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128

1973 HONDA CL350 'FLYING DRAGON'

Frame no. CL350-5015786

Engine no. CL350E-5035514

- *Little-known, super-rare factory Custom Paint Set option*
- *Museum-worthy presentation by Vintage Motorcycle Rescue*
- *Many NOS parts, including exhaust and seat*
- *Just over 7,000 miles from new*



The term 'museum piece' is rarely used in conjunction with Honda's CL350, a ubiquitous 1970s street scrambler sold in the tens of thousands. Unless that CL350 has been restored by Don Stockett's Vintage Motorcycle Rescue, that is, and topped off by distinctive and super-rare 'Flying Dragon' bodywork. In fact, the last CL350 Flying Dragon offered by the California shop is now part of the permanent collection at the prestigious Barber Motorsports Museum in Alabama.

Available only as a special dealer order, the gas tank and side panels were painted in a far-out swirl pattern not unlike the tie-dye T-shirts that were then all the rage. Done in Japan using a dip-transfer process and sold here for installation on CL350s and 450s, each paint job was different, much like a fingerprint. Four U.S. market color combinations were offered – silver/purple as seen here, green/purple, gold/purple and blue/dark blue. The finished product resembled the patterns on custom Damascus knife blades, or to some eyes the scaling seen on ancient Japanese paintings of dragons, hence the Flying Dragon nickname for the paint set.

Because Vintage Motorcycle Rescue specializes in CL350s, Stockett has become something of an expert on Flying Dragons. He estimates that perhaps as few as 20 of the painted sets still exist, that rarity due to the initial high cost of the option. At a time when a new CL350 listed for about \$900, a customer would have to fork over an additional \$245 for the Flying Dragon bodywork, which explains the low number ordered. Today a new-in-box set commands an asking price in the multiple thousands of dollars.

The silver/purple Dragon on offer here began as a very solid K5 base bike that was then the recipient of one of the shop's concours-quality rebuilds. Stockett was saving a hens-tooth rare NOS exhaust system for a special project like this, likewise the NOS seat – even the tires are original-fitment Bridgestone Safety Super 10's. The original fenders were bolted back in place after first being treated to a new plating of show-chrome. Crowning touch, though, is the NOS Flying Dragon gas tank and side panels, elevating the CL350's desirability manifold and making it a standout at any show field or museum lineup.

\$10,000 - 12,000
£7,500 - 9,000

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129

1979 YAMAHA RD400F DAYTONA SPECIAL

Frame no. 2V0-003536

Engine no. 2V0-003536

- *Unrestored, showroom-stock condition*
- *Showing just 63 miles from new*
- *Last of the air-cooled RD two-strokes*



To find any Yamaha RD in virtually intact, showroom-stock condition is a rarity, let alone one like this RD400F that shows just 63 miles! Yamaha's 1970s 'pocket rocket' two-strokes were invariably ridden hard, their modus operandi usually including wheelie-popping getaways and heeled-over cornering, sparks a-flying.

The Yamaha two-stroke's deserved reputation as a giant-killer took wing in 1970 with the 350cc R5, instantly hailed by the press and its owners as an ideal middleweight sportster with lively power and excellent handling. In 1973 the RD350 was introduced, with six-speed gearbox, reed-valve induction and front disc brake. In 1976 the engine was enlarged, giving us the RD400, a machine to be reckoned with on any stretch of twisty tarmac. Among the 400's detail changes was a more forward-mounted engine, intended to reduce the tendency to wheelie. Yamaha's effort to keep the front wheel down came to naught, however, which didn't seem to bother prospective clients one bit. Cult status followed, and RD400s in fine condition today have become sought-after collectibles.

The 1979 RD400F was the last of the line, a one-year-only model, before the U.S. Environmental Protection Agency forever put the kibosh on air-cooled two-stroke street bikes. To everyone's surprise, the 400F sneaked past the EPA's increasingly stringent anti-pollution regulations via a clever system of vacuum-activated butterfly valves within the exhaust system to reduce hydrocarbon emissions under deceleration.

One color scheme was available, white with a red stripe, Yamaha's international racing colors, echoed by a new model name, Daytona Special.

Other changes only enhanced the Daytona Special's backroad prowess, in particular 1mm thicker fork tubes, larger brake rotors and footpeg mounts that no longer looped beneath the mufflers, dramatically increasing cornering clearance. *Cycle* had nothing but praise for the bike, even if it was the RD's last hurrah. "If it turns out that the buck stops with F," they wrote, "that Yamaha will be satisfied with this one great last thumb in the eye of the EPA and hereafter call it quits, then at least the RD series will have ended gloriously, with a bang, a hoot and an irreverent four-gear wheelie right across the bow of the establishment. As a raffish partner in crime, it is absolutely damn dead-center perfect."

It is indeed fortunate then that this RD400F was barely ridden and tucked away in storage for most of its 40 years. All original equipment remains in place with the exception of the age-checked Yokohama tires, replaced with new classic-pattern Heidenaus, through the originals are included in the sale. In the current owner's care, the Yamaha was ridden a couple of times on short jaunts and then put on static display. Refreshing the battery and a simple recommissioning would be all that is required if the new owner should want to add any more miles to the RD's odometer.

\$15,000 - 17,000

£11,000 - 13,000

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130

1973 HONDA CB750 CAFÉ RACER

- *Low mileage, period-correct café racer*
- *S&W shocks, Dunstall rearsets*
- *Recent repaint in gloss black*



Modern motorcycle history has a hard line of delineation: There was Before the Honda CB750 Four, and there was After. It's hard to imagine today when the Big Four Japanese motorcycle manufacturers are serious contenders in every market niche, that there was a time when Japan only made 'little' bikes, almost exclusively staying south of the 500cc borderline. All that changed with the 1969 introduction of the Honda CB750 Four.

It's been called the first Superbike, an image done no harm when Dick 'Bugsy' Mann rode a race-prepped CB750 to a shock win in the 1970 Daytona 200, then the world's single most important road race. The editors at *Motorcyclist* magazine had no doubt about the Four's place in history, in 2012 naming it as their unanimous choice for Motorcycle of the Century: "This bike changed everything," they explained. "Exotic and affordable, fast and reliable, capable and accessible, the CB750 was a magic bullet."

One byproduct of the Honda's resultant sales popularity was a burgeoning U.S. aftermarket industry quick to provide riders the products needed to tailor the CB750 to their liking. A fairing and saddlebags turned the bike into a tourer, extended forks and chromed sissybar made a chopper, and as here, low handlebars, sticky tires and aftermarket shocks created a café racer.

This 12,000-mile café CB750 further exudes mid-Seventies authenticity with its Dunstall rearset footpegs and front fender, a 4-into-1 collector exhaust and sleek bullet-nosed fairing. Off the road for several years, it will need the usual safety checks and recommissioning.

\$7,500 - 9,000

£5,600 - 6,700

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131

1982 HONDA CBX1000 TOURING

Frame no. JH2SC0600CC400173

Engine no. SC03E-2302186

The CBX was Honda's first production 6-cylinder road bike and reset the bar for superbike performance when introduced in 1978. The CBX's advanced DOHC 24-valve inline six-cylinder engine – with 100bhp – and 5-speed transmission was its outstanding feature. It could run over a genuine 130mph, and sprint a quarter mile in the mid-11s, but it sounded and felt faster. Premium priced and more bike than most folks could handle, sales were modest. The US motorcycle press, though, had fallen under the CBX's spell. *Cycle* said, "The exploding glitter of its technical credentials lights up the sky," and went on to rank it among other "rare and precious motorcycles that will never, ever be forgotten." Hoping to boost sales with a revised concept in 1981, Honda repositioned the CBX into the sport touring category with the CBX-B, adding Pro-Link monoshock rear suspension, air-adjustable front forks, a sleek fairing and trim, aero side cases. The CBX-B also featured upgraded, dual ventilated front brake discs. The 1982 model CBX-C model differed little from the 1981 model, having only some changes to paint and trim. Sales continued to be low and these are now extremely rare machines. The bike is virtually stock, to original, unrestored specification and with only minor modifications such as a GPS mount and plug-in. Its overall mechanical and visual condition is outstanding. The bike has been regularly serviced and ridden each summer until about a year ago. It comes with its tools, a history file and copies of CBX-1 and CBX-2, the exotic history books, in its bags.

\$8,000 - 12,000

£6,000 - 9,000

No Reserve



132

1981 HONDA CBX1000 TOURING

Frame no. JH2SC0600CC400173

Engine no. SC03E-2400105

The CBX was Honda's first production six-cylinder road bike and reset the bar for superbike performance when introduced in 1978. The CBX's advanced DOHC 24-valve inline six-cylinder engine – with 100bhp – and 5-speed transmission was its outstanding feature. It could run over a genuine 130mph, and sprint a quarter mile in the mid-11s, but it sounded and felt faster. Premium priced and more bike than most folks could handle, sales were modest. The US motorcycle press, though, had fallen under the CBX's spell. *Cycle* said, "The exploding glitter of its technical credentials lights up the sky," and went on to rank it among other "rare and precious motorcycles that will never, ever be forgotten." Hoping to boost sales with a revised concept in 1981, Honda repositioned the CBX into the sport touring category with the CBX-B, adding Pro-Link monoshock rear suspension, air-adjustable front forks, a sleek fairing and trim, aero side cases. The CBX-B also featured upgraded, dual ventilated front brake discs. The 1982 model CBX-C model differed little from the 1981 model, having only some changes to paint and trim. Sales continued to be low and these are now extremely rare machines.

\$8,000 - 12,000

£6,000 - 9,000

No Reserve



The following seven lots are offered from

A Prominent Collection in the Chicago area

The following 7 lots are offered from an internationally known car collector from the Chicago area who wanted to collect the most iconic motorcycles of the 1970's and 1980's and especially ones that were highly original or restored to an exceptional level.



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133

1978 KAWASAKI Z1R TC

Frame no. KZT00D007434

- 130 horsepower in 1978!
- One of only 500 Z1R-TCs made over two years
- Two owners from new



The opening salvo in the Turbo Bike Wars of the mid-1980s was actually fired in 1978 by Kawasaki with this bike, an outrageously hot-rodded Z1-R that jumped the bike's horsepower output by 40bhp to a whopping 130 and was capable of scorching 10-second quarter-miles. Sold for two years only, just 500 of the TCs were built and thus making it a rare collectable machine. It would be another few years before all four Japanese bike-makers entered the turbocharged ring with their Honda CX650, Yamaha XJ650 Turbo Seca, Suzuki XN-85 and Kawasaki GPz750 Turbo models.

Sold exclusively at Kawasaki dealerships but without the usual warranty, 250 TCs were produced in '78, all in the stock ice blue paint with discreet Molly decals.

In 1979, another 250 Molly's were made, ironically in a slightly more refined engine tune but with a blatant designer paint job. In deference to crankshafts and clutch packs, maximum boost was now set at 6psi and new 4-into-1 'snake' header pipes lessened turbo lag. But to make sure the TC didn't go unnoticed, Molly Designs was hired to come up with the sinister black paint scheme highlighted by neon stripes.

The late Rollin 'Molly' Sanders was in high demand among manufacturers for his graphics skills, coming up with Yamaha's memorable yellow/black/white 'bumblebee' scheme, the Toyota race team's longtime livery and later in his career the Lexus logo, among many others.

We're advised by the vendor that the machine has been kept in the best original possible conditions by the original and current owner. The second owner was told by the original owner that it was a stage 3 Turbo and the original owner dragged raced it once in 1980, where it achieved 9.99 and the original owner noted 'felt like his eyeballs were pinned to the back of my head' since it was purchased and appears to be in a wonderful original condition. This machine comes from a well known car collector that 15 years ago, decided to buy what he thought were the most iconic motorcycles of the 1970's and 1980's and set out to find the ones in the best original or restored conditions. All machines are maintained by the Guzzi Doctor in Illinois and have been kept on a trickle charge ready for a warm ride, they have been stored in a climate-controlled environment set at 65F and are ready to ride away.

\$20,000 - 25,000

£15,000 - 19,000

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134

1985 DUCATI 1,000CC MIKE HAILWOOD REPLICA

Frame no. ZDM1000R100320

Engine no. 10040 ZDM1000

- A wonderful example of the iconic Mike Hailwood Replica
- 135mph state of the art road going motorcycle



A landmark model, the Mike Hailwood Replica owes its existence to Mike The Bike's legendary Isle of Man TT comeback victory in the 1978 Production Race riding an ex-works NCR bike entered by Sports Motor Cycles. Out of top-flight bike racing for seven years and away from the Island for eleven, Mike beat the might of the Honda works team to win the Formula 1 TT at record speed. Ducati lost little time in capitalizing on this outstanding success, launching a road-going replica the following year, which kept Ducati afloat for several years.

Like the race-bike, the MHR was based on the production 900SS, but - inevitably - had much more in common with the latter than the former. Most obvious difference was the full fairing finished in red, green and white, complemented by a glass fiber tank and racing seat. Mechanical changes were confined to lighter wheels, usually by Campagnolo, and improved Brembo brakes, while the MHR's performance was pretty much the same as that of the 900SS: around 135mph flat-out.

The MHR presented here is usually nicknamed the 'Hailwood Mille', getting a 1,000cc engine, a factory electric starter and a large fairing. The bike was purchased by the vendor a decade ago while he was putting together his personal motorcycle collection. A note on file from the original owner when he was selling the machine states that it won two prestigious awards whilst in his ownership. The 1987 Judges choice awarded at the IMOC Meet at the Indian Motorcycle Museum, Springfield MA and the 2005 Most Outstanding Motorcycle (1974 - 1985) awarded at The Greenwich Concours d'Elegance. In the words of the vendor this example is one of the most gorgeous original examples offered.

This machine comes from a well known car collector that 15 years ago, decided to buy what he thought were the most iconic motorcycles of the 1970's and 1980's and set out to find the ones in the best original or restored conditions. All machines are maintained by the Guzzi Doctor in Illinois and have been kept on a trickle charge ready for a warm ride, they have been stored in a climate-controlled environment set at 65F and are ready to ride away.

\$27,000 - 30,000

£20,000 - 22,000

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135

1980 LAVERDA 981CC JOTA

Frame no. K453523075208

Engine no. 1000 6597

- *One of Laverda's most iconic sports bike*
- *Excellent restoration by a Laverda marque specialist*



Laverda began with the manufacture of farm machinery, diversifying into production of small capacity motorcycles in 1949. Increases in capacity and variations of design (including a scooter) followed over the years. Laverda became Moto Laverda in 1950 fulfilling, with their 75cc 'Motoleggera' lightweight motorcycle a part of the great demand for personal transport in post-war Europe. By the 1960s the factory at Breganze in Italy was a lightweight and scooter maker and it was a great coup when they introduced a beautifully designed and powerful 650cc, overhead-camshaft twin, capable of immense development and equally successful on road or racetrack.

The logical development of the twin was the 981cc '1000 3C', later named the 'Jota', meaning 'fast dance for three', entirely appropriate for this charismatic sports bike. Much more than just a transformation of the twin, the new engine had double overhead camshafts, and with the later 180-degree crankshaft and almost 'square' dimensions of 75mm x 74mm was a smoothly spinning unit capable of an easy 90bhp and 140mph at 7500rpm in fifth.

In the event, Laverda's own twin-tube cradle frame and ultra- high-quality equipment, made the 'Jota' - given the Fastest Production Roadster title - and its derivatives renowned for speed and handling, coupled with that raw, visceral feel that is the hallmark of the Italian sports motorcycle. The precision controls and pin-sharp handling combine with the thunderous sound of the motor and its 'sound system' to make every ride a race-entry for the sportsman serious about riding.

The 'Jota' has been described as 'The ultimate man's machine, needing a Superman to tame it' and the 1983 example offered here is a very good one. This Jota is in excellent condition and has been greatly preserved throughout the years, the vendor notes of the fantastic exhaust note these models create. This machine comes from a well known car collector that 15 years ago, decided to buy what he thought were the most iconic motorcycles of the 1970's and 1980's and set out to find the ones in the best original or restored conditions. All machines are maintained by the Guzzi Doctor in Illinois and have been kept on a trickle charge ready for a warm ride, they have been stored in a climate-controlled environment set at 65F and are ready to ride away.

\$20,000 - 25,000

£15,000 - 19,000

136

1974 MV AGUSTA 750S AMERICA

Engine no. 221 0172

- *MV's high performance sports bike*
- *Original condition*



"13.06 seconds standing quarter-mile, 105.14mph terminal speed",
Cycle magazine

Developed from its long line of highly successful multi-cylinder racers, MV Agusta's first road-going four - a twin-carburetor, 600cc tourer - appeared in 1965. But the public demanded something more exciting from many-times World Champions MV, and the Gallarate manufacturer duly obliged in 1969, upping capacity to 743cc and further boosting maximum power (to 69bhp) by fitting a quartet of Dell'Orto carburetors to the revised 750GT. Equipped with shaft rather than chain final drive, the 750 four arguably was more of a tourer than an out-and-out sports bike. Not that many people got to find out for themselves, for the MV was handmade in limited numbers and priced accordingly.

Also in the line-up was the more sporting 750S, a high-speed symphony in red, white and blue. Although no lightweight - it weighed nearly as much as a Kawasaki Z1 - the 750S gave little away in outright performance terms to such larger machinery, thanks, no doubt, to its engine's Grand Prix heritage. Testing a 750S in 1975, Bike magazine found the motor very powerful. 'Surprisingly it also has great reserves of torque, and pulls happily from four thousand. It's probably the most powerful 750cc motor made; in a straight drag with a Z1 it lost only a few yards up to 100mph.'

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The 750S continued in production after the GT's demise in 1973. In the following year 'MV was persuaded (by Chris Garville and Jim Cotherman of Commerce Overseas Corporation, then US importer of MVs) to invest in new equipment and create the 750 America'. Newly hired, ex-Ducati, designer Fredmano Spairani was 'clearly convinced...that there was an untapped market for an expensive luxury motorcycle in the US, and had MV prepare for considerably increased production of the America', *The Book of the Classic MV Fours*, Ian Falloon (Veloce, 2011).

The 750S America was introduced for 1975. Almost immediately *Cycle* magazine had an early example on the drag strip announcing, '13.06 seconds standing quarter-mile, 105.14mph terminal speed'. Not shabby! Bored out to 789cc, the America produced a claimed 75 horsepower, an output sufficient to propel the Italian sportster to 100mph in around 13 seconds and on to a top speed of 135mph. There was a major re-think for the styling. Gone was the swoopy, smooth-curved voluptuousness of the earlier years, replaced by a no less attractive but stronger, perhaps even Germanic, angularity matching the front fender shape with that of the tank, side panels and seat. Real suede was used for the seat cover, a direct 'buy me now' component if ever there was one. Otherwise, the model was familiar to MV enthusiasts.

Factory records are somewhat spotty but it is believed as many as 540 Americas had been made when production stopped in February 1979. It was rumored 200 machines were sent to the US.

Just like the other machines from this collection, you can expect the best quality from the 750S America. The bike appears to be in great original condition and gets the perfect amount of patina to be one of the most appealing 750S America. The vendor notes that no other motorcycle has the sound like a 750S America, just to be able to look and listen will be worth the money for one of these iconic motorcycles. This machine comes from a well known car collector that 15 years ago, decided to buy what he thought were the most iconic motorcycles of the 1970's and 1980's and set out to find the ones in the best original or restored conditions. All machines are maintained by the Guzzi Doctor in Illinois and have been kept on a trickle charge ready for a warm ride, they have been stored in a climate-controlled environment set at 65F and are ready to ride away.

\$75,000 - 80,000

£56,000 - 60,000

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

137

1977 DUCATI 900SS

Frame no. DM860SS087148

Engine no. 087187 DM860

- *Dry stored in a climate controlled environment*
- *Wonderful example of Ducati's highly desirable 900SS range*



While the town of Imola isn't on the Italian tourist map, in the early 1970s it was certainly on the minds of motorcycle racing enthusiasts around the world, being the site of the richest two-wheel race in Europe. Taking a leaf from Daytona's book, in 1972 the inaugural 200 Miglia di Imola race was the first-ever American style 200-mile event, with a winner's purse of £24,000.

That Paul Smart won the race on a new Ducati 750cc desmodromic v-twin is well-known, but few know he only raced because his wife, Maggie, had taken a phone call from Ducati chief Fredmano Spairani, and promised Smart would accept a ride on the untested machine "because the money was excellent!" No top-tier racer wants to risk his time, reputation, and possibly health on an unknown quantity, and while first testing his racer at Imola he made a mental list of ten items needing immediate correction. The response from Ducatis' mechanics; he had just broken Agostini's lap record!

Ducati capitalized on their success one year later by introducing the 750SS "Imola Replica", their first v-twin using desmodromic valve operation. The 750SS was a hand-built, limited-production model, and did well subsequently in the hands of production racers.

In 1975, Ducati took advantage of rule changes allowing larger engines in racing and developed the "limited edition" 900SS.

The 900SS presented here is a beautifully restored example which was restored under the direction of Doctor Desmo, who is considered to be the go to guy for 900SS's. This machine comes from a well known car collector that 15 years ago, decided to buy what he thought were the most iconic motorcycles of the 1970's and 1980's and set out to find the ones in the best original or restored conditions. All machines are maintained by the Guzzi Doctor in Illinois and have been kept on a trickle charge ready for a warm ride, they have been stored in a climate-controlled environment set at 65F and are ready to ride away.

\$35,000 - 40,000

£26,000 - 30,000

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

138

1973 MOTO GUZZI V7 SPORT

Frame no. VK033111

- *Dry stored in a climate controlled environment*
- *Maintained to the highest possible standard*



With the death of Giorgio Parodi in 1955, followed by that of Carlo Guzzi in 1964, great changes were afoot at Moto Guzzi. The company was bought by SEIMN and the production emphasis was directed more towards larger sporting machines rather than their previously notable lightweight machines.

An engine design that originated in the early post-war years, with Giulio Carcano who introduced the 90° twin in pre-WW2 "military truck", Moto Guzzi's venerable 90-degree v-twin is still around today powering the company's latest generation of superbikes. Guzzi's transverse v-twin engine had been conceived to power a lightweight military three-wheeler intended for the Italian army, and only later was it reassessed for possible motorcycle use. The first motorcycle to make use of this remarkable engine, the 703cc V7, appeared at the International Milan Show in December 1965. The work of Ing. Giulio Carcano, the man who had masterminded Guzzi's spectacular V8-engined Grand Prix racer, the V7 was the biggest and fastest roadster ever to come out of the factory at Mandello del Lario. Its military origins had dictated that the Guzzi v-twin should be both simple and easily maintained; indeed, accessibility was outstanding, while the shaft-drive transmission, another military requirement, provided virtually maintenance-free running.

The Guzzi V-twin would undergo a seemingly never-ending series of enlargements, the first of which, to 757cc, occurred in 1969 on the Ambassador/Special.

By this time Carcano had retired, leaving his successor, Lino Tonti, to create the first true sports version - the V7S (Sport) - in 1971. In creating the V7 Sport Tonti did away with the electrical generator mounted atop the crankcase, opting instead for an alternator carried on the crankshaft nose, thus enabling a much lower frame to be used. In marque expert Mick Walker's words, the result was "an amazing transformation of a formerly staid, overweight package." Together with its new frame, the V7S featured a 749cc engine to qualify for 750cc-class racing, a five-speed gearbox and large-diameter drum brakes, the front a double-sided, twin-leading-shoe unit. With 52bhp available at the rear wheel, the magnificent V7 Sport was good for 120mph.

The bike has always been kept in the best conditions, in a climate-controlled environment and has always been maintained to the highest quality of standards. The vendor states that it is a wonderful condition and highly dependable and one of the best handling Italian bikes of all time. Ridden by and cared for by the Guzzi Doctor. This machine comes from a well known car collector that 15 years ago, decided to buy what he thought were the most iconic motorcycles of the 1970's and 1980's and set out to find the ones in the best original or restored conditions. All machines are maintained by the Guzzi Doctor in Illinois and have been kept on a trickle charge ready for a warm ride, they have been stored in a climate-controlled environment set at 65F and are ready to ride away.

\$15,000 - 20,000

£11,000 - 15,000

139

1990 HONDA VFR750 RC30

Frame no. JH2RC3000LM200042

- *Highly original, 1,585km's from new*
- *Currently one of the most sought-after motorcycles*



'Popular legend has it that Sochiro Honda wanted to show the world what his factory could build if it had a no holds barred attack on making a supersports bike. There was to be no compromise, no corners cut, no bowing to the bean counters. In short, the bike was to be the best.' - *Motorcycle News*

One of the modern era's few immediately collectible classics, the Honda VFR750R - better known as the 'RC30' - was created for just one reason: to win the World Superbike Championship, a feat it achieved in the nascent series' first two seasons of 1988 and 1989. And while American Fred Merkel was bringing Honda its first two WSB crowns, Britain's Carl Fogarty used an RC30 to win the TT F1 World Championship in 1988 and 1989, and the equivalent FIM Cup in 1990. No mere short circuit scratcher, the RC30 and its derivatives proved durable enough to win a hat-full of Endurance Classics too. That this latter requirement was also part of the design brief may be determined from the fact that a quick-release front fork and single-sided swinging arm - essential for speedy wheel changes - were part of an unrivalled specification that included a twin-spar alloy beam frame, 16-valve V4 engine with gear-driven cams, close-ratio six-speed gearbox and four-pot front brake calipers. All of which did not come cheap: at the time of its launch in 1988 an RC30 cost near double that of other super-sports 750s.

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These endurance skills are essentially linked to the RC30 bloodline since it is heavily based on Honda's endurance racer, the RVF750. The RC30 not only looked modern, but also revolutionized Motorcycle production using parts and materials that were unknown until then. Indeed, the use of titanium for connecting rods, having the intake and exhaust valves in the cylinder head, the single-sided swingarm, and other few components were completely new at the time as helped create the gap between the RC30 and the rest of the pack.

All in all, in that Superbike of the 1980s, the RC30 managed to make its principal competitor – the Suzuki GSX-R750 – simply outdated. Despite the passage of time and progress of motorcycle technology, the RC30 remains a match for the latest generation of sports bikes but possesses an exclusivity that none of them can approach. "No other bike from the late-Eighties is lusted after like the RC30", reckoned Bike, and few would disagree. And then there's the exhaust note – loud, of course, but soulful enough to bring a pit crew to tears.

Appearing as the first superbike / super sport bike of the modern era, the RC30 is constantly gaining popularity among motorcycle collectors and becomes one of the most sought-after bikes from the last 30 years.

The RC30 also gets attention around it since it is one of the first road-legal bike to be so radical and close to its racing version. The bike was conceived and developed with no other guidelines than making the fastest sportbike that could be seen in the street, simply the best of the best. Giving it such a prestige also came at a cost, both financially than in its 'everyday usage'. For example, due to the tightness of the piston tolerance, it was not rare to have cold seizures and get the valves stretched if the bike was used too hard.

When the vendor purchased this example around 15 years ago, it was in the wonderful condition you see it today, although with only the side view mirrors and a few rubber components needing changing. The parts were sourced from Honda's own inventory in Japan to keep it as original as possible. Still fitted with the original decals and only showing 1,585kms on the speedometer, it is surely considered a show bike and one of the best examples to be offered. These machines come from a well known car collector that 15 years ago, decided to buy what he thought was the most iconic motorcycles of the 1970's and 1980's and found the ones in the best original or restored conditions, and then maintained them. All machines were maintained by Guzzi Doctor in Illinois and always kept on a trickle charger ready for a warm ride.

\$75,000 - 85,000

£56,000 - 64,000

Further properties

140

1976 TRIUMPH 750CC T140V BONNEVILLE

Frame no. T140V 78249

Engine no. T140V NP78249

- An excellent example of the '76 Bonneville's
- Low mileage



By 1973 the BSA Group, which of course included Triumph Engineering Company Limited, was in financial shambles although it must be clarified that Triumph itself remained consistently profitable for the duration in spite of their 'not-so-handsome 1971 and 1972 650cc twins.' The 1973 oil-in-the-frame 750cc models were earning critical acclaim from American customers, dealers and the motorcycle press when the BSA Group board set the cat among the pigeons and the...British motorcycle industry was effectively 'no more.'

This bike was not built in the Triumph Meriden factory in late 1973 before the 'blockade' of October that year thus production of the 1974 model year bikes was only five to six weeks long making such survivors quite rare. To avoid any confusion, the 1973 production of 1974 model year 750 Bonneville retained the right-side gear shifter. This one was built post-Blockage sometime between June 1975 and June 1976 with newly introduced Lockheed rear disc brake and left-side shifting, and thus is a 1976 model year bike.

It was a refreshing return to more classic styling and there were bona fide technical advances like a front disc brake, an engine upgraded to 750cc and a five-speed gearbox. Cycle World said in its road test, "All told, the T140V is the best Bonneville to date." Its 13.65 second quarter mile time made it the quickest accelerating Bonnie ever. Unfortunately, back in England matters were spiraling out of control and the workforce seized the Triumph factory.

This example we're advised starts and runs and is complete and essentially stock – bar the side-pipe exhausts - however it is looking for some re-commissioning to bring it back to a full life.

\$4,500 - 6,000

£3,400 - 4,500

141

2008 DUCATI 1098

Frame no. ZDM1XBEW08007673

Engine no. to be advised

The 1098 is usually considered as tribute to the beautiful Ducati 916 that was penned by Massimo Tamburini in the 1990s. The 1098 was designed by Giandrea Fabbro who applied these styling effects that made Ducati and the 916 so appealing, including that fairing showing just enough of the engine and those two pipes located just under the rider's seat, which gives a very neat and aggressive design. The design also included a tubular frame and a single-sided swingarm. Like any Ducati, the bikes is gifted with some of the best parts and components a sport bike would need. First and foremost, a high-performance engine. Indeed, Ducati gifted the 1098 with their new Testatretta Evoluzione motor, producing 160hp and some 90.4 ft.lb of torque. Obviously brakes, with huge 330mm discs being stopped by Brembo Monobloc calipers. The bike also features a power producing GP6-derived elliptical throttle bodies, technology exclusively used in MotoGP before that. On top of that, fully adjustable Showa shocks for the regular model and Ohlins for the 'S' version, gives the 1098 resources to be used as hard as the rider can. The 1098 presented here has been described by the vendor as in wonderful condition and comes with the original owner's manual and a spare key.

\$7,000 - 9,000

£5,200 - 6,700



142

1998 MOTO GUZZI 992CC V10 CENTAURO GT

Frame no. ZGUKKAKK3WM112880

Engine no. KK 012841

An engine design that originated in the early post-war years, Moto Guzzi's venerable 90-degree V-twin is still around today powering the company's latest generation of naked/custom and adventure bikes, tourers and cruisers. Guzzi's take on the 'naked' first appeared actually in the mid 1970s in the form of the 850 T3 California. The styling was unashamedly American inspired: fat 'buddy' seat, cow-horn 'bars, king-size mudguards, foot boards, panniers, screen and lashings of chrome, all of which conspired to make it look like Italy's answer to the Harley-Davidson Electra Glide. The design has changed in detail over the years, the engine growing to 1,064cc and the cycle parts being upgraded with the latest kit, but the concept remains unchanged. 94 horsepower at 8,200rpm, 65-ft-lb of torque at 5,800rpm with Weber Marelli Digital Electronic fuel injection power a chrome moly backbone frame with the engine as a stressed member. 5-speed, shaft drive, WP suspension and Brembo brakes add familiarity to the package; it's the styling that makes an unfamiliar statement from white faced clocks to unusual bodywork. Penned by Luciano Marabese of Marabese Design, outside of Milan, Italy, a studio that has worked with Aprilia, Gilera, Morini, Piaggio, Triumph and Yamaha among others, it is striking in its modernity and functionality, and it cannot be mistaken for any other brand or model. This Centauro GT is in truly excellent condition. Stock apart from its exhaust and fly-screen and clip-on handlebars, it has been recently serviced and is ready to ride.

\$4,000 - 6,000

£3,100 - 4,600



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143

C.1972 AERMACCHI HARLEY-DAVIDSON RR350

- Customer version of Grand Prix title winner
- Rare enlarged 350cc development of the design
- Successful Aermacchi/Harley collaboration
- From the Southwest Superbikes collection



In 1960 Harley-Davidson could see that lightweights were the coming thing, and that its old-fashioned two-stroke tiddlers based on a postwar DKW design were no longer up to snuff. So Milwaukee bought a 50% share in Aermacchi's motorcycle division, providing instant access to the Italian firm's smaller-capacity machines, most notably its outstanding 'horizontal' 250/350cc four-strokes, renamed Sprint in the U.S. But Aermacchi also made two-strokes, which led from the Baja 100 off-roader to world-championship winning road racers like the RR350 seen here.

Aeronautica Macchi, soon shortened to Aermacchi, was founded in 1912 by Giulio Macchi on the shores of Lake Varese, north of Milan, to manufacture seaplanes. A relative latecomer to motorcycle manufacturing, Aermacchi created its first machine, the curious scooter-like Convertible, in the late 1940s. The company's first 'proper' motorcycle, the two-stroke Monson, appeared in 1950, but it was not until 1956 that Aermacchi's trademark heavily finned 'laydown' four-stroke single made its debut in the sleek, semi-enclosed Chimera 175. The engine type served Aermacchi then Harley-Davidson very well, growing to 250 and 350cc, ultimate example being the Ala d'Oro road racer, continually developed throughout the 1960s, resulting in literally hundreds of national and international race wins, though a world title proved beyond its grasp.

Enter the RR250, a simple and effective design created in 1971 when chief designer William Soncini mated a pair of two-stroke 125cc motocross cylinders to a common crankcase. With its 'sunburst' cylinder-head fins bristling, the air-cooled RR was soon generating headlines. In 1972 Italy's favorite son Renzo Pasolini tallied an impressive three GP victories and the Italian Championship aboard his works RR250. Sadly 'Paso' would lose his life a year later at the Italian Grand Prix in a horrific pileup that also took Finnish great Jarno Saarinen. The analytical Walter Villa joined the team as lead rider in 1974, riding the 250 and a bored-and-stroked RR350, both machines now liquid-cooled and sporting twin front disc brakes. Villa dashed off three consecutive 250 titles and added the 350 crown in 1976, giving Harley-Davidson the only Grand Prix championships it is ever likely to win!

In the U.S., Harley dealerships sold the RR250 and RR350 to card-carrying AMA racers, though seeing the lithe and sleek RRs parked next to hulking FLH Electra Glides and Ironhead Sportsters in the same showroom must have been a shocker. Neither was produced in great numbers, with the 350 being most scarce. Experts disagree on the exact amount made—some claim as few as 26—but in any case the RR350 today is a rare sight indeed. Though its on-track provenance has not been recorded, this example from the Southwest Superbikes' stable of important competition machines is presented in mechanically as-raced condition, while at some point the fiberglass bodywork was treated to a respray in the original Harley orange-and-black. Not ridden in Southwest's climate-controlled care, the RR350 is sold on a Bill of Sale.

\$35,000 - 45,000

£26,000 - 34,000

Offered on Bill of Sale

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144

1974 AERMACHHI HARLEY-DAVIDSON RR250 ROAD RACING MOTORCYCLE

Engine no. 1F10016H4

- *In unrestored, as-raced condition*
- *One of the first RR250s in the U.S.*
- *Ridden by John Long and John Basore*
- *From the Southwest Superbikes collection*



Mention the name 'Harley-Davidson' and images of world-beating Grand Prix road racers do not spring readily to mind. Yet from 1974-76, Harley-Davidsons ridden by Walter Villa bested all comers, taking an impressive quartet of GP titles—three consecutive in the 250cc class and one in the 350cc division. Earlier, Harley has acquired a majority stake in the Italian Aermacchi factory, primarily makers of sub-350cc roadsters, in an effort to compete with the flood of popular Japanese lightweights in the U.S. market. Aermacchi's road racing program came along as part of the deal.

Unlike Harley-Davidson's venerable V-twin street bikes, Villa's racers were start-of-the art for the time, liquid-cooled two-stroke twins with easily removed six-speed cassette transmissions. A meticulous development rider, Villa would log countless test laps getting his mounts fully dialed-in. Come race time, he became single-mindedly focused on victory, a dedication that resulted in eight Italian national titles, 23 GP wins and his four championships for Harley, the final two a rare 'double' in the 250 and 350cc classes for 1976. No less a motoring dignitary than Enzo Ferrari took notice, calling countryman Villa, "the Niki Lauda of the bike world, a thinking man's racer."

In the U.S., Harley-Davidson eventually made RRs available in small numbers for customer use in the AMA's 250cc Lightweight class, but one enterprising dealer, aware of Villa's success in Europe and not willing to wait, bypassed Motor Company rules and had this RR250 clandestinely imported through Jamaica. It was intended for rider John Long, but because the AMA had yet to homologate the design, his time in the saddle was frustratingly limited to non-national races.

The RR was quickly sold off to Harley Sprint flat-track racer John Basore, whose name we see hand-lettered on the tail section today. He campaigned the bike in Florida's hotly contested club road races, consistently placing in the top 10. When the RR was finally approved for AMA racing, he entered all the East Coast nationals—Loudon, Road Atlanta, Talladega, Daytona—with support from the Fletcher's Harley-Davidson dealership and additional sponsorship from Basore's brother-in-law, owner of the 'American Leasing Inc.' also painted on the rear cowl. Today, Basore owns Cycle Performance Products and is hugely active in vintage racing, supplying everything from parts to trackside tuning to complete CRT-replica rolling chassis for Harley Sprint owners.

After a couple of years, the RR250's race days came to an end when Basore purchased a Harley-Davidson franchise, the day-to-day running of which took up most of his time. The retired race bike took up residence on the showroom floor, but eventually was sold to a museum. Ownership by other museums and private collections followed, until acquisition by the current steward, Southwest Superbikes in Dallas, Texas. Unstarted and unriden, this ultra-rare racer remains as it last appeared on track, some 45 years ago. Sold on a Bill of Sale.

\$27,000 - 37,000

€20,000 - 28,000

Offered on Bill of Sale

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145

1976 YAMAHA TZ750C

Engine no. 409-200409

- *Stephen Wright restoration to original specification*
- *One of approximately 600 built, 1974-79*
- *Last year of the twin-shock TZ750s*



Fearsomely fast, the TZ provided privateers the world over with the means to compete against factory teams. Packed grids of near-identical bikes made for close racing, and no one who witnessed these demanding machines being wrestled around U.K. short circuits, the Isle of Man TT course, or Daytona Speedway's bumpy banking will ever forget the sight.

In fact, very few components were shared between the 350 and 750, though the smaller bike's 64 x 54mm bore/stroke dimensions were retained, giving that first-year 1974 TZ750A an actual capacity of 695cc. Reed-valve induction was employed to broaden what otherwise would have been an unacceptably peaky power-band. A steel, twin-shock frame reminiscent of the Rob North-designed unit used on the racing BSA/Triumph triples housed the new engine.

In its competition debut at the 1974 Daytona 200, the TZ750 served notice that it would soon become a dominant force. Factory U.S. Yamaha riders Kenny Roberts and Gene Romero were pre-race favorites, especially after Romero set a closed-course speed record on his TZ the week prior. But the honor of securing the TZ750's first win went to the great Giacomo Agostini, newly arrived from MV Agusta, riding for Yamaha Europe. Roberts finished in second, slowed by a cracked exhaust, while Romero came home sixth. From 1974-82, the big TZ would win Daytona nine consecutive times!

Riders other than high-paid factory superstars soon had their own TZ750s. Cycle World magazine Tech Editor Kevin Cameron was tuning race bikes at the time. "In 1974, I worked with 19-year-old rider Jim Evans, who was able to put his Boston Cycles-sponsored TZ third at Talladega and Ontario—ahead were two factory Yamahas; behind him were all the other factory bikes. Not bad for something anyone could buy," Cameron wrote. "The TZ750, for a time, gave clever people who were willing to work the opportunity to win at road racing's highest level, against the best the factory teams had to offer. Try to imagine that happening today."

The C-model TZ750 on offer here, displacing the 'full kit' 748cc introduced in 1974, is especially noteworthy in that it was restored by the late Stephen Wright. Motorcycle historian, book author, surfer, road bicyclist, friend to Bud Ekins and Steve McQueen, Wright is best known for his immaculate, award-winning restorations of early classics. Showing Wright's unerring attention to detail, this TZ was taken back to as-delivered condition, from the hard-to-source original slab-sided expansion chambers right to down to OEM nuts, bolts and washers.

Post-restoration, the bike's first owner was moto-journalist Mitch Boehm, who kept the TZ in his office at Motorcyclist magazine for several years. Current care-taker is Southwest Superbikes, where this important, original-spec race bike has remained unriden on static display. It is sold on a Bill of Sale.

\$50,000 - 60,000
£37,000 - 45,000

Offered on Bill of Sale.

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146

1982 SUZUKI RG500 MVKII

Engine no. 11841-15400

- Rare square-four Grand Prix contender
- Zero miles since complete concours restoration
- From the Southwest Superbikes collection
- Randy Mamola tribute paint and graphics



As comebacks go, Suzuki's return to Grand Prix road racing in the 1970s could not have gone much better. Out of frontline GPs for seven years, the Hamamatsu firm dusted off its 250cc RZ two-stroke square-four design last used in 1965, enlarged the engine to 498cc, and came up with the successful RG500. As with its predecessor, the compact layout employed four separate geared-together crankshafts driving a six-speed transmission via an intermediate gear. With rotary-valve induction and oversquare bore/stroke dimensions of 56 x 50mm, a maximum output of 90hp at 10,500rpm was claimed.

In 1974, Britain's rising star Barry Sheene, winner of the previous year's FIM Formula 750 Championship on a production-based Suzuki TR750 triple, rode his works RG500 square-four to a debut second-place finish in the season-opening French GP. Working through the usual teething problems, he finished an impressive sixth in points that season. In 1975, now with 100hp to work with, Sheene gave the RG its first GP win at Assen. A second victory, at Anderstorp, helped him to sixth in the championship again. In 1976, running a 54 x 54mm bore/stroke and seven-port cylinders, it all came right for the RG500, now fully sorted. Sheene rewarded Suzuki with its first world title in the premier class, then repeated as 500cc champion in 1977. Just as impressive, made available to privateers in '76, the RG500 dominated the overall points standings, taking all 10 top spots that year, and seven out of 10 in '77.

In 1978, the powerplant was revised with twin crankshafts, stepped cylinder pairs—the front lower than the rear—plus a cassette-type gearbox. Power increased to 120-125hp, top speed to 170mph. Chassis-wise, we see the first road race application of Suzuki's Full Floater rear suspension and anti-dive front forks. In this form the RG would win two more world titles, in 1981 with Marco Lucchinelli up and in 1982 with Franco Uncini in the saddle. Before it was superseded by a V-four design in 1987, the RG500 would amass a total 50 GPs and seven consecutive constructor's championships.

Precise details of this 1982 RG500's race history have been lost to time but apparently it was campaigned by a factory satellite team starting in 1983. We do know that it crossed the Atlantic and was raced at the USGP in 1988-89, ridden by veteran AMA privateer Eugene Brown. Some time after, the Suzuki was lucky enough to be acquired by noted U.S. race bike restorer/collector Robert Allen, who undertook a complete, frame-up rebuild. He chose to finish the RG in the 1982 Team HB livery of Suzuki teamster Randy Mamola, 13-time GP winner and series runner-up on four occasions, a fitting tribute to one of the most prolific road race machines ever.

Unridden since its restoration, lately the RG500 has been in the climate-controlled care of the Southwest Superbikes collection.

\$48,000 - 58,000

£36,000 - 43,000

Offered on Bill of Sale.

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147

1966 YAMAHA 350CC TR2B

- Ex-Jody Nicholas AMA race bike
- Used in the film 'Little Fauss and Big Halsy'
- Fully restored to film-used condition
- Original four-leading-shoe front brake



Yamaha's 250 and 350cc two-stroke road racers have been called the 'Privateer's Friend,' and there's no doubt that 1970s' starting grids would have been substantially reduced in participants *and* excitement without these prolific 'production' racers. In AMA Expert road racing, for instance, the prior accepted path to success was to build a Harley-Davidson or Triumph using a well-trod combination of optional factory and aftermarket components chosen from an approved list.

"Yamaha cut through that like a hot wire through styrofoam," says Kevin Cameron, longtime technical editor at *Cycle World* magazine, and before that a noted two-stroke race tuner. "The beauty of the production-racer concept was that word: production. Because the engines were built on essentially production crankcases, it was possible to crank out a run of 200 bikes quite easily and cheaply. Yamaha production racers were the Colt six-gun of road racing—their sale prices were a small fraction of what it would cost to handcraft a Triumph or Harley that was even close to factory level."

All the Yamahas needed to be track-ready was safety wire, a good set of sticky tires and a full tank of pre-mix. Derived from the TD1, the 250cc TD2 and 350cc TR2 arrived in 1969 and were immediately capable of winning races thanks to a comprehensive redesign that saw engine porting and expansion chambers updated, superior Mikuni carburetors adopted, and the chassis, suspension and brakes all greatly improved. Looking like a scaled-down Norton Featherbed, the frame was a development of that used on Yamaha's GP-winning RD56 works racer.

At the Daytona 200 that year, notice was served when Yvon DuHamel and Art Baumann finished 2-3 behind Cal Rayborn's factory Harley-Davidson, despite their TR2s having less than half the displacement of the winning KR750.

In 1972 Don Emde, riding a privateer TR3—in essence a TR2 with six-speed gearbox—took the Daytona win, the first-ever for a two-stroke, with many more to come.

AMA Hall of Famer and two-time national road race winner Jody Nicholas campaigned this TR2B, which had an interesting side job as one of the on-screen bikes in the 1970 film *Little Fauss and Big Halsy*. A racing buddy movie, it starred a young, often shirtless Robert Redford, supermodel Lauren Hutton in one of her first roles, and the late Michael J. Pollard, best known for his Oscar-nominated turn as the scene-stealing sidekick in *Bonnie and Clyde*. The TR, in Nicholas' #58 racing livery, served as Pollard's mount in race scenes shot at Sears Point Raceway. Nicholas was to have doubled for Pollard in the action sequences, but his employer at the time, the U.S. Navy, had need of his skills as an E-1 Tracer pilot, so Scottish road racer Davey Scott did the riding.

Following Nicholas' ownership, the Yamaha was raced once at the Bonneville Salt Flats, then put away in storage until the mid-1990s when the current owner acquired the bike. A complete mechanical and cosmetic restoration was undertaken, with the only non-original parts employed being a replica Air Tech fairing and a period Don Vesco swingarm. The original round steel swingarm is included in the sale, and the original fairing, a spare engine and sundry other parts are available for purchase post-sale should the buyer be interested. The restored TR2B was last ridden by Nicholas and David Aldana for demonstration laps at Daytona International Speedway.

\$20,000 - 25,000

£15,000 - 19,000

Offered on Bill of Sale.

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

148

1979 DUCATI 'NCR' 900CC RACING MOTORCYCLE

- Features the NCR-style two-piece fairing
- Believed modified 900SS

Frame no. DM750SS M118710M



In 1978, Mike Hailwood came out of retirement to ride a Ducati 883cc V-twin to victory in the F1 race during Isle of Man TT week. This immediately became one of the three most important victories in Ducati history. However, the bike was built by Bologna-based race shop NCR, not the Ducati factory itself. Reportedly, a further 20 odd of these were built with the round-case bevel engines.

In 1979, the new square-case 860/900 engine began to be used in these hand-built production racers. This allowed the Ducatis to run in both the more restrictive production-based formula events as well as, reportedly, to lease endurance as opposed to sprint bikes to a French team to participate in the Bol d'Or 24 hours.

This bike features the NCR-style two-piece fairing, racing Marzocchi forks, cast magnesium Campagnolo wheels and Brembo brakes with gold calipers. The engine is said to have balanced internals and high compression pistons, however it has not been inspected and thus is unproven. Dell'Orto PMH 40 carburetors are installed and there is some evidence of extensive lightening throughout.

The frame appears to be a modified Ducati factory production item not an NCR-style frame manufactured by Daspa, NCR's sole supplier at that time. This example is clearly a modified 900 SS production bike in the NCR style. That modification may have been undertaken by NCR in period for they did undertake that kind of work or built with parts some of which could well have been purchased from NCR direct.

The bike must, nevertheless, be thought of as a production Ducati 900 SS modified in NCR style. Prospective bidders should satisfy themselves as to the authenticity and originality of the machine. Please note, a new windscreen is being procured, and will be forwarded to the buyer.

\$40,000 - 50,000

£30,000 - 37,000

Offered on Bill of Sale.

The BUZZ KANTER Collection



Buzz Kanter was born in Connecticut to a publishing family. His father, a second-generation magazine publisher, moved the family to England when Buzz was eight. The Kanter family moved back to Connecticut six years later, and it wasn't long before the 14-year-old Buzz and his brothers purchased a Honda QA50 50cc minibike. His parents allowed the minibike but told the Kanter boys that they would never be allowed to own or ride a real motorcycle.

Once in college, Buzz couldn't afford a car, so he bought a used and abused Honda 305 Superhawk for \$150 for basic transportation. He learned how to work on the bike and, much to his parent's displeasure, he eventually traded it up for a series of faster and larger displacement motorcycles.

When Buzz graduated from college, he took up club racing motorcycles with his first new motorcycle, a shiny red Yamaha RD400 in the now defunct AAMRR. Buzz raced Yamahas, Hondas, and a Ducati 750 Sport with mixed success.

Buzz left the family publishing business in 1989 to launch Old Bike Journal and TAM Communications (the thesis for his MBA) in a small spare bedroom over the garage in their house. 'It wasn't long before our tiny staff had outgrown the spare bedroom,' explained Buzz. 'So, we moved into the empty basement of my family's crossword puzzle publishing business.'

The timing worked out well as the spacious quarters were quickly filled when Kanter purchased the near defunct American Iron Magazine and moved it from California to Connecticut in 1991.

'There were lots of motorcycle magazines back then, and the Harley ones focused more on the skin than the tin,' Buzz explained. 'I literally bet everything that there was real demand for a high-quality Harley publication without nudity.'

Kanter's instinct was correct, and American Iron Magazine has grown into one of the best-selling motorcycle magazines in the world.

Kanter's TAM Communications published various motorcycle magazines to fit the needs of their time, including 90 Years of Harley-Davidson, Indian Illustrated, Hot XL, RoadBike and American Iron Garage. In addition, Buzz created and promoted various motorcycle events, including Honor Rides from Connecticut to Milwaukee to celebrate Harley's 90th, 95th and 100th anniversaries, FLASH (Fastest Legal All Street Harleys) Drag races, Indian motorcycle rallies in Sturgis and Daytona, AMDRAGS racing association, New York City's Gotham Motorcycle Classic, the various Kickstart Motorcycle Classic rides, and others.

Buzz, an active rider and promoter of the motorcycle industry, can often be seen at various national or local events riding, sharing and/or racing one of his many classic motorcycles. Buzz occasionally road races his ex-Butch Baer Indian Scout with USCRA. He competed in the first three Motorcycle Cannonball events riding antique Harleys coast to coast in 2010, 2012 and 2014. He also raced the first two years of the Sons of Speed boardtrack races in Florida. Buzz has been inducted into the AMA Motorcycle Hall of Fame, the National Motorcycle Museum & Hall of Fame and the Sturgis Motorcycle Hall of Fame.

Note: Four of the bikes in the Buzz Kanter Collection are shared with his partner in two of the Motorcycle Cannonball events - Paul Ousey, a fellow motorcycle Renaissance Man and enthusiast of no mean vision and talent. One of many of Ousey's achievements is that of being the first participant on the inaugural 2010 Motorcycle Cannonball run - Kitty Hawk, South Carolina to the Pacific Coast - to ride a very early single-cylinder, single-speed, belt-drive Harley-Davidson across the country. And then to place third overall in the event!

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

149

1966 MOTOBI ZANZANI 250GP FACTORY ROAD RACER

Engine no. 17G.O.BEN.SS.250

- *Exquisite, rare Italian 'tuner built' 1960s road racer*
- *Tiny, hand built 250 still capable of vintage road racing success*
- *Ready to run with many spare parts*



A simple family squabble led to one of Italian motorcycling's most interesting sidelights. In 1949 when eldest sibling Giuseppe Benelli disagreed with his five brothers about the running of Benelli

Motorcycles, he took his engineering prowess across town and started his own company, Motobi. In 1953 came the 'power egg' style of engine with its forward-facing laydown (horizontal) cylinder that the brand would become known for. Giuseppe passed away in 1957, leaving the company to his two sons, Luigi and Marco. Both were enamored with racing and hatched a plan to get Motobi into the headlines. They hired Primo Zanzani, a former racer and brilliant, self-taught tuner, to turn their 125 and 175cc models into production roadracers for Italy's Formula 3 class, an important steppingstone to national and international competition. The results were impressive: In 1965 alone, with a 250cc model joining the mix, Motobi riders took a total of 16 Italian Junior championships! Many Americans first learned of Motobi in 1962 when rider Jess Thomas used a Zanzani-tuned 207cc version of a 175 to good effect on the twisty Daytona Speedway infield course, hounding two factory Honda 4-cylinders into submission on his way to a dominating win at the US GP. Thomas, impressed by his bike's sandcast engine cases, roller-bearing bottom end and needle-bearing gearbox, campaigned it to 26 wins during the season. By now, family bridges were mended and Motobi had been reabsorbed into the Benelli empire, but financial times turned tough and in 1970 the race shop was closed.

Zanzani, an early adopter of disc brakes, opened his own machine shop in Pesaro and developed a plasma iron spray that could be applied to aluminum brake rotors, giving good performance and light weight. Machines with Zanzani rotors took 24 GP world championships between 1978-92. By popular demand, he also continued assembling limited-production Motobi-based racers.

This particular bike was raced up until about 10 years ago. It features in a genuine Zanzani frame many Zanzani upgraded components including a high compression o-ring head, special piston and rings, peened and polished race rockers, competition pushrods, balanced and lightened crank and connecting rod, and flywheel plus straight-cut 35mm pumper carb with a custom intake. See also the optical ignition, modern Scitsu racing tachometer, Ceriani 35mm GP race front end with Grimeca front brakes with replica Amadorro 4-leading shoe brakes, Works Performance shocks, very rare shoulder-less sand-cast Akront rims, original Tomaselli quick turn GP throttle and Condor gold series clip-on handlebars. Finally, there's the beautiful Zanzani bodywork.

This lovely example – originally built by a meticulous tuner/racer from whom money was no object - comes with almost 100 pounds of spare motor parts.

\$18,000 - 24,000

£13,000 - 18,000

Offered on Bill of Sale.

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

150

1952 MOTO GUZZI 500CC FALCONE SPORT

Frame no. F 33127

Engine no. F 105945

- Beautiful restoration of a rare Falcone Sport
- One of the finest designs ever to leave an Italian designer's drawing board
- A 1950s icon that pleases rider and bystander alike



It's been called 'Italy's Harley-Davidson,' and history backs up that statement. Conceived in World War 1 by two pilots and a mechanic serving in Italy's Corpo Aeronautica Militare, Moto Guzzi was founded in 1921 and has a rich tradition in making motorcycles. In fact, it's not hard to imagine the firm's trademark laydown single as taking its jutting cylinder from a radial aircraft engine. Equally iconic is the design's large external flywheel, often called a 'bacon slicer' or 'boot polisher.' What at first looks quaintly arcane is actually a clever engineering solution: Already a lengthy layout thanks to the forward-facing cylinder, the engine would have been longer still if the flywheel were contained within the cases, forcing the clutch, kickstarter mechanism and gearbox shafts rearward to make room.

Carlo Guzzi's first prototype motorcycle of 1919 was unconventional in so far as its single-cylinder engine was installed horizontally, and by the end of the 1930s the 'flat single' had established itself as a Guzzi hallmark. Guzzi re-commenced production post-war with a range of up-dated pre-war designs, the 500cc touring GTV and sportier GTW soon gaining telescopic front forks and hydraulic rear suspension before being replaced for 1949 by the Astore.

The latter incorporated several features pioneered on the hugely successful 250cc Airone, principally an aluminum-alloy cylinder barrel and 'head and enclosed valve gear. It remained in production until 1953. By then the ultimate expression of Guzzi's classic, vintage-style single had arrived: the legendary Falcone. Introduced in 1950, the Falcone took over the GTW's mantle of Guzzi's top sports bike, its tunable engine being closely related to that of the Dondolino racer.

Offered in Sport, Turismo and military/police specifications, the Falcone outlived all its fellows, the Turismo civilian version remaining in production until 1963 when it was replaced by the all-new Falcone Nuovo. The machine offered is a strong restoration of a third-year Falcone Sport model - its mechanics were similarly fully overhauled. Such a restoration of an elegant and sporting machine from Italy's heyday represents a rare opportunity for a lucky new owner, who will surely cherish the absolute quality and beauty the Falcone Sport delivers in spades.

\$32,000 - 38,000

£24,000 - 28,000

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151

Land Speed Racer

1915 HARLEY-DAVIDSON MODEL F TWIN

Engine no. tba

- *Neat bringing together of a Model 15 and Harley Hummer*
- *Thought to be a landspeed record bike, not a boardtracker*
- *The bike weighs only an incredible 140 pound*



In 2013, Paul Ousey was at an AMCA (American Motorcycle Club of America) swap meet in Oley, Pennsylvania, with friends Dale Walksler and Buzz Kanter, when they spotted this bike. 'Close examination revealed it was a 1915 Harley motor mated to a Harley Hummer transmission, with a custom-made, rigid, racing frame, a Hummer front end, front and rear wheel hubs with 18-inch drop center rims. Fuel is carried in an aluminum JD-style tank with gas and oil compartments and domed cut outs in the right tank to accommodate the IOE (inlet over exhaust) motor.' 'There was 125A hairpin-mounted seat with custom embossed basket-weave leather work positioning the rider atop the frame, and a bobbed aluminum rear fender. A Linkert carburetor and magneto feed the powerplant, and dual chains transmit the power to the rear wheel. The chain guard and primary cover are drilled and cut to relieve weight' resulting in a machine weight of only 140 pounds. The bike uses a suicide clutch and hand shifter, and the foot pegs with rear brake and clutch levers are mounted low and far back on the frame for a laydown rider position.

The motor is bored and stroked (and so more than 61ci) and together with the frame configuration and pedal placement, these clues lead Ousey to believe it is set-up more as a Land Speed record-setter rather than a boardtrack racer.

But back to the Harley Hummer. What makes this race bike so interesting is that it is someone's 'brainchild'. One cannot build a bike like this without some considerable thought. How do you combine a 1915 1,000cc v-twin with a tiny 2-stroke 125? The Hummer has been called the 'paperboy's delight,' and what red-blooded American kid wouldn't want to toss the morning paper from the saddle of a flashy new Harley 125 S? Quite literally a 'spoil of war,' the 125cc two-stroke was originally a German DKW design appropriated by both BSA and Harley-Davidson following WW2.

'Why fight traffic or bus crowds?' asked Harley's 1956 advertisement. 'It's fun to whisk to work on a Harley-Davidson Hummer,' the ad continued, promising up to 100 miles per gallon. By 1956 the lightweight runabout had acquired telescopic forks, stylistic flares to the fenders and a big-bike headlight. If the gas tank shape looks familiar, we would see it again few years later on the Sportster series. The Hummer ran out in 1959!

What's on offer is a wholesome American custom marvel for your careful consideration.

\$12,000 - 17,000

£9,000 - 13,000

Offered on Bill of Sale.

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

152

1946 HARLEY-DAVIDSON 68CI KNUCKLEHEAD LAND SPEED RACING MOTORCYCLE

Engine no. 3657

- *An oh-so-neat custom-built racer combining VL and Knucklehead*
- *Properly built with the right parts by the right people*



'When chasing the demon speed, anything and everything is tried and tested - so long as it passes the rulebook and tech inspection.' This machine takes an unusual approach for land speed racing combining one of the most iconic Harley-Davidson powertrains - the fabled Knucklehead, and a VL frame - the lightest Harley-Davidson Big Twin chassis. In addition, there is much creativity, using many components in clever ways.'

The front end is a modern Harley-Davidson Springer and front wheel without the weight or drag of a front brake. The adjustable handlebar set-up allows the rider to move the controls up or down, fore or aft or almost any way they wish. The fuel is held in a split and welded Sportster gas tank the sits low on the frame backbone. The vintage leather Messinger saddle - a rare piece - sits deep in the frame with some give thanks to the external springs. Oil is carried in the barrel tank under the seat, and the total loss battery is housed in the Harley battery box. The rear wheel is from a 1960s 'gasser' drag car.

The motor is mostly genuine Knucklehead - it's a 'square' 68ci motor with an EL 61ci bottom end mated to an FL 74ci top end - a good move for a racebike. The timing gears are 'Lightning' units from Andrews Products together with their camshaft. Its Linkert M74 carburetor has a shielded but open intake.

The clutch is operated by the left foot and the Harley 4-speed transmission - complete with an Andrews Products gear train - is shifted with a jockey shift low and tight on the left side. The bottom end was built by famed Bob Oblenski of (Bill) Furr's Orangeburg Cycle in South Carolina, the top end by Ed Rich of American Classic in Asheboro, North Carolina.

The Knucklehead is recognized today as an iconic American motorcycle, which set a styling standard so high, it is imitated to the present day. It featured Harley's first recirculating oil system, and a 4-speed gearbox with a robust clutch. All this uncharacteristic innovation from conservative H-D was styled as a compact and streamlined package. Ten years after it was introduced, the radical new OHV Harley had evolved into a dependable and well-sorted machine.

Little history is known of this impressive privateer land speed racer but it still exhibits its race tech stickers on the forks to provide some insight. The seller reports that it starts easily and runs strong complete with that traditional, loud exhaust rhythm. Run it 'as is' at any of the land speed courses like Bonneville or Loring, Maine, or display it in your collection. But for all our sakes, please run it.

\$30,000 - 40,000

£22,000 - 30,000

Offered on Bill of Sale.

153

1916 EXCELSIOR 61CI TWIN BOARD TRACK RACING MOTORCYCLE

Engine no. 89013

- Ex-bike from the Rusty Kay collection
- Mighty Big X engine
- Very well preserved example



The Excelsior Motor Manufacturing & Supply Company, founded in 1907, quickly produced some successful motorcycles: among which were winners on the boardtrack. Later Excelsior's focus was 'less racing and more Kumfort.' Schwinn had bought the company in 1911 so had 18 years of building the brand – though it was never as large as Indian or Harley-Davidson – before the stock market crash of 1929 and the following Great Depression caused motorcycle and bicycle sales to plummet. In the summer of 1931, Ignaz Schwinn walked into the boardroom and bluntly told the assembled directors and managers, without warning, 'Gentlemen, today we stop.' Schwinn saw no end in sight despite a full order book and he then chose bicycles over motorcycles using his own name. Excelsior was gone by September 1931 after 24 years.

The first Excelsior was a belt-driven single cylinder machine, the engine of which formed part of the frame. The engine itself was an inlet-over-exhaust 'F-head', a design then much in vogue because, whatever its limitations, it enabled the exhaust valve to be directly cooled by the incoming mixture, a positive advantage at a time when the science of metallurgy was in its infancy. A 61cu in (1,000cc) V-twin joined the range for 1911 and in 1913 was offered with all-chain drive. Two-speed planetary transmission and a leaf-sprung, Indian-style front fork were two of the following season's innovations. By this time the original Excelsior single had been dropped, being replaced for 1914 by a 250cc two-stroke lightweight. Alongside rivals Harley-Davidson and Indian, Excelsior offered a three-speed countershaft transmission for 1915, at the same time introducing a new frame with curved top tube and smoothly rounded tank, a first for Excelsior.

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Deeply valanced mudguards distinguished the V-twin of 1917. 'Military' olive green was adopted as the Excelsior livery that year and would remain the only option until 1920 when navy blue became the norm. In 1921 a 74ci (1,200cc) V-twin was added to the range, but by this time Excelsior had acquired the manufacturing rights to the Henderson Four and the days of the big V-twins were numbered. They were gone by 1925, Excelsior preferring to concentrate its resources on the Four and the newly introduced Super-X 750cc V-twin.

Excelsior furnished motorcycles to the American military during World War 1 and soldiers nicknamed them 'Big X' due to the large letter X emblazoned on the fuel tank. The mainstay of Excelsior production through the 1910s and into the 1920s was the 61ci (1,000cc) Big X. This model had an inlet-over-exhaust V-twin engine, firstly with belt drive then with a 2-speed, and then 3-speed gearbox.

This particular modified machine was part of the famed Rusty Kay collection – Montecito, California - from the 1970s. The late Rusty Kay, an award-winning graphics designer, was a big-time collector of early classic motorcycles. At one time he also had over 180 cars. 'His collection was very personal to him, and he had a great sense of humor, as did his collection.' When it came to cars, Kay once said, 'I go for the oddballs.'

But motorcycles remained Kay's biggest passion. His interest began at the age of 15 when, while living with his family in Westwood, he rode a neighbor's Solex, a French motor-powered bicycle. Kay and his wife made a handful of trips to Europe over the years to buy more old motorcycles, many of which Kay restored himself. 'They're art. Art you can really get involved with by riding,' he told *The LA Times* in 1987. 'I got into the old bikes because they're simple, they're classic.'

We know it was rebuilt and painted in the mid-1970s by Dave Hansen of The Shop in Ventura, California. And it remains in beautiful shape to this day. It appears to be a privateer racer as it uses parts from several manufacturers that factory riders would not likely have used - including genuine Flying Merkel front forks, original Indian drop bars and more. It even has the leather sleeved 'meat hook' to the right of the leather race saddle, to keep the racer from sliding off the bike. A rare racing carburetor and short cut exhaust pipes, combined with the race-magneto ignition, can make this beast bark loud! This particular bike was featured on 'collector' cards (copy included with bike), and in a feature in the October 1981 issue of *Cycle World* magazine (copy included).

\$50,000 - 60,000
£37,000 - 45,000

Offered on Bill of Sale.

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154

'Sons of Speed'

1915 HARLEY-DAVIDSON TWIN MODEL F BOARD TRACK RACING MOTORCYCLE

Engine no. 8235K

- An excellent example of a 'modern take' on a boardtrack racer
- Beautifully constructed by Billy Lane and Matt Walksler
- Race winner first time out



When the Harley company entered the world of racing as a factory late in 1914, it was with a motorcycle that was not quite as reliable as other race equipment being based upon the company's sturdy road engine. Success came in a big way in Dodge City on July 4, 1915 following many humiliating losses. Harley-Davidson, after 300 miles of racing, crossed the line in 1st, 2nd, 4th, 5th, 6th and 7th places, showing the industry that Harley-Davidson had arrived.

The company was serious and included the Model 11-K, a twin cylinder 61 cubic inch engine in their 1915 sales catalog with a list of mechanical descriptions that included 'mechanical construction to meet any requirements' with optional equipment of mechanical or hand oilers, various wheel sizes, saddles, transmissions and chassis equipment. They also reserved the right to change any feature without notice. In those days, any rider could order a competition motorcycle directly from the factory. Little did Harley-Davidson realize that following their 1915 catalog, the world would take notice of their achievements.

The Model F on offer is a custom purpose-built machine for the Sons of Speed 'modern era' boardtrack races in New Smyrna Beach, Florida. Its Keystone framed chassis, race forks and drop bars were built by legendary custom builder Billy Lane, also the organizer of the SoS vintage motorcycle races. The frame is one of the first dozen frames Billy built.

The 1915 Harley F-head 61ci, 45-degree, air-cooled, v-twin engine was rebuilt and raced-tuned by Matt Walksler – master builder of some of the fastest early Harley engines in the world - of the Wheels Through Time Museum of Maggie Valley, North Carolina. He added a 'hop-up' race cam, aluminum 30-over pistons, all new valvetrain, large flange race manifold and more.

No brakes, no suspension, no transmission or clutch is the order of the day. This magneto-equipped, air-cooled Harley V-twin can hit speeds approaching 80mph. Controls are limited to throttle, magneto kill-switch and compression release only. It is geared for a ½-mile oval racetrack so 80mph is not of the question should you be wondering. Buzz Kanter raced this bike, in unpainted form and on clincher wheels, in the first Sons of Speed heat race which he won (dramatically passing Billy Lane on the last lap for the win.) The second year Buzz had Matt Walksler rebuild the engine and drive train and race-tune it, adding at least 10mph onto the top end. Buzz had the 'raw' bike painted orange and swapped the clincher wheels and tires for safer drop center rims and tires for safety's sake. Buzz raced the bike for just two years. It remains as raced today.

\$35,000 - 45,000
£26,000 - 34,000

Offered on Bill of Sale.

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155

1951 HARLEY-DAVIDSON 45CI WRTT FACTORY RACING MOTORCYCLE

Engine no. 51WR1052

- A wickedly nice WRTT that starts and runs – fast
- Iconic Harley racer with a true place in Harley's history
- Top quality world-class Leo Hulnick restoration



Harley-Davidson's entry into the new 'class of 45' occurred (in 1929) with a new sidevalve engine in the 21ci single Model B's chassis. This cost saving idea required the generator on the engine to be mounted vertically, hence the nickname 'three-cylinder Harley' by its detractors. And typical of Harley-Davidson, the evolution of this model was one of conservatism. In 1930, it got a new frame and in 1932 the generator was now horizontal thanks to the new frame, and in 1937 it received dry sump lubrication in part to the development of the Knucklehead. A new transmission and clutch in 1941 finished the substantial upgrades to the model.

Excelsior's Super-X began the race. Indian won it and Harley-Davidson outlasted them all. In the first two decades of motorcycles in the United States, two displacement classes prevailed; 21 cubic inch and 61 cubic inch, and racing classes were developed around these criteria. Then Excelsior introduced the class breaking Super-X in 1925, a 45ci engine that featured unit construction with the crankcase containing both the flywheel assembly and the transmission. Actually, it was a direct response to Indian's little Scout which was a 37ci engine, and a phenomenal sales success. In 1927, they too punched out the Scout to a full 45ci displacement. Harley-Davidson jumped into the game too in 1929 but had difficulty promoting their 45 incher against the sales leadership Indian and Excelsior had a stranglehold on. That '45 class', or 750cc, is still a recognized class in the sales and competition of motorcycles today.

This machine features rare 19-inch road race wheels – with brakes front and back - special narrow factory race clutch and matching skinny primary cover, Peek-A-Boo cam cover for easier ignition timing adjustments, Harley factory 5-gallon tank and rare matching shifter arm, rare oversized factory 6-quart cast aluminum oil tank, and a factory stamped 3-speed close ratio race transmission. Rare also are the MR3 Linkert race carburetor and longer factory road race exhaust. Matching leather saddle, pillion and chin pads together with period-correct Jack Tracey windshield to let the rider 'get under the paint' down the straightaways are still with the bike.

This lovely restoration undertaken by the famed Harley race bike guru Leo Hulnick was run by several racers: Joseph Holoubek (race no. 99) in Sturgis 1949 and again in 1957 (race no. 82), and Harland Zobel (race no. 15) at the Springfield Mile on August 17, 1952, for example. Dale Walksler of the Wheels Through Time Museum says that this WRTT 45ci Class C racer might just be the nicest and most correct WRTT in the world! In amazing condition and complete with all the best racing components, he could just be right.

\$60,000 - 70,000
£45,000 - 52,000

Offered on Bill of Sale.

156

1941 INDIAN 45CI BIG BASE SCOUT EXPERIMENTAL RACING MOTORCYCLE

Frame no. 4127880

Engine no. EXP 3 HB

- *A most strikingly important Indian prototype saved*
- *Built by Indian factory tech 'Little Bob' Hollowell*
- *One of 13 built prior to WW2*



The Indian Big Base Scout racer was, to many, the last hurrah for the Springfield, Massachusetts based Indian Motorcycle Company. This legendary machine is shrouded in mystery but still respected and/or feared on the racetrack. There are so many rumors surrounding this limited production race-only machine, historians are still trying to unravel myth from reality nearly 80 years later. Most experts agree two batches of Big Base engines were produced. The initial batch of 13 prototype 'EXP' engines were cast by Bob Hollowell, aka 'Little Bob' Hollowell, prior to his death in 1946. The Indian factory then built a number of 648 Big Base race engines for one year, 1948, with the goal of dethroning Harley-Davidson from the winner's podium in Daytona Beach, Florida. The late Floyd Emde did just that on his Big Base racer. While there is much confusion about how many Big Base Scout motors were actually built by Indian, most agree it was no less than 25 and no more than 100.

This (EXP3 HB) is a rare experimental version that was built years before Indian officially unveiled the 1948 one-year only (limited production) Big Base Scout. When asked about the EXP motors, Indian Big Base historian Gary Landeen reported that Art Mullen told him Hollowell cast 13 Big Base crankcases - stamped EXP 1 through 13, then stamped HB (for Hollowell Built) - prior to Little Bob's fatal car accident in 1946. Gary has seen only two of the EXP motors, the other being EXP 4 HB that Bob Hansen showed him years ago. Bob, nervous about the motor EXP VIN, sold it.

Landeen speculated 'I think what actually happened was that Hollowell and duPont (owner of Indian at the time) were friends. The factory had already made Big Base patterns, the war was on, and duPont thought if Hollowell wanted to cast some Big Bases at his own expense, why not? The factory was losing money on every motor they made. The more Indian motors competing against the Harleys, the better for Indian.'

Prior to being acquired by the vendor, EXP3 HP had been in the same private collection for well over 25 years. It sports an experimental 648 Big Base motor, lightweight 741 tube frame, oversized genuine Indian factory Daytona tanks, Edison/Splitdorf racing magneto, Linkert M-344 PD carburetor, alloy oil pump, Goodyear Grass Hopper racing tires and unusual handlebars.

As reported to the seller by Duffy Batchelder of New Hampshire, a long-time Indian specialist, 'EXP 3 HB is one of a reported 13 Indian factory prototype racers cast by Little Bob Hollowell built before World War 2. The cases for this series of 13 were stamped EXP 1 HB through EXP 13 HB with "HB" standing for Hollowell Built.'

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



'When Indian went out of business in 1953, long time Indian dealer Harold Boyajian of Rhode Island went to the factory to get as many race parts as he could. Many years later, I joined forces with Harold to finish building this bike. Harold told me the bike was a real deal experimental engine. He said all the parts were taken from the race department and the place was a mess. Harold and some others grabbed what they could and then built this bike as a high-power racer.

'Harold liked to build his racers like hand grenades – fast as the dickens, until they blew up. This was a cheater engine using long-stroke Harley-Davidson WR flywheels and tuned to the max. A set of genuine factory Daytona tanks and Indian 648 oil tank plus special handlebars and lots of experimental and rare parts are on this bike.

'Harold was racing it at a track in Pennsylvania on red clay. Someone knew Harold was cheating (bigger displacement than allowed by the rules) so he pulled one of the oil lines and stuck some clay in the oil lines causing the bike to seize. A few years later Harold gave the bike to me to rebuild, which I did.'

Duffy had built it as a racer and Duffy raced it on a track to honor Harold. He reported it was 'crazy fast and nothing could catch it – not even newer Harley 883 racers on the track.' Duffy said he would not recommend racing this bike as it is a hand grenade. Further he said, 'you can fire it up and ride it around, but not to wind it out.'

This bike, possibly the last remaining EXP machine, would be a headliner in any motorcycle collection and a front runner in any vintage dirttrack race, such as the popular 'Race of the Gentlemen' series held at Pismo Beach, California, and Wildwood, New Jersey.

\$80,000 - 90,000
£60,000 - 67,000

Offered on Bill of Sale.

157

1948 INDIAN 45CI BIG BASE FACTORY RACING MOTORCYCLE

Engine no. FDH 141

- Only one number away from Floyd Emde's '48 Daytona winning Indian
- One of between 25 and 100 Big Base racers made
- One of perhaps the most significant post war Indian models made



'The Big Base project paid off handsomely on March 14, 1948. Floyd Emde, heretofore a prominent Harley racer, won the 200 miles beach classic at the record pace of 84.01mph. For 1948, the Daytona course had been lengthened from its former 3.2 miles distance to 4.1 miles, resulting in the lengthening of each of the two straights to almost two miles. Consequently, a new race record was virtually assured.' (Jerry Hatfield, American Racing Motorcycles.) 'The starting line-up of the 1948 Daytona 200 was symbolic of the changing balance of power in American motorcycle racing... Harley-Davidson was holding its share of competition racers, but Indian was losing ground to Norton, BSA and Triumph.' But that's another story for another time.'

That glorious day on the beach, Emde was riding his Big Base Scout engine no. FDH 140. The bike for sale is FDH 141.

When Indian went to war after Pearl Harbor, three different models were conscripted, and the factory even developed a completely new machine to do battle with Field Marshall Rommel and his vaunted Afrika Korps. While rival Harley-Davidson got the bigger military contracts, Indian still contributed 40,000-plus machines to the war effort, supplying bikes to US armed services and those of our allies.

By far the most prolific of war Indians was the 741B Scout, some 35,000 of which saw service. Power came from a 30.50ci (500cc) v-twin repurposed from the pre-war Junior Scout. To cope with the low-octane gasoline often found in war zones, compression ratio was lowered, which also aided reliability and made kickstarting easier – never a bad thing when someone is shooting at you. Clearly Indian could mass produce tough, easy to fix, rideable motorcycles. But could they go racing in a post-WW2 America?

While full-fendered Fours and Chiefs were the company's flagships, it was stripped-down 750cc Sport Scouts that had given Indian most of its racetrack glory throughout the 1930s right up until the attack on Pearl Harbor put most racing on hold. Performance was stressed from the model's first advertisement in 1934: 'Acceleration, speed, agility, the Sport Scout 45, streamlined from the ground up,' promised the copy. That boast was more than fulfilled in 1937 when Ed 'Iron Man' Kretz took a Sport Scout to victory in the inaugural AMA 200-miler on the sands of Daytona Beach. A reputation for outright top speed was taken care of later that year when former racer and Pasadena Police motor officer Fred Ludlow rode a tuned example to 128.57mph on California's Muroc Dry Lake.

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



No new Sport Scout street bikes were produced after WW2 but the factory did conjure up a special batch of so-called 'Big Base' engines so Indian could continue doing battle with their great rival, Harley-Davidson. The hot-rodded Sport Scouts gave a good account of themselves, starting with another Daytona 200 win in 1947 with

smooth-riding Johnny Spiegelhoff at the controls. Next year it was Indian rider Floyd Emde's turn to take the Daytona 200 headlines on his Big Base Scout. Could Indian go racing!

More victories followed notched up by the famous 'Indian Wrecking Crew' consisting of Bobby Hill, Bill Tuman and Ernie Beckman – like Kretz, Ludlow, Spiegelhoff and Emde, all AMA Hall of Famers. Hill rode a Sport Scout to 11 AMA national wins and was Grand National Champion in 1951 and 1952. Tuman, with a total of five nationals, also had the distinction of being the last Sport Scout rider to wear the GNC crown when he took the title in 1953. Beckman won nationals three times in his career, and at the Williams Grove Half-Mile in 1953 was the last Indian rider to take the checkers at an AMA race – until 2017, that is, when a reconstituted Indian Motorcycle Company began racing once again.

In appearance, Big Base crankcases were similar to standard Sport Scout units, but they were specifically built for racing purposes. 'Despite having (supposedly) 98 percent commonality of parts with the defunct prewar Sports Scouts, the new "big base" Scouts had significant internal and external differences...an updated version of the several experimental prewar racers.' The flywheels were narrower, of cast steel and with an Army shaftdrive counterweight pattern. The crankshaft was well modified especially its lubrication. The pistons were now 'heavily-domed' which in turn required combustion chamber modification. There was a new aluminum oil pump connected to a new style oil tank. The new Edison-Splitdorf magneto required some cylinder fin cutting. These were just a few of the improvements. While there is much confusion about how many Big Base Scout motors were actually built by Indian, most agree it was no less than 25 and no more than 100.

FDH 141 has remained, miraculously, as a complete and original motorcycle in just wonderful condition and is thus a rare opportunity not to miss.

\$80,000 - 90,000
£60,000 - 67,000

Offered on Bill of Sale.

158

1917 HENDERSON 60.40CI MODEL G CUSTOM BOARD TRACK RACING MOTORCYCLE

Engine no. 9866

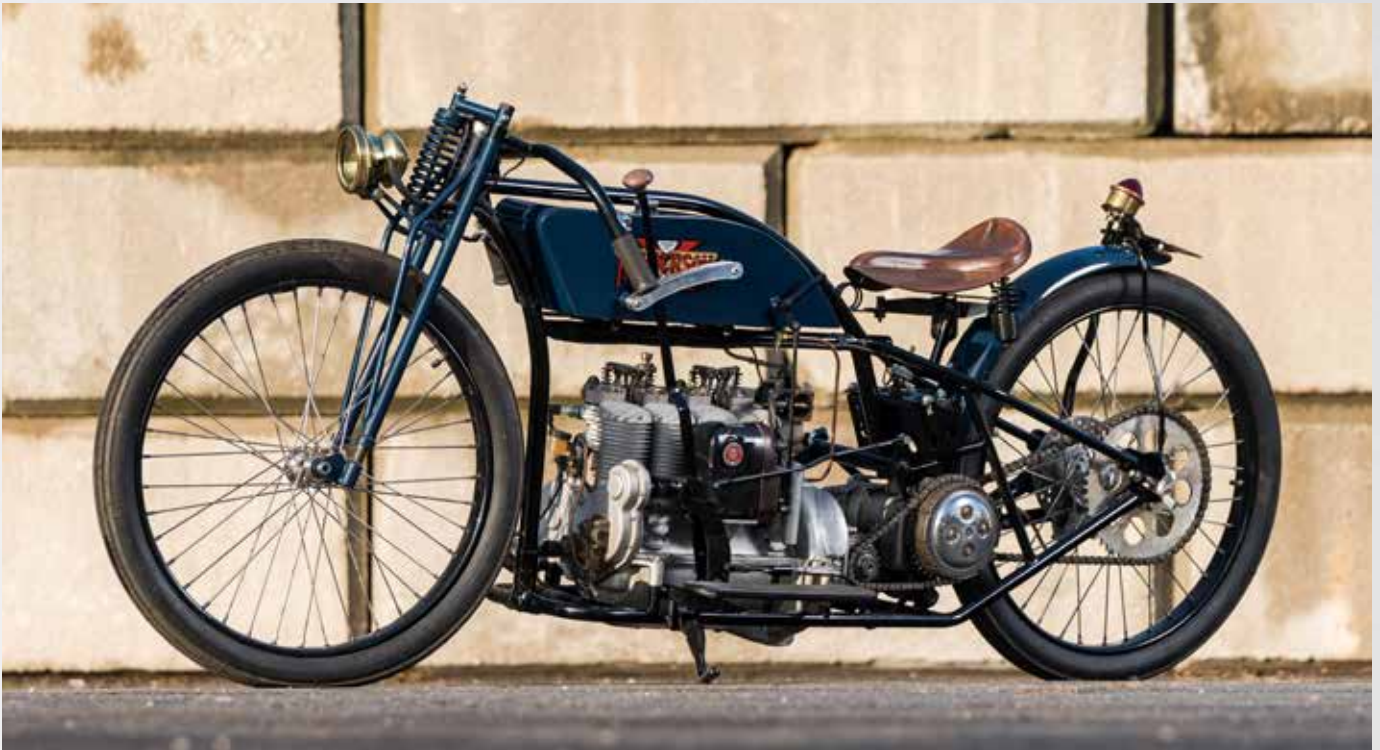
- *Legendary four-cylinder Henderson engine*
- *Beautiful piece of engineering*
- *Bike done and restored by Larry Wood*



One of the most charismatic names in American motorcycling history, Henderson produced nothing but 4-cylinder motorcycles in the course of its 19-year existence. Founded by Tom and William Henderson in Detroit, Michigan in 1911, the firm passed into the co-based cycle maker Ignaz Schwinn, owner of Excelsior, in 1917. The Hendersons soon moved on to found the Ace motorcycle company - later taken over by Indian - and thereby had a hand in the design of all the major American-built fours.

Displacing 965cc initially, the air-cooled cylinders were arranged longitudinally in the frame and employed mechanically operated 'F-head' (inlet-over-exhaust) valve gear. There was single-gear transmission but the Henderson outclassed its rivals for convenience by having a free engine clutch and a hand-crank starter instead of pedals. The engine was enlarged to 1,064cc for 1913 while a shorter frame, folding kick-starter and three-speed sliding-gear transmission were all Henderson features by 1917. 'The 1917 improvements soon demonstrated that the Henderson was really quite a motorcycle, able to outdo and outperform the several makes of big twins then on the market.'

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



The new 1917 spec engine and transmission was known as the Model G – improved in every way – to such an extent that it prompted Henry Ford to buy one – he paid full price – ‘electrically equipped.’ ‘This perfected four-cylinder motor, in conjunction with the basic advancements in design which are embodied in the 1917 Henderson, offers to the motorcyclist a generous value which we believe has never been equaled in the history of the industry.’ So read a period advertisement.

In Jerry Hatfield’s seminal *American Racing Motorcycles*, Henderson covers but four pages (to Harley-Davidson’s 89 and Indian’s 58) and so clearly there is little ‘racing association for Henderson.’ ‘Although Henderson was never intended to be a racing motorcycle, the classic in-line four merits attention for its prominence as a long-distance record-setter. Born in 1912, the Henderson made its first mark within a year, as in October of 1913 Carl Stevens Clancy became the first motorcyclist to circle the globe.’ Such was the intensity record-setting on public roads was drawing criticism from the general public. One Wells Bennett, Henderson rider extraordinaire, was arrested while in process!

Paul Ousey was given the engine in this bike by Dale Walksler of the Wheels Through Time Museum. The transmission had been cut off the back of this engine to use it in an airplane, and thus Dale had no use for it. Ousey immediately saw ‘a project’ and had Billy Lane of Choppers Inc., Daytona Beach, Florida build a frame so that Ousey could race it in the Sons of Speed boardtrack racing event. The motorcycle now has a 3-speed Triumph transmission.

Regrettably perhaps no racing class for 4-cylinder motorcycles ever came to fruition. And so, it is a bit of a flight of fantasy! However, make no mistake about its integrity for it was conceived, engineered and built by famed antique motorcycle restoration guru Larry Wood – also living close to Daytona Beach – the restorer of the 1910 Harley Single also in this sale catalog. The rebuilt Henderson motor and Triumph transmission is strong running and provides a disproportionate amount of excess excitement for rider and watchers. One might question ‘why lights?’ but no matter, this is a very special ‘special’, most comfortable in its uniqueness.

\$80,000 - 90,000
£60,000 - 67,000

Offered on Bill of Sale.

159

1910 HARLEY-DAVIDSON 30CI MODEL 6A SINGLE

Engine no. 6741

- *A most stunning restoration of a very early iconic model*
- *One of only 334 made*
- *Larry Wood restoration, early Harley specialist*



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



'By the time Harley-Davidson built the X8 single in 1912 (the Silent Gray Fellow), the company was well on the way to establishing itself as a major motorcycle manufacturer, and the motorcycle was a more refined mode of transportation. The rugged engineering and rigorous development championed by Harley from day one had borne fruit in the form of sprung forks and magneto ignition, and the company wasted no time emphasizing that cubic inches were the key to increased power. The original 1903 Harley had a 24.74ci/405cc engine, rising to 26.8ci/440cc in 1906, and 30ci/494cc in 1909.' (*The Ultimate Harley-Davidson Book*).

This exquisite Model 6A (magneto ignition and 28-inch wheels) is one of only 334 built by Harley-Davidson in Milwaukee, Wisconsin in 1910. All Harley's models totaled only 3,168. Just how many are left 110 years later is a good question without an accurate answer. But it is, indeed, very few.

Harley's primitive F-head motor used atmospheric intake valves for the inlet charge. Using a weak spring, the intake valve was sucked open on the inlet stroke then allowed to close upon the compression-power exhaust stroke, aided by the spring. Equally primitive, it was not until this year, 1910, that there was a method to increase belt tension on the driving leather belt on a Harley-Davidson. It also meant that the rider had to kill the engine to stop the machine, and similarly he (or she) would have had to push start the motorcycle or pedal off to get the engine running.

But this single uses a high-tension Bosch DA2 magneto, an option first in 1909, and so finally this simple electric generator would provide enough spark for the ignition. Couple this with the 3/4-inch Schebler Model H carburetor and slowly but surely, Harley and others were making their engines much more reliable. First reliability and then speed.

In 1910, finally, a new idler pulley allowed the rider to pedal start the motorcycle but not have any tension on the drive belt. A lever on the left side of the bike allowed tension to be applied to the drive belt, which by then was 1-3/4-inch in width. So, at last a fair sized 'patch of grip.' Also new for 1910, were the control cables hidden inside the handlebars. It was back in 1907 that Sager Cushion forks were first used on Harley-Davidsons and they continued for the 1910 model year. Comfort and handling for the front; at the rear there was only a sprung leather saddle which certainly did a good job but was substitute for a cushioned seat post or rear suspension yet to come.

This truly excellent example of the era was featured in American Glory 110 Years of Harley-Davidson having been restored to near perfection by famed early motorcycle builder Larry Wood of Edgewater, Florida.

This early Harley single is 'moto sculpture' at its finest.
\$85,000 - 95,000
£64,000 - 71,000

160

1924 INDIAN 45CI SCOUT HILLCLIMB RACING MOTORCYCLE

Engine no. 93051

- *Alcohol running*
- *Double carburetors*
- *Impressive machine*



The Indian Scout was a very popular motorcycle model built by the Indian Motorcycle Company of Springfield, MA from 1920 through 1949. It rivaled the Chief as Indian's most important model. Designed by Charles B. Franklin, the Scout had its gearbox bolted to the engine and was driven by gears instead of by belt or chain. The engine originally displaced 37 cu in (610 cc), but we suspect a larger displacement and higher compression than stock is in this purpose-built racebike.

This custom-crafted racing machine shows how it evolved over the nearly a century of competition, ending up in this 'as raced' condition. It was built and raced by Paul Pierce (Sammy Pierce's brother) in the Midwest ending in the 1970s after which it spent a few years as an exhibit in the hillclimb display inside Wheels Through Time Museum in Maggie Valley, North Carolina.

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



Motorcycle hillclimbing is as much art as it is science, courage as it is talent, and good sense seems to be permanently absent. There is an official annual climb known as The Widowmaker in Croydon, Utah. It certainly symbolizes all that is good with the sport. One of the organizers is quoted, 'The hill climb features two 300-foot sagebrush-covered hills and one 1,000-foot hill. Instead of being at the Point of the Mountain east of Interstate 15 where the original hill climb began in 1964, organizers found "the perfect hill."' 'It's not so much that it's steep, it's the dirt. It's hard to get traction. If you can't keep your momentum, then you'll just dig a hole in the dirt with your back tire.' Note future competitors: 'It's 98 percent preparing for it and 2 percent doing it.' Thus, building a bike for such an event requires some smarts and ton of experience.

The Indian factory did actually construct hillclimbers in 1925-1926. They built 26 OHV specials. All were 45ci machines, all had roller bearing big ends and two oil pumps, one for each cylinder, and 15 to 1 compression ratios and burned alcohol.

The Indian for sale bears a striking resemblance to the factory racer which adds to its appeal. Hence with this bike everything is custom from the lightweight, rigid-rear frame to 'swingarm-style' leading link front forks as stiff as can be; from the tiny oil and fuel (alcohol) tanks to keep weight down to the 'tight' handlebars and dead man's kill switch to ground out the magneto ignition. At some stage in its life it was modified from a single carburetor to dual carburetors; said carburetors are – both extremely rare today - a mismatched pair of alcohol barrel carburetors: both a Schebler and Linkert mixer. Such a set-up needs to bring full-power low down and remain giving for as long as there's traction. The rider's seat consists of a pair of old pillion pads – ergonomics rather than comfort is the order of the day. And it needs to be easy to bail! Note the oversized rear sprocket to get up the steepest of hillclimb courses!

There's no telling how many times this bike has reached the top, or fallen down, of course. What is clear is that is a perfect hillclimber! With modern tires – surely a massive improvement - you might just make the top.

\$40,000 - 50,000

£30,000 - 37,000

Offered on Bill of Sale.

161

1918 HARLEY-DAVIDSON 60.33CI MODEL 18J

Engine no. L18T17150A

- *Perhaps the finest 'original paint' 1918 Harley Twin in the world*
- *With mild re-commissioning it should start and run*
- *1918 – Harley-Davidson were already building a reputation for reliability*



The year 1909 marked the appearance of Harley-Davidson's first V-twin, though it was not until the adoption of mechanically operated inlet valves in 1911 (replacing the 'atmospheric' type inherited from the single) that production really took off. Known by the sobriquet 'pocket valve', this inlet-over-exhaust engine - built in 61 and 74cu in capacities - would remain in production for the next 20 years.

The need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from now on as the Model J, not F.

The Model 18F, air-cooled 45-degree IOE v-twin of 60.33ci made about 15 horsepower (as a solo machine) at a heady 3,200rpm. (A police motor would have perhaps two more horsepower!) With a 3.75 to 1 compression ratio coupled with a 1-inch Schebler carburetor and battery-and-coil ignition, and 3-speed gearbox, the Model 18 would 'run right along' in spite of its cast iron pistons.

Only a rear brake was available for retardation which was probably enough for a bike which weighed only 330lb dry even if actual modulation was sketchy. Also, the Model J had a generator for ignition instead of the magneto for the other Model 18. Representing the top of Harley-Davidson line at the time, and the most powerful engine of the company, it was not rare to see a sidecar attached to the bike which permitted some very comfortable rides for the passenger.

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Perhaps equally important to record is that from 1918 until 1923 Harley offered more for those whose needs were not met with a standard motorcycle. For example, there was a 'Special Motors' range which offered, among other things, lightweight aluminum pistons for more power and reliability. The US automobile industry had been using the material with great success since 1915. Numerous smaller improvements made sure that Harleys were still more reliable and robust.

Arguably this beautiful original 'survivor' 1918 Harley v-twin is the world's finest example still to have its original factory paint and still intact complete with the H-D decal on the steering head. Equally, it comes complete with its original, factory-installed headlamp, taillight, horn, and luggage rack. The H-D stamped leather saddle is also the genuine article. In addition, the following factory, era-correct, original options are fitted: Stewart 75mph speedometer and drive gear, tank-

mounted toolbox and frame-mounted tire pump. From the factory in 1918 the ignition was problematic, and most were replaced. It appears that this bike's ignition was updated in the late 1920s or early 1930s, and a factory tank-top ammeter and bracket were added at that time.

Regrettably the battery box top was lost long ago and the box itself suffered battery acid abuse on some of its finish and structure. The kick starter pedal is a newer replacement. When 'kicked' the engine responds with proper compression but the seller has never tried to actually start it.

Little is known of this bike's story prior to the vendor's ownership. Safe to say, though, it has to be one of the finest original 1918 Harleys in the world!

\$80,000 - 90,000

£60,000 - 67,000

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162

1919 READING-STANDARD 1,200CC 'BIG TWIN' PROJECT

Engine no. 80781

- A unique opportunity to choose between 'survivor' or restoration
- One of a handful of Reading-Standards left
- One of America's finest 'teens' orphans rarely offered



If Reading-Standard's sidevalve engines look just like those of early Indians, it's for a good reason: they were designed by Charles Gustafson Snr. who took the idea with him when he moved to Indian to design its Powerplus motor. Gustafson's innovation had arisen from an appraisal of European design trends, and when Reading-Standard introduced its first sidevalve-engined machine in 1906 it was the only American manufacturer offering this type of power unit.

Its contemporary superiority to other designs was vividly illustrated in July of that same year when a trio of Reading-Standards climbed to the top of Pike's Peak, a feat that would remain unequalled by any other motorcycle for the next five years. 'No Limit But The Law' was adopted as the company's advertising slogan. The Reading-Standard Company of Reading, Pennsylvania had built its first motorcycle in 1903 using a Thor single-cylinder 'F-head' (inlet over exhaust, IOE that is) engine and continued to offer this type of power unit after the sidevalve's arrival. Indeed, its first v-twin of 1908 was an F-head-powered machine.

The company kept pace with technological developments in its early years, introducing a parallelogram front fork, loop frame and mechanical inlet valves (on the F-heads) prior to 1910, and experimented with hub gears before introducing a three-speed countershaft transmission for 1916. Reading-Standard was acquired by Cleveland Motorcycle Manufacturing, Ohio, in 1923 and production continued for a while before the new owners dropped the R-S brand models to concentrate on their own 'four'. They, too, were to 'fall out of business' in 1929 as the Great Depression had begun to hit hard and especially in heavy industrial areas. Many other brands followed suit.

Commonly referred to as the R-S, the Reading-Standard 'Big Twin' offered here as either a rolling restoration or 'survivor' project, but with engine included, is very nearly complete. It represents an exciting opportunity to acquire a very rare example of one of America's quality pioneer marques
\$15,000 - 20,000
£11,000 - 15,000

Offered on Bill of Sale.

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

163

1948 VINCENT 998CC RAPIDE SERIES-B

Frame no. RC5308

Engine no. F10AB/1/1010

- A most handsome example of a Series B Rapide. Ready to show and ride
- Originally UK registered, it was restored in the USA by a specialist
- One of the most appealing Vincents made and still with HRD in its name



The outbreak of WW2 in 1939 brought production of all Series A models to a halt, and when Vincent resumed production at the war's end it was with the all-new Series B. Its rear suspension aside, the Series A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc. but with the Series B Messrs. Vincent and Irving effectively established the marque's reputation for the 'defiance of convention in the pursuit of engineering excellence.' For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads, that served as the oil tank and incorporated the headstock and the attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago. Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopics, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

Introduced in 1946, the Vincent-HRD Series B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of over 110mph. The basic design clearly had even greater potential though, which would be realized later in the form of the Black Shadow and Black Lightning models.

In 1948 the Vincent range began to be updated to 'Series C' specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers. These advances began to find their way onto production models during 1948 but it would be 1950 before all Vincents left the factory in Series C specification.

This very nice example of an early postwar Series B Rapide in well sorted running and riding condition. It is to original specification but with a modern aftermarket kick stand added.

This excellent, handsome Series B Rapide was cared for by a long-time collector only recently to be acquired by the vendor. It has been maintained by Vincent specialist and ace restorer Scott Dell and recently tuned and ridden. Its UK license plate adds credibility.

\$45,000 - 55,000

£34,000 - 41,000

Further properties

164

The ex Jack Surtees / Jose Amat

**1947 VINCENT-HRD 998CC RAPIDE
SERIES-B RAPIDE PROJECT**

- *An ex-Surtees family motorcycle*
- *Jack and John raced together on it as a sidecar*
- *A real piece of Motorsport History*

Upper frame no. 690 (partial)

Rear frame no. not visible

Engine no. F10AB/1A/70

Crankcase mating no. A51



The late John Surtees CBE (born February 11, 1934 – died March 10, 2017) - always referred to by Enzo Ferrari as Il Grande John and a favorite of George Barber of the Barber Vintage Motorsports Museum just outside Birmingham, Alabama who has a dedicated area to his hero's success – was uniquely a double World Champion, on two wheels in 1956, '58, '59 and '60 riding for Count Agusta's MV team and in Formula 1 on four wheels in 1964 for Ferrari. But these World Championships titles tell less than half the Surtees track story for he ultimately created his own race car brand that soon gained international success.

The son of a south-London motorcycle dealer (and racer), Jack Surtees had John ride in the sidecar of his racing Vincent grasstracker at the age of 13 or 14 in a 'speed trial' at Trent Park in Enfield, north London, only to be disqualified because he was too young. However, at 16, in 1950 John went to work in Stevenage – north of London just past 'De Havilland' – at the Vincent factory as an apprentice. And, thus, he soon became a 'Vincent Man.' Not only did he build his own Vincents like his father did but he also raced them, his iconic, highly developed Grey Flash being perhaps the best known.

The bike on offer is the Surtees father and son (what was known as a) Quick Rapide built to a similar specification to that of the heroic George Brown's factory sponsored 'Gunga Din'. Gunga Din started life as a Series B Rapide completed on April 3, 1947 with serial no. 10AB/1A/71. The Kiplingesque track bike soon became a road development mule to be abandoned at the factory when it shut for the last time.

Full disclosure: The full Upper Frame Number of this project is no longer visible – it reads 690 – although it is thought to be R2690, a Rapide replacement frame member. The Rear Frame Member number has disappeared altogether (when supplied by the factory the UFM and the RFM the numbers would have matched.)

Simon Dinsdale, Machine Registrar of the Vincent HRD Owners Club in a letter to the seller, writes: 'Engine F10AB/1A/70 was built in March 1947 at the same time as the famous Gunga Din which was engine 1A/71. And engine 1A/70 was built to a similar specification as Gunga Din, but I cannot say they were both exactly the same spec as some details appear to be different. Engine 1A/70 was then built into a frame and sold to Jack Surtees in April 1947 in racing spec and with sidecar gearing, so probably for sidecar racing.

'In March 1948 the bike was returned back to the factory and the factory rebuilt the engine and fitted into a replacement frame, R2690, which is not the original frame that Jack Surtees used. The rebuilt engine in its new frame was then shipped as a complete bike to Jose Amat, Vincent dealer in Cuba, on March 27, 1948.

This bike appears to have been fitted with 1-5/32in Amal TT carbs, racing mudguards (no hinge in the rear mudguard), rev counter, no lights and no silencer. Its color was black. Both the earlier 1947 and rebuilt 1948 bikes that had engine 1A/70 in it are listed as Series B Rapide as the model. The engine was reported to be in Chicago in 1975 but the then owner did not report any frame numbers at the time. This is the first time I have the engine listed in the database since it left the factory.'

Back to Jose Amat...he put an ad in the very first issue of MPH in January of 1949 where he challenged anyone that could beat his Rapide to a \$300 race. Given that the bike was sent to him on April 27, 1948 it is thought to be a safe assumption this bike would have carried (the Surtees) 1A/70 engine. There is also an image of the Amat Rapide with a 'lightning bolt design on the tank' although the frame is not chromed in the picture, however, the time frame lines up. Worth noting is that the Amats were well known to order chrome Vincent gas tanks, although this bike was not one of those, It is possible it was chromed later. Also, in MPH is mention of Jose Amat Jr. winning the Cuban open class and circuit championships in '48 and 49' with his 'Lightning', again given the timeframe it would probably be fair to assume it's this machine. It is said that the Amat family fled Cuba with the fall of Fulgencio Batista in 1959, Jose Jr. moved to Chicago and brought the bike with him.

The bike as it is today is in pieces and justly defined as a 'project.' The UFM and RFM have been chrome plated and in the process the UFM has lost a couple of digits and the RFM frame numbers have become completely unreadable, the data probably polished away in the preparation process and as such cannot be confirmed.

The engine has been identified as 1A/70 but the seller is assuming that both the UFM and RFM 'belong' to it and that these three major parts do make up the 'Surtees father and son' bike's 'heart and soul.' All the 'tees are crossed and the eyes dotted' bar for the 'polished chrome polished too far'.

If R2690 were fully visible on both the UFM and RFM, we would be offering the ex-Surtees Quick Rapide with full, unquestionable provenance. But irrespective, we do certainly have a serious motorcycle artefact of infinite fascination...

\$40,000 - 60,000
£30,000 - 45,000

Offered on Bill of Sale.

165 Ω

1949 VINCENT 998CC BLACK SHADOW SERIES-C

Frame no. RC4240B

Rear frame no. RC4240B

Engine no. F10AB/1B/2340

Crankcase mating no. W57

Registration no (UK). DBN 998

- Matching upper/rear frame and engine numbers
- Restored to 1949 Earls Court Motorcycle Show specification
- Only 96 dry miles since complete restoration in 2016
- Concours condition
- Offered from a private collection



The outbreak of WW2 in 1939 had brought production of all Series A models to a halt, and when Vincent-HRD resumed production at the war's end it was with the all-new Series B. Its rear suspension aside, the Series A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc but with the Series B, Philip Vincent and Chief Engineer Phil Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence. For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads, that served as the oil tank and incorporated the headstock and the attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago. Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopic, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

When it was introduced in 1946, the 1,000cc Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of 110mph. The basic design clearly had even greater potential though, as was demonstrated by the tuned Rapide known as 'Gunga Din', ridden by factory tester George Brown, which proved unbeatable in UK motorcycle racing in the late 1940s.

Private owners too had expressed an interest in extracting more performance from their machines, all of which convinced Philip Vincent that a market existed for a sports version. Despite opposition from within the company's higher management, Vincent pressed ahead with his plans and together with Irving, clandestinely assembled a brace of tuned Rapides.

The prototypes incorporated gas-flowed cylinder heads, Comet cams, polished con-rods and larger carburettors, these changes being good for a maximum output of 55bhp despite a compression ratio limited to only 7.3:1 by the 72-octane petrol that was the best available in the UK at the time. Ribbed brake drums were fitted to cope with the increased performance, while in a marketing masterstroke Vincent specified a 5"-diameter '150mph' speedometer and black-finished engine cases for his new baby – the Black Shadow. With a claimed top speed of 125mph, soon born out by road tests, the Vincent Black Shadow was quite simply the fastest road vehicle of its day.

Deliveries commenced in the spring of 1948 and only around 70-or-so Series B Black Shadows had been made before the Series C's public debut at that year's Earl's Court Motorcycle Show. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers.



These advances began to find their way onto production models during 1948, but it would be 1950 before all Vincents left the factory in Series C specification, by which time references to 'HRD' were being phased out. Only 42 'Vincent-HRD' branded Series C Black Shadows are known to the Vincent Owners Club compared with 70 known Series Bs.

The Black Shadow was indeed a legend in its own lifetime, and in the half-century since production ceased, the esteem in which this iconic motorcycle is held has only increased, fuelling the demand among discerning collectors for fine examples of the marque, such as that offered here.

A matching-numbers example, this Series-C Black Shadow was purchased by the previous owner, a former treasurer of the VOC, in November 2004 from Mr Raymond Ross Lann of Nairn on Scotland's east coast. 'DBN 998' was off the road when Mr Lann had purchased it in January 1974. He explained that the Vincent had been owned by a lighthouse keeper on the west coast of Scotland.

When purchased, the machine was already in need of a complete rebuild but Mr Lann never got around to it. The Shadow remained barn stored for a further 30 years until the previous owner heard about this 'sleeping beauty' and purchased it from Mr Lann (receipt on file).

However, it was not until 2016 that Andrew Kenningley of Southport was commissioned to carry out a high-quality restoration to 1949 Earls Court London Motorcycle Show specification. The latter included stainless steel and chromium plating for parts normally cadmium plated, as well as stainless fastenings. The compression ratio on standard-size bores has been raised to 8.5:1 to improve performance, and the engine is reported to be an easy starter. In addition, a Dave Hills centre stand and V2 clutch was fitted to make the Shadow more user-friendly.

The previous owner took delivery of the fully restored 'DBN 998' on the 3rd February 2017 and has covered a mere 96 dry 'shakedown' miles on the Vincent to ensure that everything is in working order. Accompanying paperwork consists of a copy of the Works Order Form, a VOC Dating Certificate, sundry restoration invoices, an old-style continuation logbook, and old-style UK V5 and current UK V5C registration documents. Since being purchased by its current owner in December 2017, the motorcycle has been kept in a climate-controlled garage as part of a private collection.

\$90,000 - 110,000

£67,000 - 82,000

The title will be in transit.

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

166

1950 VINCENT 499CC COMET

Frame no. RC/1/6401

Engine no. F5AB/2A/4501

- *Meticulous and extensive restoration*
- *Known ownership history dating back to the 1950's*



The Vincent HRD brand originated in 1928 when Philip C. Vincent acquired the name, jigs, tools and patterns of the recently liquidated HRD Company. Vincent moved production from Wolverhampton to Stevenage and set about putting his motorcycle design ideas into practice, commencing with an innovative sprung frame that would remain a feature of Vincent motorcycles until production ceased in 1955.

Like others, Vincent relied on proprietary engines until increasing dissatisfaction with suppliers led to the creation of Vincent's own motor in 1934. An overhead-valve 500cc single, this all-new power unit was designed jointly by Vincent and Chief Engineer Phil Irving. The duo brought fresh thinking to the design of what would become known as the Series A motor, opting for a relatively short stroke of 90mm coupled to an 84mm bore, a high-set camshaft and two guides for each valve with the rocker arm engaging between them. The sum of all these features resulting in a compact engine with considerable scope for tuning. The names Comet and Meteor were chosen for the sports and touring versions respectively of the stylish new Vincent HRD.

From its Burman gearbox and 'missing' cylinder, the Comet was pretty similar to Series-C twin-cylinders machines, featuring the newly introduced Girdraulic front fork, Cantilever rear suspension and of course the engine as a stressed member of the frame permitting the absence of front downtubes and engine cradle.

This especially gave a serious weight advantage to the 'little' Vincent and permitted it to fight against way bigger and powerful machines. The air-cooled OHV Comet engine develops 499cc with a compression ratio of 7.3:1 and camshaft sets high in the crankcases. Also, the engine has that valves arrangement that offered them way more lateral support and a much straighter path.

The Meteor was soon dropped but the Comet continued in production until 1954, offering the same refinement as its bigger brother. It combined a 90mph potential with excellent economy and was an ideal touring mount. An expensive machine to produce, the Comet did not sell as well as hoped and was dropped when the Series-D range was introduced.

The Comet presented here was purchased by the vendor in 2014 and comes with original UK registration book from its first purchase. The previous owner purchased the Comet in the late 1950s. He used the Vincent to attend the A-CU National Rally in 1962 (Rhyl) and 1963 (London), receiving a 'Maximum Marks' finisher's plaque on both occasions (awards included in sale). It also comes with a 1965 Test Certificate from the UK Ministry of Transport as well as an original insurance certificate from the same year, also offered with the machine are the invoices for the work carried out during the restoration. The bike is in excellent condition having been restored from the ground up and kept in pristine condition since the current owner purchased it.

\$30,000 - 35,000

£22,000 - 26,000

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167

1939 MATCHLESS 982CC MODEL X

Frame no. 961

Engine no. 39/X 5464

- *Gorgeous British pre-WW2 cruiser*
- *The V-twin motor was 'good enough' for both Brough Superior and Morgan*
- *Handsome in period and still handsome today after 80 years!*



Unlike the vast majority of Britain's motorcycle manufacturers, which were located in the Birmingham and Coventry areas, Matchless was based in Plumstead, close to the Thames in South East London. The name 'Matchless' first appeared in the 1890s on bicycles manufactured by H.H. Collier, whose sons Charlie and Harry would later join him in the business. The firm's prototype motorcycles appeared in 1899, its first production model in 1902. Already an accomplished cycle racer, Charlie Collier soon turned to racing Matchless motorcycles, as did his brother, and both Colliers would be on the start line for the inaugural Isle of Man TT race in 1907, Charlie winning the event's single-cylinder class.

Matchless offered v-twin sidecar tugs from its earliest days – with engines supplied by JA Prestwich, or JAP – but in 1912 the firm introduced a 500cc single of its own design. Within a year, however, the firm had switched to V-twins only, with no fewer than six different models ranging from 3½hp to 8hp in nominal rating. Production of these JAP-engined models resumed after WW1 and continued into the 1920s despite the presence of a more modern Matchless-engined rival in the range.

Designated 'X/2' on its launch in 1925, this 982cc 'square' (bore and stroke at 85.5mm) sidevalve v-twin would remain in production until the outbreak of WW2, its engine also being supplied to Brough Superior (of Nottingham, a city in the Midlands not far from Birmingham) for use in the SS80 from 1935 onwards; and to Morgan (of Malvern, west of London just south of Birmingham) for their three-wheeler. While lesser models came and went, the stately Model X remained a fixture of the range, progressively updated, until 1940. The most significant upgrades along the way were introduced for 1937 when the Model X adopted a restyled fuel tank, and front-mounted magneto. And, of course, Brampton forks and a 4-speed Burman gearbox remained in the spec.

This example, one of what are thought to be fewer than 90 left of this model, appears to have had very little use or what use it has had has been very gentle. Prior to the seller's recent ownership its history is sparse. It still sits with its original finish – paint, polish and chrome – and it is simply not known if the engine has ever been apart. The levers are all stamped 'Bowden' and the footrests appear original, as do the speedometer, horn, exhaust pipes, headlight glass, tinware, forks, etc. The seller has disclosed that the electrical system including the harness are, in his word, 'tired.'

\$35,000 - 45,000

£26,000 - 34,000

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168

1947 VINCENT-HRD 750CC RAPIDE SERIES-B HILL CLIMB RACING MOTORCYCLE

Frame no. R2897

Engine no. F10AB/1/656

- Ex-Glen Kyle, ex-Beese Wendt championship winner
- Short-stroke, nitro-burning engine
- Maintained in 'last-raced' condition
- AMA Championship trophies included



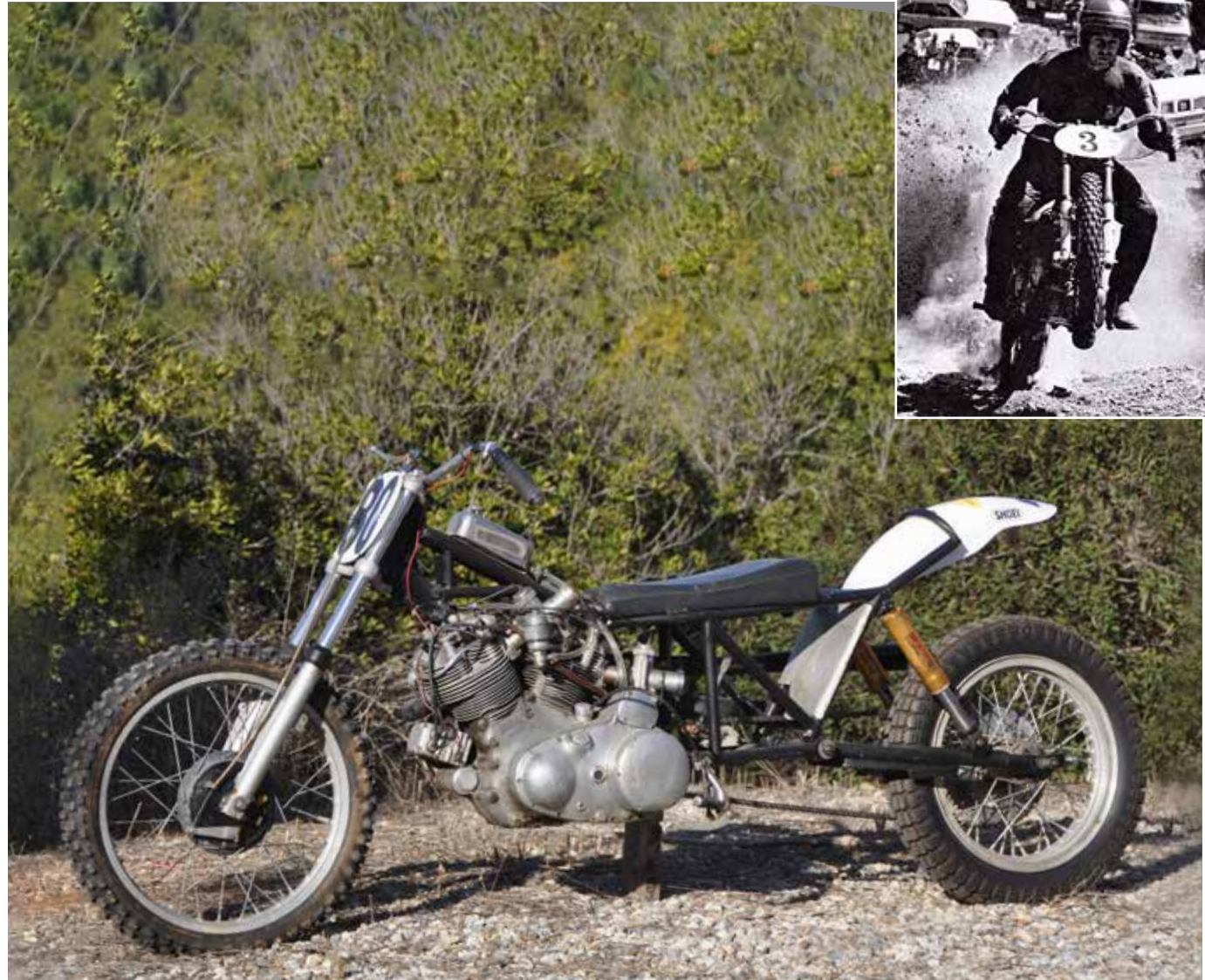
Given their five-star status as collectible classics today, many Vincents now lead cosseted lives, but it wasn't always that way. This elongated hard-scrabble Rapide racer, for example, was purchased as a \$50 junker in the late 1950s and constantly modified over the next 20 years to deliver five national hillclimb championships, making it one of the most successful Vincent racers ever.

AMA Class A Professional Hillclimbing is in essence a vertical drag race, run on impossibly steep slopes littered with rocks, ruts, roots and jumps, the more the better. This bike's original builder/rider Glen Kyle figured that a Vincent V-twin, then the world's fastest motorcycle, would make a great uphill missile. But first some engine work was needed as Class A rules set maximum displacement for overhead-valve engines at 750cc. Kyle debored and destroyed the 1000cc Vincent to meet requirements, then fitted BSA pistons, an Alpha crankpin, a Joe Hunt magneto, Black Lightning camshafts and dual 1¼" Dell Orto carburetors inhaling a potent witch's brew of 70% nitromethane fuel. Because there was no time for shifting gears during the short, violent climbs, Kyle ran the transmission as a one-speed and utilized the remaining empty gearbox space to hold engine oil. In handwritten notes that accompany this sale, Kyle says, "It was a good, strong engine, and it served me well." Which is something of an understatement as the nitro-burning short-stroke Vincent delivered three AMA Class A Championships in 1963, 1965 and 1966 with Kyle in the saddle.

Cycle magazine dropped in on Freemansburg, Pennsylvania hillclimb in 1966 for a feature story, noting that Kyle was the man to beat. "It's time for Number 1, Glen Kyle on his big Vincent. Kyle wears a black sweatshirt with his name emblazoned on it and is very thorough," noted the author as Kyle went through his first-run starting routine. "Picking the exact course he wants, he slowly remolds the (starting line) dirt to his liking. Someone mutters, 'That guy is the *most* particular rider I ever saw!'" Despite his practiced technique, Kyle did not have fast time as the final round began; in fact as he went to the start area for his second try he was 1.5 sec. behind the leader's 11.89-sec. pass.

Picking up *Cycle's* narrative: "It was Glen Kyle's turn again. The same painstaking currying of the earth and fidgeting for the groove, and finally ready. The Vincent whipped up the hill like a chain-bellied snake. The jump didn't even seem to be there. The announcer started jumping around and announced a new leading time of 11.24 sec." Quick enough for the win that day.

Freemansburg would be one of Kyle's last races on the Vincent. In 1967 he sold the bike to up-and-comer Malcolm 'Beese' Wendt, already a Class B champ looking to move into the Pro division. With coaching from Kyle, Wendt came to terms with the Vincent's hard-hitting power, winning the Canadian Class A title in 1968 and the AMA crown in 1969, giving the Vincent five national championships in two countries. Wendt was also the top Pro hillclimber in AMA District 6 for eight years running on the Vincent.

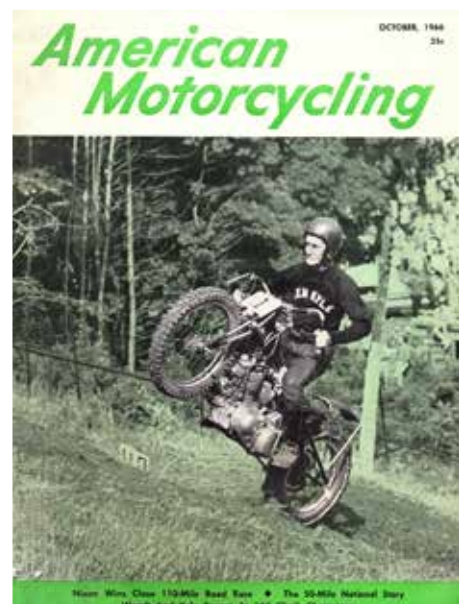


During his ownership, suspension ranged from rigid at both ends to the Ceriani forks and dual Kayaba gas shocks seen here in its last-raced form, with the swingarm growing in length over the years. Proper Venolia racing pistons replaced the repurposed BSA slugs, and Chrysler Hemi intake valves were machined to fit the stock valve guides, both changes helping to cope with the 98% nitro mix Wendt sometimes ran. He eventually incorporated three Black Lightning primary clutch friction plates, and dropped the hammer via a left-side foot lever, in order to keep both hands tightly on the handlebars during the all-important launch up the hill.

Cycle News was on hand to record one of Wendt's last wins on the Vincent at Freemansburg in 1979, by which time seeing a Vincent at any venue was becoming a rare happenstance. "The best ride of the day, by far, belonged to two-time national champ Beese Wendt," *CN* wrote. "Beese rode his Vincent V-twin flawlessly over the 500-ft. three-breaker Freemansburg cliff for an 8.55-sec. 750cc Pro winning climb. The shattering bellow of the 750cc fuel V-twin wearing megaphone exhausts announced its authority to the crowd, leaving the less-knowledgeable wondering, 'What the hell is a Vincent?'". In this hillclimber's case it's one of longest-running, most-successful Vincent competition machines, preserved in its as-raced condition, a true piece of American motorcycle history. An extensive documents file accompanies the motorcycle, as does the traction-grabbing chain 'paddle' for the rear wheel and eight of the Vincent's championship trophies.

\$50,000 - 60,000
£37,000 - 45,000

Offered on Bill of Sale.



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169

The ex-South African Champion 'Beppe' Castellani

1955 MATCHLESS 498CC G45 RACING MOTORCYCLE

Engine no. G45 138

- *Rare Matchless road racing 498cc twin*
- *Arguably the most aesthetically attractive racer of the period*
- *Beautifully, sympathetically restored 'as found'*
- *Imported into the USA directly from South Africa*



One of the oldest of British motorcycle manufacturers, Matchless pursued a vigorous competition policy in its early years, the founder's son, Charlie Collier, winning the inaugural Isle of Man TT (single-cylinder) race of 1907 and repeating the feat in 1910, brother Harry having brought home the honors in 1909. However, by the 1930s Matchless had ceased to be thought of as a racing brand and after WW2 the firm, by now reconstituted as Associated Motor Cycles having acquired AJS, chose the latter's badge for its competition machines. In this context the arrival of a new Matchless racing motorcycle in 1951 caused something of a stir.

The prototype of what would become the G45 first appeared at the 1951 Manx Grand Prix with Robin Sherry aboard, eventually finishing 4th after a promising debut. In fact, the machine was not an entirely new design but essentially a hybrid comprised of AJS 7R-based cycle parts into which was installed a tuned Matchless G9 roadster engine. The engine's bottom-end remained more-or-less stock G9 and retained AMC's unique center-bearing crankshaft, but above the crankcase there was a new aluminum-alloy cylinder barrel and cylinder head, the latter sporting distinctively finned exhaust rocker boxes. Fuel was fed by a single Amal TT carburetor and exhausted via a pair of short megaphones.

In 1952, the prototype G45 garnered much valuable publicity and not a little controversy when Derek Farrant - later an AJS works rider on both Porcupine and 7R3 - won the Senior Manx GP after leading from start to finish. Strictly speaking, a works prototype had no business running in an event for amateurs riding over-the-counter machines, but AMC quickly announced that a production G45 would be available for 1953. Although still based on that of the G9, the production version's engine incorporated a different camshaft, which opened the valves via roller followers, and breathed via a pair of Amal GP carburetors mounted either side of a central float chamber. Claimed power output was 48bhp at 7,200rpm, increasing on later models to 54bhp at 7,400 revs.

This rare Matchless G45 was commissioned in 1955 and went immediately to South Africa. It is believed to be the bike that was extensively raced by one Borro 'Beppe' Castellani, a seven-time South African road racing champion (race # 80), over the winter of 1957 into 1958. Beppe usually 'marked' his bikes and his G45 was no exception for it carries a South African coin - South African currency would then have been issued by the British government - 'sweated' in the crankcase just below the barrel. Archive material is hard to find but there is one image of Beppe off the deck on his G45. Jim Redman, six times world motorcycle champion mentions Beppe in his autobiography, 'For the time being, the most important thing for me was to win the 1957 500cc Championship in South Africa but, unfortunately, I was beaten by Beppe Castellani, the current South African Champion, untouchable at the time. Little more is known of its story until very recently - although it is believed to have been raced further in historic or classic races - when it arrived in the USA, pretty much in original specification, and complete, and restoration was undertaken. And it was clearly done very well.

The engine has two Amal 930 Concentric carburetors for easy starting and smooth running; a Lucas competition magneto, SS cam, and an on/off tap and an oil filter in the return line. Also an AMC 4-speed gearbox with Newby dry clutch and chain primary drive. Inside are chrome hardened and machined rocker shafts. The Norton Featherbed-style frame has been improved which together with a front fork stabilizer and Akront alloy rims, with stainless spokes, help handling and stability. An aluminum, partitioned, Manx-style fuel tank tops off the bike.

Here is a unique opportunity to acquire a rare British road racing twin in exceptional condition which after the usual safety checks and race preparation should start and run with gusto.

\$35,000 - 45,000

£26,000 - 34,000

Offered on a Bill of Sale.

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170

The ex-Bobby Sirkegian

1953 TRIUMPH 650CC DRAG RACING MOTORCYCLE

Frame no. 38471

Engine no. 6T 60137

- Historical early nitro-burning drag bike
- Ridden by teenage champion Bobby Sirkegian
- Just-completed mechanical and cosmetic restoration



Young Bobby Sirkegian, just 12 years old and not yet 5 feet tall, was an unlikely drag-racing pioneer. He'd been born to two wheels, with a father who rode factory board-trackers for Indian, Harley and Excelsior on the wooden speed bowls that dotted the country in the Twenties and Thirties. After the war, Sirkegian Sr. opened a Los Angeles Triumph dealership that for a time was the company's biggest west of the Mississippi.

Bobby Jr. was a natural on a motorcycle, riding in the dirt from age 6 on a converted Corgi paratrooper bike painted up to look like one of the Triumphs sitting in his father's showroom. Then in the early 1950s father and son were spectating at one of the many dragstrips then popping up all over Southern California when 12-year-old Bobby announced he wanted to give this newfangled quarter-mile sprinting a try.

Success was almost immediate for Bobby, capitalizing on his quick reflexes and superior power-to-weight ratio, even if at first Dad had to balance the bike from behind at the start line because his son was still too small to plant his feet flat on the ground! The elder Sirkegian also contributed his own motorcycle to the effort, a 500cc Triumph 5T bob-job so well turned out it was nicknamed 'Pretty Boy.' Soon Team Sirkegian got really serious about speed when an early-release 1953 Thunderbird 650 demo bike was pulled off the showroom floor and turned into the fuel dragster seen here, running one of the first M&H Racemaster slick rear tires. In 1952, burning a mix of 25% nitromethane and 75% alcohol, Bobby hit 110mph in the quarter-mile; the next year, all of 13, and with a potent 50/50 nitro-alky brew feeding into bored-out Amal TT carbs, he went a tick under 120mph.

"There's nothing else in the world like riding a fuel drag bike, not even the best 'rolly-coaster' ride at Disneyland," remembers Sirkegian today at 80 years old. Before he quit drag racing to concentrate on AMA flat-track competition, the teenage Bobby had amassed four national championships, more than 200 wins, and set track records from California to Kansas City. Sirkegian and his bikes were featured in mainstream publications and even made it onto the nationally syndicated television show "You Asked For It."

Sirkegian's fueler got its performance from a virtual Who's Who of California speed merchants. Jerry Branch installed the oversized valves and flowed the cylinder heads. Tim Witham of S&W fame ground the special camshafts. Luther Iskenderian worked out the ignition and cam timing. As many of those original parts as possible were used when Sirkegian himself restored the Triumph in late 2019.

Here's a rare chance, then, to own a historically significant early California drag bike, restored by the very man who rode it into the record books some 67 years ago.

\$40,000 - 50,000

£30,000 - 37,000

Offered on a Bill of Sale.

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171

1930 MONTGOMERY JAP 750CC SIDEVALVE

Frame no. T093

Engine no. MT/W868/S

- *The 'Super machine' - William Montgomery*
- *Mighty JAP engine*



"These Montgomery machines are for the men who prefer a distinctive mount in appearance and performance. That extra degree of soundness – those little touches which distinguish the 'super' machine from the mere motorcycle, come naturally to the Montgomery and at a price that is amazingly low." – William Montgomery

William J. Montgomery entered the world of motorcycle manufacturing, making a performance-oriented machine in 1913, in Bury St. Edmunds, a small town in Suffolk, England. Like many small manufacturers in the period, they utilized well-made proprietary components. However, Montgomery produced their own frames and forks, and even sold these pieces to competitors such as George Brough. The first bike produced by the company was entirely built by the company, except for the engine that was a flat twin made by Morton & Weaver. Producing high-end and expensive motorcycles in the 1930's was probably very difficult with a small market. In 1930, Montgomery manufactured a series of motorcycles based upon only two frame variants; small two-strokes on one side and larger single cylinder sidevalve engines for their DeLuxe frame. Additionally, a 750cc V-twin J.A.P. powered motorcycle was included in the latter series of machines.

J.A. Prestwich Industries was founded in 1895 by engineer John Alfred Prestwich in Tottenham UK, producing essentially cinematographic equipment and internal combustion engines branded as JAP. The first engine that the company produced was designed and built in 1901 and then used in its first motorcycle in 1903. After few evolutions, the company decided to stop producing motorcycle in 1908 to focus on engine production only. JAP was not exclusively producing engines for motorcycles, but also for aircraft and power tools like chainsaws. In automobile, JAP engines were usually associated with performance and therefore racing.

This 1930 Montgomery being offered is both handsome and elegant with a black primary finish highlighted with a white panel on top of the petrol tank and the bike discreetly lined in gold pin striping. On the sides of the tank, the Montgomery name appears artistically in gold script while rubber John Bull knee pads protect the finish. This J.A.P. engine is a sidevalve motor of 750cc displacement with air-cooled covers over the exhaust valves. The highly polished engine cases are a delight to enjoy. Ignition is provided by magneto located forward of the engine. An Albion gearbox with a 3-speed hand shift completes the package. It can be described as a touring motorcycle capable of extended use at a high rate of speed. Unfortunately, World War II forced the small English company to shut down and production ceased in 1939.

This is an extremely rare motorcycle that went through some nice cosmetic restoration. With its sleek appearance and twin exhaust pipes running along the side, you'll fall in love with this machine. If you appreciate high performing English motorcycles from the 1930's, this is an iconic motorcycle you need to own. Although it looks fantastic, the bike still needs some work mechanically. It seems like the carburetor is not period correct and the JAP engine would need a thorough recommissioning. The bike is sold as-is and would be a great candidate for simple display or to revive its mechanics and make it run as it should.

\$20,000 - 30,000

£15,000 - 22,000

Offered on a Bill of Sale

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172

1938 AJS 348CC MODEL 26T SILVER STREAK

Frame no. 8014

Engine no. 39/26T 8352

The Model 26, a 350cc 4-stroke single of some quality, was one of two new Matchless-style overhead-valve machines introduced for 1935 (the other being the 245cc Model 22) featuring a vertical cylinder, twin-port cylinder head and forward-mounted magneto. Enclosure of the valve gear had arrived by 1936 and a single-port head - standard on the competition version, this bike - became available later. The 39/26, logically enough, was the Model 26 for model year 1939. The Model 26T was 'T' for 'Trials'? This rare and gracefully patinated pre-war 350cc competition single described in period as the 'aristocrats of the motor-cycle world'. Note the single-port cylinder head with high pipe and knobby tires (which today must be 'rock hard' and therefore nothing short of grip-free.) AJS was right thinking when they adopted the model name of Silver Streak for the motorcycle - everything that could be chrome plated was, or polished, and the engines were hand tuned. Here's the chrome list: 'mudguards, headlamp, fork links, front and rear chain cases, oil and gas tank and even the toolbox.' This bike's original shine has obviously gone but it could be brought back. In need of full re-commissioning, if not restoration, this 350 OHV single has considerable charm - pleasantly fast (enough), good reliability, simplicity, and light enough on its feet to entertain, at least on fire trails and B-roads. And as a 350 not too hard to kick-start. And when did you last see a Silver Streak?

\$4,500 - 6,500

£3,400 - 4,900



173

1929 DOUGLAS 350CC MODEL D28 COMBINATION

Frame no. YK2139

Engine no. EQ2115

Bristol-based Douglas commenced motorcycle production in 1907 with a machine powered by a horizontally opposed twin. Fore-and-aft installation made for a slim machine with a low center of gravity, virtues that were soon demonstrated in competition, Douglas machines taking 1st, 2nd and 4th places in the 1912 Isle of Man Junior TT. When speedway racing arrived in Britain in 1928, the new sport quickly caught the public's imagination and before long almost all major UK manufacturers listed a dirt-track model, Douglas being the first marque to establish dominance with its 500cc DT5 and 600cc DT6 overhead-valve models. Nevertheless, away from the speedway tracks, the DT in its less specialized 'SW' form proved a most competitive mount. They dominated dirt track racing for about three years. In 1929, the most successful dirt racing year, 1,200 Dirt Track motorcycles were sold. This lovely old 350cc 'to and fro' sidevalve twin Douglas outfit is, of course, a million miles from any dirt track racing. It's in need of strong recommissioning if not full-out restoration. Very little is known of its past - there is no speedometer/odometer installed so we have neither indicator of the extent of its use nor how fast it might go - and its surface and internal condition is not visible under years of grime. But it does have huge charm with its tank shifter, rigid rear end, girder fork and painted rims.

\$11,000 - 15,000

£8,200 - 11,000

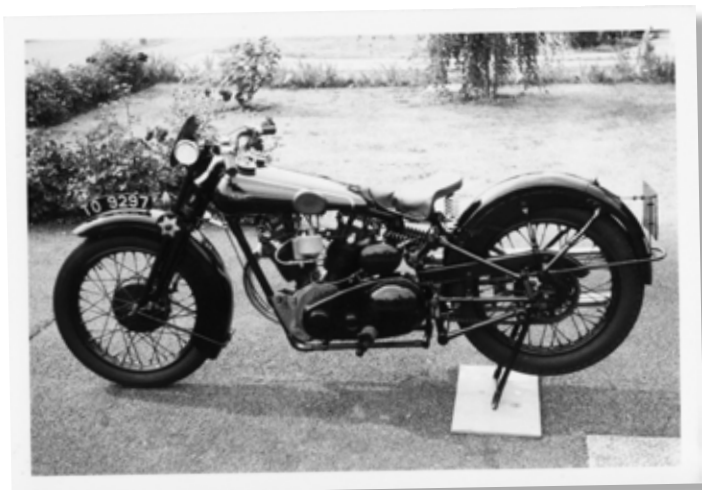


174

1929 BROUGH SUPERIOR 680 OHV PROJECT

Frame no. H18 (see text)
Engine no. GTOY/S 40676/S

- *Believed to be a matching numbers Brough 680*
- *A rare, near-complete Brough project*
- *One of the nicest riding Broughs of them all*



'TO 9297' pictured in Fulham, England, c.1977

The Brough Superior has been justly compared to both Bugatti and Rolls-Royce based on looks, performance and desirability, resulting with the Nottingham make building a comparable reputation almost since its inception. George Brough succeeded his father, William Brough, as a motorcycle maker, although very different considering George's 'Brufsup' was always renowned as a sporting make, without a doubt due to the fearless competition riding of George himself.

Launched in 1919, the first model of the new make, the Mark 1, was exhibited and became the DNA of all models up to 1939. With the powerful V-twin under a saddle tank, it had a trademark appearance which changed little throughout the years. Brough's association with the famous T.E. Lawrence, and the quality and price of the make, led to a succession of publicity-worthy models and events that fueled a legend which remains potent today.

As the new model for the 1927 season, the Overhead (valve) 680 sported the 70mm x 88mm JAP engine, a re-engineering of the engine-maker's existing side-valve, effectively a smaller SS100. At 100 Guineas, it was a lighter and leaner version of Brough's fastest and was welcomed by enthusiastic riders who wanted a Brough with easy 80mph performance, but without the size and weight. Listed at £110, the saving of £60 over the SS100 was an added bonus. The pushrods were enclosed for 1928 and the 680 was catalogued until 1935.



The Brough Superior Club Machine Registrar has confirmed that this 1929 Overhead 680 is a matching-numbers (frame, engine, gearbox) standard Bentley & Draper (B&D) sprung frame, Castle fork, dual headlamp (first installed on 1929 models) example whose original English registration number was TO 9297. ('TO' is a Nottingham registration, the home city of George Brough's factory.)

However, the frame number, which should be H848, has only three of the four digits visible. Visible today under the paint is 'H18' with the other number (the first '8') polished out together with the left side of the '4' leaving only the vertical line, thus making it more of a '1' than a '4', left. It has a very full history in the UK known to the Brough Club including its use in the tough 1931 Exeter Trial (as an outfit for it was originally supplied with a sprung chair).

This Brough was bought from the late Robert 'Bob' McClean of Blue Grass, Iowa - long time president (1983 to 2002) of the Antique Motorcycle Club of America which he had joined in 1970 - on February 14, 1999. Reportedly, it came over from the UK in 1977 complete but in a very sorry state. Its first or second US owner had the bike seriously restored in the US to the extent that the tank was sent to the UK, etc. for repair. The original tank was stamped H2059; the tank with the bike is stamped H2155 and so is a replacement, the original never coming back from restoration.

It had been a display bike for McClean who was perhaps its third US owner. Although it had not been ridden for years the seller was out riding it in 2001 when it suffered from an 'unfortunate event.' The front cylinder blew off the crankcase! Both head and barrel suffered from the resulting impact with the highway, and worse. Both were soon run over by a following Chevrolet Camaro! The pieces, including some of the shattered fins, were collected and needless to say, the bike was then sadly parked inside the seller's garage - until now. The engine, in pieces, is supplied with the bike together with its ancillaries. It is thought that the engine is mostly complete however the seller does not guarantee that it is and thus any prospective buyer should satisfy themselves as to its status.

Suffice to say this Overhead 680 is a rare find indeed - a 'beautiful' project with only few gaps in its provenance.

\$60,000 - 80,000

£45,000 - 60,000

No Reserve

Offered on a Bill of Sale.

The following four lots are offered from a Private Collection

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

175 Ω

1938 AJS 982CC MODEL 2

Frame no. 941

Engine no. 38/2 2373

- *Together with its Matchless half-sister an icon of British craftsmanship*
- *A British pre-WW2 V-twin workhorse everyone loved*
- *A British warhorse during WW2*



Ill-timed diversification that coincided with the post-Wall Street Crash Depression would result in the sad demise of A J Stevens Ltd, which had been manufacturing motorcycles of high quality at its Wolverhampton works since 1911. AJS was taken over by Matchless in 1931 and production shifted to the latter's factory in Woolwich (near Plumstead), south-east London. (The high-populated Plumstead in the London borough of Greenwich was mentioned twice in the Domesday Book of 1080, the Royal Arsenal at Woolwich was nearby and it was a center for the Plymouth Brethren, close to the river Thames. Not, perhaps, the best location for a motorcycle factory.) From then onwards the two marques' ranges became increasingly similar, using the same engines, gearboxes and other major components.

Traditionally designated 'Model 2', AJS's top-of-the-range V-twin continued in its Wolverhampton-built form for the next season before being replaced in July 1932 (model year 1933) by a long-established Matchless Model X-engined equivalent. Intended primarily for sidecar duty, the newcomer became available to 'export' specification during 1933 complete with American-style foot-operated clutch, left-side gear lever and swept-back handlebars. While lesser models came and went, the stately Model X and Model 2 remained fixtures of their respective ranges, progressively updated, until 1940.

The Model 2 continued to be available in domestic and export forms until 1939 and was, indeed, included in the catalog for 1940. It did not reappear after the War's end. As soon as war was declared on 1st September 1939, Britain's War Office commandeered all unsold civilian motorcycles for redistribution to the Armed Forces. Obviously, this example escaped conscription.

This lovely, rare example is both show and rider ready (last ridden November 2019). The fuel tank, other paintwork and the exhaust pipes have been painted and rechromed respectively to show quality. Yet the bike starts and runs very smoothly shifting through the 4-speed gearbox like knife through butter. Its handling is remarkably precise and accurate given the size of the bike; putting it on its center stand remarkably easy thanks to a proper balance calculation when on the drawing board. The electrical system has been converted to 12-volts with an LED front headlamp globe; it operates with a total-loss system that is easy to charge. An original AJS operator's manual comes with the bike.

The AJS/Matchless motor was bought by Brough Superior – a period endorsement – thus further reinforcing the positive appeal of this rare, iconic British V-twin. And this example of a 'Plumstead flyer' can be taken seriously by showman and rider alike.

\$32,000 - 38,000

£24,000 - 28,000

No Reserve

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176 Ω

1913 NUT 1,000CC OHV RACING MOTORCYCLE

Engine no. B1100

- *The craftsmanship is some of the finest of any motorcycle factory*
- *Aesthetically simply wonderful*
- *Exceptionally rare, classic British JAP 90 bore-powered*



The NUT was the brainchild of engineer Hugh Mason, who had had several machines built under other names before settling on NUT in 1912. Manufactured by Angus, Sanderson & Company, the NUT was a stylish sports machine, almost always V-twin powered and easily distinguishable by its cylindrical fuel tank retained by two-nickel-plated bands tucked into a lugged steel tube frame. Mason's victory aboard a JAP-engined NUT in the 1913 Isle of Man Junior TT (the marque's solitary TT win) led to increased demand and an expansion of production on a new site before WW1 intervened. The company underwent a succession of financial re-organizations and relocations in the 1920s, its range continuing to consist mainly of JAP V-twin powered machines of various sizes before NUT's own 698cc V-twin engine arrived in 1924. Sadly, NUT succumbed to the Depression of the early 1930s, closing, as stated, in 1933.

JAP – J.A. Prestwich of Tottenham, north London – was founded by John Alfred Prestwich in 1895 as a scientific instrument maker and became, initially, well-known for his cinematography cameras and projectors supplying S.Z de Ferranti among others. In 1902 he started making proprietary motorcycle engines. This lasted until 1939 with the breakout of WW2 during which the company made industrial gas engines and aircraft parts. The company unfortunately lasted only until 1951 when it was re-formed only to go under again in 1957 when its assets were bought by Villiers Engineering – yes, that Villiers – to be closed finally in 1963. Villiers -JAP became the speedway racing engine of choice until the 1970s when their heart went out of it and Eastern Europeans took it one. But what an amazing run. JAP supplied NUT.

Then Brough Superior, Triumph, AJS, Enfield, HRD, Zenith and exported hard to the likes of Dresch and Terrot in France and Ardie, Hecker and Tornax in Germany. And then there were car and aircraft manufacturers calling at their door too. JAP produced mostly v-twins and singles and prior to WW2 there was seldom a race event at which a JAP wasn't barking loud.

Finished in the brown livery characteristic of the marque, this ultra-rare and desirable NUT racing motorcycle uses an OHV JAP 90 bore 1,000cc V-twin complete with Philipson variable speed governor pulley. The bike underwent a serious restoration in 2019 including the re-lacing of the wheels and fitting of new 26 x 2.5-inch tires. The engine's barrels and heads were re-nickel plated, inside are fresh pistons and valves. It starts easily and runs very well, the last time being November 2019.

History says that the NUT company was just unlucky but its product was top quality notwithstanding. This JAP-powered example is a serious, perhaps unique, 'teens' racer the likes of which are seldom ever available. Top quality deserving most careful scrutiny.

\$50,000 - 60,000

£37,000 - 45,000

No Reserve

Offered on a Bill of Sale.

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177 Ω

1925 NUT 750CC V-TWIN SPORTS TOURER

Engine no. 2287

- *Top quality build and very scarce*
- *A courageous attempt at building one's own engine*
- *Aesthetically as pleasing as a 1925 motorcycle gets*



Taking its initials from its Newcastle-upon-Tyne birthplace, the NUT was the brainchild of engineer Hugh Mason, who had had several machines built under other names before settling on NUT in 1912. Manufactured at first by Angus, Sanderson & Company in nearby Birtley, County Durham – an automobile manufacturer founded by Sir William Angus whose idea it was to mass-produce cars from bought-in proprietary parts; it folded in 1927 having moved its factory close to London - the NUT was a stylish sports machine, almost always v-twin powered (sometimes smaller 2-stroke engines from Villiers) and easily distinguishable by its cylindrical fuel tank retained by two-nickel-plated bands.

Mason's victory aboard a JAP-engined NUT in the 1913 Isle of Man Junior TT (the marque's solitary TT win) led to increased demand and an expansion of production on a new site before WWI intervened. The company underwent a succession of financial re-organizations and relocations in the 1920s – it was bankrupt by 1918, the end of WW1 to be re-opened in 1921 by a Robert Ellis as the Hugh Mason and Company, still to manufacture NUTs - its range continuing to consist mainly of JAP V-twin powered machines of various sizes before NUT's own 698cc V-twin engine arrived in 1924. This was a very brave move given the huge investment needed, their success record, and availability of quality proprietary engines from companies like JAP. Sadly, NUT succumbed to the Depression of the early 1930s, closing in 1933.

Quote from a period NUT company advertisement in *The Motor Cycle*: 'The engine has been designed specially by Mr. High Mason, the originator of the N.U.T. motorcycle. We are concentrating on the production of this one model, and making it, in the fullest sense, a motor cycle of unrivalled excellence.' The NUT brand used on the tank of the motorcycle carried no periods between the three letters but periods did sometimes appear in the company paperwork.

Finished in one of the company's 'nut' brown livery characteristic of the marque, this desirable NUT with its own brand v-twin motor, was fully restored a few years ago including the re-lacing of its wheels and new tire fitment. Note the Brooks saddle and the original spare parts book which comes with the bike. The bike starts easily and runs strongly. The seller, the owner of a small, private collection, reports that it shifts, steers and handles with aplomb and thus is a pleasure to ride, something he did late last year.

\$32,000 - 38,000

£24,000 - 28,000

No Reserve

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178

1927 INDIAN 45CI INDIAN POLICE SPECIAL

Engine no. BGP1127

- From the first year of 45ci production
- Hugely popular in the late 1920s and '30s...and it's never stopped
- Ideal Police Special especially when in pursuit
- Beautifully restored example, now rare in this condition



Following the end of World War 1, overall motorcycle sales were disappointing, especially at Indian. Relying too heavily on lucrative military contracts, the company left their dealerships hanging for several years and didn't introduce any new motorcycles. What the company offered was the spring cradle framed Powerplus. Its performance was 'adequate' but the bike had become a bit stodgy with its outdated appearance and tall chassis. What was needed was a new machine for the everyday rider who was perhaps intimidated by the tallness of the Powerplus. The duty to design a new motorcycle fell onto Indian's Chief Engineer, Charles B. Franklin. His vision was to have a smaller, stouter and lighter motorcycle that would attract new riders to the Wigwam.

The new motorcycle would retain the sidevalve engine but would be smaller. The reasoning was the sidevalve motor was tidy, less expensive to manufacture and operate, and had decent power, even for a small motor. What set the new motor apart was it was compartmentalized to reduce its size, with the transmission secured to the crankcases with a cast aluminum primary case. Expensive but highly durable helical gears joined the transmission to the engine.

Until that time, motorcycle frames were flat, with heavy single down tubes in both the front and rear of the chassis and with single tubes for the top rails. By creating a double down tube frame, the chassis would be stiffer and lighter because a shorter frame also allowed thinner wall tubing.

Christened the 'Scout', it was the first time Indian themed names were given to the company's motorcycles. The new 37ci Scout proved to be a sensational motorcycle when it was debuted in late 1919. In 1927 Indian upped the capacity to 45ci/750cc. A light middleweight motorcycle, it was attractive to both new and seasoned riders. Like the Ford Model T, it became the 'every man's motorcycle'. It was rugged and dependable, fresh to the eye in styling and proved to be a quite durable mount. It would cruise at 50mph dependably and even set a world's record in 1920, covering 1,114 miles in 24 hours in Australia. It was indeed a very attractive motorcycle for police pursuit.

Offered from a private collection, this 'short frame' Indian Scout (1927) was restored recently and was last ridden (around the block) in September 2019. Rebuilt with new valves and pistons into nickel plated barrels, the engine is described as very smooth while the gears are said to engage easily. Other noteworthy features include a correct DLX 51 carburetor, correct Splitdorf magneto, and re-laced wheels shod with new Coker balloon tires. It has the twin rear brake set-up (foot and hand brake) which was the full export option and it should be noted that the generator is not in use and thus the electrics are 'total loss'.

\$38,000 - 45,000

£28,000 - 34,000

No Reserve

Further properties

179

1948 INDIAN 73.6CI CHIEF MODEL 348 ROADMASTER

- *Indian Motor Works restoration*
- *Hidden electric starter*
- *Top-of-the-line Roadmaster trim*
- *Windscreen and leather saddlebags*



No motorcycle is as easily identifiable as a skirted Indian Chief. Penned by Indian designer G. Briggs Weaver, the streamlined art-deco fenders gave the Chief the most distinctive silhouette in motorcycling. For a style so associated with the brand it's surprising that the outrageously valanced fenders didn't make their first appearance until 1940, some 39 years after the company's founding. Indian went all-in on the design, outfitting Scouts, Chief and Fours with the new tinware.

With WWII looming and Indian increasingly turning to production of stripped-down military bikes, though, all civilian models was phased out. Following hostilities, only the Chief made a return, as did those fenders, but the 1948 Model 348 was intended to be the last of the breed, supposedly a stopgap until the company's advanced Dyna-Torque ohv vertical singles and twins came on line.



These were meant to blunt a postwar invasion of highly competent lightweights from England, and hopes were high at the bikes' rollout in 1949. "The world's most modern motorcycles!" brashly claimed the advertisements.

Unfortunately, when the new models hit showrooms there were niggly quality-control issues—ignition was faulty, fork seals leaked, primary chains stretched, some bikes left the factory without grease in their wheel bearings. Financially strapped, with millions of dollars plowed into R&D, Indian had rushed the Arrow 220 and Scout 440 into production, and paid the price. And while the problems were all relatively easy to fix, when the British government devalued the pound sterling by 30% in late '49, effectively cutting the purchase price of Triumphs, BSAs, Nortons, etc. by one-third, it spelled the end for the new lightweights. That left the venerable Chief to soldier on, a flathead design in an increasingly overhead-valve world.

Even a bump in displacement and switch to modern hydraulic telescopic forks could not stave off the inevitable. Chiefs were still being sold when the Springfield, Massachusetts factory shut its doors in 1953.

For many, the pre-1950 girder-fork Chiefs offer the best styling, as the later tele-forks, trimmed front fender and bench-style seat threw off the aesthetics a bit. This 1948 Chief Roadmaster, in a classy two-tone Indian Red-and-black, certainly illustrates the point. A matching-numbers machine, it was recipient of a fame-up restoration in 1996 by highly respected Indian specialist Jeff Grigsby at his Indian Motor Works shop in Colorado. Typical of the shop's 'no stone unturned' approach to rebuilds, Grigsby kept the original fenders, gauges and headlight, but added rideability via welded aftermarket gas tanks, new rims with stainless-steel spokes and, best of all, a nicely hidden electric-starter kit. Useful period accessories include twin driving lights, a windscreen, fringed leather saddlebags and a rear-fender luggage rack.

\$30,000 - 40,000
£23,000 - 31,000

180

1940 CROCKER BIG TANK V-TWIN

Engine no. 40-61-114

- Formerly owned by Crocker employee Elmo Looper
- From the last two years of Crocker motorcycle production
- One of fewer than 30 Big Tanks built
- Engine and transmission overhaul by Mike Lange





It's been almost 80 years since Al Crocker's last V-twin roadster left the factory on Venice Blvd. in East Los Angeles. In the intervening decades, the brand's legend has only grown – today the Crocker is a bonafide blue-chip cult bike, sought after by enthusiasts worldwide, a must-have addition to any collection of classic American motorcycles. Of the 100 highest selling motorcycles sold at auction in recent years, Crockers are over-represented with 15 bikes on the list.

Six-figure asking prices did not always accompany Crockers. The current owner has researched this 1940 Big Tank, tracing its history back to the 1950s and an L.A. salvage yard rather ingloriously named Jungle Jim's, where the bike traded hands after an owner's mishap for a measly \$50. Further delving into the Crocker's provenance unearthed a previous owner, Elmo Loper, who it turns out was an important player in the postwar history of the brand, known as "Mr. Crocker" to Southern California's hot-rod motorcycle community.

Renowned for his skills as a machinist, and an especially expert cam grinder, Loper actually worked for Crocker during the war when the factory was turned over to production of parts for nearby Douglas Aircraft. With the coming of peace, Crocker decided to forego motorcycles and concentrate on industrial manufacturing, a far more profitable venture. Loper was in place to acquire the remaining V-twin parts inventory and tooling.

A member of the 13 Rebels motorcycle club, period photos show Loper aboard his Crocker looking very much the real-life counterpart to Brando's "Wild One" biker. Another snapshot shows the bike at a speed run on a SoCal dry lake bed. Besides riding and racing Crockers, Loper undertook rebuilds for customers, and supplied others with parts and advice to keep their bikes on the road. Of the remaining Crockers in those postwar years, very few weren't influenced by Loper in one way or another.



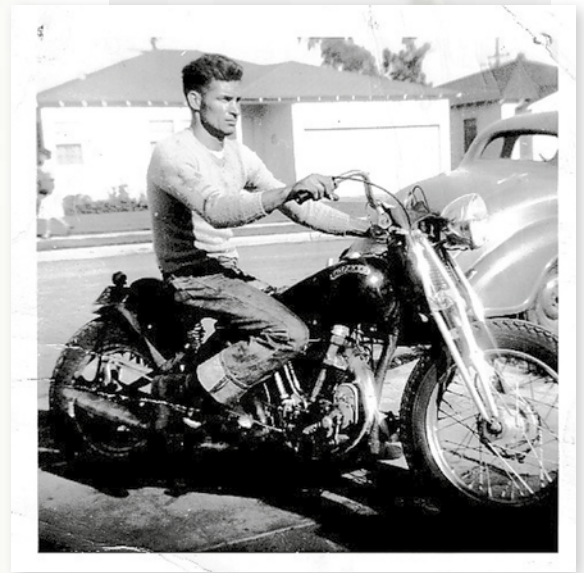
One suspects, however, that the satisfaction of keeping the Crocker flame alive was not accompanied by a bulging bank account, so when Looper's machinist skills were increasingly called upon to set up printing presses, that's the direction he went. His Crocker was put up for sale.

The first buyer, a neophyte rider, forked over the \$135 asking price but soon crashed the Crocker in the rain and swore off motorcycles forever, hence the trip to the scrappers where he was happy to take \$50 for the wreck and be on his way. Over the next 50 years the Crocker found itself with a series of new owners, each with good intentions of bringing the bike back to life but none willing or able to take on the considerable task of restoration.

The bike made its way from sunny California to Long Island on the East Coast and eventually to Maryland, where in 2004 the current care-taker acquired the parts and undertook a rebuild that would consume the next 15 years.

In tackling the work, two overriding precepts were adhered to: 1) Replacement parts, whether restored original or NOS, were chosen for their extreme correctness; and 2) only skilled artisans would lay hands on the Crocker. A list of those involved reads like a "Who's Who" among Crocker specialists. In the past Buchanan's Frame Shop had spliced two frames together to come up with a straight-and-true foundation for the project, and a replica fork assembly commissioned from Gordon Salisbury was attached.

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Mike Lange rebuilt the engine and gearbox, using Carrillo connecting rods in the former and NOS gears in the latter. A cast-aluminum toolbox, complete with inset Crocker logo, is from a batch of 50 made by Richard Morris using original blueprints. So too, the lovely cast-aluminum gas/oil tanks are reproduction from Crocker Toronto. Restoration ace Steve Huntzinger crafted the gas and oil caps. Chuck Vogel supplied the repop fenders that dropped perfectly into place. Chuck Vernon, Daniel Statnekov and Mike Madden, among others, chipped in with various NOS parts.

Having logged 200-plus break-in miles on the Crocker, the current owner has decided it's time for other projects and is offering the bike for sale. He informs us that the buyer will need to chase a couple of niggles, namely a minor top-end oil leak and a balky clutch that needs attention. Likewise the paint job has a matte finish intended to replicate that of a used machine, so the new owner may want to repaint to concours standards. Some chrome replating may also be in order.

In his life Albert G. Crocker was a degreed engineer, a racer, an Indian dealer, a producer of ohv conversion kits for flatheads and a maker of speedway racers, but he will always be remembered as the man responsible for a great American motorcycle, a V-twin hot rod so potent he promised to refund the purchase price if ever one of his machines was outrun by an Indian or Harley – and never had to make good on the offer.

After way too long in parts hidden behind closed doors, this 1940 Big Tank is back together and on the road again, a welcome addition to the Crocker registry.

\$450,000 - 550,000

£340,000 - 410,000

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181

1977 HARLEY-DAVIDSON 1,200CC FLH ELECTRA GLIDE

- AMCA Winners Circle Award winner
- All-original, 13,678 miles from new
- Maintained in ready-to-ride condition



It was Harley-Davidson that created the luxury-touring motorcycle, a.k.a. 'full dresser', way before Honda ever thought of the Gold Wing. Back in the 1950s, FLH owners could opt for the 'King of the Highway' package that added saddlebags, a windscreen and luggage rack to the basic bike. By 1969 the familiar 'batwing' fairing—penned by Willie G. Davidson, no less—and a useful rear tour trunk were added, giving us the signature silhouette of a Harley-Davidson touring bike still seen in the current Electra Glide.

By this time, all of the bodywork components were crafted in fiberglass, produced by a satellite facility in Tomahawk, Wisconsin, adjacent to a freshwater lake of the same name. Conveniently, Harley had purchased the factory in 1965, formerly named Tomahawk Boats, makers of at first wooden then fiberglass watercraft. Harley discovered the company when it needed bodies for its short-lived golf cart line, of all things. Mechanically, the path to a turnkey touring FLH started in 1965 when the convenience of electric starting was added to the Duo-Glide to create the Electra Glide—without doubt one of the best model names in motorcycling. This was followed the next year by the more powerful, more reliable Shovelhead engine and in 1972 by Harley's first front disc brake. Also part of the touring package was the 5gal. 'Turnpike' gas tank, allowing longer stints between fill-ups. In this basic form, with evolutions such as alternator electrics and electronic ignition, the Electra Glide plied American highways for the next two decades, until introduction of the Evolution series in 1984.

Cycle World magazine tested an early Shovelhead-powered FLH and came away quite impressed: "In its field—high-speed, long-distance touring—the Electra Glide is without equal," wrote the editors. "The Harley-Davidson 74 V-twin is one of the finest motorcycle engines ever built, not because it is revolutionary or unusual, but because it is the product of years of thoughtful, careful, conscientious development."

Showing just over 13,000 miles, the 1977 Electra Glide on offer here is an amazingly original condition, attested to by its trio of Winners Circle Awards from the Antique Motorcycle Club of America. To qualify for that honor—the AMCA's highest recognition—a motorcycle must be at least 35 years old and undergo three rounds of rigorous judging, scoring 95 points or more out of 100 in each round. The Chestnut Brown FLH was also chosen for display in the Winners Circle exhibit at the Motorcyclepedia Museum in Newburgh, New York.

Recently serviced, the bike has been maintained in ready-to-ride condition by the current owner. Its AMCA awards and an extensive documents file will accompany the Electra Glide's sale.

\$12,000 - 16,000

£9,200 - 12,000

182

1978 HARLEY-DAVIDSON 1,200CC FLH ELECTRA GLIDE

No other motorcycle company, it seems, celebrates its own heritage better than does Harley-Davidson. In business continually since 1903, there have been many milestones for The Motor Company to commemorate in metal, as here with the Special Edition 75th Anniversary Electra Glide. Period magazine ads featured an especially stunning black-and-gold version of the FLH, but a multitude of color schemes was available, set off by special anniversary graphics on the front fender. The other big news for 1978 was an increase in displacement to 80 cubic inches (1338cc), accomplished via a simple bore-and-stroke job. The always-entertaining writer Henry Manney III sampled the newly enlarged Shovelhead for Cycle World magazine, advising that the best way to enjoy the Harley was to get it into top gear as soon as possible, "Then the giant bore and stroke and all that lovely torque take over to produce a most satisfying waffling beat from the Big Twin that wafts the outfit effortlessly down the road, doing seemingly about 800 rpm," he wrote. The current owner found this 75th Anniversary Edition about three years ago in less than original condition and set about to correct that, repainting some parts, acquiring others, resulting in a good-running, rider-quality machine. Apparently a Canadian model, its speedometer is calibrated in kilometers, of which 22,848 are showing on the odometer, about 14,200 miles. With a recent service, fresh oil and a topped-up battery, the FLH is ready for more mileage, on either side of the border.

\$14,000 - 17,000

£11,000 - 13,000



183

1993 HARLEY-DAVIDSON 1,300CC FXR SUPER GLIDE II

By the time Harley-Davidson's 90th anniversary rolled around in 1993, the company's birthday celebrations had become very big deals. Some 100,000 Harley riders converged upon Milwaukee for the festivities, and as always special-edition models with 90th anniversary badging and dedicated color schemes were part of the program. This FXR Super Glide II, number 187 of 800 in the series, shows the charcoal-gray-on-silver paint with orange pinstriping common to all Anniversary models that year, plus the winged 90th cloisonné tank emblems. Introduced 10 years earlier, the FXR was a milestone in its own right. Here was a real rider's motorcycle, with a rigid, good-handling frame and a clever rubber-mount engine setup that kept the worst of the 1340cc Evolution V-twin's vibrations away from the rider. Factor in Showa suspension at both ends, decent cornering clearance and good brakes, and it's easy to see why the second-generation Super Glide was considered one of the best-handling cruisers of the era. The popular FXR line would remain in production until 1995 when it was phased out in favor of the Dyna series. This 25,000-mile example was a true 'barn-find', parked and unriden for some time when acquired by the current owner. He undertook several rounds of extensive detailing to arrive at its current highly presentable, ready-to-ride condition, including refitting the original 'mid' foot controls. The few non-stock parts, such as the Phase I air-cleaner kit, Screamin' Eagle mufflers and combo backrest/luggage rack, are period accessories sourced from H-D's Genuine Parts & Accessories catalog.

\$10,000 - 12,000

£7,700 - 9,200



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184

1994 CENTURY 1,646CC V-TWIN CHIEF PROTOTYPE

- One of two hand-built prototypes
- In original as-shown condition
- Unique part of Indian motorcycle history
- From the collection of Philip Reed



Almost from the day the original factory was shuttered in 1953, there were many numbers of attempts to revive the Indian brand. The attempts at its resurrection hit a crescendo in the 1990s, driven by traditional rival Harley-Davidson's skyrocketing sales and a supply of investor money. One of the hopefuls was Wayne Baughman, an Albuquerque car-parts salesman who formed Indian Motorcycle Manufacturing Inc. and actually produced two running prototypes, shown to the public, press and interested investors in 1994. Temporarily sidestepping legal battles then raging over rights to the Indian name, Baughman called his machine the Century V-Twin Chief.

The appeal of the original Chief is easy to understand. Has there ever been a more iconic shape in American motorcycling than a skirted Indian? Those big valanced fenders are unmistakable—then as now, they set the bike apart from anything else on the road.

Style-wise, Baughman's neo-Chief interpretation may have been steeped in that history, but technically it had some up-to-date features. The prototype's 60-degree V-twin powerplant was CNC-machined from billet aluminum, running a 100 x 100mm bore-and-stroke for a displacement of 100 cubic inches, or 1646cc. It was a dry-sump, oil-cooled design employing twin radiators. Compression ratio was 10:1. Each cylinder head was fitted with three valves (two intake, one exhaust), their push-rods gear-driven from the crankshaft.

Ignition was controlled by an electronic fuel management system. The claim was 98hp at 5,600 rpm, with torque output of 90ft-lb. at 4,300 rpm. The chassis had a 'hard-tail' look but was in fact suspended in the rear by a hidden shock. Final drive was via toothed belt.

With a reported \$5 million raised, a new building lined up and 50 dealers worldwide ready to take product, Baughman was ready for the next step. Unfortunately for him and his backers, a court officially awarded the Indian trademarks to another group, and enthusiasm for the Century Chief endeavor quickly deflated.

Following the company's demise, one of the prototypes made its way to the National Motorcycle Museum in Anamosa, Iowa, while the prototype on offer here ended up in Southern California collection of Philip Reed, noted vintage car collector, longtime Horseless Carriage Club official and nine-time participant in the U.K.'s London-to Brighton run. Indian Motorcycles, meanwhile, is once again a fully going concern, with freshly engineered motors, a multi-model lineup, even a factory racing team. In a path too convoluted to detail here, Indian is now owned by recreational-vehicle giant Polaris Industries and the future looks very bright indeed. It was machines like this Century V-Twin Chief, however, that helped keep enthusiasm for Indian alive and bridged the gap from defunct to dynamic.

\$12,000 - 15,000

£9,000 - 11,000

No Reserve

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185

2000 MULE HARLEY-DAVIDSON STREET TRACKER

Frame no. 1HD1CHP31YK127087

- *Built by street-tracker expert Richard Pollock*
- *Mildly hot-rodded Sportster 1200 motor*
- *Reworked chassis with inverted forks and moved-up shocks*
- *Less than 1000 miles since conversion*



The original owner of this machine handed over the base bike—a 2000 Sportster Sport—to master builder Richard Pollock of Mule Motorcycles for one of his award-winning street-tracker conversions. A longtime aerospace professional, building motorcycles for himself was something Pollock did in his spare time, but people began to pay attention and soon were imploring him to construct bikes for them, too. Awards, magazine coverage, website mentions and many more commissions followed. Today, some 150 motorcycles later, Pollock is recognized as the world's most prolific builder of street-trackers.

When Pollock finished this bike in 2010, about the only items that remained untouched were the main frame loop and the center engine cases. Everything else was thoroughly "Mule-ized." Wanting to mimic the aggressive look of older XLCHs, Pollock moved the shock mounts forward about 6 inches on the swingarm, which required that the rear subframe be totally reworked to match. Front suspension duties are handled by jumbo Italian-made Paioli inverted forks, mounted in A&A Racing black-anodized adjustable triple-clamps. Out back is a pair of adjustable RaceTech shocks.

What looks like a 19-inch Morris mag wheel mounted between those massive fork tubes is actually cast aluminum as fitted to Kawasaki cruisers in the 1980s. Likewise the rear wheel, except it was sent out to Kosman Specialties to be widened first. Maxxis dirt-track style tires add to the competition feel.

Brembo four-piston Goldline brake calipers are another parts transplant, sourced from a sporting Ducati. Of course, not everything is from the parts bin. A multi-function Motogadget analog tachometer with digital speed/odo readout lives atop the triple-clamps, not far from the slick little PIAA driving light.

Pollock lopped off the clutch dome and rotated it about 40 degrees clockwise before rewelding for a more direct shot at the handlebars. While he was at it, he sectioned off the upper portion of the dome and fashioned a three-bolt cover in its place. Now if the engine needs to be timed, it can be done with a socket and breaker bar on the crank end, instead of having to put the engine in gear and rotating the rear wheel by hand while peering through a tiny porthole on the right side. Just one example of a Mule mod that is both aesthetically pleasing and a technical upgrade.

The second and current owner acquired the Mule in 2014 and returned it to Pollock for a tune-up and some updates, namely a Mikuni HSR42 carburetor, a ceramic-coated megaphone exhaust and a Storz shift kit that converted the gearchange from race-style back to conventional 1-down/4-up. At that time the bike was treated to new paint in gray and metallic silver with red pinstriping. In total, the bike has covered less than 1000 miles since its original 2010 build, and has just had its carburetor cleaned and a fresh battery fitted.

\$25,000 - 28,000
£19,000 - 21,000

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186

1999 CONFEDERATE 113CI HELLCAT

Frame no. 1C9SF2751XB071124

Engine no. ZC0427

- *Original condition, just over 200 miles from new*
- *One of approximately 500 built, 1996-2001*
- *Sportbike suspension, tires and brakes*
- *S&S 113ci V-twin, SuperTrapp exhaust*



Against all odds, some of America's most technically advanced, stylistically dramatic motorcycles were constructed first in New Orleans, Louisiana, then Birmingham, Alabama, those two cities of the Old South home to Confederate Motorcycles starting in 1994. Recent offerings from the company—the Wraith and the Combat Fighter—are especially forward-thinking, all techno and avant garde in an exoskeletal kind of way. Recently renamed Curtiss, the company is wrapping up production on its last gas-powered model and transitioning to all-electric designs with a new corporate mission statement to, "Create sustainable, desirable, intergenerational, mean, clean and green, future-proof hot rod motorcycles."

It all started with Confederates like the model seen here, a G1 Hellcat, some 500 of which were built between 1996 and 2001. Then, as now, the Hellcat was hard to ignore, looking like nothing else on the road. A seductively arched teardrop gas tank sat atop a hulking 113 cubic inch (1851cc) S&S V-twin good for a claimed 115hp. Confederate did a good job of tucking in the twin's drivetrain ancillaries—billet primary cover, clutch and gearbox—so it was a relatively narrow package, good for cornering clearance. Wheels and rubber were decidedly sporty stuff: Marchesinis wearing sticky Pirelli Dragon radials.

The Italian-made Paioli inverted fork was huge, with tubes measuring a whopping 56mm at the top clamp, 58mm at the lower. Sweden contributed the brakes, dual six-piston ISR calipers up front mated with grippy, high-iron-content floating rotors. More ISR kit in the rear, a small single-piston stopper with a downsized disc. The frame was steel, with a drainpipe-sized backbone, mated to a girdler-like swingarm working through a pair of Works Performance shocks mounted cantilever-style *a la* the classic old Vincent Black Shadow. There was no rear subframe as such, just a pedestal hung off the backbone to which the solo tractor-style saddle was attached.

Cycle World magazine came away impressed after their first test ride on the Confederate. "Fitted with top-shelf suspension, wheels and tires, the Hellcat is one of the best-handling Big Twins we've ever ridden," they wrote. "The wide handlebar makes for light steering, while the chassis provides good cornering stability."

This particular Hellcat is presented in as close to showroom condition as you're likely to find, having traveled a scant 212 miles since it was built 20 years ago. Very well kept, it has remained garaged ever since, only taken out for the occasional Sunday ride. It is 100% original, with the exception of a new battery recently installed.

\$15,000 - 20,000
£11,000 - 15,000

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187

1969 HARLEY-DAVIDSON 883CC XLCH

Frame no. 69XLCH1241

Engine no. 16581-57

From the early K models of 1952, through the KH and KHK which followed, the next step in the Sportster evolution was the addition of the overhead valve XL engine in 1957, and officially adding the name Sportster. The line expanded in 1958 with the addition of the XL and the XLCH, the latter fulfilling hot rodders' requests for higher performance versions. The XLCH remained the street rod rendition of the Sportster, and by 1964 was about the fastest machine on the road, capable of 14 second quarter mile times, and touching 60 mph in six seconds. By 1968 the Sportster benefited from even more radical cam and head work and produced 60hp. 'During the years that the AMF corporation owned Harley-Davidson, from 1969 to 1981, the company produced a respectable lineup of Sportster models. Some motorcycle enthusiasts and collectors think that the Sportsters produced under AMF's ownership were the most attractive of all Sportster models.' The bike presented here is in original condition with its brown paint and sandy seat. As in the TV series *Then Came Bronson*, which featured a Sportster of the same vintage, this machine is a neat time capsule a transitional period in the Motor Company's history.

\$7,000 - 10,000

£5,200 - 7,500



188

1984 HARLEY-DAVIDSON 1,000CC SPORTSTER XLX

Frame no. 1HD1CCH30EY113353

Engine no. *CCHE113353*

Although retaining all the traditional characteristics that made them unique, the Harley-Davidsons of the 1970s began to incorporate some of the technological developments that had become the accepted norm on European and Japanese machines. Disc brakes and electronic ignition were commonplace on Harleys by the decade's end, by which time the convenience of electric starting had been extended to the Sportster model. The latter benefited from a capacity increase (to 1,000cc) for 1972 and in 1978 gained the superior twin-downtube cradle frame of the short-lived XLCR Café Racer. In 1982 a new welded frame was introduced, replacing the traditional lugged type in use hitherto, and then the following year saw the introduction of two new Sportsters: the XLS and XR 1000. While the former was a more affordable base model intended to attract new customers – it continued through 1985 gaining two more versions, the XLX and XLH along the way - the latter catered for those with a desire for increased performance. This example, thought to be an XLX – black exhaust, short front fender and solo seat – has the 997cc motor which pushes out about 50 horsepower at 6,000rpm with a Keihin B83D carburetor, one shared between each cylinder. It uses discs at each end with a 19in rim on the front matched by a 16in at the rear to continue the 'Sportster look' complete with peanut-tank and 'bobber' seat or slim, low dual seat (although you wouldn't want to be on the back for long.) We're advised that the bike starts and runs but is in need of some recommissioning work.

\$2,500 - 3,500

£1,900 - 2,600



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189

1974 AERMACCHI HARLEY-DAVIDSON 350CC SPRINT MOTORCYCLE

Frame no. *6A11329H4*

Engine no. to be advised

In 1960, an unlikely alliance between the Italian Aermacchi concern and Harley-Davidson resulted in the former's lightweight motorcycles being sold in the USA alongside H-D's traditional big v-twins. Marketed as Harley-Davidsons in the USA and as Aermacchi-Harley-Davidsons elsewhere, the first models offered were re-badged versions of Aermacchi's 250 and 350cc 4-stroke horizontal singles. The latter remained in the Harley range until the end of the 1974 model year, falling sales forcing their discontinuation. Aermacchi's 2-strokes also formed part of the line-up between 1973 and 1978, at which point H-D's new owners – American Machine and Foundry, known simply as AMF after 1970 - sold off their share of the Italian concern to Cagiva. In recent years there has been an upsurge in interest in these Italian-built Harley singles, some 50,000 of which were sold in the USA during the two firms' 14-year association. This example for the last year of importation into the US by AMF Harley-Davidson is tired but appears to be remarkably complete, straight and unbruised. Perhaps all it needs is re-commissioning. Once up and running, these interesting horizontal singles can provide an excellent, reliable and entertaining ownership experience. Italian spirit for not much money!

\$2,500 - 3,500

£1,900 - 2,600



190

1972 AERMACCHI HARLEY-DAVIDSON SS350

Frame no. 6A13592 H2

Engine no. 6A13592H2

In 1960, an unlikely alliance between Aermacchi and Harley-Davidson resulted in the former's lightweight motorcycles being sold in the USA alongside H-D's traditional big V-twins. Marketed as Harley-Davidsons in the USA and as Aermacchi Harley-Davidsons elsewhere, the first models offered were re-badged versions of Aermacchi's 250 and 350cc four-stroke horizontal singles. The latter remained in the Harley range until the end of the 1974 model year, falling sales forcing their discontinuation. Aermacchi's two-strokes also formed part of the line-up between 1973 and 1978, at which point H-D's new owners - AMF - sold off their share of the Italian concern to Cagiva. The Aermacchi Harley-Davidson SS350 features a 344cc single-cylinder engine producing about 25 horsepower that is paired with a four-speed transmission. The bike was equipped with a kick-starter and a right-side foot shifter. The 1972 SS350 presented here was apparently sold new in Texas and belonged to various owners before getting in the hands of the vendor. Among these owners, it seems like the bike remained in the same family for a large part of its life having been transmitted from one generation to the other. The bike is in full-original condition showing some nice patina around its banana yellow color and fluorescent orange graphics on the tank.

\$5,000 - 6,000

£3,700 - 4,500

No Reserve



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191

1973 MONTESA 250CC CAPPRA 73M

Frame no. 73M8942

Engine no. 73M8942

Montesa was founded in 1944 in Barcelona by Pedro Permanyer Puigjaner, as major shareholder, and Francisco Xavier (Paco) Bulto as Permanyer, S.A. of Industrias Mecanicas – it was not until 1970 the company changed its name to Motocicletas Montesa S.A. The latter would leave the company in 1958 to start his own company, Bultaco, but before then his engineering genius had bequeathed Montesa a range of popular 2-stroke roadsters based initially on the French Motobecane. The company entered road racing in the early 1950s with a successful 125cc single, but its major impact on motorcycle sport would be away from the tarmac - the Scorpion and Cappra motocrossers, and the Cota trials bikes, being the equal of any of their contemporaries. The Cappra model – Cappra is a misspelling, perhaps, of capra (which is nanny goat in Spanish) - was an intrinsic part of the development of the worldwide scrambles then motocross market, forming a link between the older, previously dominant, British and European marques such as BSA, CZ and Husqvarna, and the emerging Japanese newcomers to the market who would eventually become the overriding presence. Montesa was commercially successful early on but as sales decreased Honda took a large stake in the Montesa company in 1981. The first Cappras appeared in 1967, the final Cappras in 1982, and production was then restricted to only the Cota trials models. This example is a 1973 model complete with Red with Pumpkin and Black stripes, one of perhaps 2,400 made for a world market – most long ago destroyed – that we're advised by the vendor starts and runs well and is in excellent condition having been carefully refurbished. Viva Montesa!

\$6,000 - 7,500

£4,500 - 5,600



192

1972 DUCATI 750GT

Frame no. DM750S*751799

Engine no. 75065

Designed by the legendary Fabio Taglioni, Ducati's first road-going V-twin - the 750 GT - arrived in 1971. Lacking the resources of larger Japanese rivals, Ducati had made the most of what it already possessed to create one of the all-time great post-war motorcycles. A 90-degree vee, the engine looked like two of the Bologna firm's bevel-drive, overhead-cam singles on a common crankcase (which in essence it was) though the coil valve springs represented a departure from Ducati's traditional hairpins. The 90-degree layout made for exceptional smoothness and a lengthy wheelbase, a handicap more apparent than real. This Ducati 750 GT's motor carries a 'second batch' 1972 (February) regular production number. The frame is from a year later and that's why it is registered with a clean Minnesota title as a 1973 model. At some stage in its life the bike lost its original motor, gained an earlier one (nothing necessarily negative in that) together with a steel tank and a replacement Excel aluminum rear rim. Not surprisingly it comes with Smiths 150mph speedometer and tachometer, a single front disc (drilled at some point) with Lockheed caliper (which has ceased to work), and a deeper headlamp rim with Conti mufflers and Amal carburetors. It is thought to be a North American model. Strictly speaking it awaits restoration assuredly in sufficiently healthy condition to make that task relatively easy in spite of its fairly high mileage. It was repainted long ago. It is mostly complete, but any interested bidder should assure themselves of the status quo, before purchase.

\$8,000 - 12,000

£6,000 - 9,000

No Reserve



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193

1956 FB MONDIAL 125/175CC BIALBERO RACING MOTORCYCLE

Engine no. 14

- *Ultra rare Italian racing motorcycle*
- *Was formerly part of the Guy Webster collection*



F.B. Mondial was started by the Boselli brothers as in Fratelli Boselli, or FB, in 1929. One of the brothers Giuseppe and Oreste Drusiani had worked in the motorcycle industry, Giuseppe as a partner in the G.D. company, Oreste as an engine designer and builder. But it is not until 1948, in a new factory, that our story begins.

Oreste Drusiani's son Alfredo was asked to design and build a very modern and sophisticated DOHC 125cc single cylinder motor, around which Giuseppe could build a road racing motorcycle. With the two cams directly above the valves, the powerful engine, of course, revved freely. A Mondial 125 led its first race in 1948 at Monza but it was the following year with the creation of the GP World Championship that a Mondial 125 repaid the investment and won every 125cc class GP that year, and the two following, 1950 and 1951.

Dottore Fabio Taglioni – best known for his later incredible work with Ducati - was hired in 1952 to work with Drusiani. A year later with Drusiani's departure, Taglioni was asked to redesign their fabulous engine. In 1954 the DOHC single was now wet-sumped and had been pushed out to 175cc – with a choice of both a SOHC and DOHC heads - to add another racing class opportunity, together with a new frame with telescopic forks and swing arm rear suspension. And they conquered the series of long-distance races popular in Italy at that time, often beating the 250s, 350s and 500s for overall wins. Example: Tarquinio Provini won the 1954 Motogiro d'Italia outright in 1954 on a Mondial DOHC.

This 1956 FB Mondial 125/175cc DOHC road racer is extremely rare. It is not known what the actual capacity of the machine is but the DOHC's basic structure was always based on the 125cc, the 175 being simply an 'enlarged' 125. The Mondial racing department never built more than a handful of top-spec racers per season, and most have long disappeared and there is no factory record of this motorcycle left. What's most likely is that after the Mondial racing department closed its doors in 1977 the remaining race bikes and parts were bought by Piero Nerini and two partners. This bike is thought to have been built at that time from those newly released parts. The seller obtained the bike from the Guy Webster Collection based in Ojai, California a few years ago.

Nonetheless this is an ultra-rare, gorgeous looking, fifties, handcrafted, tool room Grand Prix road racing motorcycle that oozes 'mechanical patina' and its Italian heritage. Recently re-painted, it should be taken seriously by enthusiasts of that long-lost golden era of European 'road racing.' Accordingly, prospective bidders should satisfy themselves as to the authenticity and originality of the Lot prior to bidding.

\$27,000 - 35,000

£20,000 - 26,000

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194

The last Meriden Bonneville built
1983 TRIUMPH T140SS

Frame no. SCGB75504CM032213

Engine no. T140W 4CM 032213

- *The last Meriden-built Bonneville*
- *Superb original 750 twin that's rarer than you think*
- *Meriden is to Triumph as Panigale is to Ducati*



Ringing the changes on a basic model to produce a variety of alternatives has been a policy pursued by manufacturers since motorcycling began and is common practice today. When the Meriden factory emerged from the chaos of BSA-Triumph's disintegration and its ensuing occupation by the workforce, the new management had but a single model suitable for continuing production: the T140 Bonneville. The latter would appear in a number of different guises over the succeeding years, most notably the limited edition 'Silver Jubilee' and 'Royal Wedding' models. These though, were really only styling jobs but there were other, more radical developments in the pipeline, one of which was a new sports model with a Weslake Engineering designed 8-valve cylinder head: the TSS. Sadly this, like the custom/cruiser-style TSX launched at the same time, was a case of 'too little, too late', and Meriden Motorcycles Ltd was forced to call in the receivers in the autumn of 1983.

'Based around a stock T140 Bonneville chassis, the TSS used T140 engine cases, timing gear, clutch, and gearbox. The crank, however, was all new; a one-piece forging with larger diameter (but narrower) journals at 1.875 inches and all-over machining for improved efficiency and balancing. Interestingly, the cylinder bores of the TSS were spaced approximately 1/2-inch further apart with correspondingly revised big ends and small ends.'

032213 was the last motorcycle to leave Triumph's Meriden production line before its final shutdown. It remains today in excellent showroom condition. It was exported to the US and has been owned by the seller since 1998. There is a letter in the bike's history file addressed to the seller from one Pat Davy, Assistant to the Librarian of The Vintage Moto Cycle Club Ltd, dated October 6, 2006 – the VMCC is the guardian of the factory 'Build Book'. Quote: 'Your Bonneville (032213) has the latest manufacture date ('21 JAN 83') in the book so I reason it was the last produced.'

It can be argued that this is the most important original 750 Bonneville available today if only because it is the last of the Meriden Triumphs – the end of a well-loved era when the Brit Bike did indeed rule the world.

\$17,000 - 22,000

£13,000 - 16,000

195

The ex-Bud Ekins,

1938 TRIUMPH 5T SPEED TWIN

Frame no. T.H.6226

Engine no. 8-5T 12877

- Doyen of the Hollywood set who rode motorcycles
- Bud's own Speed Twin that he brought back from the UK



Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 London Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Meriden - Val Page - had designed one a few years previously, but Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, whose cycle parts it shared, and from certain angles looked just like a twin-port single. This was just what the conservatively minded motorcycling public wanted, and the Speed Twin proved an enormous success for Triumph, lifting the company out of the economic doldrums and setting it on the road to future prosperity. Performance proved exemplary for a road-going 500, around 85mph being attainable.

Pre-WW2 it wasn't easy to buy a Triumph in America unless you imported one from Canada. There were a few dealers such as Jonas B. Oglaend who had set up shop in New York City in the early 1920s with a catalog from which you could order a British bike.

He was followed in 1926 by friend Reggie Pink, also in New York City, who got serious. Reggie might have been the first to sell a 1938 5T but we are not talking huge numbers of new Triumphs, or any other British bike, at this time. The huge numbers came after peace was declared. Bud Ekins' bike was not any early import.

Although it was Hollywood stuntman Bud Ekins-masquerading-as Steve McQueen-masquerading-as (POW) Virgil 'Cooler King' Hiltz who jumped the Triumph-masquerading-as a BMW in the movie *The Great Escape*, Ekins had, of course, his own successful persona... Winner of four gold medals in 1960s ISDTs, the Big Endurance, the Catalina GP and the SoCal District No. 1 plate seven times, he also starred behind the wheel in that dark green Mustang that was buddy Steve's in *Bullitt*. His other movies were *The Blues Brothers*, *Electra Glide in Blue*, *Race with the Devils*, *Sorcerer* and *Diamonds Are Forever*. Then there were his TV appearances in *CHiPs*. Both character actor and stuntman, he was also owner of a Triumph motorcycle dealership in Thousand Oaks, California, a place where the motorcycle glitterati wand others would gather and sometimes turn stories into history. (Bud Ekins died in October 2007.)

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Ekins bought this 1938 Triumph Speed Twin in England and brought it back to his shop. He sold it in 1991 to another collector who kept it for some 17 years; it was then acquired by Olaf Hassel of Winnetka, California who in spite of his Norwegian name was a British bike expert having been raised in London. Olaf used to love to say of himself, 'Hassel by name, hassle by nature.' It was then acquired by a Mike Crone - a landscape architect and Triumph aficionado - who had been born in the San Fernando Valley and once had hung out in Ekings' shop but now of Florida. He is downsizing his collection.

In the Spring 2009 edition of *Vintage Bike* – the journal of the Triumph International Owners Club and British International Owners Club - there is an interview with Olaf Hassel and his Speed Twin by Paul Garson headed Bud Ekings' Final Triumph: All Original Time Warp '38 Speed Twin.

'...we learn that this bike, in such original, unmolested condition, might just be rarer than the now almost mythical Crocker...'

'This particular 1938...is a first example as distinguished by a six-stud crankcase, a one-year only appearance, as the following year utilized and 8-stud design... Rarely seen and still in place on this exceptionally stock machine is the Triumph tire pump, Lucas horn and lower chain guard. Another item of interest is the Bakelite composition steering damper, the material had only been in use for a few years by the 1930s.'

'The only part of the bike that has been refinished is the Lucas headlight which has been re-chromed and still sports the rather ornate Lucas crest insignia as well as the original and classic black-face Smith(s) Chronometric instrument gauges. Rare as dragons' teeth are the Lucas oil pressure gauge and ammeter which includes an integrated inspection light that detaches from the tank and via an electrical extension line allows a light to be shone over various parts of the bike during dark hours, all original equipment.'

The Bud Ekings Speed Twin was recently – December 2019 - subjected to some patina-safe detailing and a full service at Baxter Cycle, an expert, long-time Triumph dealer in Marne, Iowa. The bike is fully functioning and in good running, and riding, condition. It starts with one or two kicks, soon idles as intended, and runs up and down the rev range smoothly – and quietly – assuring us that Bud Ekings would have been proud.

This 'survivor' is as serious 'a piece of kit' as it is unique. An unrepeatable, perhaps, opportunity for the Triumph collector.

\$50,000 - 60,000
£37,000 - 45,000

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196

1938 TRIUMPH 500CC 5T SPEED TWIN

Frame no. T.H.5087

Engine no. 5T 6202

- *Benchmark pre-WW2 Twin that changed the face of British motorcycling*
- *Iconic design from Edward Turner, doyen of the 1930s*



For Edward Turner, designing Triumph's first successful parallel twin would have seemed like a doddle. After all, in 1931 working for Ariel he had penned something much more complex. His 500cc square four was, in essence, two twins situated one behind the other to form a square configuration, with each pair of pistons having its own counter-rotating crankshaft geared to the other, and valve actuation by way of a chain-driven overhead camshaft.

In 1936 Ariel purchased a financially struggling Triumph and installed Turner as chief designer and managing director. After spicing up the company's staid line of singles, he turned his attention to what would become known as the Speed Twin, powered by a 500cc parallel twin that while simple in comparison to the square four, would have a profound effect on British motorcycling. Turner bolted his new engine into a Tiger 90 single chassis, painted the cycle parts Amaranth Red and sent the bike off to the 1937 Olympia Show in London.

'Edward Turner's intention was always to produce a vertical twin, a design he had considered at Ariel after creating an experimental twin out of half the Square Four. Turner removed the front crankshaft to allow the engine to function as vertical twin, and both Val Page and Bert Hopwood were watching this experiment.

While he considered it extremely sound from an engineering point of view, Turner didn't see it having a wide appeal. So, he immediately embarked on creating the Speed Twin, which appeared in July 1937.' Ian Falloon, *The Complete Book of Classic and Modern Triumph Motorcycles* (Motorbooks, 2015.)

Public reaction was immediate and overwhelmingly positive. Here was a 500cc twin not much larger physically than the singles of the day, and while it made only a few more horsepower than the one-lungers, power delivery was much more refined and, just as important, the engine was easier to kickstart into life. That it was one of the most handsome-looking machines of that era certainly did not hurt. Two years into its production run, however, World War II put the Speed Twin on the back shelf.

This beautiful Amaranth Red Speed Twin was restored to its original specification in 1998 by Terry Clark of Gig Harbor, Washington. Clark has been restoring Triumphs to the highest of standards for well over 30 years. Originally sold in the UK – it still carries its cheese-cutter 'license' plate on the front fender, FJO 477, a registration from the city of Oxford.

\$28,000 - 32,000
£21,000 - 24,000

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197

1922 TRIUMPH 550CC MODEL H

- *Easy to ride lightweight*
- *Nicknamed 'The Trusty'*

Frame no. 323780

Engine no. 83841 HRR



The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally bicycle manufacturers - were building its own power units. The company was soon involved in racing, and the publicity generated by competition success - Jack Marshall won the 1908 Isle of Man TT's single-cylinder class for Triumph - greatly stimulated sales.

By the outbreak of the Great War, Triumph's reputation for quality and reliability was well established, leading to substantial orders from the military for its newly introduced 4hp model. This model was based on the 3½hp version that first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908, and finally to 499cc in 1910 before being superseded by the 550cc 4hp version - still sidevalve - in 1914.

The 'H' came with a 3-speed Sturmey-Archer gearbox. More than 30,000 Model Hs had been produced by the end of the war in 1918. Triumph Engineering had been using the slogan Trusty Triumph since 1910 and so the 'H' became 'The Trusty.' It had proven to be very reliable in battle! The front fork spring was somewhat prone to break on rough ground and so dispatch riders would, reportedly, strap a leather belt around it to 'save it.'

We're advised by the vendor that this lovely little Triumph is in running condition. Without lights or speedometer, it is an easy-to-ride lightweight that can be most entertaining on a sunny day with time on your hands. Welcome at shows, cocktail lounges, and race paddocks everywhere.
\$15,000 - 20,000
£11,000 - 15,000

Offered on a Bill of Sale.

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198

1958 VELOCETTE 499CC VENOM

Frame no. RS 4732

Engine no. VM 1160

Velocette's initial TT victory would not be until the junior race of 1926 with Alec Bennett aboard the firm's radical overhead-camshaft four-stroke model. Having been firmly committed to two-stroke engines up to this point, the Bennett victory sealed Velocette's change of tack, and thenceforth the company's future would forever be linked mainly to four-strokes. Introduced in 1956, the Venom sports roadster was derived from the touring MSS. The latter disappeared from the range in 1948, reappearing in 1954 with a new swinging-arm frame and telescopic fork. The engine too was up-dated, changing to 'square' bore and stroke dimensions of 86x86mm and gaining an alloy cylinder barrel and 'head. Engine development pursued as part of the scrambles program bore fruit in 1956 in the shape of the high-performance Venom and its 350cc sibling, the Viper. The MSS frame and forks were retained for the newcomers, but full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. Manufactured until the end of Velocette production in 1971, the Venom represents the final glorious flowering of the traditional British sports single, and today these supremely well-engineered thoroughbreds are highly sought after.

\$7,000 - 10,000

£5,200 - 7,500



199

1970 TRIUMPH 650CC T120R BONNEVILLE

Frame no. BD 42570 T120R

Engine no. BD 42570 T120R

Considered by most to be the last real 'Bonnie', the 1970 model was the ultimate example of everything that the Bonneville had become. It was beautiful and fast and, according to *Cycle Guide*, 'the most commonly seen and most-sought after piece of merchandise by teenagers... The Bonneville has a great deal of personality. The more you ride it, the more you like it.' Although problems continued to plague the factory, 1970 was a peak sales year for Triumph in the United States. And, although no major changes were made to the Bonneville, there were several minor improvements. New crankcase halves and engine breathing changes helped improve oil tightness. Front engine mounting plates were changed to bolt on units to facilitate easy engine changes and the Concentric carburetors were improved once again. Triumph also toned down the bright colors of the late sixties to an elegant burgundy (Astral Red) and silver scalloped tank. Fenders were painted to match. This Bonneville can only be described as 100-point. Stock. Accurate. Original. The motor and transmission were blueprinted by expert Randy Baxter's shop, Baxter Cycle in Marne, Iowa. The frame, cycle parts and bodywork were 'perfected' by the seller, himself an experienced multi bike and car restorer over many years, with the sole goal of hitting that 100-point goal. He wrapped the inner mating surfaces of his wrenches and screwdrivers with tape to avoid metal to metal contact is an example of his desire for an unmarked restoration. This is surely a truly outstanding example the like of which is unlikely to be offered anytime soon.

\$14,000 - 16,000

£10,000 - 12,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

200

1973 TRIUMPH 744CC T140 TRACKMASTER CAFÉ SPECIAL

Frame no. T150V0H03865
Engine no. T140VCH27269

- Ex-Barry Weiss, from the collection of David Edwards
- Multiple concours winner, featured in magazines and books
- Blueprinted five-speed T140 motor, Dell Orto carbs
- Dry clutch, belt primary drive, milled cover



© Cycle World



© Cycle World



© Cycle World

When your job description entails riding virtually every new production motorcycle made over a quarter-century, your personal bikes can run towards the weird and wonderful. That's how former *Cycle World* magazine editor David Edwards amassed a collection of choppers, bob-jobs, café-racers and street-trackers, including this exquisite, award-winning Triumph 750 special bristling with drilled alloy, carbon-fiber and British Racing Green paint.

Credit for the Triumph goes to two people. First, builder Danny Erikson, a Southern California aircraft technician with experience in composites—hence the tightly woven carbon-fiber fenders, taillight, sidepanels and gas-tank inserts. There's lots more to look at, including Barnes dirt-track brake rotors, a front-mounted ARD magneto and a zoomy pair of exhaust pipes. The nickel-plated frame is an original chromoly Trackmaster intended for a Triumph T150 triple. The handiwork of Ray Hensley, Trackmaster oil-carrying frames were the hot setup for AMA flat-track racing starting in the late 1960s. This one was tailored for street use with a modified with rear frame loop and Ducati 900SS-style swingarm.

Barry Weiss purchased the bike from Erikson in 1995. Best known today as one of the stars of the cable TV reality series "Storage Wars," Weiss is a noted custom motorcycle and car collector in his own right. He gave Erikson a 'to-do' list that included polishing and Swiss-cheesing the alloy mounts for the rearsets, chroming the exhaust and fitting a leather 'bum-stop' seat done by American drag race hero Tony Nancy, a world-class upholsterer in his spare time.

After the makeover, the Trackmaster won the Street Specials class at California's Del Mar Concours and was featured in *Cycle World*. "To my eyes, this was—and is—about as good as a special gets," says Edwards. "The lines are impeccable and the build quality, the attention to detail, is beyond extraordinary. When the bike came up for sale a decade after our story ran, I couldn't say no."

There was a small discount involved as Weiss' hard riding on his infamous midnight bombing runs along L.A.'s Mulholland Drive had left the machine with blown shocks, a dimpled rear rim and a pranged exhaust pipe. Edwards returned the Triumph to original builder Erikson for refurbishment. "It took some convincing as Danny was overloaded with airport work but I didn't want anyone else touching the bike," says Edwards.

In Edwards' care, the Triumph has been ridden sparingly and shown only a few times, including at the prestigious Legend of the Motorcycle Concours, where it nabbed a second-in-class trophy. It has been featured on two magazine covers, *BikeCraft* and Germany's *Klassik Motorrad*, and was chosen for a 2013 exhibit "Ton Up: Speed, Style and Café Racer Culture" and the accompanying hardcover book. Copies of the magazines and the book are included with the sale. On static display for the past few years, the Trackmaster will require a light recommissioning before use.

\$20,000 - 25,000
£15,000 - 19,000

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201

1961 MATCHLESS-NORTON 750CC FLAT TRACK TT

Frame no. A74616

Engine no. 20 105800 P

- *Midwest shop racer built for dirt tracks*
- *Norton 750cc engine, Matchless G80CS frame*
- *Recent repaint in original livery*
- *Autographed gas tank included in sale*



Of all the great British motorcycle manufacturers, no company practiced 'badge-engineering' with more verve than AMC. Founded as Matchless by the Collier family in 1878 to produce bicycles, by the turn of the century the firm had moved on to motorcycles, growing by acquisition over the next five decades. AJS, Francis-Barnett, Sunbeam, James and eventually Norton would all join the Matchless empire, necessitating a name change to Associated Motor Cycles for the parent company. Starting in 1949 with a newly designed 500cc twin, the Matchless and AJS brands were particularly close, the only real differences between models being cosmetics and the badge on the gas tank.

Deserts being in short supply in the Midwest, the folks at Merrill's Norton-Ducati dealership in South Bend, Indiana, came up with a different use for this Norton/Matchless hybrid.

They shoe-horned an early twin-carb 750 Atlas twin into a spare G80CS chassis to come up with a flat-track racer, shown here in TT form with front brake and meaty, traction-enhancing 16-inch rear wheel.

The shop provided the bike to a succession of riders for local races, and though their names have been lost to time we do have some recent history. Joe Leonard, multi-time AMA and USAC champion, rode the Norton for demonstration laps at the Del Mar Mile, then signed the gas tank—other AMA Hall of Famers Carroll Resweber, Everett Brashear, Walt Fulton and Babe DeMay also signed the tank. That autographed original tank and a freshly painted replica are included in the sale.

\$7,500 - 8,500

£5,600 - 6,400

Offered on Bill of Sale.

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202

1975 NORTON COMMANDO 850CC MKIII PROTOTYPE REPLICA

- Upgrade inspired by 'Norton 76' prototype
- Suzuki cast wheels and brake rotors
- Honda CBX front brake calipers
- Two-tone Corbin solo seat



More than any other Britbike, Nortons are fettled and tinkered with, hopped-up and modified, brought up to date and freely customized. Part of this has to do with the Commando's engine-mount arrangement, a system of rubber biscuits that lets the motor rumble about at idle but squashes vibes at speed. Besides packing an extra 100cc-plus, Nortons were (and are) more rideable than BSA and Triumph 650s, which did nothing to insulate operators from the buzz of their parallel-twin engine designs.

Norton's sporting twin first saw light in the Dominator 500 of the late postwar 1940s, growing in popularity and displacement through the Commando 850 of the mid-1970s. With each bump in engine size came additional vibration, the tingles familiar to every Featherbed owner. Norton's innovative rubber-mount Isolastic frame, designed by former Rolls-Royce engineer Stefan Bauer, prolonged the life of the Commando, launched in 1968 to instant acclaim and voted the U.K.'s 'Machine of the Year' for the next five years. By 1975, the Commando was a reliable and well-liked roadster, now with electric starting, rear disc brake and left-side gearchange, bringing it in line with other bike-makers.

Unfortunately, Norton—along with the rest of the British motorcycle industry—was in choppy financial straits by this time, made even more dire when the government withdrew its subsidies.

An updated Commando, the 'Norton 76', was then in the pipeline, with cast wheels, twin front disc brakes, Italian forks, reshaped bodywork and seat, and cleaned-up graphics. It was a handsome prototype that no doubt would have found a ready audience in production, but the 76 project died when the company went in receivership. A photograph of that lone prototype was the inspiration for this Commando MkIII special. The owner is a talented fabricator and started with a low-mileage '75 Roadster he acquired in a storage-lien sale. Cast wheels and the brakes from a Suzuki GS1000E immediately added a more modern feel—the rear setup alone saved some 15lb. over stock! Brake calipers are Hurst-Airheart at the rear, activated by a Suzuki sportbike master cylinder, while at the front twin Honda CBX calipers were fitted after first welding bosses onto the Norton fork sliders. Aftermarket shocks 1in. longer than stock handle suspension duties out back. Interstate-style mufflers were fitted.

Not trying to craft an exact replica of the black-and-gold prototype, the owner went with a red paint job to match the Corbin solo saddle he already had on hand, but did employ the 76's block-style graphics over the traditional script Norton logo. Combined with the cushy seat, mildly rearset footpegs on custom alloy carriers provide a naturally sporty riding position. Besides being more comfortable and better braked than stock, the owner advises us that his prototype-inspired Commando 850 "goes like gangbusters."

\$12,000 - 14,000
£9,000 - 10,000

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203

1980 KAWASAKI 750CC MYSTERY SHIP

Frame no. DMV 75988 CA
Engine no. KZT00AE083890

- One of only 10 Mystery Ships created
- One of only 2 turbocharged engines fitted



American designer Craig Vetter is best known for his prolific line of Windjammer fairings, sleek frame-mounted fiberglass bodywork that starting in the 1970s made long-distance riding on a motorcycle that much easier, prefacing today's huge luxury-touring market. Largely for that accomplishment Vetter was inducted into the AMA Hall of Fame, but the man designed so much more, including complete motorcycles.

Chief among those was the Triumph X-75 Hurricane cruiser, for which Vetter penned a swooping one-piece gas tank/seat/side panel structure. He had higher performance in mind when he hatched his Mystery Ship, though, one of the rarest of modern limited-production motorcycles. This was based on a 1980 Kawasaki KZ1000 but reworked so heavily that it was barely recognizable as such. Again, ahead of the styling curve, Vetter designed all-enclosing bodywork that would become common sportbike practice over the next decade. Foundation was a frame reinforced per Superbike racing practice.

The plan was to construct 200 Mystery Ships, base price \$9995, or about three times the cost of a stock KZ1000. Just 10 were built before a serious hang-gliding accident took Vetter out of circulation for a while.

Of the 10 Mystery Ships, this particular example, bike no. 6, is perhaps the most collectible. At time of purchase, buyers could choose between four stages of Yoshimura R&D engine tune, or they could go full-house and opt for a \$1700 RC Engineering turbocharger setup that bumped horsepower by 40 percent. Only two Mystery Ships were so equipped, one for RC Engineering boss Russ Collins, and this machine. It rolls on spun-aluminum wheels, another factory option. Finished in "Dino Red," no. 6 is exactly as ordered and delivered, amazingly with just 2 miles on the odometer.

\$25,000 - 35,000

£19,000 - 26,000

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204

1975 KAWASAKI Z1B

Frame no. Z1F-69060

Engine no. Z1E 052403

- Often labeled as the world's first superbike
- A quantum performance leap from Honda's CB 750



In the history of any motorcycle manufacturer there are models that are more important than others, that become significant milestones in the history of the company – that, indeed, define the marque. For Kawasaki that motorcycle was the original Z1. Until late in 1972 Kawasaki's model line was anchored by the scorchingly fast, wheelie-happy H1 500 and H2 750 2-stroke triples. That year's introduction of the 4-stroke, 4-cylinder 903cc Z1 caught virtually everyone by surprise, especially arch-rival Honda, who suddenly found its swift-selling CB750 facing some genuine marketplace opposition. Up until then Honda's Four had been the recognized leader in the new superbike arena, but here came the Z1 packing an extra 150cc and fitted with sexy double overhead cams as compared to the CB750's solitary camshaft. With 82hp on tap, top speed was around 130mph, both figures beyond the Honda's grasp.

Advantage Kawasaki, as duly noted by the staff at *Cycle* magazine. 'The Kawasaki 903 Z1 is the most modern motorcycle in the world,' they wrote in the November 1972 issue. 'It is also the fastest. It is above all the first of a new generation of bikes ... a generation which will come close to being, within reason, all things to all people, capable of nattering down quiet country roads packing double one minute and rotating the Earth with incomprehensible acceleration the next.'

Kawasaki took special care that the Z1's styling was not seen as a copy of the Honda's, an objective which, thanks to a beautifully shaped gas tank, distinctive mufflers and jutting tail section, was clearly achieved. In fact, from Day One the larger Z1 appeared no heavier than Honda's smaller-displacement CB750.

Put to use in everything from AMA Superbike racing to cross-country touring to police work, the Z1 established a strong foundation for all the Kawasaki 4-strokes that would follow, while spawning a number of derivatives – 900 LTD, KZ1000, Z1-R, etc. – remaining in the market, in its various configurations, until 1984 when the air-cooled design was retired. Today, as so often occurs, it is the earlier examples that stand out from the pack. Forty-five years down the road, few would disagree that those first Z1s are truly milestone motorcycles.

The machine offered here is an example of the mildly revised Z1-B model. Introduced in 1975, it featured different gas tank livery and a bare alloy finish for the engine's upper half (first seen on the Z1-A, the Z1's having been black), together with minor mechanical alterations, including the adoption of an O-ring drive chain and deletion of the chain oiler. Subject of an impeccable repaint, replacement exhaust and thorough refurbishment, it is mechanically in great shape. It is just short of complete originality with its drilled front brake rotors.

\$15,000 - 18,000

£11,000 - 13,000

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205

C.1967 BMW 499CC R50/2

Frame no. 642174

Engine no. 642174

- Beautiful Series 2 Boxer BMW
- Full restoration by Tim Stafford in San Diego, CA
- Highly collectible post-war BMW



BMW began as an aircraft engine builder before WW1 but converted to car and motorcycle manufacture afterward. First, they built engines for other manufacturers, then they copied an English Douglas opposed twin and finally introduced the R32 in 1923. The latter was engineered in house and provided the basis for all the following boxer twins.

That original boxer concept has been continually improved for nearly 100 years and continues through the present day. Established simultaneously was a 'high level quality' – both in design engineering and manufacture – which, too, has remained with the motorrad company. The /2 series was introduced in 1960 and featured bikes of different displacements until superseded in 1969.

This lovely example is an R50/2 from 1966, midway through the /2 series production run. It is finished in the traditional BMW Dover White – a white shade with a hint of cream, perhaps - with black pin striping. It has all the idiosyncratic features that abound on BMWs – a solo seat, the key that inserts into the headlight, the sidewinder kick starter and the Earles fork.

This machine has been the subject of a full restoration by BMW specialist Tim Stafford of Stafford Restoration in San Diego, California whose web site opens with the words 'Restored Perfection.' This R50/2 will provide an owner with years of concours shows and low maintenance riding. And remember that /2s are recognized as the most collectible of post-war BMWs.

\$8,000 - 12,000

£6,000 - 9,000

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206

1975 BMW R75/5

Frame no. 4005222

Engine no. 4005222

- "The BMW R75/5 is a sweet ride to anywhere."
- A long wheel base model



When the all-new BMW R75/5 was introduced in 1972, many Beemer purists were aghast to the point of apoplexy. At a time when black-with-white-pinstripes was the accepted BMW 'uniform' of the day, here came the R75, looking much more sporty in Monza Blue or Curry Gold or Polaris Silver, among other racy hues—though as seen here, good ol' Schwarz (black) was still available. Even more eye-popping were the chromed panels on the fuel tank and side covers. Because of its rectangular shape and those shiny sides, the so-called 'Toaster Tank' soon entered BMW nomenclature history.

Stylistic updates aside, the R's 745cc opposed-twin engine also had come in for revisions, namely a one-piece forged crankshaft and alloy cylinder barrels with steel liners. Coil ignition and 12-volt electrics were other improvements.

The claim was 50hp, good for a 110mph top speed. A new chassis featured a duplex frame with lightweight oval tubing and removable rear subframe, long-travel front forks and (more gasps!) plastic fenders at both ends. Despite the Old Guard's protestations, the restyled machines sold well, for as Cycle World magazine said at the time, "The BMW R75/5 is a sweet ride to anywhere."

This R75 is a LWB (for long wheelbase) model from the latter half of the production run when a 2.5in. longer swingarm was fitted for increased high-speed stability when carrying a passenger and luggage. It is in largely original condition, showing 25,589 miles on the odometer, with just one barely perceptible dimple in one of the tank's chrome panels. Recently serviced, it is ready for more action.

\$5,000 - 7,000

£3,700 - 5,200

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207

2005 MV AGUSTA BRUTALE

- *Brutale even more Brutale with a 910cc MV F4 motor*
- *Rare modern roadster*



A wheelie gone wrong led to this MV Agusta Brutale, showing less than 300 miles at the time, being parted out. Luckily the current owner purchased the rolling chassis largely intact, though the four-cylinder 750cc engine had already been sold off. A spare 910cc short-stroke engine from a 2007 MV F4 solved that problem, adding a dollop of power and a dash of style with its 'testa rossa' valve cover.

The Brutale has always been one of motorcycling's best-kept secrets, or as the U.K.'s Motor Cycle News opined, "Arguably the most stunning roadster-type motorbike anyone can own...it simply oozes style, class and pizzazz. It also handles and brakes superbly."

A fan of the limited-edition Oro series MVs with their magnesium components, the owner polished the Brutale's aluminum single-sided swingarm, then had it gold-anodized to replicate a mag look.

Likewise, the frame's side plates were powdercoated a dark hammertone gold. Setting off the front end is a black fender liberated from an F4 Corse model. Also up front we find a conventional round headlight from a Ducati Monster, held in place by a set of custom alloy fork ears. Further calling upon his fabrication skills the owner mated a Two Brothers Racing Carbon canister to the stock headpipes to create a sleeker-looking, better-sounding exhaust system.

The Brutale has now covered about 2,000 well-kept miles, that figure a 'guesstimate' as the original damaged instrument pod was replaced with a used unit. The factory rear stand seen in the photos, which plugs into the Brutale's single-sided swingarm, is included in this sale.

\$5,000 - 7,000

£3,700 - 5,200

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

208

1972 HONDA CB450

Frame no. CB450-4119246

Engine no. CB450E-4119438

Although the Japanese motorcycle industry first made an impact outside its homeland with small-capacity commuter bikes and lightweights, the arrival of the Honda CB450 in 1965 should have dispelled any lingering doubts about Japan's intention to compete in all sectors of the market. And do it well, very well. Known affectionately as the 'Black Bomber' after its black finish and 'ready to launch' look, the CB450 was Honda's largest model when launched and capitalized on experience gained with a succession of smaller-capacity twins. Nevertheless, the CB450 departed from Honda's usual practice in numerous ways, in particular its use of twin overhead camshafts, torsion-bar valve springs and constant-velocity carburetors. The tubular frame, replacing Honda's traditional fabricated spine type, was another departure from the norm. With a top speed of over 100mph and a standing quarter-mile time in the 14-second bracket, the refined CB450 sounded the death knell – several years before the CB 750 four was shown to the world - not just for the traditional British '500 and 650' but for the entire UK motorcycle industry which, ever complacent, found itself at an ever increasing disadvantage in the all-important US marketplace. This example appears to be complete but at the very least will need careful re-commissioning, if not restoring although after a very extensive clean the former may still be permissible. Given its mileage – not guaranteed to be accurate but most likely to be – this 'barn find' may turn out to be 'just dirty' and not otherwise ailing.

\$2,000 - 3,000

£1,500 - 2,200



209

1976 HONDA CB400F

While most midsize machines of the 1970s made do with just two cylinders, the Honda CB400F Super Sport stuffed a quartet of pistons into its jewel-like engine, one of the most compact and prettiest designs Honda has ever produced. With crisp, beautifully sculpted body parts, the 400F's overall styling was set off by a dramatically sweeping 4-into-1 exhaust system, the first such configuration seen on a production motorcycle. Introduced in 1975, this factory-built café racer—the first from Japan—outshined Honda's previous midrange offerings, and today remains a sporty, highly collectible machine. At the time, *Cycle* magazine was especially enamored, noting, "The Honda CB400F is a marvel: It handles remarkably well, stops with authority, snaps through the gears precisely—and motors along smartly. The bike feels all of a piece, as if a hundred separate design systems fell into perfect synchronization. Yet the attraction of the 400 transcends its obvious competence. Even a card-carrying Anglophile would agree that the CB400F has real character. If you can't respond to the CB400F's electrifying mechanical presence, you should immediately switch your sport to checkers." High praise indeed for a motorcycle that has since become a true Japanese classic. This second-year CB400F is a well-kept example of how a mildly modded bike might look back in the day, with an aftermarket exhaust that turns up the volume to satisfying levels, and pod air-filters for freer breathing. The fork's triple-clamps and the front brake caliper have been polished for a little additional bling. Function-wise, more modern handlebar switchgear replaces the balky originals.

\$6,000 - 8,000

£4,500 - 6,000



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210

2008 KAWASAKI EX250 RACING MOTORCYCLE

It makes sense that one of the best-ever beginner street bikes should make a great entry-level road racer too. Kawasaki's Ninja 250R, also called the EX250, was introduced in 1986 and it's been a best-seller ever since, going through two major revisions before being superseded by the Ninja 300 in 2013. The third-generation 250R, introduced in 2008, benefited from a thorough redesign most obvious in its sleeker bodywork, a change from 16in. to 17in. wheels, and a petal-style front brake rotor. The rev-happy engine, a liquid-cooled, 249cc, dohc, four-valve-per-cylinder twin redlined at 13,000rpm, was retailored for more midrange torque, always useful whether on road or track. Calling this edition of the 250R a "cornering fool," *Cycle World* magazine wrote, "Kudos to Kawasaki; the Ninja is a great, frolicsome little motorcycle with cool styling and a fierce twin. It's a great way to get started in motorcycling and remains an excellent way to get around." Great at getting around a racetrack, too, with only a few minor modifications. This 2008-model Ninja was purchased new and almost immediately converted for use in club road racing or track days. Stock fairing panels were replaced with lightweight replicas, grippy tires were installed, a less-restrictive aftermarket exhaust canister fitted and all necessary nuts/bolts were safety-wired. Having covered less than 1000 miles, this nicely track-prepped Kawasaki is ready for its next owner, and comes with a pair of work stands and a set of electric tire-warmers. Sold with title.

\$2,000 - 3,000

£1,500 - 2,200

No Reserve



211

1972 MOTO BM 50CC 'YANKEE' BOSS MINIBIKE

The firm of Baudo and Meldi of Bologna sold a JAP 500c-engined motorcycle in 1931 made by a Mario Bonvicini, a successful road racer, with a 3-speed gearbox and on at least one occasion an electric starter – the first in Italy. He re-launched in 1955 as Bonvicini Marino (in Rastignano Pianoro, near Bologna) the longer version of 'BM', a brand name sometimes used. First, he used ILO and, reportedly, NSU 2-stroke engines of 125cc and 160cc, and later 4-strokes of 75cc through 250cc, the last being a SOHC twin. In the 1970s he built various sports mopeds, scooters and minibikes, this time using Morini Franco or Minarelli 2-stroke motors, some with 6-speeds! Moto BM was a past master at choosing fantasy model names like Pokerino, Minotauro and Jaguarino! One of the firm's promotions offered just the two words, 'Ultra Bologna.' The doors closed, reportedly, perhaps in 1988 but not before BM had hooked up with John Taylor's Yankee Motors of Schenectady, New York who was looking for a minibike in his offering – remember the Yankee Ossa Z500? – and thus it was Yankee that sourced this yellow Boss 50 complete with 12in wheels and a Motori Morini Franco 2-stroke 50cc engine. This now rare, original bike we're advised starts and runs but is in need of re-commissioning.

\$1,800 - 2,500

£1,300 - 1,900

Offered on a Bill of Sale.



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You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:

CONDITIONS OF SALE – MOTORCYCLES AND MEMORABILIA

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom Bonhams acts as agent. By registering to bid and/or by bidding in the Sale the Buyer/bidder agrees to be bound by these terms and conditions.

1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local auctioneer or affiliated entity Bonhams may engage to assist with the Sale.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (see paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed saleroom notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at the Caesar's Entertainment Studios, Las Vegas, Nevada, on Thursday, January 23, 2020.
- 1.11 'Seller' means the person who offers the Lot for sale.

2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer.

3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

- 4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.
- 4.2 Bonhams shall have the right, in its sole discretion, to cancel the sale of any Lot if (i) the Buyer is in breach of the Buyer's warranties (see paragraph 7.3); (ii) Bonhams, in its sole discretion considers that such transaction might be unlawful or might subject Bonhams or the Seller to any liability to any third party; or (iii) there are any other grounds for cancellation under these Conditions of Sale.
- 4.3 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor until reaching the Reserve to protect such interest. Sellers are not allowed to bid on their own Lots.

5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams'

premises (including the third-party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. BIDDER REGISTRATION

- 6.1 No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'Buyer Information'.
- 6.2 New bidders and bidders who have not recently updated their registration details with Bonhams must pre-register to bid at least two business days before the Sale. Individuals will be required to provide government-issued proof of identity and proof of residence. Entity clients will be required to provide certificate of incorporation or equivalent documentation showing the name and registered address, documentary proof of officers and beneficial owners, and proof of authority to transact.
- 6.3 Bonhams reserves the right to request further information in order to complete bidder identification procedures and at its sole discretion to decline to register any person as a bidder and to reject any bid.
- 6.4 Bonhams may also request a financial reference and/or deposit from bidders before allowing them to bid.

7. THE BUYER/BIDDER; BUYER'S/BIDDERS WARRANTIES

- 7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.
- 7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.
- 7.3 The Buyer/bidder warrants that:
 - (a) It is not subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Person");
 - (b) It is not owned, whether wholly or in part, or controlled by any party who is subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Entity");
 - (c) If acting as an agent (subject to Bonhams' prior written acceptance) for a principal, the principal it is not a Sanctioned Person or Sanctioned Entity (as defined above in sections 7.3(a) and (b)), and Buyer/bidder has conducted appropriate customer due diligence into the principal and agrees that Bonhams shall be entitled to rely upon such customer due diligence, and in connection with such reliance Buyer/bidder further agrees to retain adequate records evidencing the due diligence for a period of 5 years following the consummation of the sale and to make these records available for inspection by an independent auditor upon Bonhams' request;
 - (d) The purchase of the Lot and the payment funds are not connected with any criminal activity including money laundering, tax evasion or terrorist financing, and the Buyer/bidder (and if applicable, the principal), is not under investigation and has not been charged with or convicted of such criminal activity.

8. BUYER'S PREMIUM

- Buyer's Premium for Motor Vehicle Property:
If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to FIFTEEN PERCENT (15%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds One Hundred Thousand Dollars (\$100,000), together with any applicable sales or use tax and any fees or duty due on the Lot.
- 8.2 Buyer's Premium for Memorabilia & Other Non-Motor Vehicle Property:
If a purchased Lot consists of memorabilia or other non-

motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-SEVEN AND A HALF PERCENT (27.5%) on the first Three Thousand Dollars (\$3,000) of the Hammer Price of such Lot, TWENTY-FIVE PERCENT (25%) on the amount of Hammer Price above Three Thousand Dollars (\$3,000) up to and including Four Hundred Thousand Dollars (\$400,000), TWENTY PERCENT (20%) on the amount of Hammer Price above Four Hundred Thousand Dollars (\$400,000) up to and including Four Million Dollars (\$4,000,000), and THIRTEEN AND NINE-TENTHS PERCENT (13.9%) of any amount by which such Hammer Price exceeds Four Million Dollars (\$4,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

9. CONTRACT OF SALE

- 9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.
- 9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, debit card transaction made in person with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency, no later than 3:00 p.m. Pacific Standard Time on Friday, January 24, 2020. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

- 11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.
- 11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

- 13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.
- 13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county

CONDITIONS OF SALE – MOTORCYCLES SAND MEMORABILIA (CONTINUED)

or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

15. NON-PAYMENT OF PURCHASE PRICE

If the Purchase Price is not paid in full and/or the Lot is not removed in accordance with paragraphs 10 and 11 of these Conditions of Sale, Bonhams may, as agent for the Seller and for itself, as the case may require, in its absolute discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Cancel the sale of the Lot to the Buyer at any time, retaining as liquidated damages all payments made by the Buyer;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.
- (h) Reveal the Buyer's identity and contact information to the Seller.

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

Bonhams will, if so instructed by prospective Buyers, execute bids on their behalf, provided that neither Bonhams nor its employees or agents will be liable for any error or default (whether human or otherwise) in doing so or for failing to do so. Without limiting the foregoing, Bonhams (including its agents and employees) shall not be responsible for any problem relating to telephone, online, or other bids submitted remotely, including without limitation, any telecommunications or internet fault or failure, or breakdown or problems with any devices or online platforms. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

17. BONHAMS' COPYRIGHT

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and photograph the Lot and to use Buyer's name in connection with the Lot. Bonhams shall own the copyright in all such illustrations, photographs and written descriptions of the Lot produced by Bonhams, and Buyer shall have no right, title or interest therein.

18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California. Jurisdiction and venue for all dispute resolution shall be in San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

Mediation and Arbitration Procedures

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties

will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service: (i) the arbitration shall occur within 60 days following the selection of the arbitrator; (ii) the arbitration shall be conducted in the city of San Francisco, California; and (iii) discovery and the procedure for the arbitration shall be as follows: (A) All arbitration proceedings shall be confidential; (B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences; (C) Discovery, if any, shall be limited as follows: (I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law; (D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days; (E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof. To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State (Bond No. 57BSBGL0808) and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'Buyer Information', any Important Notices, and the bidder registration form referred to above and any other telephone, absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

18.4 The headings and captions used in this Catalog are for convenience only and shall not affect the meaning of the Sale Documents.

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

18.6 These Conditions of Sale shall be binding on the successors and assigns of all bidders and Buyers and inure to the benefit of Bonhams' successors and assigns.

If any part of these Conditions of Sale is deemed invalid or unenforceable, such invalidity or unenforceability shall not affect the remaining provisions of these Conditions of Sale, which the rest shall remain in full force and effect.

18.7 Time is of the essence of this agreement.

19. AS-IS DISCLAIMER OF WARRANTIES AND LIMITATION OF LIABILITY

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABILITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

THE MAXIMUM AMOUNT OF BONHAMS' LIABILITY UNDER THESE CONDITIONS OF SALE SHALL BE LIMITED TO THE PURCHASE PRICE PAID BY BUYER TO BONHAMS AND IN NO EVENT SHALL BONHAMS BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY COMPENSATORY, INCIDENTAL OR CONSEQUENTIAL DAMAGES UNDER THESE CONDITIONS OF SALE.

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see www.bonhams.com/WebTerms for more information.

THE BONHAMS MOTORING NETWORK

USA (Head offices)

San Francisco
Jakob Greisen
220 San Bruno Avenue
San Francisco,
CA 94103
Tel: +1 415 503 3353
Fax: +1 415 391 4040
motors.us@
bonhams.com

Los Angeles
Michael Caimano
7601 Sunset Boulevard
Los Angeles
CA 90046
Tel: +1 929 666 2243
Fax: +1 323 850 5843
michael.caimano@
bonhams.com

New York
Rupert Banner
580 Madison Avenue
New York, NY 10022
Tel: +1 212 461 6515
Fax: +1 917 206 1669
rupert.banner@
bonhams.com

USA Representatives

Southern California
464 Old Newport Blvd.
Newport Beach,
CA 92663
Tel: +1 949 646 6560
Fax: +1 949 646 1544

David Edwards
Tel: +1 949 460 3545
david.edwards@
bonhams.com

Midwest and East Coast

Evan Ide
78 Henry St
Uxbridge, MA 01569
Tel: +1 917 340 4657
evan.ide@
bonhams.com

Midwest

Tim Parker
Tel: +1 651 235 2776
tim.parker@
bonhams.com

Northwest

Tom Black
2400 N.E. Holladay
Portland, OR 97232
Tel: +1 503 239 0227

Pacific Northwest

Mark Osborne
5833 Stewart Glenn Ct
Lake Oswego, OR 97035
Tel: +1 415 518 0094
mark.osbourne@
bonhams.com

Pennsylvania
Jed Rapoport
Tel: +1 (610) 770 0532
jed.raपोport@bonhams.
com

South

Stephen Mancuso
Tel: +1 901 502 4265
Stephen.Mancuso@
bonhams.com

Southeast

Greg Porter
Tel: +1 336 406 6636
Greg.Porter@
bonhams.com

Rest of the World

Australia
97-99 Queen Street
Woolahra
Sydney NSW 2025
+61 2 8412 2222
info.au@bonhams.com

New Zealand

John Kennedy
Craigihall
Puruatanga Road
Martinborough 5711
New Zealand
Tel: +64 6 306 8228
Mob: +64 21 042 5396
kaka943@icloud.com

Japan

Ryo Wakabayashi
Tokyo, Japan
+81 (0) 3 5532 8636
ryo.wakabayashi@
bonhams.com

Hong Kong

Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
hongkong@bonhams.
com

Beijing

Suite 511,
Chang An Club,
10 East Chang An Avenue,
Beijing 100006, China
Tel: +86 10 6528 0922

Singapore

Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
singapore@
bonhams.com

UK (Head office)

101 New Bond Street
London, W1S 1SR
Tel: (020) 7447 7447
Fax: (020) 7447 7400

UK Representatives

County Durham
Stephen Cleminson
New Hummerbeck
Farm

West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329
stephen.cleminson@
bonhams.com

Cheshire & Staffordshire
Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159
chris.shenton@
bonhams.com

Devon, Cornwall & Somerset
Jonathan Vickers
Bonhams
36 Lemon Street
Truro, Cornwall
TR12NR
Tel: (01872) 250 170
Fax: (01872) 250 179
jonathan.vickers@
bonhams.com

Hampshire & Dorset
Michael Jackson
Tel: (01794) 518 433
mike.jackson@
bonhams.com

Wiltshire, Hants, Glos, Berks & Somerset
Greg Pullen
Lower Heath Ground
Easterton
Devizes
Wiltshire
SN10 4PX
Tel: (01380) 816 493
greg.pullen@
bonhams.com

Lincs & East Anglia Motorcycles
David Hawtin
The Willows
Church Lane
Swaby, Lincolnshire
LN13 0BQ
Tel / Fax:
(01507) 481 890
david.hawtin@
bonhams.com

Motor Cars
Robert Hadfield
95 Northorpe
Thurlby
Bourne
PE10 0HZ
Tel: 01778 426 417
Mob: 07539 074242
robert.hadfield@
bonhams.com

Midlands Motor Cars
Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon
CV37 7YR
Tel: (01789) 414 983
richard.hudson-evans
@bonhams.com

Home Counties
David Hancock
5 Roscommon,
34 Brackendale Road,
Camberley,
Surrey,
GU15 2JR
Tel: (07774) 747 017
david.hancock@
bonhams.com

Herts, Beds, Bucks & Oxon
Martin Heckscher
April Cottage,
Cholesbury, near Tring,
HP23 6ND
Tel: (01494) 758 838
martin.heckscher@
bonhams.com

Lancs, Yorks, N. Counties & Scotland
Mark Garside
Knarr Mill
Oldham Road
Delph, Oldham
OL3 5RQ
Tel: (01457) 872 788
Mob: 07811 899 905
mark.garside@
bonhams.com

Lancs
Alan Whitehead
Pool Fold Farm
Church Road
Bolton,
BL1 5SA
Tel: (01204) 491 737
Fax: (01204) 401 799

Shropshire, Glos & Wales
Jim Reynolds
Childe Road
Cleobury Mortimer
Kidderminster
Shropshire
DY14 8PA
Tel: (01299) 270 642
jim.reynolds@
bonhams.com

Mike Worthington-
Williams
The Old School House
Cenarth
Newcastle Emlyn
Carmarthenshire
SA38 9JL
Tel: (01239) 711 486
(9am-5pm)
Fax: (01239) 711 367

European (Head office)

Paris
4 rue de la Paix
Paris
75002
Tel: +33 1 42 61 10 11
Fax: +33 1 42 61 10 15
eurocars@bonhams.com

European Representatives

Germany
Michael Haag
Elisabeth Str 4
68165 Mannheim
Tel: +49 621 412004
Fax: +49 (0) 621 415551
Mob: +49 171 700 4984
michael.haag@bonhams.
com

Thomas Kamm
Maximilianstrasse 52
80538 Munich
Tel: +49 89 24 205812
Mob: +49 176 209930
Fax: +49 89 24207523
thomas.kamm@
bonhams.com

Hans Schede
An St Swidbert 14
D-40489 Düsseldorf
Tel: +49 211 404202
Mob: +49 172 2088330
hans.schede@
bonhams.com

Italy
Gregor Wenner
Tel: +39 049 651305
Mob: +39 333 564 3610
gregor.wenner@
bonhams.com

The Netherlands
Koen Samson
De Lairessestraat 154
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
koen.samson@
bonhams.com

Norway / Sweden
Pascal Nyborg
Tel: +47 9342 2210



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