

THE LAS VEGAS MOTORCYCLE AUCTION

Thursday January 7, 2016
Bally's Las Vegas Hotel & Casino



Bonhams



THE LAS VEGAS MOTORCYCLE AUCTION

BONHAMS

220 San Bruno Avenue
San Francisco, California 94103

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046
bonhams.com

PREVIEW & AUCTION LOCATION

Bally's Las Vegas Hotel & Casino
The Event Center
3645 Las Vegas Boulevard South
Las Vegas, Nevada 89109

PREVIEW

Wednesday January 6, 9am to 6pm

BIDS

+1 (415) 861 7500
+1 (415) 861 8951 fax

To bid via the internet please visit
www.bonhams.com/vegas

Please see pages 2 to 3 and 232 to
237 for bidder information including
Conditions of Sale, after-sale
collection and shipment.

SALE NUMBER: 23131
Lots 1 - 241

CATALOG: \$50

INQUIRIES

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ILLUSTRATIONS

Front cover: Lot 130
Inside front cover: Lot 138
Session page: Lot 135
Inside back cover: Lot 117
Back cover: Lot 118

Front and back cover images
courtesy of David Bush Photography.

From January 5 to 9, to reach us
directly at Bally's in Las Vegas:
+1 (415) 391 4000
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Bonhams

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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 registerable 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 San Francisco 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 we ask that you please bring your catalog to the sale. Catalogs can be purchased at the auction venue. 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.

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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.

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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 Martin Romero at Bonhams' Cashiering office in San Francisco or with Paul Atterton at Bonhams' head office in London.

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 12pm on Saturday January 9.

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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.

BIDDING AT AUCTION

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.

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.

PAYMENT & COLLECTION OF LOTS

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 (415) 861 8951 or to Bonhams at Bally's in Las Vegas at +1 (415) 391 4040 beginning Wednesday January 6 until sale day.

TELEPHONE BIDS

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

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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.

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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 12pm on Saturday January 9. 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. Bonhams is no longer offering a cash discount program.

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

City National Bank
Federal Routing # 1220-16066
150 California Street
San Francisco, CA 94111
Account #432742997
Swift Code: CINAUS6L

PAYMENT & COLLECTION HOURS AT BALLY'S IN LAS VEGAS

Bonhams will be accepting payment during and after the auction on Thursday January 7. We will be open on Friday January 8 from 8.30am until 5pm, and again on Saturday January 9 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday January 9; therefore any payment and collection appointments will begin no later than 11am.

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 *12pm on Saturday January 9*. 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 12pm Saturday January 9. 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 will be removed 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.

Uncollected engine lots (154, 155) will be removed to Box Brothers' Las Vegas location for shipment or for collection by buyer or third party agent. Instructions for collection from Box Brothers will be given to buyers at the time of payment. Please note these two lots are subject to uplift charges and potential storage fees.

Box Brothers contact Information:
Chris Long, +1 (800) 355 7917;
4255 S. Dean Martin Dr. # H, Las Vegas, 89146

TRANSPORT AND SHIPPING

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 12pm Saturday January 9.

Schumacher Cargo Logistics
International and Domestic Motorcycle Transport
Contact: Warren Barnes
+1 (310) 626 7117, warren@sclusa.com

Shippio Ltd
Car & Motorcycle Shipping (International)
Contact: Giles Ernsting
+44(0)1604 419 815, giles@shippio.com
web: www.shippio.com

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Telephone numbers for January 5 - 9
+1 (415) 391 4000
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MOTORCYCLES

Lots 1-241

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







1

From a private Southeastern collection
1950 TRIUMPH TR5 TROPHY

Engine no. TR5 1777NA

Introduced in 1949, Triumph's TR5 Trophy was a street-legal twin-cylinder 500cc trail bike named in honor of three factory specials built for the 1948 International Six Days Trial, all of which won gold medals for the British team. Because light weight was a priority for the TR5's intended trials, scrambles and ISDT competition, alloy cylinders and head were specified for cooler running.

A pioneer in what we know today as the dual-sport category, the TR5 was a true all-rounder, a machine that could be ridden to work during the week, 'green-laned' on weekends or – extraneous components removed – entered in off-road events with a good chance of finishing well.

This TR5, built on 13th Dec 1950 and dispatched to Tri-Cor on 27th Dec 1950, has been tailored more for street riding over the years, more for street riding, first with the Triumph's optional 'sprung hub', endowing the rigid frame with a small measure of rear wheel travel, then with painted steel fenders in place of the stock alloy blades. Down pipes with shorty megaphones replace the original siamesed 2-into-1 high-rise exhaust, and for a little period bling the oil tank was chrome-plated.

Starting with this TR5 and running sporadically through the sale are 20 motorcycles, part of a private Southeastern collection put together over two decades by a former road racer and longtime Britbike aficionado. Virtually every machine has had its powerplant gone through with parts replaced as needed, and all were in running condition when placed in storage 10-12 years ago. As such, each will require a safety check and light recommissioning before being fully road ready.

\$12,000 - 15,000

Without reserve

Titled under the engine number.

2

From a private Southeastern collection
1952 TRIUMPH 6T THUNDERBIRD

Frame no. 6T18164NA

Engine no. 6T27829

As the first foreign-built motorcycle model specifically aimed at the American market, it's appropriate that the new-for-1950 6T, enlarged to 650cc to suit U.S. riders' unwavering appetite for speed, should carry the 'Thunderbird' nameplate. The result, perhaps, of exhaustive consumer research into the iconography of the mythical beast American Indians believed to be responsible for controlling the weather? In truth, Triumph boss Edward Turner spied a neon Thunderbird Motel sign in North Carolina while traveling to Daytona Beach for the annual races and was taken by the name!

For a time, the Thunderbird was also the most infamous motorcycle in America, as Marlon Brando's mount in the 1953 biker-gang flick, *The Wild One*, a role that did not please Triumph brass in the least. A letter was fired off to Hollywood, protesting that the movie "raises a most unfavorable presumption against the sport of motorcycling generally, and is a stigma to anyone who owns or rides a motorbike." Triumph could never have afforded that kind of publicity.

This 1952 T-bird with optional 'sprung' rear hub is correctly equipped with an SU carburetor, replacement for the previous Amal Monobloc, intended to increase fuel mileage. Likewise the rest of the running gear appears to be of stock specification with the exception of gas tank, which wears a simple badge and pinstriping in place of the more ornate 'streamline style' chromed bars originally in place.

\$8,000 - 10,000

Without reserve



3

From a private Southeastern collection
1959 TRIUMPH T110 TIGER

Frame no. T110 78617
Engine no. 21687

While Triumph's Tiger 100 was the firm's performance flagship model from 1939, with tuned versions setting lap records at Brooklands and even winning the Manx Grand Prix in 1946, by the 1950s it was clear that America wanted a bigger, badder Tiger. Whether for roadracing, desert racing or street contests, Triumph's number-one export market demanded more performance, so the factory responded by hotting up their 650cc Thunderbird. Introduced for 1954 as the Tiger 110, the new bike had a stronger crankshaft, larger intake valves, bigger carburetor and higher-compression pistons, followed in '56 by an alloy top end and an even higher compression ratio, meaning the Tiger 650 lived up to the model name's sporting image, and then some. Nicknamed the 'Ton-Ten' a crisply tuned Tiger could indeed break the 100-mph barrier.

This 1959 T110 has strayed a bit from stock specification. At some point the frame was painted maroon, likewise the chainguard, brake pedal and front fender stays. The fuel tank appears to be a TR5 type with flip-up filler cap, while the exhaust is a 2-into-1 mid-rise setup exiting on the left side. Most sporting riders of the time disliked the stock headlight nacelle and, as here, replaced the sheetmetal assembly with a more traditional headlight shell.

\$8,000 - 10,000
Without reserve

4

From a private Southeastern collection
1961 TRIUMPH TR6 TROPHY

Frame no. TR6 D10557
Engine no. TR6 D10557

While 500cc may have been quite enough for the tight two-lane roads of England, America's lightly patrolled wide open spaces called for a little more oomph. For 1950 Triumph's iron-barreled twin was bored and stroked to arrive at the 649cc Thunderbird, then in 1956 the now-familiar 'Delta' alloy cylinder head was added to the package to aid in cooling. In that form the engine was installed in the new-for-'56 Trophy TR6 chassis, a dual-purpose mount inspired by American desert racers. Decidedly good looking, the Trophy was the performance leader of Triumph's lineup.

Street riders with no off-road pretensions or Steve McQueen film credits wanted in on the TR6 action too, so a low-piped, street-tired version soon became available. By 1961, the penultimate year of the pre-unit 650, this had become the TR6R Trophy Roadster, more akin to a single-carburetor Bonneville than a gulley-jumping cow-trailer.

Built December 13, 1960 and dispatched to Johnson Motors a few days later, the TR6 Roadster offered here was acquired just as it had been ridden, with the minor alterations popular at the time, so we see a bobbed rear fender, chromed shock covers, aftermarket mufflers, finned oil manifold and valve inspection caps, a recovered seat and even a brass Harley-Davidson kickstart pedal!

\$8,000 - 10,000
Without reserve



5

1980 YAMAHA XS650 SPECIAL II

Frame no. 5G0001124

Engine no. 5G0001124

Yamaha's first foray into the four-stroke field was their XS650, which brought electric starting, an overhead camshaft, unit construction and horizontally split (hence oil-tight) cases to the venerable parallel-twin design. Produced from 1968-85, it's one of Japan's longest-running and most beloved engines. Hall of Fame racer Kenny Roberts used a punched-out 750cc version to win his two AMA Grand National Championships. A standard-style roadster for its first 10 model years, the XS reflected late- 1970s styling trends and was transformed into a cruiser. This Special II model, showing 16,000 miles, remains stock save for a more modern front brake rotor and an aftermarket seat with removable rider backrest.

\$2,300 - 3,000

Without reserve



6

1975 SUZUKI GT750

Frame no. GT750 60493

Engine no. GT750 60493

Triumph, Kawasaki and Laverda weren't the only outfits with three-cylinder motors, Suzuki having joined the Triples Club in 1971 with launch of the water-cooled GT750 two-stroke. First of a family of two-stroke triples, the newcomer retained the cylinder dimensions of the existing T500 air-cooled twin, but with the added refinements of liquid cooling and an electric starter. As the model name suggests, this was more Gran Turismo than outright sportbike – top speed was around 115mph, but more important was the GT's effortless cruising capability. Modifications were not long in coming, the bike gaining twin front disc brakes for 1974, while a power increase in '75 raised top speed to a genuine 120mph. The GT750 on offer here appears largely complete with 41,000-plus miles on the clock.

\$2,500 - 3,500

Without reserve



7

1968 YAMAHA AS1 125

Frame no. AS1309034

Engine no. AS1309034

Yamaha's ascension as a major player in the motorcycle market can be traced back to 1968 when using technology developed in GP roadracing, the company introduced a new series of oil-injected two-stroke twins ranging from 90 to 350cc. The 125cc AS1, using race-derived 'boost ports' to more fully scavenge its cylinders, was particularly impressive, capable of an honest 70mph, much to the embarrassment of larger four-stroke machines. This first-year AS1, having traveled just 6,000 miles, is unusually complete, including its original twin exhaust pipes with heat shields, canister-style air cleaners and easily lost side covers.

\$2,000 - 3,000

Without reserve

8

1974 HONDA XR75

Frame no. XR751111660

Engine no. XR75E111623

If there were a Minibike Hall of Fame, induction of the Honda XR75 would be a slam-dunk. More miniature motorcycle than minibike actually, the XR75 was introduced in 1973 and met with instant success, the next step for a generation of kids who had started dirt riding on Mini-Trail 50s. With a manual clutch and five-speed gearbox, making decent horsepower and suspended at both ends, the XR came along just in time for America's motocross boom. Many took to the track and soon an entire aftermarket industry sprung up around the making of high-performance XRs. This second-year XR75 remains in stock specification, a rare find today.

\$2,500 - 3,500

Without reserve

Offered on a Bill of Sale.



9

1970 HONDA QA50

Frame no. QA501008832

Engine no. QA50EAA09205

Prior to Honda joining the minibike market segment, available machines tended to be crude, lawnmower-engined affairs with marginal brakes and dubious handling. By comparison, Honda's Mini-Trail 50, first sold in the U.S. in 1968, was a technological tour de force in miniature, featuring an overhead-cam engine, three-speed gearbox with semi-automatic clutch, cable-operated drum brakes front and rear, and working telescopic forks. The QA50 was a lighter, more economical mini thanks to its pushrod motor and two-speed transmission. Judging by its overall condition this 1970 QA50 has seen very little use in the past 45 years.

\$1,800 - 2,400

Without reserve

Offered on a Bill of Sale.



10

1975 HONDA CB400F SUPER SPORT

Frame no. CB400F1034312

Engine no. CB400FE1034389

While most midsize machines of the 1970s made do with 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 produced. Very trim, with sculpted bodywork, overall styling is set-off by the dramatic 4-into-1 exhaust system, a work of art in itself. Introduced as a 1975 model, this factory café racer outshined Honda's previous midrange machines, and still glows brightly today as a sporty machine of high quality. This 13,000-mile example is presented in mostly stock trim, exceptions being an aftermarket muffler, pod air filters, accessory horn and red sparkplug leads.

\$3,100 - 3,900

Without reserve





11

1981 SUZUKI GS1100E

Frame no. JS1GU71A9B2101851

Engine no. S110X118827

Suzuki was late to the four-stroke multi-cylinder movement, staying with its popular GT two-stroke triples and ill-fated RE5 rotary until 1977-78 when the GS750 and GS1000 were introduced. Generally regarded as the best-handling of the early Japanese fours, the GS line truly hit stride in 1980 when the GS1100E was unveiled. With a 16-valve cylinder head and useful bump in displacement, the 1100 immediately asserted itself as the class rocketship, while also maintaining its position as one of the best all-around roadsters of the era. This particular 1981 version has covered just 8,400 miles and its only deviation from showroom specification is a discreet set of engine case guards.

\$3,000 - 4,000

Without reserve



12

1977 KAWASAKI KH400

Frame no. S3E034124

Engine no. S3E034124

Capitalizing on the success of the potent Mach III 500, Kawasaki followed up with a range of basically similar two-stroke triples. In 1973 came the S3, a 400cc triple that boasted a disc front brake and rubber-mounted engine. The bike could nudge 110mph and sprinted through the quarter-mile in a little over 14 seconds, figures that put it at the head of its class. The model designation changed to KH in 1976. Outrageous and uncompromising in their day, these charismatic Kawasaki triples have become highly collectible in recent years. This example in stock trim has logged less than 3,000 miles.

\$4,000 - 5,000

Without reserve



13

1973 HONDA CR250M ELSINORE

Frame no. CR250M1023793

Engine no. CR250E1026938

By the early 1970s, Honda had separated itself from its Japanese competitors and become the world's largest motorcycle company on the strength of its four-stroke engine designs. Yet Honda wanted to be a player in the booming U.S. motocross market, and at the time that meant two-stroke power. The blockbuster 1973 CR250 Elsinore was the result. For legions of amateur racers the CR250 was a game-changer. With its aluminum gas tank, magnesium engine covers and molded plastic fenders, it was the lightest production motocrosser on the market. This first-year Elsinore 250, a low-hours example, is a lucky find in that it remains in original condition. Invariably and enthusiastically raced 'into the ground' by their owners, not many CR250s have survived in this condition. Offered on a Bill of Sale.

\$4,000 - 5,500

Without reserve



14

1980 HARLEY-DAVIDSON FXWG 80ci WIDE GLIDE

Frame no. 9G50500J0

New for 1980, the FXWG Wide Glide took the 'factory custom' concept to a whole new level. With its flamed Fat Bob fuel tanks, widely splayed fork tubes, skinny 21in. front wheel, stepped seat and bobbed rear fender, here was a true 'factory chopper.' In the engine bay was an 80ci (1,311cc) iron-barrel Shovelhead motor. Why the Shovelhead nickname? The rocker box covers bring to mind the working end of a coal shovel, hence Shovelhead.

Few Harleys remain stock, even ones like the Wide Glide that are fairly radical-looking straight from Milwaukee. The owner of this FXWG has added slash-cut mufflers, an aftermarket seat, different shocks and an S&S 'teardrop' air cleaner, among myriad other touches. It has also had a complete engine and transmission rebuild by the reputable Glen Lenz of the Iron Works shop in Rockford, Illinois.

Beautifully detailed and showing just 6 miles on its odometer since the rebuild, the bike has primarily been on display in the owner's 'museum' east of Chicago. Fully sorted, this special Wide Glide is ready for road runs or local bike shows – or maybe both – buyer's choice.

\$8,000 - 12,000



15

Less than 2,000 miles from new! 1993 HARLEY-DAVIDSON FLSTC HERITAGE SOFTAIL CLASSIC

Frame no. 1HD1BJL54PY017700

Engine no. 93272140

No other motorcycle company has mined its own heritage more effectively than Harley-Davidson. With its two-tone paint job, headlight nacelle, wire wheels and wide whitewalls, it's easy to see why the 'Classic' model name was chosen for this motorcycle. Built new in 1993, this retro-styled Softail looks for all the world like it's just ridden straight out of the Eisenhower era, some 40 years previous. The original owner made doubly sure of that fact by immediately taking his bike to Bartels' Harley-Davidson, a Los Angeles-area dealership well known for its custom work.

The parts-and-labor tab from Bartels' runs to seven pages and totals close to \$10,000. For that kind of outlay, the bike's yesteryear appearance was fortified with fishtail mufflers, vintage tank badges, a 'tombstone' tail light, fringed leather saddlebags, and acres of extra chrome. The modifications weren't all for show, either, with a second front brake assembly added, braided-steel brake lines fitted and the carburetor recalibrated. Religiously maintained by its two owners, this Heritage Softail has covered less than 2,000 miles from new.

\$7,000 - 9,000

Without reserve



16

From a private Southeastern collection
1955 TRIUMPH T110

Frame no. T110 69427

Engine no. T110 69427

Early iron-barrel T110 Tigers like this one were in essence hopped-up Thunderbird 650s, Triumph's response to pleas from their American dealers who knew that more power and more speed were key selling features in the U.S. That the bike debuted with Triumph's first swingarm rear suspension was an added bonus. *Cycle magazine*, then the bible of stateside monthlies, was given the first T110 testbike, which they dubbed the 'Tiger-bird'. Editor Bob Schanz was a fan, citing that the bike "cruised effortlessly at 80 per." Nor did it disappoint at the dragstrip: "I found that times over the standing tenth- and quarter-mile distances were, as expected, considerably superior to those of any other Triumph tested by *Cycle* in the past. The 'Bird' really moves out!" In summing up, Schanz did not hold back, stating, "From personal experience with three of the 40-inch Coventry twins in the last couple of years, this one is the greatest."

With that kind of introduction to the American riding public, it's no wonder that T110 sales got off to a flying start! This example shows just 2,115 miles on the odometer, though it is not known if that figure is correct. The bike appears to have been treated to a paint respray at some point and presents largely as delivered from the factory save for small details like the aftermarket oil manifold, a popular period add-on. Checked over mechanically before being put in storage some 10 years ago, like most of the bikes in this collection, it will need a light recommissioning before being put back on the road.

\$10,000 - 14,000

Without reserve

17

From a private Southeastern collection
1972 TRIUMPH TRITON CAFÉ RACER

Frame no. T110 69427

Engine no. XG42507

If there were a Hall of Fame for motorcycle frames, the Norton Featherbed would be a shoo-in. Known for its legendary handling with geometry so good it was copied for decades, the Featherbed also became a favorite of specials builders, who liked the wide-open engine bay. As here, it most often accommodated 650cc Triumph engines to make so-called 'Tritons,' but with some effort even the rangy 1000cc Vincent V twin could be persuaded into place to come up with a 'Norvin'. Whatever the powerplant, top off the resulting chassis with an aluminum gas tank, monster front brake, alloy rims and premium rubber, and you had the ultimate café racer, an appealing mix of speed and style – in effect, the world's first sportbike.

This Triton follows the script to a T, from its shouldered Akront rims to its race-inspired aluminum 'bread loaf' fuel tank to its solo 'bumstop' seat. Clip-on handlebars, of course, while aftermarket Converta alloy mount plates properly locate the engine in the frame while also providing a secure place for the rearsset footpegs. The current owner, a former roadracer and savvy mechanic, fabricated the front brake's pop-riveted scoop, jutting forward to catch as much cooling air as possible.

He informs us that the engine, a rare Bonneville T120V five-speed from late in the 650's production run, has not been breathed-on too heavily, the goal being tractable all-round performance rather than outright speed at the expense of real-world usability.

\$10,000 - 14,000

Without reserve

Titled with Identification number T120VXG42507.



18

From a private Southeastern collection
1963 NORTON ATLAS

Frame no. 20103703
Engine no. P11/124426

Credit America's need for speed once again for the development of a bigger, better Britbike, this time the Norton Atlas 750. Designer Bert Hopwood originally penned Norton's parallel twin as a 500, meant to do battle with Edward Turner's blockbuster Triumph Speed Twin, but over the years, egged on by American requests, the engine grew to 600, then 650 and finally 745cc. While vibration increased with each jump in displacement, so did performance. Testing the Atlas in 1963, *Cycle World* magazine came away impressed by the 750's turn of speed: "Simply twist the wick and the bike moves away like the rocket for which it was presumably named," the editors wrote.

Anchored by its superlative Featherbed frame and Roadholder forks, the Atlas always had a handling advantage over most of its rivals – there was good reason that most café-racer specials used the Norton chassis as a starting point. At some point in this bike's travels in the U.S. it was treated to new paint job almost certainly never envisioned by its English stylists, a flesh-colored tan with white accents. The hand-tooled black leather pouches out back are another uniquely American touch. A more major retrofit took place after 1968 when the Atlas' original engine was replaced with the similar 750cc power unit from a Norton P11 Ranger.

\$8,000 - 10,000
Without reserve

19

From a private Southeastern collection
1954 TRIUMPH T100 TIGER

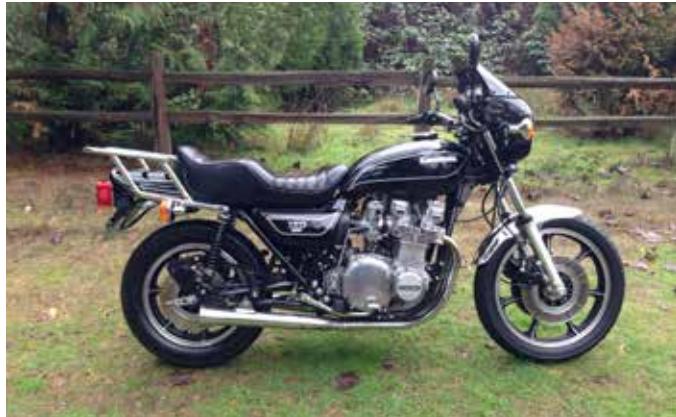
Frame no. T100 49978
Engine no. T100 49978

The T100 Tiger model name was first seen in 1939 when a pumped-up version of Triumph's 500cc Speed Twin was unveiled, much to the delight of sporting riders. After a hiatus during World War II, the T100 reappeared in 1946 and was a constant in the company catalog until 1973 when the model was phased out. The name is back with us today, used by the reborn Triumph Motorcycles, albeit attached to a deluxe version of the modern Bonneville.

With the availability of a factory Speed Kit, many T100s headed for the racetrack, especially American dirt tracks where rules limited overhead-valve engines to 500cc against 750cc flatheads, a.k.a. Harley-Davidsons. Despite the displacement disadvantage T100s did their share of winning, a fact not overlooked by company copywriters. "Famous for its performance in all fields of motorcycle activity, the Triumph Tiger 100 has everything the enthusiast demands," proclaimed the period brochure. "Speed, acceleration, suspension – plus the sleek good looks expected of a real thoroughbred."

A first-year swingarm T100, this bike was built on February 16, 1954 and dispatched to Tri-Cor the following week. With its handsome, tightly finned alloy cylinder on prime display, this Tiger remains fairly close to showroom specification, albeit with the 'mouth organ' style tank badges first fitted to the 1957 model. Judging by the cut-down rear fender and trials universal tire, it may have even seen some off-road duty in the past, too, not an uncommon riding environment for Triumphs of all types.

\$8,000 - 10,000
Without reserve



20
1979 KAWASAKI KZ1000 LTD

Frame no. KZT00B519110

Put to use in everything from AMA Superbike racing to cross-country touring to police work, the Z1 motor established a strong foundation for all the Kawasaki four-strokes that would follow, while spawning a number of derivatives – 900 LTD, KZ1000, Z1R, Z1RTC, etc. – remaining in the market, in its various configurations, until 1984 when the air-cooled design was retired. Introduced in 1976 the 900 LTD was a ‘factory custom’ version of the mighty Z1, recognized today as the first Japanese cruiser-style motorcycle. It followed the Harley-Davidson Super Glide, Norton Hi-Rider and Triumph Hurricane into a styling arena heavily influenced by America’s chopper builders.

In 1979, now with an enlarged 1,015cc engine, the 1000 LTD stayed true to the cruiser theme. This 16,000-mile example in stock paint and graphics shows the 4-into-2 bell-mouth mufflers, cast 19in. front/16in. rear wheels, two-tiered ‘king & queen’ saddle, bobbed front fender, teardrop fuel tank and buckhorn handlebars that differentiate LTDs from standard KZ1000 roadsters. It is also equipped with an Amco luggage rack and ‘bikini’ style handlebar fairing, both period accessories.

\$4,500 - 5,500

Without reserve



21
1982 KAWASAKI KZ1000 LTD

Frame no. JKAKZCK12CA007949

Originally a production run of just 2,000 KZ900 LTDs was planned by Kawasaki, but reaction to the cruiser model was so strong that perhaps double that number was eventually produced in 1976, all assembled in the company’s Lincoln, Nebraska plant. By 1982 the styling trend was still gaining momentum, on its way to a full-blown movement that would eventually top U.S. sales charts. Labeling that first LTD a ‘Kalifornia Kustom’ and a ‘crypto-chopper,’ *Cycle* magazine nonetheless came away impressed by the bike’s handling and above all by its mega-motor, capable of knocking off 12sec. runs at the dragstrip. “It won’t merely yank the headlights out of a good Corvette – it’s going to take the windshield wipers and door handles as well!” the editors enthused.

This 1982 version shows the minor restyle of the previous year that accentuated the LTD’s chopper influence, namely leading-axle forks and a chromed, bobbed rear fender in place of the previous Z1-sourced seat cowl. Having covered a well-maintained 11,000 miles, the bike remains in stock trim, right down to the original warning stickers.

\$4,000 - 5,000

Without reserve



22

2013 HARLEY-DAVIDSON PAUGHCO 1,280cc KNUCKLEHEAD CHOPPER

Frame no. S0S311212ILL

This recently completed Knucklehead chopper was designed and built by an Illinois collector together with a small and trusted cadre of local craftsmen. His goal was to achieve maximum quality – in aesthetics, technology and finish – in a unique ‘retro-modern’ package that could be ridden hard if so desired. Traditional choppers can be difficult to handle; the mission here was to marry style with function.

Anchoring the chassis is a frame from Paughco, Inc., a leading supplier of custom and reproduction parts for Harley-Davidsons. Glen Lenz of the Iron Works was entrusted with building the 1,280cc Knucklehead motor, which, we’re told, not only looks right and sounds right, but goes right too. Cap the project with kicked-out FL-style telescopic forks, Harley nine-spoke cast wheels, big effective disc brakes front and rear, a sprung tractor-style saddle and a vintage-look ‘whale tail’ single muffler – everything painted, plated or polished to a mirror finish – and the result is a unique, show-quality motorcycle, a true ‘one-off.’

\$18,000 - 26,000



23

1951 HARLEY-DAVIDSON FL HYDRA GLIDE 74CI PANHEAD CUSTOM

The 1949 Panhead was the first Harley model fitted with the company's new hydraulically damped telescopic forks, replacing the leading-link springer design in use on various H-Ds since the 1920s. The forks, which brought an improved ride and modern styling to Milwaukee's lineup, were so well received by the riding public that in 1950 the model name Hydra Glide was incorporated, though it would be another eight years and the introduction of the Duo-Glide model before swingarm rear suspension was adopted. The FL designation indicates the 74ci (1,200cc) iteration of the Panhead motor, the famous V twin with its cake-pan valve covers, which for 18 years would be The Motor Company's flagship powerplant.

This Panhead motor, as well as the separate transmission, was fully rebuilt at Glen Lenz's Iron Works shop in Illinois. For convenience, Lenz retrofitted an electric starter at the same time. The engine breathes in through an S&S 'teardrop' air cleaner and exhales through a vintage-style 2-into-1 exhaust with 'fishtail' end cap. To date, the overhauled Pan has covered about 500 easy break-in miles.

Mildly and tastefully customized, the FL has been treated to a fresh coat of gloss black paint. The front end has a cleaner, lighter look than stock, thanks to its 21in. front wheel, bobbed fender and small Bates-style headlight. With aftermarket two-up saddle and black leather saddlebags at the ready, the open road beckons.

The bike is ready to show or ride.
\$8,000 - 12,000



24

1959 HARLEY-DAVIDSON FL 74ci PANHEAD CHOPPER

Engine no. 59F14987

Based on a 1959 FL Harley Panhead, this bike has been totally rebuilt as a custom chopper. The owner, inspired by the old-school 'long bikes' of his youth, set out to build, in his words, the "perfect Panhead chopper." First step was to deliver the motor and gearbox to trusted collaborator Glen Lenz at the Iron Works in Rockford, Illinois. In business since 1984, Lenz has quietly and consistently earned a reputation for his Harley engine work. Keeping things traditional, this motor is kickstart-only and gearchanges are accomplished with a foot clutch and jockey shifter.

Borrowing from 1970s bike builders, the frame was 'molded,' and even the peanut gas tank flows smoothly into the frame's backbone. The latter is painted with 'ghost flames,' another homage to yesterday's choppers. As the eye moves around the chassis, detail work abounds – like the extended springer fork, the prodigiously spoked front wheel, the gracefully arching rear fender braces, the 'shotgun' mufflers, one low, one high, with shark fin tips.

Now showing less than 600 miles, this Panhead chopper remains spotlessly clean, constantly detailed, yet ready to start and run. You might even call it an 'easy rider.'

\$8,000 - 12,000

Titled under the engine number.





25

1957 BSA GOLD STAR RACER

One of the grandest single cylinder motorcycles that ever graced the world's roads, and race tracks, may have never been made if it wasn't for the demands of U.S. dealers. Developed from a "breathed upon" 500cc Empire Star, the bike circulated the famous Brooklands track at over 100 mph, earning a celebratory Gold Star. Management was impressed and decided to market this sporting motorcycle which was counter to the meat and potatoes motorcycles the company was happy to churn out. Introduced in 1938, the BSA Gold Star was an immediate success on the tracks on both sides of the Atlantic. However following World War II, BSA had considered abandoning the Gold Star to concentrate on their staid twins. That's when the dealers spoke up and had the iconic Gold Star retained. The bike handled well and was exceptionally fast, earning respect and awards everywhere it was used in competition.

This 1957 BSA Gold Star is a pure competition machine and has been used in ARHMA competition for vintage race bikes. The DBD34 engine is nestled into a standard Gold Star chassis with fork brace on its telescopic forks. The engine produces 40 bhp and is capable of taking the motorcycle to speeds of over 95 mph. It features a primary belt conversion on the engine and runs a Lucas magneto for spark while an Amal GP carburetor feeds the cylinder intake. Gracing the top of the BSA is a gorgeous 5 gallon aluminum BSA Clubman gas tank with a flip up Monza gas cap. Wheels are laced to Borrani shouldered aluminum rims, and a full fairing with a rev counter helps this race bike cheat the wind.

\$12,000 - 15,000

Offered on a Bill of Sale.



26

1967 YAMAHA TD1-C RACER

Frame no. TD1C-000276
Engine no. TD1C-000276

You may "meet the nicest people on a Honda" but you meet the fastest on a Yamaha. Yamaha produced their first motorcycle, the YA-1, in 1955 and this led immediately to someone competing on the little Red Dragonfly. In a few years all the Japanese manufacturers were fielding international racing teams as they realized they needed to expand from the recession bound home market to global sales, and do it through racing. Yamaha however did something none of the other companies entertained. They began selling racers to eager competitors in 1963. The race tracks that once were filled with American, English and European motorcycles were now swelling with swift Japanese machines.

The original 250cc two-stroke twin TD1 of 1963 wasn't without its faults as a street based motorcycle was never really intended to be punished on the race track. It quickly evolved into the TD1-B in 1965 with improved timing and reliability. The rewards were huge with Yamaha machines filling the Winner's Circle around the world. The TD1-C of 1967 and 1968 further improved the breed. Tuning was improved with the little twin now putting out 40 hp, and the clutch was moved from the weak end of the crankshaft to the transmission output shaft. It became the giant slayer.



This rare example of a 1967 Yamaha TD1-C production road racer is an unmolested matching numbers motorcycle, and is in perfect condition. It is an exemplary piece of racing history displaying the highest order of two-stroke technology of the time.

\$12,000 - 15,000

Offered on a Bill of Sale.



27

1970 HUSQVARNA 400 CROSS

Frame no. MH4513

Engine no. 402531M

Before the era of big celebrity endorsements, Edison Dye's Husqvarna Motorcycles, the US importer, had two heavy hitters already in its corner. Malcolm Smith, arguably the best-ever all-around rider, and Steve McQueen, actor and uncontested arbiter of what was hip and cool, both rode Huskys. A shirtless McQueen could be seen bounding across the cover of *Sports Illustrated* on his 400 Cross, and Smith's exploits aboard a 250 Cross were featured in everyone's all-time favorite motorcycle movie, *On Any Sunday*. Husqvarna is surely one of the most famous and respected off-road brands in history. With 14 World Motocross championships, 24 World Enduro titles and 11 Baja 1000 victories to its name, Husky's reputation is beyond reproach.

And so it is with this matching numbers 5-speed Husky 400 – it may have "250" on the tank but it is surely a 400 – that was originally sold to an expert racer by Orange County Cycle, California. It was raced hard both on the west coast and in Colorado. The vendor brought it out of Tucson, Arizona where it belonged to another racing family, father and son, having sat in a trailer for years, to be pulled out once or twice a year and started.

It's a classic, genuine survivor that starts and runs well. It certainly looks and plays the part of a '70s motocrosser in equal measure. The buyer will have an easy choice to restore, or not restore. Trailer find, not trailer queen!

\$6,000 - 10,000

Without reserve

Offered on a Bill of Sale.



28

1968/69 RICKMAN TRIUMPH METISSE 498cc T100C

Frame no. 1535

Engine no. T100C HS8573

The Rickman brothers were already established moto-cross stars when they built the first Metisse in 1959 and within a decade their company would grow to become one of the biggest and best-known independent motorcycle frame-makers. In 1961 they introduced the first Rickman frame, the Métisse Mk3, followed six years later by the more compact Mk4 frame, designed specifically for unit construction Triumph and BSA Victor engines.

This superbly finished Rickman Mk4 was constructed with new-old-stock or restored, original parts. Built in February 1969 ready for Triumph T100A (the record specifies) motors. The frame had never been used prior to its recent assembly. This bike's T100C motor is from 1968. In the late 1980s, the motor was expertly rebuilt by the previous owner, but was never started. Mileage on the bike is thus zero. The seller, who "found it in a dry shed", completed the assembly. It features many genuine Rickman NOS parts, including the now very rare large format Rickman front forks, front and rear powder-coated "R-logo" hubs laced with stainless spokes to Akront rims and brakes, handlebars, fuel tank complete with Monza cap, side panels, seat base and fenders, rigid foot pegs, and chain guide. A new electronic ignition is installed with lighting capability, and Rickman's own exhaust pipes. It comes ready to ride and has a California title and is registered for the street.

\$10,000 - 14,000



29

1956 TRIUMPH 5T SPEED TWIN

Frame no. 74014
Engine no. ST74014

It's been called the most important British motorcycle of the 20th century, and almost every industry chronicler would have it on their list of all-time greats. Edward Turner's masterwork Speed Twin, first seen in 1938, certainly cast a long shadow. "If a bike's impact on the industry and longevity in production are any measure of success, there are few designs that come close to the 500cc Triumph Speed Twin, the first commercially successful parallel-twin cylinder motorcycle. Almost every major motorcycle manufacturer of its time copied or emulated it, and it remained in production for 28 years," says *Motorcycle Classics*, America's preeminent vintage-bike magazine. In fact, the basic air-cooled, parallel-twin engine architecture is still with us today in the modern Triumph Bonneville, a best-seller for the reborn company, very much a part of its success.

By the time this particular Speed Twin arrived in 1956, the bike had received a number of important updates, starting with the 1946 change from girder to telescopic forks. In 1950 came a cosmetic makeover, highlight being the iconic 'streamline design' headlight nacelle. In 1952 electrics were converted, an alternator and coil now providing spark. Another big change for 1955, when a swingarm and twin shocks provided modern rear suspension. An older restoration, this bike now shows just under 30,000 miles. We are informed by the vendor that it is a running machine but in need of a new battery.

\$8,000 - 12,000





30

From the Mike Seal Estate

1959 BSA 500cc GOLD STAR

Engine no. DBD34 GS 3858

There's never been a more versatile motorcycle than the BSA Gold Star. Introduced in 1938, the bike really hit its stride after World War II, available in either 350 or 500cc displacements and outfitted from the factory in various specifications, including touring, trials, scrambles and road racing. Fitted with its signature 'big fin' alloy cylinder from 1954, the Goldie went on to competition glory in every venue from the International Six Days Trial to AMA flat-track racing to outright domination in the Clubmans class at the Isle of Man TT.

In truth, the sport-intensive Gold Star was something of an anomaly for conservative BSA, which buttered its bread with more workaday designs, intended to get riders back and forth to their factories, or out into the countryside on the weekends. Commuting and causal jaunts were not on the Goldie's mission statement, as *Motorcycle Classics* noted in their retrospective on the BSA: "The Gold Star was not a good bike for getting to work. Built for performance, it was noisy and hard to start. But it was also fast and a lot of fun to ride, and Gold Stars became famous on both sides of the Atlantic for their performance both on and off road."

The first of 18 lots on offer from the Mike & Tina Seal collection, this Gold Star is presented in roadster trim, though it does retain its correct and desirable Amal GP carburetor, known to be a little persnickety for street use and often replaced. Benefiting from a complete restoration, it has covered just 2 miles since its rebuild.

\$20,000 - 25,000

Without reserve



31

1924 SUNBEAM MODEL 5

Frame no. 08184

Engine no. 245162315

John Marston reluctantly entered the motorcycle industry in 1912 when he was 76 years old, but instilled superb quality and exceptional finishes in his products. These qualities became the hallmark of his Sunbeam motorcycles, and with their glistening black paint finished in gold leaf striping they had to have been extremely pleasing to the eye, even to non-motorcyclists. The Sunbeam was marketed as the "Gentleman's Machine" yet the company produced some nice sporting motorcycles and owners competed in many events onboard their Sunbeams.

1924 brought about several changes in the Sunbeam motorcycles and they were numbered Model 1 through Model 11.

This 3 1/2 hp Sunbeam Model 5 Light Solo was fully restored by Mickey Peters of British Motorcycle Service in Bakersfield, California. The 500cc sidevalve single cylinder engine of Sunbeam's own design is connected to a 4-speed gearbox. A signature of Sunbeam motorcycles is the enclosed chain which keeps the rider in fine fettle upon arriving at his destination and extends the life of the drive chain. A beautifully sculptured gas tank rests between the frame rails of the motorcycle in typical fashion for British motorcycles of this Veteran period, except



this tank is a piece of artwork to be appreciated like a Monet, Up front, a set of Druid forks cancel out the roughness of the roads with an acetylene lamp to light the way at night. This period British motorcycle used thumb levers to control the spark advance and throttle, unlike the twist grip throttles found on American motorcycles. The finish reflects the enjoyment of use and there is much original nickel plating on the motorcycle with original leather tool boxes.

This Sunbeam Model 5 is a gorgeous motorcycle to own and admire, and to be admired by others. More importantly, enjoy the ride.

\$12,000 - 15,000



32

1958 TRITON TRIUMPH TIGER 650cc CAFE RACER

Frame no. N14 76985

Engine no. T110 019061

The Triton is a very happy marriage of Triumph twin power and Norton road holding that is rightly regarded by enthusiasts as the quintessential British "sports special" almost to the point of it being defined as the stereotypical café racer. This well-known, universal hybrid first emerged in the 1950s yet continues to be built around the world today, enjoying almost marque status. This example consists of a pre-unit, single carburetor 649cc Tiger 110 engine, converted to twin carbs, and 4-speed gearbox, and a wideline featherbed frame from a Norton 650 Dominator 99, both dating from 1958.

The late Terry Hobbs built this machine, we are advised, in the mid-1990s. Hobbs was a renowned Triton builder with meticulous habits, the proprietor of Terry Hobbs Motorcycles of Plymouth, in the UK.

Finished to an exacting standard and mimicking the aesthetics of a racing Manx, it features a twin-leading-shoe front brake, Smiths rev counter, oil pressure gauge and a Smiths stopwatch. For the majority of the time since its construction, some 16-or-so years ago, it has been kept on display unused, and never ridden. Today, it remains unregistered, however it was recently re-commissioned and had several track day outings in 2015.

Classic Bike magazine featured the bike on its front cover celebrating this jewel of a bike!

\$15,000 - 18,000

Offered on a Bill of Sale.



33Ω

c.1975 HONDA CR750 REPLICA RACER

Engine no. CB750E 2426069

The coming of Formula 750 in the early 1970s produced some of that decade's most exciting motorcycle racing, as the world's top riders battled for supremacy on works bikes from Honda, Suzuki, Kawasaki, Harley-Davidson, Norton and BSA-Triumph. The most prestigious race in the calendar was the Daytona 200, the 1970 event being a straightforward confrontation between works entries from BSA-Triumph and Honda, whose team of race-kitted 750s was managed by Chester-based Honda dealer Bill Smith. Riders were Smith, Ralph Bryans, Tommy Robb and American Dick Mann. Although the British machines started as favorites - their line-up included multiple World Champion Mike Hailwood and previous Daytona winner Gary Nixon - it was Honda-mounted Dick Mann that won, giving sales of CB750 road bikes in the all-important USA market a further boost. Although far from cheap, the CR750 race kit (200 examples of which were made) enabled privateers to transform a road-going CB750 into a potential Daytona winner, and machines so-modified were soon winning races at all levels worldwide.

The late owner appears to have built this CR750 replica himself, using a



CB750F ('PVR 511R') purchased in April 2002. It is not known when it was last used. Noteworthy features include twin front disc brakes; 18" alloy wheel rims (Akront front, Morad rear); Avon racing tyres; an oil cooler; braided steel oil lines; Hagon shock absorbers; and Keihin CR carburetors. The machine comes with a substantial history file containing assorted correspondence, invoices and other paperwork (close inspection recommended).

\$10,000 - 13,000

Offered on a Bill of Sale.



34

1938 MOTO GUZZI 498cc CONDOR STRADALE REPLICA

Frame no. FAZ12
Engine no. C32521

The bike presented here is a faithful reproduction of the original 1938 model Condor Stradale (road equipped) – a celebrated model complete with forward-horizontal engine with ‘bacon slicer’ flywheel - built using mostly original parts with careful application of period detail. The bike was created by well-known Guzzi authority, Franco Dall’aglio of Medicina, near Bologna, Italy, having been “specially ordered” by the previous owner along with the instruction to spare no expense to get it right. After completion it was test ridden for some 50 or 60 kilometers before being retired into the patron’s private collection. Untouched since its museum departure, this bike is clearly most evocative, rare and aesthetically pleasing, and a unique opportunity for a new buyer.

The Condor was built by Moto Guzzi between 1938 and 1940. Only 69 units were built before the opening of hostilities. Using lightweight steel for the frame and ancillaries, aluminum for the cylinder barrel and head, cast magnesium for the crankcases, larger diameter wheels, foot shift 4-speed and tuning the single cylinder engine - claiming 28 horsepower at 5,000rpm - without compromising its legendary reliability, the Stradale became one of Guzzi’s most sought after models. It was sold, of course, with all necessary accessories making it street legal; for example an electrical system, stand, silencer, kickstarter as well as a box for tools and documents. As a result there are many period photographs of the Condor on the racetrack, but complete with headlights and even registration plates.
\$20,000 - 25,000



35

1948 MOTO GUZZI 498cc DONDOLOINO REPLICA

Frame no. FAZ 13

Guzzi's first successful 'gentleman' racer was the Condor, introduced in 1938. The Condor was constructed along familiar 'horizontal single' lines but boasted an aluminum cylinder barrel and head, magnesium crankcases, close-ratio gearbox and an entirely new aircraft-quality tube frame. The Condor weighed around 44lb less than the preceding GTC racer, and with 28 horsepower on tap overhead valve single could exceed 100mph. After WWII the Condor was revamped as the Dondolino gaining five more horsepower and shedding a few pounds to tip the scales at a race ready 282lb. A larger (260mm) front brake was new for 1947. Only approximately 100 were made.

The Dondolino is both 'classic Guzzi' and 'classic Italian', and both achingly beautiful and a fabulously successful period competition bike. Not surprisingly, perhaps, given the low production numbers, some enthusiasts have constructed replicas, usually starting with a Guzzi Falcone and substituting competition components. The machine presented here is a faithful reproduction of an original 1948 Dondolino built using mostly original parts with careful application of period detail. It was reconstructed by well-known Guzzi authority and builder Franco Dall'aglio of Medicina, near Bologna, Italy, having been 'specially ordered' by the previous owner (to the seller) with the instruction that 'no expense be spared' to get it right. After completion it was test ridden for some 50 or 60 kilometers before being retired into the patron's private collection. Untouched since escaping from its collection, this bike is clearly most evocative, rare and aesthetically pleasing. A jewel of a machine.

\$20,000 - 25,000





36

*Authentic and largely unrestored
'two-valve' racebike*

1912 INDIAN TWIN BOARDTRACK RACER

Engine no. 70D899

In the Teens and Twenties, motorcycle racing on huge pine-planked speed bowls was a big enterprise. Fast, exhilarating and deadly dangerous, the short-lived sport of board-track racing captivated the country. Crowds were immense. Factories used victories to sell the public on the speed and reliability of their road machines. Winning racers became superstars.

This racer, with two-valve heads, represents what a well-connected privateer, say a large dealership's best hired gun, would have been provided to do battle with the factory stars. The 1000cc V twin would have been down on power to the factory 8-valves but was still a formidable piece, and more reliable to boot. In fact, it was a two-valve Indian ridden by Albert Burns that was the first motorcycle to average 100 mph during a national championship race win.

While this bike's racing history has been lost to the swirling mists of time, we do know that it ended up in Oregon in the 1970s. The current owner acquired the machine in parts, eschewed a full restoration in favor of reassembling the Indian, bringing it back to



its as-raced condition. Amazingly, about 85% of the original parts remained. The engine was rebuilt to running condition, needing only a new set of pistons. A reproduction fuel tank, fork tubes, handlebars and rear stand were fashioned, carefully patina'd to match the frame's original faded red paint.

In 2014 the reassembled Indian board-tracker was named winner of the Best Unrestored class at the LeMay Museum's annual vintage motorcycle concours in Tacoma, Washington.

\$80,000 - 90,000

Offered on a bill of sale.



37

Ex-Buddy Parriot, 1961 and 1962 AFM, 1967 ACA Champion, four owners from new

1959 MANX NORTON 500cc RACER

Engine no. 11M 97253

The 350 and 500cc Featherbed-framed Manx Norton was available in strictly limited quantities over a 10-year period, arguably becoming the best-remembered over-the-counter racing motorcycle of all time. Norton produce about 100 hand built examples every year, usually just in time for Isle of Man TT Practise, where they habitually provided most of the entry, scooping a host of Silver Replicas in both Junior and Senior events. Norton introduced a few improvements each new season and – until the factory team withdrew – their “works” machines regularly sported the following year’s production updates. Despite that the last ever Manx was released circa 1962 the Featherbed chassis continued on sale for many years, traditionally acknowledged as the finest handling frame give or take its choice of engine.

Ridden by the late Buddy Parriot, a former AFM/ACA Champion, the 1959 Norton has a fine race provenance. It was recently the subject of a comprehensive strip and rebuild by Tony Murphy [respected ex Petersen journalist, previous lap record holder at Willow Springs etc]. Tony confirms he took especial care to ensure that the cam timing, porting, and carburetion remained intact, such unique work having originally been undertaken by the legendary, if somewhat secretive, Clarence Czysz,

who maintained the bike throughout its successful track life. Now in only its second ownership [that of Parriot family friend Roy Gregory's widow] it is widely believed Buddy himself has been the sole rider to date of this interesting machine on which he gained a superb 6th in Daytona's 1964 US Grand Prix, the first American to gain FIM World Championship points! During the rebuild it was found necessary to source certain new components, including crankcases, from such quality specialists as Andy Molnar, Ken McIntosh, and Summerfield; it should also be noted that its trick Fontana front hub has been retained, as has the 5-speed Schafleitner gear cluster, which runs through a new belt drive clutch assembly. [As one of Buddy's contemporary rivals Tony was fascinated to discover during his stint with the spanners that Buddy's bike had a 5-speed ‘box, a fact about which he was totally unaware; racing, inevitably, thrives on such tactics!] The engine has an OE connecting rod with R & M big end, in conjunction with a Hepolite piston and hairpin valve springs. The magneto is the original Lucas rotating type. The Norton's third owner will be purchasing a piece of American race history!
\$40,000 - 50,000

Offered on a Bill of Sale.



38

1954 VELOCETTE 350cc MAC

Frame no. RS9807

Engine no. MAC 2504

Veloce Ltd., the family owned company that produced the Velocette had a long history in the motorcycle industry, based from Hall Green in Birmingham, England. While they produced several models for both average and sporting enthusiasts, racing definitely improved the breed. Velocettes were highly advanced for a small company. Ahead of their time, they introduced novel new models into the market which eventually played a part in their demise. The famous Velocette works closed their doors in 1971 adding yet another casualty to the British motorcycle industry.

The engine on this Velocette was completely overhauled with new piston rings, main bearings, valves, guides, valve guide seals and a new oil pump. The replacement chassis has been powder coated in traditional black and has new paint on the gas tank and other cycle

parts. The swing arm benefits from a new trunnion and bushings. Brake shoes were relined and a fresh drive chain installed. A new handlebar and controls complete the top. The gearbox has been completely inspected and sorted. The magneto has been professionally rebuilt by Doug Wood and the Lucas dynamo updated with an electronic voltage regulator and 12 volt system. The appearance has been enhanced with Thruxton fenders and a Viper seat. The engine was also updated with a Viper M17/7 cam and later large radius cam followers. The wheel rims are original and in excellent condition showing only the patina of age.

Velocettes epitomized the experience of British single cylinder motorcycles. They are smooth, reliable and entertaining on the back roads. The bark from its fishtail muffler will only captivate its new owner.
\$8,000 - 10,000



39

1967 MOTO GUZZI V7

Frame no. 1496

Engine no. 1496

The iconic 90° transverse V-twin from Moto Guzzi may have never occurred but for several fateful circumstances. For 45 years of manufacturing, the company relied on their horizontal single cylinder engine. Realizing that design would not continue to win races, Moto Guzzi expanded into other configurations, the most spectacular was the DOHC V-8 Grand Prix road racer designed by engineer Giulio Cesare Carcano. The company ceased participating in competition after the 1957 season, but not before winning 8 World Championships, 6 Constructor's Titles and 11 Isle of Man TT victories. However by the early 1960's the company was failing and was placed into a state run receivership in February 1967. A few years earlier, Carcano had also designed the transverse V-twin engine that has come to be recognized with Moto Guzzi, for a government competition to build a new police motorcycle.

This Moto Guzzi V7 is an exemplary example of the reborn Moto Guzzi using the original Carcano designed engine. The 45 hp pushrod 700 cc V-twin has a longitudinal crankshaft with a 4 speed transmission and shaft drive to the rear wheel. The motorcycle has been completely restored from top to bottom. Everything was disassembled, cleaned and new bearings installed. The front forks were rebuilt and new shocks installed on the rear. Fresh chrome was applied throughout except for the gas tank which retains its excellent original plating. Updated carburetors were utilized to replace the troublesome originals. The sale includes an original owner's manual, factory shop manual and reproduction parts book. The complete restoration file and receipts are also included with the sale. Moto Guzzi owners are passionate about their bikes and this is an opportunity to take home a beautifully restored example of the first Moto Guzzi V-twin.

\$8,000 - 10,000



40

Works racer rebuilt from BSA factory parts

1967 BSA B44 VICTOR GP MOTOCROSSER

Frame no. B44 1830

Engine no. B44R 2407

This machine is one of three that were resurrected from a batch of parts left over after the BSA factory's competition shop closed. In the early 1960s the 'comp shop' was tasked with replacing BSA's heavyweight Gold Star scrambler, fast becoming obsolete. They turned to the lightweight B40 roadster motor, which was developed to the point where works rider Jeff Smith was able to take the 500cc World Motocross Championship in 1964 and '65. These were the last Grand Prix MX titles for a four-stroke until the engine type's recent return to prominence.

In an effort to keep pace with the two-strokes, BSA spent huge sums of money on its motocross program starting in 1966. The B40, which had started life as an iron-barrel 350 would eventually become a full 500 with liner-less alloy cylinder and chromed bore. A titanium frame was even developed, which disappointingly proved to be brittle in use and difficult to repair in the field. Steel replacements fixed that bugaboo, and more wins came, especially in national and international events, but the two-stroke handwriting was on the wall. BSA, faced with increasing financial woes, closed the competition shop after 1971.

Years later, the stock of factory motocross parts became available. In putting this machine together, all available written material and period photographs were researched. The two most important people involved in the original construction were BSA's competition manager

Brian Martin and noted frame builder Eric Cheney. Each was consulted in the early stages of the rebuilding, though sadly, both died while the work was in progress.

It took about three years to complete the project. Many of the parts bear no resemblance to production B44 Victor items, so items that could not be found had to be machined from scratch. Compare the very special sand-cast, pear-shaped cylinder head and barrel seen here with the conventional square-finned, diecast production versions. It should be noted that this bike has the production-type Victor GP motocross frame and not the troublesome 1966 titanium version. Nevertheless, many special titanium and magnesium parts remain as evidence of the factory's preoccupation with weight savings. The lack of a kickstart lever to save weight exemplifies the comp shop's winner-take-all mentality – if a rider stalled the bike, then he wasn't going to win the race anyway!

This rare BSA motocrosser has been rebuilt to a very high standard, but is intended for static display. The new ignition and carburetor have not been tested. All magnesium parts were stabilized with special treatments, and internal parts subject to corrosion were coated with preservative.

\$20,000 - 25,000

Offered on a Bill of Sale.



41

1971 BSA B50 MX

Engine no. B50MX/GE12976

The BSA B50 was introduced in 1971 as the largest iteration of BSA's four-stroke single that was originally introduced in 1958 as the 250cc C15 Star. The B50 MX turned out to be the last competition motorcycle announced by BSA, just as the financially strapped company's efforts were drawing to a close. The factory's closure was no reflection on the quality or design of any BSA, but instead of management and circumstance, as many company histories have pointed out.

As it happened, the B50 MX was a truly fine design, one that foreshadowed today's lightweight four-stroke MXers. Its development had been driven by the great success of BSA's works machines in international motocross, and while based on its B44 Victor predecessors, the bottom end was a complete redesign with stronger cases, built-up crankshaft, larger crankpin and beefier connecting rod. The result was that the B50 had a stout and powerful engine, honed by development and of a full 500cc. This was mounted in a completely new chassis with an oil-bearing frame, so-called 'slimline' forks and conical brakes. With its gleaming alloy fuel tank, beautifully tucked-in exhaust and a good riding position, the B50 MX made for an excellent motocrosser of which, sadly, relatively few were made. This low-hours example appears to be in original condition, a rare thing in any competition off-roader. It was last run in 2013.

\$8,000 - 12,000

Offered on a Bill of Sale.





42

1968 BMW R60/2

Frame no. 1812441
Engine no. 1812441

Introduced in 1960, BMW's 'Slash 2' range of flat-twins was marked by a revised engine, which received a strengthened crankcase and crankshaft, hard-chromed piston rings, improved internal ventilation, new cam followers and a stronger clutch assembly. The 600cc R60's compression ratio went from 6.5:1 to 7.5:1, boosting peak power to a useful 30bhp. As always, BMW's shaft final drive and understressed mechanicals translated into a sophisticated, reliable ride for the long run. "A unique form of motorcycling," wrote *Cycle World* magazine in a 1968 test. "What other machine could be so silent, so free from vibration, so effortless at cruising speeds?"

This 1968 matching-numbers R60/2 is a rider-quality classic showing a well-maintained 37,000 miles. Several period accessories are fitted, including a plush Schorsch Meier bench seat, Denfeld folding luggage rack, headlight-mounted mirrors and bar-end turn signals. Maintenance records show that engine's top-end was rebuilt in the late 1990s by Seattle-area dealership Poke's Cycle, and in 2005 marque specialist Bench Mark Works overhauled the bottom-end, including replacement of the critical oil slinger. More recently, the front wheel was trued, new front brake shoes were installed and replacement shocks were fitted. Tools are included in the tank compartment, and an owner's manual as well as maintenance receipts are provided with the sale.

\$10,000 - 12,000



43

1955 BSA 500CC GOLD STAR

Frame no. CB32 4081

Engine no. DB34GS617

Arguably the most successful production racing motorcycle ever, the BSA Gold Star formed the mainstay of the UK's Clubmans road racing in the 1950s, while its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition on both sides of the Atlantic. By now everybody knows the story of the great Wal Handley coming out retirement in 1937 to win at the Brooklands speed bowl aboard a works-prepped 500cc BSA Empire Star. With a fast lap of 107.5mph, Handley had earned himself the coveted 'Gold Star,' a medal given to riders circulating Brooklands in excess of The Ton. Introduced the following year, BSA's sporting new single was naturally called the Gold Star.

With a production run that extended to 1962, Gold Stars were built from individually selected parts, each engine bench-tested, a labor-intensive practice that was to remain in place throughout the Goldie's life. Updated in detail each year, big changes came in 1954 with the adoption of a swingarm frame and the so-called 'big fin' alloy cylinder assembly that would give the engine its distinctive look.



With a top speed on the good side of 100mph and steady handling, the Gold Star was a proper 'pukka' backroad scratcher, demanding to be ridden hard and fast. Like many such Gold Stars, this example was dropped at speed at some point in its life, resulting in the frame being replaced. A statement from the BSA Owner's Club notes that the 1970s-era restoration is outstanding and that this is a very fine example of a 1955-56 Gold Star. Last started a year ago, the BSA would benefit from an inspection and tune before being taken to your favorite bit of twisty tarmac.

\$16,000 - 20,000



44

*From the Mike Seal Estate***1959 AJS MODEL 31CS TWIN**

Engine no. 59 31CS 08749

Best known for its long-stroke singles, Associated Motor Cycles, parent company to both AJS and Matchless, was late in producing a twin-cylinder model to rival those of Triumph, BSA, Norton, et al. When announced in 1948, the AJS Model 20 and equivalent Matchless G9 followed the established architecture of British parallel-twins, but were unusual in having a third, central crankshaft main bearing and full-length cylinder studs. The engines' generous finning was distinctive, as were their four individual 'teacup' rocker covers. Progressively developed, the motor underwent a number of capacity increases, overbored from 498cc to 593cc, finally arriving at 646cc via a longer stroke with the launch of the AJS Model 31 and Matchless G12 in the autumn of 1958. Well-finished and deservedly popular despite lacking the glitz of certain rivals, the AMC twins were much missed after the company's demise in 1966.

Top of the twins line was the CSR model, the moniker standing for Competition/Sports/Road, though wags insisted upon 'Coffee Shop Racer.' Certainly the sporting model's performance credibility was done no harm in 1960 when a factory-backed CSR won the prestigious Thruxton 500-mile endurance road race for production-based machines. This particular CSR is equipped with the model's signature 2-into-1 siamesed exhaust system. Its odometer shows just 3,575 miles.

\$9,000 - 12,000

Without reserve



45

*From the Mike Seal Estate***1961 MATCHLESS G80CS**

Engine no. 61 G80CS 3879

From its formation in 1938, Associated Motor Cycles soon became the 'General Motors' of British motorcycling, going on to hold a stable of brands that included not only Matchless and AJS, but also Sunbeam, James, Francis-Barnett and ultimately Norton. AMC's postwar singles are among the company's most revered designs, Matchless G80 production starting in 1945 alongside its sister machine, the AJS Model 18. The two 500cc models shared the same 93mm stroke as their 350cc brethren, coupled to a bigger 82.5mm bore.

The S or 'sprung' models added swingarm suspension to the package in 1949, and a year later came the handsome all-alloy CS scrambles engine that with its generous finning and front-mounted timing chest has one of most distinctive silhouettes in all of motorcycling.

Another of the Seal collection's brace of desirable G80CS's, this one has covered 31,000 miles from new, is nicely finished in black with gold pinstripes and appears largely stock with the minor exceptions of a bar-end mirror and alloy aftermarket passenger footpegs. It's an excellent example of a rare, rider-quality classic.

\$8,000 - 10,000

Without reserve



1974 MAICO 400GP MX RACE BIKE

Frame no. 387720
Engine no. U403801

Germany's Maicowerk AG was founded in 1926, building 100 and 125cc runabouts, but Maico is best remembered today as one of the leading motocross bike makers of the 1970s. Renowned for their razor-sharp handling and grunty power, Maicos gave an excellent account of themselves in international competition with riders like Adolf Weil and Ake Jonsson, often outgunning better-funded factory efforts from Japan and Sweden. Maico 400 and 440 models were a favorite choice of Open-class riders in America, especially on hard-packed tracks like Carlsbad and Saddleback in Southern California.

The 1974-75 400cc GP is one of the most sought-after vintage twin-shock motocrossers to this day. This particular example, which was supposedly brought back from Germany by a U.S. Marine in the late 1970s, is believed to be a factory 'test mule' used for trying out various modifications that led to the 1974 production run. Alterations to the frame and especially the swingarm are consistent with factory weld patterns. With its highly desirable coffin-shaped aluminum gas tank in place, the bike shows little evidence of having been raced. It was last run approximately two years ago.

\$6,000 - 8,000

Offered on a Bill of Sale.



1979 HONDA CBX

Honda came to the forefront of Grand Prix motorcycle racing in the mid-1960's, first with the unveiling of their 250cc six 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 cylinder 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 six cylinder motorcycle to light up the roads, it was certainly the most sophisticated. The 24 valve inline six displaced 1047cc and made 105 bhp at the crank. The cylinders were fed by a bank of 28mm Keihin constant vacuum carburetors, which were tilted forward for clearance. As big motorcycles go, it was rather agile for a motorcycle in the 1970's, only tipping the scales at 600 lbs. 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 four cylinder motorcycle engine and did not hinder cornering. This was achieved by stacking the alternator and ignition system behind the cylinders.

The CBX has been described as the Vincent Black Shadow of 1979. It was an extremely fast yet competent motorcycle. In a sense, it replaced the Norton Commando as the world's superbike. 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 CBX is an immensely flattering bike with perfect elegance and total class, and history will rank it with those rare and precious motorcycles which will never, ever be forgotten."

\$7,000 - 10,000





48

1972 DUCATI 750GT

Frame no. GT750296

Engine no. 750296

Designed by the legendary Fabio Taglioni, Ducati's first road-going v-twin - the 750GT - 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. The 90-degree layout made for exceptional smoothness and a lengthy wheelbase, a handicap more apparent than real that failed to stop the fine-handling Ducatis notching up a succession of wins in Formula 750 events, commencing with Paul Smart's famous victory at Imola in 1972.

"Unlike a good proportion of modern big bikes, the Ducati is a totally balanced machine. It's dominated by the throbbing V-twin motor, yet you feel that the bike has been designed as an entity, with all other components matching the engine's performance," enthused *Bike* magazine, testing a 750GT in 1974.

This cosmetically restored 750GT, is one of the now rare sandcast crankcase bikes from the first series of 400 made. As Ducati started at number 100, this is the 196th production v-twin Ducati ever made. It still wears its original Borrani wheels and Conti mufflers, unusual again some 40 plus years later. The last recorded owner before the current seller, a St. Louis, Missouri dealer, was an Illinois resident who registered it in 1977. Subject to the standard safety checks, this 750GT will give the buyer that unique, pure 1970s Ducati experience that is so sought after today, as it was back then.

\$32,000 - 36,000



49

With Evan Wilcox hand-formed bodywork

1959 DUCATI 175cc 'DUSTBIN' SPECIAL

When it comes to alloy artistry on two wheels there's one name that springs to mind: Evan Wilcox of Hand Formed Metal out of Ukiah, California, a one-man operation with about a year's backlog of customers waiting patiently for his hand-pounded gas tanks and tail sections. Wilcox's work is all-consuming. He only tackles one project at a time, toiling away at it exclusively until the aluminum arrives at the desired shape.

If a typical Wilcox gas tank takes 40-50 hours to complete, imagine, then, the labor involved in bringing this machine to fruition. A passion project he built for himself, it's powered by a 1959 Ducati 175 single, wrapped in all-enclosing aluminum bodywork inspired by old Grand Prix road racers. Pure eye-candy are the 'jelly mold' fuel tank, the wraparound rear cowl, its shapely flanks broken up by a series of ridges, and Wilcox's rendition of the aerodynamic 'dustbin' fairing.

Behind Wilcox's handiwork is a fairly standard Ducati chassis with glorious 175cc OHC bevel drive single. A cadre of engine specialists built a 'bulletproof' powerplant for his streamlined alloy flyer. Pete Fisher at Powroll ginned up a crankshaft from a modern four-stroke MXer to work with machined Ducati flywheels. A modified Megacycle camshaft opens and closes valves, and the late Kenny Augustine worked his flow magic on the top end. It breathes through a Mikuni carburetor for easy starting and smooth running, important because this bike is most definitely not a concours queen, but a rally star completing numerous three-day, 750-mile California flogs, plus two Moto Giro d'California.

\$10,000 - 14,000





50

Exacting recreation built around an original motor

1908 HARLEY-DAVIDSON 26.8CI MODEL 4 "STRAP TANK" SINGLE

Engine no. 2113

Boyhood friends Bill Harley and Arthur Davidson literally hit the ball out of the ballpark with the introduction of their first Harley-Davidson motorcycle. It wasn't luck that propelled the young men into glory but the intuitive knowledge and experience to utilize the best of the then current practices in motorcycle engineering. They had been exposed to several different motorcycle designs in the Milwaukee area as they tinkered in their diminutive backyard wooden shed, attempting to build their first machine. By the time the prototype emerged in 1904, Harley and Davidson had selected important key designs which led to their early success. Their engine, similar to the local Mitchell motorcycle was sufficiently large enough to be able to tackle the harsh Milwaukee terrain. Their first frames were copied from another local manufacturer, the Merkel, but more importantly located the motor low in the frame for improved handling and strength.

It has been suggested that the original intent was to only construct a handful of these motorcycles for their personal use...that is until their neighbor Henry Meyer offered to purchase the original prototype in late 1904. That instance set the seed for the future. Building two more motorcycles in 1905, some 50 more were produced for the following

year requiring the simple woodshed be tripled in size. Company growth was astounding as a large wooden building was constructed for 1907 on property purchased, with a 2-story brick addition added by 1908. Production that year totaled 450 motorcycles which sold each for \$210.

By 1908, the Harley-Davidson motorcycle engine had grown slightly to 26.8 cubic inches but still retained the appearance of the original's successful F-head design. Up front were strengthened Sager Cushion Forks which first appeared under license in 1907 and provided a superior ride quality compared to its contemporaries. The engine cases were significantly strengthened as well while the engine continued to breathe through an atmospheric intake valve. Nicknamed the "Strap Tank Harleys", the 2 quart oil tank was banded on top of the gas tank. However the substantial muffler gained them the universally recognized name of "Silent Gray Fellows". Ignition was provided by total-loss battery. Finish was a pleasant Renault Gray with carmine pin striping but the original Piano Black could also be ordered. These early Harley-Davidsons were incredible and reliable roadsters that utilized sound engineering and development through keen observations.



This 1908 Harley-Davidson was the recreation by a group of artisan enthusiasts using an original engine and carburetor that was purchased twenty years ago. The opportunity presented itself to allow these skilled men to build a handful of motorcycles as Harley and the Davidsons would have constructed the original, learning while preserving the manufacturing techniques used on the early motorcycles. The engine was restored then the internals archivally preserved for the future with Cosmoline however the ancient motor was made fully operational. The minutest details of the engine and chassis were scrutinized to accurately clone the motorcycles to the highest degree of precision. The execution of this motorcycle is outstanding and earned 99.75 points in AMCA judging in 2004.

Early Harley-Davidsons are rarely presented for public sale as they are enthusiastically cherished by their owners. This is an extraordinary opportunity to own an exceptional representation of the 1908 Harley-Davidson.

\$150,000 - 180,000

Offered on a Bill of Sale.





51

As raced, ex-Larry Darr factory support bike

1970 HARLEY-DAVIDSON IRON XRTT ROAD RACER

It's a historical irony that today examples of the iron-barrel Harley XRTT-750 road racer are thinner on the ground than the superior alloy-engined XRTT that replaced it. Obsolete the minute the new bike took to the track, the iron XR racers simply faded away. This example, a factory-support machine first ridden by Larry Darr at Daytona in 1970, is one of the few to survive.

Darr, winner of dirt-track nationals, campaigned the XRTT on asphalt during the 1970-71 seasons and remembers the bike fondly despite its unfortunate tendency to not finish races. "It was a lot of fun to ride, it handled well and was fast," he says. "I ran with eventual winner Dave Aldana on his BSA at Talladega for the first 15 laps – until the engine blew." Despite tuner Edgar Fuhr's best efforts, like all iron XRTTs Darr's ran hot when wound tight, with predictable results. There was good reason the bikes were nicknamed 'Waffle Irons.'

Like many of its kin, after its competitive days were done the bike ended up in parts in the back of a garage, but luckily that's as far as the dispersion went. On the trail of another race bike, noted XR specialist John Steel recognized the Darr components, made a deal on the spot and headed back to his Hi-Speed shop in Chagrin Falls, Ohio with his new prize. Amazingly, very few important parts were missing, just the

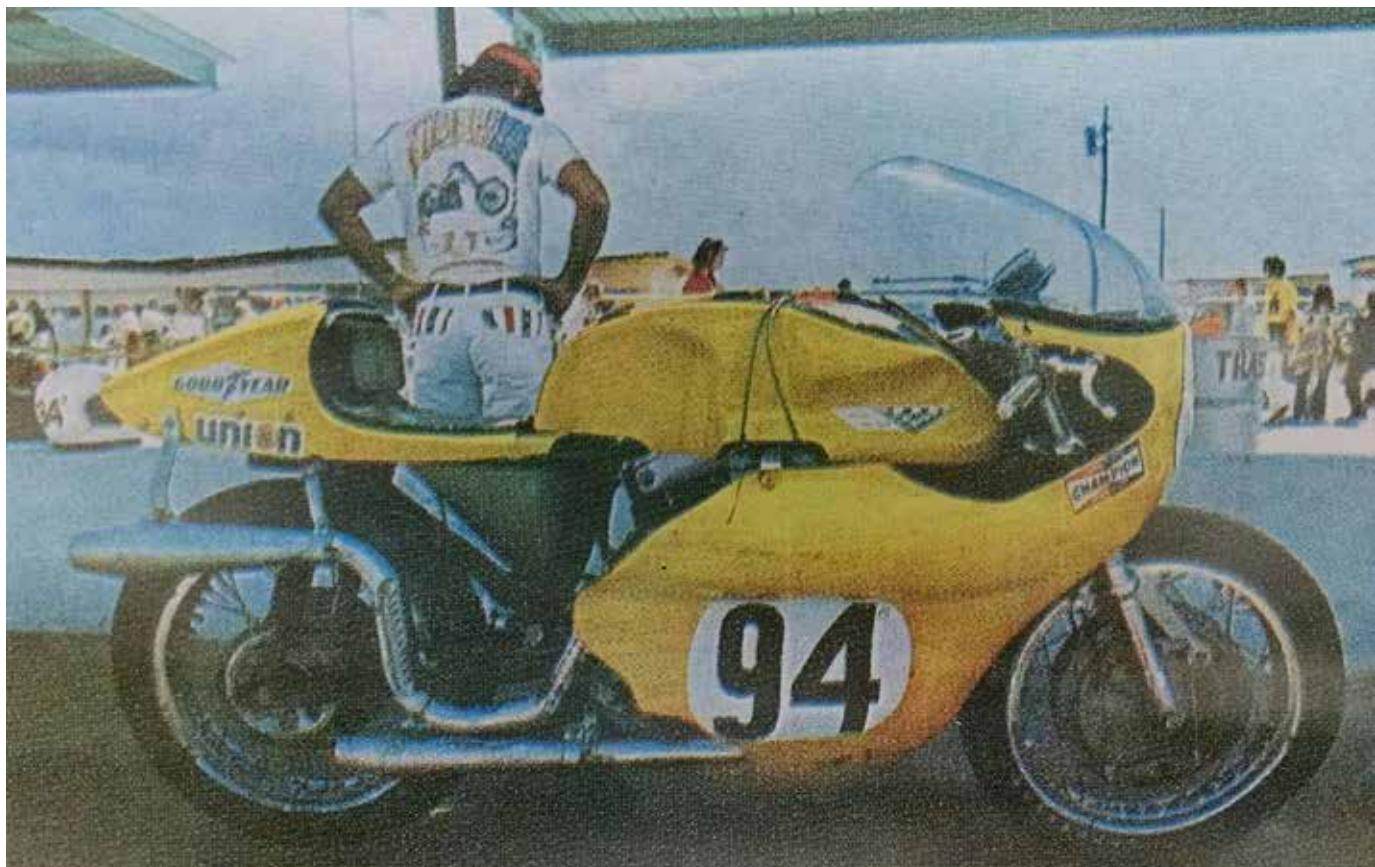
special cylinder heads needed to run the dual racing Tillotson carbs, and the exhaust system with its 'down-and-up' top pipe. The factory heads were sourced online at no small cost, while Steel borrowed an original set of pipes to use as a pattern and replicated the exhaust. Thankfully, the massive Fontana four-leading-shoe front brake had not been sold off to some café-racer builder

Instead of a full restoration, Steel reassembled the bike with the found parts so that it now authentically represents the XRTT as last raced, including the original yellow-painted bodywork favored by Darr and his fellow racers from Ohio. It rolls on period treaded Goodyear road racing tires. While the chassis and cycle parts were being put back together, longtime Harley dirt-track tuner Carl Patrick went completely through the motor.

Sold with the motorcycle will be period photographs, pertinent magazine articles and Darr's own account of his racing career with biological side notes. This XRTT and its ephemera represents a rare racing find, a package that we're fortunate to have intact once more.

\$70,000 - 90,000

Offered on a Bill of Sale.



Larry Darr on his XRTT at Daytona, 1973





52

"The more you ride it, the more you like it"

1970 TRIUMPH 649CC BONNEVILLE T120R

Frame no. CD43983T120R

Engine no. T120RCD43983

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-sought after piece of merchandise... The Bonneville has a great deal of personality. The more you ride it, the more you like it."

Improvements for the 1970 model year were new crankcase halves and engine breathing to improve oil tightness, and upgraded Amal Concentric carburetors. Triumph toned down the earlier bright colors to an elegant Astral Red and silver scallops, and fenders were painted to match. Today, these late, pre-oil-in-frame, ultimate Bonnevilles are increasingly sought after by collectors.

This beautifully restored example retains practically all its original parts. Only the clocks, seat cover and headlight shell, and some internal engine components, were replaced. Wheel rims were re-chromed, and the spokes were stripped and re-cadmium plated. That was the philosophy – replace only what was impossible to repair or restore. The bike has not been ridden since completion although it was started; it ran well and was whisper quiet. Its mileage prior to restoration is thought to be very low for it was kept in dry storage for most of its early life.
\$15,000 - 18,000

Please note that this bike is titled with engine number CD43983.

53

From the Mike Seal Estate

C.1959 MATCHLESS G12 CSR TWIN

Engine no. G12CSR10515

An excellent and appropriate stablemate to the AJS 650 twin in the Seal collection, this Matchless G12 is essentially the same basic model with detail changes. Corporate overseer AMC practiced this kind of 'badge engineering' to good effect over the years, basically populating two different marque lines with little more than alterations to sheetmetal, tank badges and engine covers.

With either brand, the chassis was a strong point as AMC was an early adopter of swingarm suspension; plus the company's 'Teledraulic' double-damped fork was very advanced for the time. As often was the case with British twins that started life displacing 500cc, the push to field a 650-class version was initiated by the Americans, in AMC's case their Los Angeles-based importer Frank Cooper. The well-regarded Matchless and AJS singles could fend very well for themselves but Cooper wanted more power for the twins to keep his buyers from migrating to Triumph or BSA showrooms. That boost came in 1958 with the G12 Matchless and Model 31 AJS, available in standard tune and higher-rated CSR trim, the latter with raised compression ratio, higher-performance cams and usually (but not always, as here) a 2-into-1 exhaust setup.

\$9,000 - 12,000

Without reserve



54

From the Mike Seal Estate

1958 AJS MODEL 31CS TWIN

Frame no. A62849

Engine no. 58 31CS 06666

Relatively unknown compared to twins from Triumph and BSA, the Matchless/AJS 650s followed a slightly different engineering path in their growth from 500 to 650cc. Part of the design from the beginning was a three-main-bearing crankshaft, further differentiating parent company AMC's vertical twins from their contemporaries. The 650 debuted in 1958 and would remain in production until 1966.

While AMC's postwar AJS and Matchless singles seemed deliberately identical, give or take the odd magneto mounting, the twins differed visibly in several areas from each other with different fuel tank profiles, silencers, and many tinware items were individually shaped or contoured.

An interesting aspect of the late Mike Seal's collection is the condition variety seen in the bikes, especially in regards to the Matchless and AJS models, twins and singles. There are fresh, meticulously detailed restorations, older restorations with a few miles showing, unrestored original-finish machines or, as with this Model 31CS, historically authentic bikes showing mild period modifications. With 19,000 miles on its odometer and wearing an original California 'black' license plate, the AJS is in wonderfully as-ridden trim, including chrome-plated fork parts and a custom painted and pinstriped gas tank.

\$7,000 - 9,000

Without reserve





55

1970 NORTON 750cc COMMANDO

As the 1960s wound down, Norton had a problem. To battle rivals BSA and Triumph, the company's parallel twin had been taken to 750cc, and while the resulting Atlas model retained superior handling thanks to its Featherbed frame, now engine vibration was a problem for riders. The solution was ingenious and would make the Commando 750 and later 850 two of the most useable, 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 as soon as revs passed 2,500 rpm. The new Commando became an instant hit with the motorcycling public, being voted *Motor Cycle News'* 'Machine of the Year' five consecutive times in the UK.

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

This 1970 Commando Roadster is an all-original machine with the exception of its shouldered Akront alloy rims, no doubt a period modification few will complain about. The current owner has gone through the bike thoroughly, renewing cables, rubber parts and seals. The engine's top-end was taken down for a re-ringing, new springs and a valve job. While the bodywork's silver metalflake paint is original to the bike, the fiberglass fuel tank's interior has been treated with a sealant for use with today's ethanol-laced gasoline.

\$10,000 - 13,000

Without reserve



56

1974 JOHN PLAYER NORTON COMMANDO

Frame no. 314356

Reflecting the Norton road race team's sponsorship by the John Player tobacco company, a new Commando model, the John Player Norton – or 'JPN' for short – was announced for the 1974 sales season, boldly equipped with a streamlined, twin-headlight half-fairing and matching tank/seat unit in John Player livery.

Beneath the endurance-race inspired bodywork was a standard-issue Mk2A Commando 850, albeit with taller final gearing, clip-on handlebars and rearside footpegs. The 'gas tank' is actually a fiberglass cover hiding an elongated steel Roadster tank. While the JPN generated headlines – 'Norton's White Lightning Special' blared the cover of *Cycle* magazine – it performed less well in the showroom. Besides being \$500 more expensive than a naked Commando, the bike's avant-garde fairing was a bit much for some, the solo-only seat meant picking up passengers was a no-go, and the jockey-like riding position limited around-town use. As a result, the John Player was a one-year-only model, production totaling somewhere between 200 and 300 units, with perhaps 120 of those coming to the U.S. Today a genuine JPN Commando is one of the rarest of latter-day collectible Britbikes.

The bike on offer here is a bona fide two-owner machine, the current owner knowing of the bike's whereabouts from new and purchasing it from the estate of the first owner, a friend. Showing under 10,000 miles, it is original and unrestored, including the rare black-chrome 'beancan' mufflers.

\$15,000 - 20,000
Without reserve





57

First year Panhead, last year springer fork

**1948 HARLEY-DAVIDSON
74ci FL PANHEAD**

Engine no. 48FL9074

The 1948 FL, first year for the new Panhead engine and last year for the Harley original springer forks, which would give way to the telescopic Hydra-Glide front end in '49. While the engine's bottom-end was based on the previous Knucklehead, the top-end, with aluminum heads, hydraulic lifters and its signature pan-shaped valve covers, ran cooler and quieter, and was both more oil-tight and reliable than the Knuckle. It would remain in production until 1965.

As delivered from the factory, the '48 Pan would have been fitted with black-painted handlebars, front fork, brake drums and front crash bar, but typical of many bikes from the era all of those parts were sent off to the chrome-plating shop. Otherwise, this characterful Pan is very much original although the engine and 4-speed transmission were fully rebuilt 15 years ago, and the original fenders and tank were repainted just six years ago. Only 100 miles have been added to the odometer since the motor rebuild. The patina is, however, just right. It is reportedly an excellent starter, and runs well.

\$30,000 - 35,000

Titled under the engine number.



58

1953 INDIAN CHIEF

Engine no. CS6653

No motorcycle is as easily identifiable as an Indian Chief. Those iconic fenders are unmistakable and set the bike apart from anything else on the road. 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. With war looming and Indian increasingly turning to the production of military models, the Army version of the Chief emerged stripped of its skirted fenders and chromework, finished in olive drab.

After World War II, the civilian Chief made a return, as did the fenders, but by 1953 Indian was in deep trouble. The company's new-design singles and twins, meant to blunt a postwar invasion of highly competent lightweights from England, had teething problems and were dead in the marketplace. That left the venerable Chief to soldier on, a flathead design in an increasingly overhead-valve world. Not that the proud old Indian wasn't ready for a fight. The motor had been punched out to 80ci (1,320cc) and an up-to-date hydraulic telescopic fork replaced the traditional girder arrangement. Styling-wise, the art-deco fenders looked as good as ever, maybe even more so as the front was trimmed back and a small shroud was added to the headlight area.



Still, the financial handwriting was on the wall and Indian was destined not to survive past '53. This matching-numbers bike is from the last batch of Chiefs produced. A fresh restoration, with engine and gearbox rebuilt by Canadian marque specialist Fred Crawford, it has been test-ridden for just 2.6 miles. Many NOS parts were used in the chassis restoration, including an exceedingly rare set of new gas/oil tanks. Built to ride, it is fitted with a later Amal Concentric carburetor, though the proper Amal 289R is included in the sale. Likewise, for aesthetic reasons an earlier tractor-style solo saddle has been installed, with a correct reproduction bench-style dual seat also included.

\$35,000 - 40,000

Without reserve



59

From the Mike Seal Estate

1960 BSA A10R SUPER ROCKET

Engine no. DA10R 1878

One of BSA's most beloved engines, the pre-unit A10 650 joined the 500cc A7 model in 1949. The existing parallel-twin architecture was retained for the A10, with its bolt-upright cylinders, 360-degree crankshaft and single camshaft at the rear of the cylinder block. Like the A7, the A10 was available initially with either a rigid frame or plunger rear suspension; it would be another four years before swingarm rear suspension superseded both.

Taking full advantage of the modern suspension was the 1955 A10 Road Rocket, with sportier 40bhp tune courtesy of an aluminum-alloy cylinder head, enabling a tested 109 mph. For 1958 the model morphed into the A10R Super Rocket, which added a further 3bhp to the package. The model would remain in the company catalog until the 1964 advent of the unit-construction A65s.

"The Super Rocket has a near-three-figure cruising speed, a performance to meet the autobahn ambitions of foreign-touring enthusiasts, or those who buy motorcycles with an optimistic eye to the extension of motorway travel at home in the not too distant future," enthused *Motor Cycling*.

Proudly wearing one of best gas tank decals in all of British motorcycling, the Seal collection's 'Big Valve' 1960 Super Rocket is a complete 9,000-mile example.

\$9,000 - 12,000

Without reserve



60

From the Mike Seal Estate

1954 AJS MODEL 18CS

Frame no. 01611 M98

Engine no. 54 18 25391

"Honest, dependable and free of phony pretensions, the big singles built by Associated Motor Cycles after WWII neatly balance price and performance," wrote *Real Classics* magazine in their retrospective on the AJS Model 18 and Matchless G80. That opinion would no doubt please Albert John Stevens, who along with his three brothers, first sold motorcycles bearing the AJS nameplate in 1909.

The company failed in 1931 and was taken over by Matchless, the two firms soon operating under the Associated Motor Cycles banner in London. During World War II, the company supplied the British War Department with thousands of Matchless G3L 350cc singles. In fact, AMC's first big postwar splash was with a 'civilianized' G3L in 1946, available in 350 and 500cc displacements, the only difference being size of the cylinder bore. The AJS version of the 500 was called the Model 18. The power unit was a robust overhead-valve engine that developed 23bhp at 5,400rpm. List price in 1951 was just £180, making for a most affordable sporting machine. These big singles, either with AJS or Matchless tank badges, would be the mainstay of AMC from their introduction until the company eventually foundered – the last AJS Model 18 was produced in August 1965.

The Seal collection's 1954 Model 18 is finished in AJS's traditional livery of gloss black paint with gold pinstripes and lettering.

\$8,000 - 10,000

Without reserve

61

From the Mike Seal Estate
1961 MATCHLESS G80CS

Engine no. 61 G80CS 4261

Off road, the Matchless of choice was the 500cc G80CS, developed from the workhorse 350cc G3L, a favorite mount of British Army dispatch riders during WWII. The G80 proved very competitive in British scrambles, which of course evolved into the sport of motocross. The engine was constantly upgraded, eventually becoming an oversquare, all-alloy design. By the time *Cycle World* magazine tested a G80CS scrambler in 1963 it was a pretty impressive piece despite its advanced years. "A jewel beyond price," CW gushed. "The very soul of reliability. We were most impressed with this big Matchless – it had a lot of power over a phenomenally wide engine speed range, and the handling is absolutely without fault...we can understand how these bikes command such owner-loyalty. The G80CS is a most impressive all-around performer."

This example from the Seal collection was the recipient of a complete, by-the-book restoration, and has been ridden for just 3 miles since the rebuild.

\$9,000 - 12,000
Without reserve



62

From the Mike Seal Estate
1971 HONDA CB750

Frame no. CB750 1071837

Engine no. CB750E 1072082

In their 2006 article on the bike, *Motorcycle Classics* put things into perspective: "In 1969, throngs of motorcyclists clamored to see and ride Honda's newest creation: the four-cylinder, single-overhead-cam Honda CB750 Four. It was unlike anything Honda had produced for the public, and frightfully similar to their race bikes, with the first mass-production inline four-cylinder engine. It was the first Superbike, and more than 35 years later it makes for a great classic ride. Today, motorcyclists and collectors alike are snatching up original and restored early-production Honda CB750 motorcycles due to their limited numbers and their place in history."

The Seal collection's Honda is a K1 model from 1971, the third year of production, with the first of many detail improvements that would mark the bike's 10-year production run. To ease twistgrip effort, the previous four individual carburetor cables were replaced with a throttle bar; the airbox was redesigned to eliminate stress cracks; and the seat was now flatter in profile. A fully restored 10,000-mile example finished in the correct shade of Candy Ruby Red, this CB750 is ready for rides or for concours competition.

\$7,000 - 10,000
Without reserve





63

1930 HARLEY-DAVIDSON DL SPORT SOLO

Engine no. 30 DL 3127

1929 was a pivotal time for Harley-Davidson as in that year they produced F-head motors, sidevalve motors and overhead valve motors but by 1931 only sidevalves were available from the Milwaukee company. As the global economies were having difficulties, it was necessary to reduce production costs and sidevalves were definitely the road to profitability.

So in 1929 Harley-Davidson introduced their first sidevalve powered motorcycle in a 45ci displacement. Rather than create a new frame, they utilized the frames from the smaller 21ci OHV singles, but new engine cases were designed to mount the generator vertically alongside the front cylinder, giving the motorcycle the appearance of a three cylinder engine. The following year in 1930, many improvements were made to the 45 but sales thereafter were disappointing as domestic riders wanted a Big Twin and overseas, tariffs destroyed the export market for Harley.

This 1930 Harley-Davidson DL Sport Solo is in amazing original condition with Harley's familiar olive green finish and orange striping, and is an



export model featuring a front fender license plate and export front wheel stand. This DL is a late 1930 production model as only 3191 units were produced. The vertical generator is unique as it has two independent field coils. During daylight running only one coil is energized, the second coming on when the lights are switched on. The dual headlights are separate low beam and high beam with a toggle switch on the right hand handlebar. New 1930 features included a new lower frame, drop forge I-beam forks and drop center rims. This mid-displacement motorcycle made 18.5 hp and would top out at 60-65 mph, with a happy cruising speed of 50 mph. They are original only once so don't miss this one.
\$45,000 - 50,000



64

1940 HARLEY-DAVIDSON EL KNUCKLEHEAD BOBBER

The ball was knocked out of the park when Harley-Davidson introduced their new OHV engine in 1936, which has come to be known as the "Knucklehead". With a 7:1 compression ratio, the high performance EL model produced 40 hp and would run 90 to 95 mph. An important mechanical improvement was the 4-lobe single cam, meant to replace the complex reciprocating mechanical weight of two separate cams used in competition engines as seen on the 2-cam JDH engines of a few years earlier. Also introduced in 1936 was a four-speed, constant mesh gearbox. The Knucklehead immediately made the main competition, the Indian Chief, antiquated. The engine and frame received several improvements in the following years and in 1940, the motor received heavier shafts to cope with the power.

This Knucklehead Bobber was created from a numbers correct motorcycle with the correct frame, engine and 4-speed transmission. The straight leg, short rake frame retains all the sidecar mounting lugs. The motorcycle has a left hand shift lever and foot clutch that is frame mounted as utilized on police motorcycles. The Superior upswept exhaust pipes give the motorcycle a thoroughly modern appearance as does the combination of a 16 inch rear wheel and 19 inch front wheel. Fuel is contained in a set of 3-1/2 gallon Fat Bob gas tanks with an



original zero miles Panhead speedometer that looks perfect on top of the tanks. Flanders risers and handlebars set atop the original, chromed forks. Other accessories include a cast aluminum spark plug holder, black solo leather seat, a Tombstone tail light and Cycle-Ray headlight wired to a 6 volt system.

This is an opportunity to experience the sweetness of running a 61ci pre-war Knucklehead in a trim looking custom that puts the best of two worlds together.

\$30,000 - 36,000

Titled under the engine number.



65

1940 HARLEY-DAVIDSON UA

Engine no. 40 UA 4295

Although Indian, numerous British manufacturers and even other models of Harley-Davidson were supplied to the U.S. government for military use, but when motorcycle collectors and historians speak of military motorcycles, their minds immediately think of Harley-Davidson's WLA, the 45ci solo.

This 1940 Harley-Davidson UA comes from the collection of David Sarafan, a leading expert on military motorcycles. The motorcycle was undoubtedly a pre-production machine as it carries a number of civilian items on the bike such as chrome trim on headlight rim and switches, and the air cleaner is not military type. It also does not have the blackout lights normally associated with military motorcycles nor does it have the standard military fenders. These items unusual for a military motorcycle were confirmed by Sarafan and the motorcycle authentically restored. The engine has matching case numbers and a standard 3-speed transmission with hand shift.

Harley-Davidson produced probably 60,000 WLA during the entire war years, for both the U.S. Army and our allies. However the UA was made in much smaller numbers with the Army and Navy receiving perhaps 4000 units. This 1940 UA being offered for sale is one of only 300 units special ordered for the U.S. Marine Corps. It's a very unique motorcycle for the military enthusiast or museum collection.

\$40,000 - 45,000

Title under the engine number.



66

1911 TRIUMPH 3.5HP 500cc FREE-ENGINE MODEL

Engine no. 17101YT

Like many early motorcycle initiatives, Triumph Cycle Company started out as a bicycle manufacturer in 1886. By 1902 the fledgling company marketed their first motorcycle using proprietary engines from Minerva and J.A.P. But designer Johann Schulte urged that Triumph use their own motor, built in-house. Competition spurs innovation, and Jack Marshall gave the company their first TT win in 1908 with a new 3.5 hp engine. In the 1910 TT, Triumph netted the first 8 places in their class.

The 1911 Triumph was one of the most durable and reliable motorcycles ever made. The 3.5hp, 500cc motor would cruise up to speeds of 50-55 mph, setting many endurance records in its day. There is a free engine clutch housed in the rear wheel hub, actuated with a heel/toe foot pedal, while transmission is by a simple V-belt. The motorcycle's frame sets low, and the springer front fork is Triumph's own. Stopping, by Triumph's own words, is with "a powerful front rim brake" and the rear has a similar brake that retards against the belt drum. The rear stand does not interfere with the removal of the wheel, for flat tires, while the front stand acts as the front fender stay when clipped out of use. This was an amazing, well thought out motorcycle in 1911 and all for the paltry sum of £55.



This 1911 Triumph being offered is in fine original condition and is not molested from modifications over time. It is a handsome motorcycle with black cycle parts and a gas tank understated in aluminum with a green panel. Wheel rims were nickel plated with a center stripe. The veteran Triumphs are highly regarded in England's vintage motorcycle events. It was a great bike when it was new and still an absolutely fun motorcycle to enjoy in today's veteran runs.

\$5,000 - 8,000

Without reserve

Titled under the engine number.



67

From a private Southeastern collection
1959 TRIUMPH T120 BONNEVILLE

Frame no. T120 023006
Engine no. T120 023006

Given its now-iconic status, it's hard to believe that not too long ago a 1959 Bonneville was just another old Triumph, as likely as any other machine to be subjected to the customizer's often-questionable whims. Named after the famed Utah salt flats, site of Johnny Allen's 214-mph record run in the Triumph-powered 'Texas Ceegar' streamliner, the first-year Bonneville ushered in one of the most beloved and longest-tenured model names in motorcycling. Taking a cue from speed-hungry American tuners, it was fitted with an alloy splayed-port cylinder head, performance camshafts and twin carburetors, giving a nice 7bhp increase in power over the single-carb T110. Painted orange and gray, the original T120 came to be known as the 'Tangerine Dream', and is today a bona-fide blue-chip collectible.

Built 17th Dec 1958 and dispatched to Tri-Cor USA on the 19th Dec 1958, this particular first-year Bonnie strayed from the script and was given a chopper-style makeover, namely an aftermarket bolt-on rear frame section, Harley-type fuel tank, chromed octagonal oil tank, straight pipes and apehanger handlebars. The good news is that its bones are good – matching-numbers engine and main frame – and would form the basis for a spectacular restoration of one of the most important motorcycles of all time.

\$7,000 - 10,000
Without reserve

68

From a private Southeastern collection
1948 TRIUMPH 5T SPEED TWIN

Frame no. 36611
Engine no. 48 5T 95311

It is, quite simply, a bike for the ages, a game-changer in chrome and Amaranth Red. The 1938 Speed Twin saved Triumph while at the same time providing a blueprint that other manufacturers were obliged to follow if they wanted success in the marketplace. Prior to the Speed Twin, the British motorcycle landscape was populated mostly by single-cylinder models, reliable if workaday designs. When in 1936 Edward Turner was installed as managing director and chief designer at moribund Triumph, then just coming out of bankruptcy and in his own words, "in very low water," he knew a fresh concept was needed, something that would "make an impact immediately."

The Speed Twin, powered by his masterwork 500cc overhead-valve parallel twin, did just that. Light and powerful where previous twins had been porky and plodding, the engine brought performance and refinement to the masses. Factor in lithe, Turner-penned styling for the rest of the machine and it's easy to see why the bike was an instant runaway success. The parallel twin would be part of Triumph's lineup for the next 45 years; indeed, adapted by competing brands, the engine type came to define the entire British motorcycle industry.

The Speed Twin on offer was dispatched to Los Angeles on March 25, 1948, the third year of restarted production following WWII. As such it is equipped with the improved 8-stud cylinder head and telescopic fork fitted postwar. An older restoration, it appears to be complete in specification. As with the other motorcycles in this collection which have been in storage for a decade or more, a safety inspection and recommissioning are in order before road use.

\$12,000 - 15,000
Without reserve

Titled under the engine number.



69

From a private Southeastern collection
1959 TRIUMPH T110 TIGER

Frame no. T110 013446

Engine no. T110 013446

Unveiled at the 1953 Paris Salon prior to the '54 sales season, the new T110 was all about performance, as the factory was only too proud to point out in the showroom literature: "The 650cc Tiger 110 offers performance plus – with the most powerful Triumph engine ever produced. Every other detail of this magnificent motorcycle is in keeping with its performance which, although high, is delivered in a smooth and effortless manner," read the brochure. Just as significant, the Tiger ushered Triumph into the dual-suspension era, now with a rear swingarm and shocks to match the telescopic front forks.

The example shown here, a matching-numbers bike with just over 24,000 miles, is much closer to stock than some machines in the collection, including retaining its handlebar nacelle, the trademark streamlined shell that incorporates the headlight, instruments and switchgear. One obvious but easily corrected deviation are the high-rise handlebars, a popular bolt-on back in the day but not really in keeping with the Tiger's performance image. Especially considering this bike's other period modification, fitment of a Bonneville-style twin-carb cylinder head, good for a few more horsepower.

\$10,000 - 14,000

Without reserve

70

From a private Southeastern collection
1954 TRIUMPH T110 TIGER

Frame no. T110 03383

Engine no. T110 03383

A development of the 650 Thunderbird roadster, the T110 prototype performed brilliantly in the 1953 International Six Days Trial, providing the 1954 production streetbike with invaluable publicity and performance credibility. The first Triumph with swingarm rear suspension, the T110 came with a revised engine incorporating a stronger crankshaft, higher-compression pistons, larger inlet valves and hotter cams. The model remained in production through 1961, one of the most important developments along the way being the 1956 introduction of Triumph's aluminum-alloy 'Delta' high-compression cylinder head, which increased power and made the bike's supposed 110-mph top speed no idle brag.

Even the first-year iron-barrel T110's were speedy mounts, though. In 1954 Cycle magazine achieved 104 mph with their testbike, then changed sparkplugs, rejected the carburetor and removed the mufflers to go 109.9 mph. Marque expert and book author Roy Bacon called the T110, "a really quick motorcycle...acceleration was extremely good even up steep hills while the machine retained its docile manners, thanks in part to the single carburetor."

The collection's first-year, matching-numbers Tiger 110, an older restoration, is much closer to stock specification than some of its as-ridden, lightly modded stablemates, right down to the headlight nacelle and tank-top parcel grip. At some point a post-'56 alloy cylinder head was fitted, no doubt by a previous owner looking for those last few miles per hour.

\$10,000 - 14,000

Without reserve



71

1946 ARIEL 347cc RED HUNTER NG

Frame no. AP2174

Engine no. BK1132

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger an upturn in the Selly Oak, near Birmingham, firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. In 1932 the sports versions were christened "Red Hunter" and, under Page's successor Edward Turner, developed into fast and stylish machines. In mid-1946 the Hunters became the first models to feature Ariel's new telescopic front fork - not on this bike - and the following year could be ordered with the optional Anstey Link plunger rear suspension.

This high pipe, single port, girder fork Red Hunter is sold with a copy of its factory dispatch record. It left Birmingham via Scholefield Goodman on December 18, 1945 destined for a Bob Mac Cooper of East Northport, New York. It ultimately reached the California-based vendor nearly 60 years later. In 2007 he had it carefully restored to its original specification except for the Buchanan-built stainless spoke, alloy rim wheels. The frame was powder coated, new tires, tubes, seat, exhaust added, and the engine was fully rebuilt. This is an excellent example of a now rare "high quality" Ariel single, well-known to be a "nice ride."

\$7,500 - 10,000



72

1934 COTTON-LAP 490cc TWIN PORT

Engine no. KO/D40937/S

Gloucester-based Cotton established its reputation with a string of racing successes in the 1920s thanks to an innovative frame patented by its founder, Frank Willoughby Cotton. Cotton's design featured four straight tubes running from the steering head to the rear wheel spindle, augmented by further straight stays supporting the gearbox and engine. The result was a stiff, lightweight chassis far in advance of the bicycle-derived diamond-type frame used by the majority of manufacturers. The legendary Stanley Woods made his Isle of Man TT debut on a Cotton in 1922, going on to win the Junior event at record speed the following year.

Countless podiums were achieved in international events throughout the 1920s, Cotton's finest TT achievement occurring in 1926 when its entries finished 1, 2, 3 in the 250 Lightweight race. Something of a powerhouse pre-WWII, it shrank postwar and became known for its small capacity 2-strokes, sadly closing in 1980.

In 1934 Cotton were making 19 different models, most with Blackburne and JAP engines. This bike with an engine number with a "KO/D" prefix – K for 490cc, O for overhead valve and D for 1934 – uses its JAP, engine number for identification. The gearbox is a 3-speed, hand shift, Burman. The mileage since restoration is zero for the engine was started on rollers after assembly to adjust carburation. It has not been ridden since. It was fettled and then sold by Big D Motorcycles of Dallas, Texas in 2010, to the current vendor. A rare bike that will provide an excellent ride-to-show ownership, '30s English style.

\$12,000 - 15,000





73

"Built like a Gun, Goes like a Bullet"

1947 ROYAL ENFIELD MODEL J 500cc TWINPORT

Engine no. J542

Royal Enfield, well known for producing engines, bicycles and firearms, turned their hand to motorcycles way back in 1901 and, by the First War, had established themselves as one of Britain's most popular vehicle brands. Post-WWII, the Model G and Model J models were revived and featured a rigid rear frame and a 4-speed Albion gearbox complete with RE's neutral selector lever. The J featured telescopic forks (using two-way hydraulic damping) in place of the pre-WWII girders. The twin-port 499cc engine had a bore and stroke of 84mm x 90mm and a 5.5:1 compression ratio, and used an Amal 276 side bowl carburetor and Lucas magneto ignition.

The classic British post-WWII Model J single offered was bought by the seller in 1996 from an "older gentlemen" (believed to be the second owner) in Sylmar, California who had imported it from England 30 years earlier. It was rough but still with most of its original parts and this "ride-to-work model in a world hungry for transport" was then subjected to the most rigorous of down-to-the-last-nut-and-bolt restorations using the "famous SoCal underground band of engineers": Mike Parti did the engine, Homer Knapp (Hollywood Machine Shop) the gearbox, Doug Wood the magneto and generator, Tony Markus the paint, Van Nuys Plating the plating and Glory Motorworks the general servicing. Parts came from the UK through Hitchcock's Motorcycles of Solihull. Final assembly was undertaken by the seller. The odometer currently reads 3,642 miles. In 2007 it was accepted into the Legend of the Motorcycle International Concours d'Elegance in Half Moon Bay, California.
\$12,000 - 15,000



74

1926 SUNBEAM MODEL 5 LIGHT SOLO

Engine no. 16445

John Marston's Sunbeam had a reputation of producing high quality motorcycles. By combining their short stroke engine with the chassis of the lighter "long stroke" (77 x 105.5 mm) engine and gearbox, a touring motorcycle was produced, the Model 5 Light Solo.

The 1926 Sunbeam Model 5 retained the old-style flat tank but still was an attractive motorcycle for its day. The high quality fit and finish of the motorcycles were still a hallmark from the original days. High gloss black paint and gold leaf striping on the tank still embellished the motorcycle with the Sunbeam logo proudly applied to the tank sides.

The Sunbeam designed engine was a 500cc side valve motor that developed 3 1/2 hp, and the engine was an integral part of the stress frame comprising the chassis. This engine has been fully overhauled with fresh bearings, pinions and pistons. A 3-speed gearbox was actuated by a hand shift. Both primary and final drive chains ran in Sunbeam's "Little Oil Bath" cases, maintaining the chains both clean and lubricated. Another benefit was the rider, on the Gentleman's Machine, was kept clean from oil and debris from the chains. Druid forks provided the suspension up front while an electric headlamp brightened the road



ahead at night. Both spark advance, choke and throttle are controlled by thumb levers, an experience to enjoy.

This 1926 Sunbeam is a wonderful restoration of a late Veteran British motorcycle that is to be enjoyed both visually and through the riding experience. It is in excellent running condition and has been used on several vintage runs in the scenic northwest. Logbooks, books and manuals are included in this sale.

\$15,000 - 18,000

Titled under the engine number.



75

A rare 1960s FIM World Championship Motocross contender

1962 LITO 500cc MOTOCROSS RACER

Engine no. 1506

The Lito story is very short. Lito, short for Litoverken A.B of Helsingborg, Sweden, existed only from 1958 to 1965. Yet its impact was huge. The tiny Lito company was founded by a young Swedish motocrosser, Kaj Bornebusch. He was the son of a lithographer who sponsored the effort of designing and building their own race bike. Yet its story is really the story of three Swedish motorcycle brands – Monark, Lito and Husqvarna. Monark of Varberg, which was founded in 1908, specialized in bicycle, motorcycle and moped engineering, hand-built an Albin-engined 498cc single scrambler (weighing 282lb), first with a BSA gearbox then an AMC, that just happened to win the World Championship in 1959 with Sten Lundin riding (and came 2nd the next year) – and then withdrew after the unexpected death of its team manager, Lennart Varborn. Lundin, was, however, given his winning bike. In 1961 Monark merged into Monark-Crescentbolagen, and today belongs to Cycleurope.

The half-a-handful of leftover Monarks was obtained by Lito and Bornebusch, Lundin and designer Nils-Olov "Nisse" Hedlund set about modifying Lundin's bike to Lito's specification which to start with mostly consisted of painting it green and labeling it accordingly. Sten Lundin won the 1961 FIM 500cc Motocross World Championship on his hybrid Lito. The next year Husqvarna hired designer Nils Hedlund to build motors joining Ruben Helmin and Morgan Hjalmarsson with the collective brief to design a Husky "as good as the Monark and the Lito." Husqvarna had early success for both Bill Nilsson and Rolf Tibblin rode the new bike to victory. And Lito closed its door soon after.

Most Litos were built of modified British components: BSA frames, Norton forks and front wheels, etc. and modified Gold Star cylinders and cylinder heads. The first "complete" Lito 500 engine had an 82mm bore x 92mm stroke resulting in a reported 48 horsepower. In parallel in 1960 through 1963, Monark produced frames for Lito together with fuel tanks and some other small components. No more than 35 Litos were assembled with a BSA gearbox and Norton Roadholder, Maico or Ceriani forks and Praenafa wheel hubs, and sold as bespoke "production" racers

By the mid-1960s this rare Lito 500 motocrosser was in Germany and reportedly abandoned in a "secret" collection. Then it came to the USA. The seller reports that the bike has a BSA Gold Star scrambler frame with a Gold Star gearbox. It has a Maico fork and Borrani rims. The Albin engine has a "revised" crankshaft with a 100mm stroke, 79mm Mahle piston and cylinder (the "classic" Norton bore and stroke, and the same as Lundin's championship engine), Rickman/Enfield primary chain case, Amal carburetor, and competition magneto.

This hugely rare "classic golden era" motocrosser presents very well, providing a unique opportunity to the dedicated collector. It is reported to be in very good running shape, starts easily and idles well and is trouble free.

\$50,000 - 70,000

Offered on a Bill of Sale.

1970 DUCATI 450 R/T DESMO

Engine no. DM450 451663

Ducati hired 1966 Italian scrambles champion Walter Reggioli to help with the development and the R/T was in production by the end of the year. For the USA it was available only as an off-road machine, with a street equipment kit option. The Italian ISDT team ran R/Ts in the 1971 event in the Isle of Man.

The R/T's wide-case 435.7cc motor was 4-stroke, air cooled, 2-valve and desmodromic pushing out about 27 horsepower at 6,700 rpm and the bike weighed, dry, about 286lb. Plus a 5-speed. Performance was brisk. This motor needed a compression release to kick start. The frame had Marzocchi suspension front and rear with the fork providing 7in of travel. A 21in front wheel was unique to this scrambler.

Here is a rare opportunity to acquire an excellent example of the best of Ducati's "real scrambler" series, a series of bikes that clearly influenced the company's recent launch of the new "Scrambler" twins. Since 1990, when acquired by the seller, it was the back-up bike for the family (father and three sons) AHRMA race team – the "4 Ducs" - and was recently rebuilt; blasted and painted frame, rebuilt wheels with bespoke rims and new tires, chains, sprockets together with restored original or NOS parts throughout. The motor was re-bored and new rings installed with new guides, rockers, bushings and valves in the head. New fork seals and wheel bearings. New ignition. The tank and decals are original and in excellent condition. And what should be polished is polished in the style of the original – not to show quality! Very few have survived, and even fewer are today as gorgeous as this one. Offered on a Bill of Sale.

\$7,000 - 9,000

Offered on a Bill of Sale.

77

1966 CHENEY 441cc BSA VICTOR MOTOCROSSER

Frame no. MK2 45

Engine no. B44R 741

Eric Cheney never worked for any motorcycle manufacturer, preferring to hand make a few motorcycles in his own eccentric way. His greatest success came after the BSA competition department had closed making the venture uniquely English. In the same vein the bikes were designed and built on a shoestring budget in little more than a home garage. But the results were spectacular. Each hand built motorcycle took over 400 man-hours to complete.

The bike offered here is Cheney's 45th built. Of 1967 vintage, this rare Mark 2 machine has been maintained, raced and modified by a knowledgeable enthusiast. A stronger Triumph left side engine cover was fitted to a 1967 441 Victor square barrel motor, and for reliability and tunability, a new Amal carburetor was installed. Suspension modifications are Ceriani forks up front and Curnutt rear shocks. Wheels were built with a BSA lightweight rear hub and twin leading shoe brake fitted up front.

This rare bike is offered straight the usual re-commissioning of brakes, suspension, carburetion and ignition. The engine has very good compression, and is reported as starting easily and running well.

This rare opportunity to acquire a great British 4-stroke classic off-road bike with a clean California street title should not be missed.

\$8,000 - 10,000





78

One of approximately 34 made

1994 BIMOTA DB2 900CC TRI-COLORE

Frame no. ZES1DB215SRZES002

Bimota is a company that knows how to survive the ups and downs of haute couture motorcycle culture by deciding just what the right buttons are and pressing them just in time. The button in question here was "entirely Italian construction." Thus it was in 1984 when Federico Martini (formerly of Ducati) replaced Massimo Tamburini as Bimota's technical director. Martini maintained his relationship with Ducati for engine supply. By 1994 Pier Luigi Marconi was in charge of the design studio, and thus the DB2 900 was a visual departure from the DB1; no longer was the bodywork all-enveloping for the frame of triangulated latticework of round of chrome-molybdenum steel tubes was now an intended visible feature. The fork is Paioli 41mm and adjustable Ohlins rear shock, this time with a braced steel tube swingarm. Twin Brembo Serie Oro 320mm floating discs up front are matched with a single Brembo 230mm solid rear disc. The motor was Ducati's 904cc air-cooled, 86 horsepower 2-valve desmo, belt drive, v-twin, sourced from the 900SS/Monster complete with Mikuni 38mm carburetors. With Ducati's melodious dry clutch and 6-speed, the bike "made all the right noises" and went pretty well too. "...In many ways, the combination of lightness and enjoyable performance makes this the most-fun Bimota ever produced." *Two Wheels*, 1994. A total of 402 DB2s were built, 285 with the full fairing, and 123 with the half fairing. It's not known how many had the Tricolore finish but the number of 34 is bandied around. This rare, two-owner bike, first sold and titled as a 1995 is in excellent, well preserved condition with less than 6,000 miles on the odometer, comes with a second exhaust system, tool kit, key fob, etc. Titled as a 1995.

\$15,000 - 20,000



79

1954 MOTOB 200cc SPRING LASTING

Frame no. 4428

Engine no. 4428

The tank badge on this quite exquisite 200 shows a cap "B" in its center and around it shows "Brevetti Inc. Giuseppe Benelli Pesaro." Giuseppe, who left his brothers behind at Benelli, formed a new company in 1949 that initially traded as Moto "B" Pesaro, hence (later) Motobi. In 1953, Giuseppe introduced a 200cc (48mm bore x 59mm stroke) horizontal, air-cooled 2-stroke twin called the 200 Spring Lasting. Its innovative pressed steel frame and horizontal cylinder layout were to become the trademark for many future Motobis. The 200 motor was a clean, streamlined, very modern and stylistic, and was soon nicknamed the "egg" for its distinctive shape. Giuseppe and his sons Luigi and Marco continued to work on improving Motobi products, and envisioned a 4-stroke, single-cylinder variant of the B200. In late 1955, the 2-stroke twin was abandoned entirely, and two different new models, both called "Catria" were introduced, one a 125cc, the other a 175cc. Both were 4-stroke, 4-speed singles, designed by freelance engineer Piero Prampolini.

This rare 200 Spring Lasting (Spring Lasting? no one seems to know what this means) was a model that was manufactured for less than two seasons and it was brought into the USA in 2014 already fully restored to an extremely high standard. Its registration was last dated in 1974, the bike at that time still in Pesaro. It is registered with the Federazione Motociclistica Italiana Registro Storico in Italy and carries their awarded plate on the left side. It has not been run since restoration was completed; the bike is a jewel, it lacks for nothing.

\$10,000 - 12,000





80^Ω

1950 VINCENT BLACK SHADOW

Frame no. RC 11895

Engine no. F10AB/1B/10192

When it comes to Vincents, it's easy to get lost in the considerable lore swirling around the bikes – excruciatingly hand-built...engine cases cast from melted-down Spitfires...fastest motorcycle in the world...easy 150mph straight off the showroom floor...too much machine for most mortal men. Trust Cycle World's sage Technical Editor Kevin Cameron to put things into perspective: "When I first learned about Vincents, it was their performance that had my attention. A few years passed and they assumed mainly antiquarian status," he wrote. "In time, though, I realized that the postwar Vincent twins illustrate a process of arriving at simplicity, partly by coercion and partly by design. Either way, 'frameless' construction pioneered by Vincent has now become a normal way to build motorcycles. Historically aware engineers like the late John Britten have given credit where credit is due. Functional simplicity is the best reason to remember and respect the Vincent name."

But it should not be forgotten that performance was the main driver behind the Black Shadow. The company's 'touring' Rapide was already one of the fastest things on postwar roads, but Phil Vincent wanted more. Despite opposition from management, Vincent pressed ahead with his plans and together with Chief Engineer Phil Irving,



clandestinely assembled a brace of tuned Rapides. The prototypes incorporated flowed cylinder heads, Comet cams, polished con-rods and larger carburetors, these changes being good for a maximum output of 55bhp despite a compression ratio limited to 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 5in.-diameter 150mph speedometer and black-finished engine cases for his new baby – the 125mph Black Shadow.

It's clear that this 1950 Black Shadow, while refinished to a very high standard, was built to ride and is not hemmed in by strict adherence to the last concours-correct detail. We see that in the fitment of modern Metzeler tires, in the later Amal carburetors and in the twin bar-end mirrors. This machine has not been run during current ownership, but appears only a few hours' worth of recommissioning away from being ready to ride.

\$80,000 - 100,000



81Ω

1979 DUCATI NCR F1

Frame no. DM750SSM118710M

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. The bike was built by Bologna-based race shop NCR. About 20 of these were built with the round case engines.

In 1979, the new square case engine began to be used in these hand-built production racers. This allowed the Ducatis to run in both the more restrictive production-based events as well as in the TT F1 class. The offered lot was consigned in 1980 to Scuderia Romana to compete in the Italian TT F1 class. It was supposedly leased to a French team to participate in the Bol d'Or 24 hours, but no documentation exists. It does have the external oil dip stick fitted to endurance engines only, so it is likely that it competed in some endurance races. The bike was then sold to Count Fanelli in Rome who intended to continue to enter it in TT F1. In a surprise decision, the FIM dropped the class and the bike was obsolete. It passed to Adrian Altinier in Blazano and had a new career in an Austrian



championship that still catered to the class. After its racing days were over in the late '80s, it was owned by a string of collectors in Italy.

This bike features the NCR-designed one piece fairing, racing Marzocchi forks, magnesium Capagnolo wheel and Brembo brakes. The engine has lightened and balanced internals, high compression pistons, PMH 40 Dell'orto carburetors and extensive lightening throughout.

While in the hands of famous Superbike team owner, Stefano Rumi of Bergamo, the bike underwent a freshening that was intended to maintain the bike's patina. The new owner will be one of the very few to know his NCR F1 remains in almost completely original condition, and that it also has a continuous history.

\$85,000 - 100,000

Offered on a Bill of Sale.



82

1942 HARLEY-DAVIDSON WLA BOBBER

Engine no. 42 WLA 1023

Following World War II, our young men in uniform returned home and wanted a taste of the sportier motorcycles that they experienced overseas. Mostly what were available in America were older Indians and Harley-Davidsons. You could purchase leftover and reconditioned military motorcycles for bargain prices. So what were they to do? Strip down these old machines and have fun.

Taking a surplus military Harley-Davidson like the 45 ci WLA and making it your own became an art form. The rider would take things off, cut them off and replaced parts with anything that turned his fancy. This Harley WLA has been so modified. The engine has been boosted to 55 ci and features Truett & Osbourne flywheels, WLDR big port cylinders with special aluminum finned cylinder heads, WLDR cams pushing oversize valves and an Indian racing Linkert carburetor. The motorcycle has a street fighter appearance by retaining the original rigid frame and Harley-Davidson Springer front fork, dressed to kill with an original WLDR gas tank. Atop the gas tank is a 1940 dash with a rebuilt white-face speedometer while down under is a 4-speed transmission packed into a 3-speed box, and a 1929/1930 Pan O' Pipes exhaust system on the right side of the motorcycle. The bike runs on aluminum rims with a disc brake up front. On top of the original Sportster handlebars



with Hydra-Glide conversion dogbones sets a Jack Tracy short canvas windshield with a Harley Hummer headlight to light the way.

This gorgeous 1942 Harley-Davidson WLA Bobber is from the David Sarafan collection, and is a prime example of how motorcycles were transformed during the post-war days in America. It's a striking motorcycle with great proportions. It exudes a sense of fun and promises memory etching rides for some lucky new owner.

\$20,000 - 24,000

Title under the engine number.



83

1947 HARLEY-DAVIDSON FL KNUCKLEHEAD

Engine no. 47 FL 2149

The era of the Harley-Davidson Knucklehead was winding down in 1947. An exciting motorcycle that emerged in 1936 as a 61 ci machine, it rewrote the terms of American motorcycling in that decade and for many years to come. Through the late 1930's and early 1940's, the OHV powered motorcycle developed into a bigger and better machine up until the war years. Following World War II, development stopped as focus shifted to the new Panhead.

In Knucklehead designation, the EL was the 61 ci high compression model and the Special Sport Solo FL was similarly a 74 ci motorcycle. The 7:1 high compression FL made 48 hp and could cruise all day at 60 mph. The Knucklehead would disappear after 1947.

This last-year Harley-Davidson FL was restored several years ago from an original motorcycle, using original sheet metal, speedometer, tool box, fog lights and much more. The fully rebuilt engine has matching case numbers and correct 4-speed transmission. The bike has new tires on black 16 inch rims and was mildly customized with chrome hand grips, polished engine cases and even a coin holder for toll booths. It was obviously built with riding in mind.



This Knucklehead Harley, the last of its breed, is an older restoration that still looks as good as when the finish was fresh. The predominate color is black on the chassis and sheet metal but the turquoise panels on the tanks and fenders really set this motorcycle apart from others. This combination accentuates the motor, framing it beautifully. This is one striking motorcycle with a history of being a great touring bike. Take her home and enjoy the ride.

\$40,000 - 46,000

Title under the engine number.



84

1955 HONDA 219cc DREAM 4E TWIN PORT

Frame no. EG55-19576
Engine no. 4E55-1958

Honda's 4E used the previous 3E's triangulated loop frame – with plunger rear suspension - which demanded an engine with restricted barrel height, thus it was determined it had to have a short stroke – the bore was 70mm, the stroke 57mm, for 219cc - certainly short for the era, and the combustion chamber shape was necessarily changed as well. Hence, the twin port head, designed to aid gas flow both in and out. At first Honda didn't get it quite right – the engine would stall – but it was quickly rectified. The air-cooled, 4-stroke, overhead valve single produced eight horsepower at 4,700rpm and maximum torque of 9.8lbf at 3,300rpm. It used a 3-speed gearbox, 19in wheels front and back, and ran to a quoted top speed of 56 mph.

Vintage Japanese motorcycle experts both here and in Japan estimate that there are no more than four or five such 4Es in this kind of condition left anywhere in the world. RMD Motors Ltd in Tsukuba, Japan sold the bike to the vendor and shipped it to California. When it was restored in Japan is unknown but it appears to not have been ridden much since then given its general condition. The odometer reads 86,232 kilometers, the current patina perhaps a tenth of that.

Seldom do these very early Hondas – of such historical significance - come up for sale, less frequently in this kind of condition, and here in the USA.
\$25,000 - 30,000



85

1974 LAVERDA 750 SFC STREET LEGAL PRODUCTION ROAD RACER

Frame no. 17160

Engine no. 17160

"Right from its first competition appearances (1971), the SFC proved its worth, winning the Vallelunga 500 km, the Oss 24 hours in Holland, Zeltweg in Austria and the Barcelona 24 hours. It was a sturdy easy-to-maintain racing bike suited in every way to private riders." Laverda: The story of a passion, Bruno Tamiello/Paolo Palma (PPS Editore, 1997.)

A simultaneous co-development of the 750 "Honda lookalike" single overhead cam, 360-degree, over square (80mm bore x 74mm stroke) parallel twin, street bike, the SFC – Super Freni (brakes) Competizione – was a handmade, batch production, street legal race bike. Built between 1971 and 1976 in Breganze, in the Italian Dolomite foothills, Moto Laverda produced only 550 odd examples of this stunningly beautiful machine designed to compete in Formula 750 and endurance races, and it was astonishingly successful. All examples came in bright orange, a color close to that used earlier on the company's agricultural machinery and on early '70s Volkswagen Beetles!

The matching numbers SFC is a North American specification bike – meaning Nippon Denso gauges, Jota bars, real switches, indicators

and a Sebring mirror - that was formerly on display at the Petersen Museum, Los Angeles and featured on one of their promotional posters. The vendor bought the bike in pieces in a box from the brother of the just-deceased original owner in Reno, Nevada in 2009. It was first sold in San Francisco, the original owner installed an aluminum tank, currently fitted (the original Cerianis also come with the bike) and aftermarket rear shocks (the original Cerianis also come with the bike) and an orange windscreen which was installed in the late 1970s for a regular street commute; there's a college parking permit still affixed to it. The vendor had a complete build-up and restoration undertaken in 2009/2010 by Scott Potter, the sole proprietor of North America's only exclusive Laverda specialist, formerly in Texas but now located in Arizona. The bike, with very mild re-commissioning, should start and run well.

This is a magnificent, very near to original example of this very rare breed; a very serious opportunity for collector or "café racer" alike.

\$60,000 - 70,000

Titled with frame number LAV750C117160.



86

Ex-Ken Edmiston alcohol-burning racebike

1939 INDIAN SCOUT FACTORY HILL CLIMBER

Time can be cruel to old racebikes. Obsolete and past their prime, they are often broken up for parts or sold on to lesser, up-and-coming riders. Worse, many are simply left in a corner to rust away. Happily, this factory Indian Scout hill climber escaped those forlorn fates. It is believed that Indian produced just 18 of these special bikes in 1938-39, the last hill climbers the factory ever made. Very few are still with us.

Not that this bike's survival was ever a sure thing. Purchased from the factory, it was originally owned by renowned racer/tuner Ken Edmiston, who campaigned it for many years in the Pacific Northwest and as far north as Alaska. Looking for every ounce of upward mobility from his hill climber, Edmiston tweaked the chassis, stretching it a useful 4 inches via a new front frame section, which in turn necessitated a different fuel tank. The replaced original parts took up long-term residence in Edmiston's garage, probably forgotten about. After its racing days were over, the Indian in its modified form was sold to one collector; years later, the original front frame section and fuel tank were sold to another collector. Luckily, the classic-bike community is close knit in the Pacific Northwest, and each party knew of the other's acquisition. Years of haggling ensued, but eventually a deal was struck between the two and all of the hill climber's parts were reunited once more.



Today the reconstituted frame's main section and gas tank remain in their original, battle-worn paint, while the fork legs, rear frame section and fender have been repainted. Housed within the frame tubes – as it's been for the past 77 years – is the all-important factory Scout motor bearing its FCI-7 serial number and breathing though a Linkert carb set up to run on alcohol.

\$60,000 - 70,000

Offered on a Bill of Sale.



87

1957 HARLEY-DAVIDSON KR

Harley-Davidson pretty much owned American racing through the 1940's, first with their WLDR beginning in 1937. Following the war years competition from the more highly tuned and newer technology motorcycles from England began eating into Harley's dominance on the tracks. AMA competition rules dictated that sidevalve engines were limited to 750cc while overhead valve engines were limited to 500cc. Despite the displacement difference, the lighter and quite quick English bikes closed the gap.

As the foreign competition was gaining ground on our sacred American dirt track series, Harley-Davidson was not sleeping at the wheel. They realized the option of downsizing their race bikes to 500cc was not feasible, just to level the field with OHV machines. They stayed with what they knew and that was the sidevalve engine. Enter the KR series. These were purpose-built machines first offered in 1952. The motorcycles weighed 377 lbs. and featured a rigid frame for dirt tracks, hand clutches and a right side foot shift which was an early indication the engines were designed for the dirt tracks. This 1957 Harley KR has a documented racing history and has an updated swinging arm suspension frame complemented with Ceriani front forks. The past owner's racing leathers are included in the sale. This one is ready to race again.



Harley-Davidson KR motorcycles are highly sought after. With very limited production, only 16 were produced in 1957, there are few available and highly desired by racing enthusiasts everywhere. In 1957, Joe Leonard became the AMA Grand National Champion and also won the famous Daytona 200 on a KR. Perhaps this same machine was in the field that year. This 1957 Harley-Davidson KR could be the winner in your collection.
\$20,000 - 26,000

Offered on a Bill of Sale.



88

"A fine reputation in sporting circles"
- BSA brochure

1951 BSA GOLD STAR

Frame no. ZB32S2213

Engine no. ZB34GS2199

The early lineage of the Goldie is straightforward and well known; it was always an important model for BSA. From the beginning it was fast, glamorous, well-balanced and darn good looking. Its inspiration was, after all, the prestigious award of a Gold Star at Brooklands given to Wal Handley in 1937 after lapping the circuit at over 100mph on a specially prepped Empire Star. The declaration of war halted production two years later. As early as 1948 – no mean feat – production started up with an all alloy 348cc version, the YB32. The 350 came in many guises – tourer, trials, ISDT, scrambles, road racing or clubman. – literally one of the most versatile motorcycles of the era. The ZB34, the 499cc B34 Gold Star, was another beginning paralleling the 350 to even greater success.

This 1951 500 – plunger rear end, still but with the then new die-cast top end – is to road/touring specification. Its early history is unknown until the mid-1980s when it was brought out of storage in southern California and refurbished by Ron Sisler of Riverside to be purchased by the vendor just before it went to auction. He rode it both in the US and in Europe. After a minor breakdown in Ireland, the vendor shipped it to British bike specialists SRM Engineering in Aberystwyth, Wales, for a complete repair at which time it was fitted with 12-volt electrics and electronic ignition. The seller has ridden it about 7,000 miles in total (the odometer reads 19,855 today) and thus it is, he describes, "a daily driver." But an exceptional, very clean, near show quality, daily driver!

\$16,000 - 19,000



89^o

1971 NORTON COMMANDO 750cc PRODUCTION RACER

Frame no. 145102
Engine no. 145102

A true 'skunkworks' project, the Production Racer was hand-assembled at Norton race manager Peter Inchley's famous 'Long Shop,' a hangar at the old Thruxton air base. A homologation special built to qualify for various 750cc road racing series, the street-legal 'Proddy Racer' was that fastest/quickest Commando made, capable of 130mph as delivered. Credit for the performance goes to the blueprinted engine, meticulously assembled with high-compression pistons, factory 3S racing camshaft, ported cylinder head, larger valves and polished internals, good for at least an additional 10bhp over an assembly-line Commando. Handling likewise was improved upon thanks to test rider Peter Williams, also an excellent development engineer, who could simply throw open the hangar doors and commence to hot-lapping the adjacent Thruxton race circuit. It certainly did the bike's credibility not one iota of harm when Williams and co-rider Charlie Sanby took a Production Racer to victory in the 1970 Thruxton 500 endurance race.

While records are a little sketchy, it is believed that fewer than 200 Production Racers were made, perhaps as few as 120. This authentic, matching-numbers example appears to be in essentially stock trim. The vendor advises us that it has not been run in about five years, so a safety inspection and recommissioning will need to be undertaken before riding.
\$25,000 - 30,000





90

1921 ROYAL ENFIELD TWIN

Frame no. 18499
Engine no. 06/EC 2684

One of the motorcycle makers ingrained in English manufacturing history was Royal Enfield. In the early 1890's, investors Robert Smith and Albert Eadie formed the Enfield Manufacturing Company in Redditch, England to produce precision gun parts for the Royal Small Arms Factory. By 1893, the name Royal was added. Their first venture into self-propelled vehicles was a DeDion powered quadricycle in 1899 and later a small Minerva engine 211cc single cylinder motorcycle. Their first real motorcycle came in 1910 using commercially available Motosacoche and J.A.P. V-twin engines. In 1921, a completely new large displacement motorcycle was brought out, mainly for the important sidecar business, using a 976cc Vickers-Wolseley V-twin engine.

This 1921 Royal Enfield is offered with the latest Vickers 8hp sidevalve engine, designed for this particular motorcycle. The engine is started by the large hand crank beneath the solo saddle, which lends credibility to Vickers aircraft engine origins. As the Royal Enfield was designed as a touring machine, there are large footboards for comfort of any size rider. Also, the front and rear mudguards are designed to keep as much water and filth from the rider and sidecar passenger as possible, and to protect the forward mounted magneto from drowning out from water spray. The Royal Enfield is finished in a rich dark green while the frame, forks and mudguards are in gloss black. Throttle, choke and air controls are all by finger levers. One of only two known to exist, this is an opportunity to acquire a historical motorcycle from one of the world's earliest motorcycle manufacturers.

\$20,000 - 25,000



91

1948 INDIAN CHIEF

Frame no. 3481892

In 1916 Indian introduced a new 61ci (1000cc) "flat head" V-twin called the Powerplus to replace the original "F-head" type that had been around since 1907. Later, a smaller model of 37ci (600cc) called the Scout joined the Powerplus in 1920 and then two years after that the range was extended even further to encompass a new, Scout-based 61ci (1000cc) model called the Chief – the first of a famous line that would endure until 1953.

Constantly developed, the Chief had gained a new frame and forks, dry-sump lubrication and coil ignition by 1940, with that year's models being notable as the first to have plunger rear suspension and the deeply valanced fenders of the quintessential Chief. With war looming, however, development essential ceased while Indian focused on production for the Allied Forces.

Indian's first significant post-war development was a change to girder forks for the 74ci (1200cc) Chief, by then Indian's only model. In 1950 the Chief's engine was stretched to 80ci (1320cc) and a telescopic front fork and right-hand throttle twist-grip adopted, the latter for the first time on a production Indian. For many, however, the pre-1950 girder-fork Chiefs offer the best styling and are considered the most desirable.

This beautifully restored example comes from a prominent private collection where it has been well kept but static for some time. As such, it will require the customary inspections before getting back onto the road. Pristine and impressive, especially in the confident and subdued all-black color, this Indian Chief is exemplary.

\$25,000 - 30,000





92

1910 EXCELSIOR AUTO CYCLE

The year 1905 was a burgeoning one for American motorcycling. Indian was growing at a phenomenal rate, producing nearly 1200 motorcycles and Harley-Davidson was just getting on their feet. Meanwhile in Chicago, a young German immigrant, Walter Hechscher, was designing a DeDion type single cylinder engine with crankcases integral to a keystone frame. The 21ci engine proved reliable and was able to propel his motorcycle to speeds of 35 to 40mph. Through 1906, Hechscher hand built about 60 of these motorcycles, attracting the interests of several investors.

The Excelsior Supply Company had been manufacturing bicycles and related parts since 1876, became the new owner of the Hechscher designed motorcycle and began their manufacture in 1907 at their Randolph Street factory in Chicago. The single cylinder, belt driven Excelsior Auto Cycle featured an innovative flat sided gas tank mounted inside the upper frame rails, a feature not adopted by other makers for several more years. Production was increased through 1908 and 1909 with sales across the U.S. and overseas. The single cylinder engine's displacement was increased to 30.50 ci while a 50 ci V-twin stable mate was introduced for 1910.

This 1910 Excelsior Auto Cycle being offered is a unique survivor prior to Schwinn ownership of the company in 1911. Originally located in a German museum, it is a very complete motorcycle only missing a few pieces to make it operable. The engine has an atmospheric intake valve and features battery ignition with a coil located inside the tool box. A flat leather belt provides the final drive. The sheet metal is in excellent shape with the original Excelsior red panel in superb condition.

\$40,000 - 50,000



93

1913 THOR MODEL K

Engine no. K.1341

Aurora Automatic Machinery Company existed in 1886 as a manufacturer of bicycles and bicycle parts, and helped to set this nation firmly on two wheels. By 1901 Aurora's newly created Thor Moto Cycle and Bicycle Company was set up to market engines and cycle parts to upstart motorcycle companies like Reading Standard, Light, Torpedo and many others. By 1906 when Indian finally had their own foundry, the arrangement ended but it didn't stop Thor from becoming a formidable competitor to Indian. When the company opened their own line of dealerships in 1908, Thor had already improved their line of single cylinder motorcycles plus introduced a V-twin.

This 1911 Thor single represents the company's final development of the single cylinder motorcycle before they dedicated their resources solely to twin cylinder machines. The motorcycle is an older restoration with the expected wear, but is still striking in its white finish, a standard color along with dark blue. The 29.86 ci four cycle engine made 4 hp, and featured an atmospheric intake valve and mechanical exhaust valve. Spark was provided by an American Bosch magneto while the bike used Thor's own carburetor. A hand lever on the left side of the motorcycle activated Thor's free engine multiple disc clutch allowing the rider to stop the motorcycle without stalling the motor. And if you wanted to make a little noise, there was an exhaust cut-out on the right side of the bike. A loop frame carried the motor low in the chassis while Thor's Pneumatic Forks and Rough Rider handlebars comforted the rider. This is a special and rare motorcycle in American motorcycle history and is in great shape for the occasional ride and to admire in your collection.

\$35,000 - 45,000





94

1956 MV AGUSTA 175cc CSS SQUALO PRODUCTION ROAD RACER

Frame no. 410031/5V
Engine no. 450390/5V

MV Agusta's factory race team had been developing 4-strokes for some years and in 1952 achieved its first major international success when Cecil Sandford secured the 125cc World Championship – MV's first. For the following season, MV made available a single-cam, version of Sandford's works dohc racer, the Sport Competizione, which rapidly became the mount of choice among privateers contesting the quarter-liter class. In 1955 a second over-the-counter racer was added to the range: the 175 CSS Squalo (Italian for shark.) Developed from MV's 175cc roadster, the CSS used the latter's monoalbero or sohc engine, up-rated with a five-speed gearbox and external magneto, which was installed in an entirely new set of cycle parts consisting of a duplex loop frame, Earles-type leading-link forks and swinging-arm rear suspension. The 175 CSS was intended primarily for Italian Formula racing, but quickly came to dominate the 200cc class in the UK and elsewhere, despite a list price higher than that of a Manx Norton! In fact, it was one of these little MVs, bored out to 196cc, which provided the great Mike Hailwood with his first ever race win, at Oulton Park in 1957.

This beautifully restored example lacks nothing. It's quite stunning from every angle. On paper the 172.3cc single, with 59.5x62mm bore and stroke, and chain driven single overhead cam, pushes out 16 horsepower at 8,800rpm which with magneto ignition, a wet clutch and (5V) 5-speed gearbox and a dry weight of 95kg enables the bike to fly to 150kph. This one is the proverbial jewel of shark! Offered on a Bill of Sale.
\$35,000 - 45,000



95

1953 VINCENT 998cc SERIES C BLACK SHADOW

Frame no. RC11832B
Engine no. F10AB/1B/9932

The history of this charming Black Shadow is well documented from 1960 when a Col. Ronald Henry Baker, Jr., a WWII Japanese theater Hellcat fighter pilot who later flew private jets and raced cars, bought the bike from the original owner who lived in Massachusetts. Baker kept it as "his spare Shadow" in dry storage in Tennessee. In the mid-1980s Big Sid bought it from Baker and kept it until the late 1990s registering it as his personal bike with the VOC. He then sold it to a Harry Sidelman in Florida who made some mods and put about 4,000 miles on it. It was sold again in 2000 to a Glenn Lyall, also in Florida, who almost never rode it. Lyall traded it to Daytona BMW who subsequently sold it at the Bonhams auction at the Petersen Museum in Los Angeles in 2006.

The buyer supervised the full re-commissioning of the bike by series of reputable specialists: Steve Hamel of St. Paul, Minnesota rebuilt the top end; Ken Rosevear in Ontario, Canada sorted out the bottom end, primarily by balancing the crankshaft and connecting rods; and Underground Colors of San Francisco repainted the gas tank, reporting that it was the best Vincent tank they had ever seen. Other than a 12-volt system with a halogen headlight and a multi-plate clutch, it's factory original, the seller reports. The odometer shows 14,600 miles, which is believed to be correct. A strong running Black Shadow with an evocative history.

\$100,000 - 130,000

Titled with frame number 11832B and as a 1954.





96

1950 MOTO GUZZI 498cc FALCONE

Frame no. 27713

Engine no. F88330

This 1950 Moto Guzzi Falcone is a beautiful restoration of a first year series bike. The work was completed by well-known Guzzi authority Franco Dall'aglio of Medicina, near Bologna, Italy, having been hired with the instruction that there is to be "no expense spared" to get it right. After completion it was test ridden for 100 kilometers before being retired into the patron's private collection. Untouched since its collection departure, this Falcone is clearly most evocative, rare and aesthetically pleasing.

The street-focused Moto Guzzi Falcone was designed to be faster than the earlier GTV and less expensive to build than the 'club racer' Dondolino, and priced to make it easier to resist buying a small car in just post-WWII Italy! The Mandello del Lario company was unusual in that it was building both a raft of small commuter bikes, that is with a capacity of under 175cc, a 250cc as well as a 500cc roadster with the Falcone. This required courage and determination. The very first series was called simply 'Falcone' and was offered for only two years, 1950 and 1951. On paper it has 23 horsepower at 4,500rpm and a dry weight of 375lb, so strong performance is guaranteed, at least by the standards of the period. This first, low production series Falcone was of truly excellent 'pre-WWII quality' not subsequently repeated, perhaps, by later series, and is thus today rare and sought after. This early Falcone provides a unique opportunity to acquire a superb, well restored, and singularly rare machine that provides that special Guzzi horizontal single ride.

\$18,000 - 23,000

Without reserve



97^Ω

c.1921 MCINTYRE JAP 770cc

Frame no. 114

Engine no. 20N/82315

The machine offered here is one of that rare class of motorcycles known as 'NIT', standing for 'Not In Tragatsch', a reference to its absence from Dr Erwin Tragatsch's famous work, 'The Illustrated Encyclopaedia of Motorcycles'. Neither does it feature in 'The British Motorcycle Directory' by Bacon/Hallworth nor the roughly contemporary 'Motor Cycle Index 1913-1924'. By the time of its assumed manufacture - 1921 - the days when a motorcycle might be made by the local blacksmith or cycle shop proprietor using bought-in or home-made components were all but over; nevertheless, it remains a possibility that this is a 'special' assembled by someone called 'McIntyre'. There is no denying that it appears to have been made to a professional standard, while the frame number of '114' suggests series production. Of course, it is also possible that someone called McIntyre simply painted his name on the tank of a motorcycle built by an established manufacturer.

The machine is powered by a sidevalve v-twin engine, believed to displace 770cc, made by J A Prestwich (JAP) of Tottenham in North London, in its heyday the foremost supplier of proprietary power units to the British motorcycle industry, not to mention numerous European manufacturers. The gearbox is by Sturmey Archer. Other noteworthy



features include a Watford speedometer, acetylene lighting, bulb horn and a wicker picnic basket.

The motorcycle is presented in generally very good condition, having been treated to a comprehensive restoration a few years ago, after which it was displayed in an important private collection in Scotland and never run. Purchased by the current vendor in 2013, it is finished in a most attractive and unusual color combination and is suitable for the most discerning collection or museum.

\$22,000 - 27,000

Without reserve



98

*From the Mike Seal Estate***1963 BSA A10R SUPER ROCKET**

Engine no. DA10R 9785

In production from 1947-63, the BSA A10 engine was prime mover of everything from plodding sidehacks to speedy Daytona 200 winners. Never as well known as Triumph's 650 vertical-twin, BSA's A motors were nonetheless touched by three greats of British motorcycling: Val Page laid down the basic architecture pre-WWII; Edward Turner, on loan from Triumph during the war years, contributed the signature three-lobe timing cover; and Bert Hopwood, supposedly in a 10-day flurry, recast the 497cc A7 into the 646cc A10.



The 1958 Super Rocket, using a tuned 'Big Valve' version of the motor, impressed the editors at *Cycle* magazine, who termed the new model, a "Missile with Muscle."

By 1963, the last year of production, serious backroad scratchers could have the pukka Rocket Gold Star version of the A10, allowing the Super Rocket to be more flamboyant in its trim, and BSA did not spare the chrome-plating! In the U.S., with its two BSA distributors, slight changes were evident in the so-called Eastern and Western models. The Seal collection's 1963 Super Rocket is an Eastern version, evident by the 4gal. gas tank with teardrop badges, chromed passenger grab rail and sweeping 'Laconia-bend' handlebars. The bike has been treated to a meticulous ground-up restoration, now showing just 10 initial break-in miles on its Smiths Chronometric speedo.

\$9,000 - 12,000

Without reserve



99

*From the Mike Seal Estate, rare, limited-production 600cc version of the G80CS***1961 MATCHLESS G80TCS TYPHOON**

Engine no. 61 G80TCS 4419

While the Matchless G80CS 500cc single was more than enough machine for most riders, hard-charging desert racers called for even more power so the Typhoon was developed. This was given a larger bore and longer stroke, bumping displacement to 600cc. An Amal 1 3/8-inch TT carburetor made sure the bigger jug got a sufficient fuel-air charge.

As the story goes, Fresno, California dealer Harry D. Wilson developed a stroker kit for the G80CS aimed at adding torque, always useful off-road. So successful were these that after 40 or so were built by Wilson, the factory took over the idea and produced its own bored-and-stroked enlargement. It's believed that Matchless made just 125 of the TCS models, almost all bound for the U.S.

Cycle magazine came away very impressed with the factory 600 after testing it in the April, 1959 issue, noting, "In brief, the Typhoon provides all the performance required of a 500cc-plus competition single, without the noise, intractability and extravagance once accepted as the inevitable price of riding a scrambler. It is a blend of punch and charm which is the special appeal of this model."

Surviving Typhoons are rare finds today, especially one restored to a high order such as this example from the Seal collection.

\$12,000 - 15,000

Without reserve





100

1969 TRIUMPH TR6C TIGER

Frame no. TR6CPC04917

In the late 1960s and early '70s, scramblers were all the rage in America. The dirtbike styling made for a versatile and user-friendly machine. With its single carburetor, the Triumph TR6 was more tractable than its twin-carb Bonneville stablemate; and there was no need to keep two Amals constantly in sync. The TR6 gave away little in terms of outright performance to the Bonnie's. An important 'tweak' to the TR6/Bonneville frame was made for the 1967 model year, when a shallower steering head angle was adopted in the interests of better high-speed stability. By this time Triumph's two 650s had been updated with 12-volt electrics and a full-width 8in. front brake; other significant improvements included a new oil pump and an increase in the TR6's compression ratio to 9.0:1, same as the Bonneville. In 1969 Triumph offered two variants of the TR6, the C model scrambler and the low-pipe R model roadster. Both had Triumph's excellent twin-leading-shoe front brake assembly and a new model name, Tiger. Whatever the name, by decade's end the TR6 had arrived at what most enthusiasts agree is the model's ultimate incarnation, and today these late, pre oil-in-frame 650s are becoming increasingly sought after by collectors. This example is presented in overhauled and repainted form, with minor styling mods that might have been performed back in the day. We see extra chrome-plating on the engine side covers, fork legs and passenger footpeg mounts. Gone is the unsightly stock 'barbeque grille' heat shield on the mufflers, replaced by smaller shields from an earlier model. The headlight is the larger chromed bucket from an R model, while Hagon aftermarket shocks shore up the rear suspension.

\$10,000 - 13,000

Without reserve





101

1977 MV AGUSTA 750S AMERICA

Frame no. 2210124

Engine no. 2210124

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

In 1974 "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 Frediano 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). Regrettably, things didn't work out. 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...and another 50 assembled from spares...(and) shipped to Cosmopolitan Motors in the US."

The 750S America was introduced for 1975. 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" component if ever there was one. Otherwise, the model was familiar to MV enthusiasts.

The original owner purchased this black exhaust America from Cosmopolitan Motors in Hatsboro, Pennsylvania in the summer of 1978, shipped it still in the crate to his home in southern California, took it out of the crate, rode it for 41 miles (the current odometer reading, believed to genuine) and then hid it away, to be brought out of museum-quality storage by the vendor in the fall of 2015. It was stored so well that the vendor doesn't hesitate to describe its condition today as "showroom new." Unseen, unheard and un-shown for nearly 40 years it will be "exposed" for the first time at this sale. With appropriate re-commissioning this one of a kind MV can break into sound once more after almost four decades of slumber.

\$120,000 - 140,000





102

1974 RICKMAN METISSE MK3 744cc TRIUMPH T140E

Frame no. MRD92125

Engine no. T140EDX07468

The Triumph T140E motor was their over-bored 650cc built from 1973 to 1983 – still an air-cooled, 2-valve, parallel twin – but now in unit with a 5-speed gearbox and on paper pushing out very nearly 50 horsepower at 6,500rpm. Just what you might need it a lightweight desert sled like a Rickman Metisse. Sensibly the motor in this bike – converted back to right foot shifter – has but a single Amal carburetor for easier starting, reliability and “keeping it in tune.” Electric start did not come to Triumph until 1980!

Rickman's quality was legendary with well laid-up fiberglass and nickel-plated frames and that quality is well reflected in this gorgeous, showroom-new machine. And what's not to like about British Racing Green? However, the frame was actually made by Pat French's MRD company (Model Replica and Design) located in Bristol. French had bought all rights to the Rickman Mk3 and Mk4 frames in 1982, and was soon in low volume production. If anything the MRD frames were even better than the originals. This early MRD Mk3 oil-in-the-frame original – together with its Ceriani forks, Barnes period aftermarket primary cover, and Metisse hubs and rims - is polished to perfection.



The engine was built by the late Gary Hilgenberg of Speed & Sport, Ames, Iowa; he was once awarded AMA Mechanic of the Year. It also has ARD ignition for easy starting and running although the engine has never actually been started. This bike is like new but better, it is new. And the opportunity to buy a period piece such as this is likely never to arise again.

\$13,000 - 16,000

Offered on a Bill of Sale.



103

1962 HONDA CB77 SUPER HAWK

Frame no. CB77 22276

Engine no. CB77E 212347

It was Soichiro Honda's fascination with European road racing that led to the Super Hawk. In the 1950s he had studied the world's best lightweight racing motorcycles, among them the all-conquering NSU Rennmax 250 with its parallel-twin engine, overhead camshafts, close-pitch finning and jaunty forward cant to the cylinders. That design inspiration was evident in the 1959 CB72 Hawk 250, a trim supersports machine with a 10,000-rpm rev limit and top speed around 90mph.

The Hawk was an instant hit, and the follow-on was even better. In 1961 an extra 45cc was found and a true middleweight classic arrived, the 305cc CB77 Super Hawk. With 28.5bhp on tap and a 95mph top speed, plus utter reliability and sound handling, the 305 demanded attention, and the world took notice.

Given the CB77's background, it's fitting that many of the bikes made their back to the racetrack. The factory offered a comprehensive list of racing items for the Super Hawk, and this 1962 example has many of the rare race kit parts installed, including megaphone exhaust, solo 'bum-stop' seat, aluminum rear fender and number plates, clip-on handlebars, high-compression pistons and performance camshaft. In addition, braking is upgraded with the addition of the four-leading-shoe front brake from a Suzuki GT750.



A couple of the machine's previous owners include museum owner and Honda aficionado, Guy Webster, and Honda/Benly restorer Ron Mousouris. Last raced in anger in 2008, this CB77 was fully rebuilt several years ago and is offered in excellent condition throughout, both mechanically and cosmetically. With minimal recommissioning it should be race-ready once more. Offered on a bill of sale.

\$8,000 - 10,000

Offered on a Bill of Sale.



104

1910 THOR IV MODEL K

Serial Number - TL 416

Engine no. TL 416

Aurora Automatic Machinery Company entered the motorcycle field as an engine and parts supplier, but quickly grew to a formidable industry leader. By 1908 Aurora, as the Thor motorcycle, opened independent dealerships with a new motorcycle wholly designed in-house. The new Thor motorcycles were clean looking, reliable and utilized advanced technologies. These features were epitomized in 1910 with the announcement of an all new model. The single cylinder 4 hp engine featured an automatic intake valve, a Thor carburetor and two oiling systems. The first oiler was of a mechanical design using gears to transmit oil to the crankcase with a sight glass reservoir on the crankcase, and the second oiler was an auxiliary type. A Thor "Yielding and Compensating Sprocket" cushioned the impacts of the engine. The chassis also featured novel ideas. A new loop frame provided a lower saddle and this particular Thor features their unique pneumatic fork and Rough Rider handlebars. This Model K has total loss battery ignition with batteries hidden behind a door on the gas tank and used a belt drive to effectively transmit power to the rear wheel. Unlike other manufacturers which used a hand or foot lever to increase tension directly against the leather belt final drive, the Thor actually extended the wheel base through a hand lever eliminating all stress on the leather belt.



This Thor IV was located only 100 miles from the Aurora factory. An extremely rare model of a pioneer Thor, with belt drive and battery ignition, it originally sold for \$250. All the major components are present and in good condition, ready for a restoration and enjoyment by a new conservator who can appreciate the uniqueness of owning this remarkable example of early American motorcycles. Offered on a Bill of Sale.

\$16,000 - 18,000

Offered on a Bill of Sale.



105

1929 OK SUPREME 350cc

Frame no. 11189

Engine no. IOY/4467

Under the sole ownership of Ernie Humphries and family, the OK Supreme motorcycle flourished from 1926 through 1939 although under Humphries' former partnership with Charles Dawes, the company history had roots, simply as OK, back to 1882 with bicycles and experimented with motorized cycles as early as 1899. When Humphries assumed all motorcycle production in 1926, the name became OK Supreme. JAP engines in various configurations were mostly utilized from that time hence until the very end when Matchless engines were brought in, and included side valve singles, OHV singles and V-twin engines until the cessation of motorcycle production in 1939 to assist in manufacturing for the war effort.

OK Supreme's only Isle of Man TT victory occurred in 1928 when they had four finishers in the top six places in the lightweight class with Frank Longman taking the win. This singular win undoubtedly boosted sales dramatically for the handsome single cylinder motorcycles manufactured in Birmingham, England.

This OK Supreme was originally sold to a client in Austria where it not only survived the World War II, but also remained unmolested through



the years. Professor Fritz Ehn purchased the OK Supreme in 1968 and continued to ride the motorcycle on a regular basis on vintage runs and other times displayed it in the RAF Museum. The motorcycle is in original condition in sports configuration, featuring a 350cc OHV JAP engine with twin exhaust ports and TT exhaust pipes. Not your usual motorcycle, this a unique opportunity to purchase a fully road worthy late vintage motorcycle in original condition and enjoy the un-muffled bark of an English single cylinder motorcycle. Offered on a Bill of Sale.

\$10,000 - 14,000

Offered on a Bill of Sale.



106

European finesse for Honda's mighty CBX
1984 MOTO MARTIN HONDA CBX

Frame no. MART1NCBX2487

The 6-cylinder, 24-valve, 1,047cc Honda CBX 1000 engine was pivotal for Honda. Surprisingly, however, the motorcycle beloved today was unloved in its day, mostly because of the handling. It weighed in excess of 580lb wet with 100-plus horsepower and a frame that could not give the rider confidence. Georges Martin of Moto Martin, located in Les Sables-d'Olonne on the east coast of France, designed and built a stiffer and lighter polished nickel tube frame capable of controlling the motor, yet still used the original CBX geometry adding 42mm Moto Martin forks and a rear shock horizontal under the seat. Martin used Brembo brakes and managed to lose nearly 80lb.

Built by Gregory Smith of Aitkin, Minnesota from a Martin kit and a 1981 crate motor. As the proprietor of Kuhnhen Machine Werks, he made many of the chassis parts himself. There was no chrome and all the bare metal was polished. There's also a Texas title (September 2002) in the name of a Thomas Barnhart of Corinth. The bike had been left abandoned with a broken engine and damaged frame. In mid-2005, requested by our seller, a complete overhaul and restoration was begun by CBX specialists TIMS International Motorcycle Supply of Alpharetta, Georgia. The frame and swing arm were refurbished, as were the Ohlins



suspension and Brembo brakes. The tank, seat and fairing were specially customized, featuring twin head and twin taillights, and new 3-spoke, 17in wheels. The 6-into-1 exhaust system was handmade in stainless steel and the motor was modified to give 140 horsepower at the rear wheel but still maintain the original Honda drivability and reliability.

Now showing 26,217 miles, the machine remains in beautiful, running condition just as Georges Martin would have envisaged.

\$12,000 - 16,000

Titled with make as SPCN.



107

Number 283 of 300, A celebration of Massimo Tamburini's seminal MV design work

2005 MV AGUSTA TAMBURINI

Frame no. ZCGAKFGL35V000283

Engine no. F5A402832

It's one of the grand old nameplates in motorcycling, MV Agusta, founded in war-torn Italy in 1945 and steeped in racing tradition. From its inception to 1976, the company would win some 270 GP road races and take home 27 world titles with John Surtees, Mike Hailwood, Giacomo Agostini, and Phil Read.

Designed by Massimo Tamburini, father of the seminal Ducati 916, the 1998 MV Agusta F4 was a high-revving 750cc four-cylinder, painted red and silver just like the Count's old racer winners, and with a trademark quad array of high-mounted exhaust tips. Launched in 2004, the F4 1000 adhered to the same basic layout as the preceding 750. Power went up to a claimed 166 horsepower, good enough for a top speed in the region of 180mph. Wisely, MV chose not to change the F4's overall appearance, the Massimo Tamburini-designed 750 being widely acknowledged as one of the most beautiful motorcycles ever made.



Only 300 limited edition Tamburini F4s were built for the world market. Each had a re-tuned 4-cylinder engine installed producing 173 horsepower, and included a magnesium swing arm and frame plates, a carbon fiber kit comprising air box, air ducts, tail fairing, front mudguard, side panels, and upper and lower chain guards, plus special graphics, an instrument panel with a stopwatch, and a gold serial number plate on the steering head.

With only 139 miles on the odometer, we have a near new motorcycle the likes of which we may never see again.

\$30,000 - 36,000



108

As the factory ad said: "The World's Fastest Standard Motorcycle"

1948 VINCENT 998cc SERIES B BLACK SHADOW

Frame no. R2742

Engine no. F10AB/1/752

The outbreak of WWII 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, which 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 swingarm pivoted directly in the engine/gearbox casings, features unusual 60 years ago. Only in the use of the pre-war Brampton girder fork did Vincent appear to be lagging behind others, almost all of which had switched to telescopics, but this shortcoming would soon be addressed by the introduction of the "Girdraulic" fork.

This matching numbers Black Shadow was dispatched from Stevenage on June 5, 1948 to a dealer in California, a V.L. Martin. Why it has

a plate from the Grantham & District Motor Cycle Center, 6 London Road, Grantham – attached to the bike – and a UK center plate from Lincoln, in Lincolnshire, the next town east from Grantham cannot be explained. It was, however, turned into a most successful drag bike by the original owner and then later had all its original sheet metal put back on it. Somehow it found its way to Brian Burnett's Ferrari of Los Gatos, California - a dealership, which in the 1980s, claimed to sell more Ferraris than any other, and would take in trade pretty much anything - that, in turn, sold it to the current vendor.

The seller, a good friend of the late Big Sid Biberman, last in Louisville, Kentucky, had him carefully refurbish this example. A modern battery and mesh over the carburetor bellmouths were installed, but that apart it remains much as it was when it left the factory. The odometer shows 812 miles, a figure that is thought to be accurate since Big Sid's refurbishment.

\$150,000 - 180,000

Titled under the engine number.





109

"It's coming, high-speed motorcycling for the sheer fun of it!" from a factory advertisement
1954 VINCENT SERIES C 998cc BLACK SHADOW

Frame no. RC11552B/B

Engine no. FA10B/1B/9652

Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the "world's fastest production motorcycle" record in 1948 on a tuned Series B Black Shadow to the final fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features, offering adjustment of brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries.

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early

post-war years there was nothing to compare with it.

This C Series Shadow, the most rare of all the Black Shadows - dispatched from the Vincent works on July 28, 1954 for the Indian Sales Corporation in Baton Rouge, Louisiana - is an unrestored survivor that has been looked after by the late Big Sid Biberman, and used very little by the vendor since Sid's death in June 2013. Its story between Baton Rouge and its arrival at Big Sid's is unknown. The 13,120 miles on the odometer are thought to be accurate although the bike has not been ridden for a year having been properly stored in a climate-controlled environment. One could say that seldom before has "all original" had more meaning, even the decals are original as is all the rubber. A time warp survivor!

\$120,000 - 140,000

Titled under the engine number.





110

1924 HENDERSON DE LUXE

Engine no. D11907A

Here's a dirty little secret in the antique motorcycle world. Unrestored motorcycles are fun! Not only can you ride them, unrestrained by concerns about dirt and scratches but allows you to share the experience with others by introducing them to your bike. And to the uninitiated who can't believe a seemingly neglected piece of machinery can run, you can astound them when it fires over with the first kick.

The Henderson De Luxe made its appearance in 1922 after only a short 10 years from the first Henderson motorcycle. The De Luxe had many improvements, some very subtle, to make the bike more durable in the harsh conditions that prevailed on the roads in the 1920's. Engine shafts were increased in diameter and keyways increased as were clutch parts beefed up. The frame was made more robust to better survive the combination of greater speeds, sidecar use and the punishments of the roads. The wheel hubs were improved with the use of automotive style

roller bearings to replace ball bearing hubs, as introduced by the Ace Motor Corporation a year earlier. The De Luxe model also did away with the enclosed chain guard introduced in 1920, giving the motorcycles a much more modern appearance.

This well preserved 1924 Henderson being offered is a mostly complete motorcycle in running condition. Any pieces missing are very minor and do not detract from the operation and enjoyment of the motorcycle. The engine was recently broken down, thoroughly cleaned and reassembled. The magneto was refurbished and restored. The rear brake is fully operational. Remnants of the original dark Henderson Blue and cream colored wheel rims are intact. This 1924 Henderson awaits a new owner to enjoy its original condition and enjoy once more on the road, or provide it with a full restoration deserving of the queen it is.

\$50,000 - 56,000



111

1940 INDIAN FOUR

Engine no. 440 481

The last Indian four cylinder motorcycles should rightfully be referred to as the "Packards" of motorcycling. Introduced in 1940, they were elegant, smooth and powerful. The last American-made four cylinder motorcycle being manufactured, they embodied the best of American motorcycle technology. Not for every man or woman, they were expensive to purchase as well as to maintain. However they were decisively unique and made a statement about its owner's status in life.

The new chassis for the Indian Four featured their Spring Cradle Frame with a set of plungers with the rear axle and wheel in the frame while Indian's familiar leaf spring front fork handled the duties of dampening the irregularities of the road. Also new for this year was a spring seat post. Indian's signature skirted fenders began as additions to the graceful fenders of the late 1930's. The engine was a continuation of the final production design by the Wigwam with cylinders cast in pairs with aluminum heads. The 77.21 ci inline four cylinder engine developed 40

hp, good for about 90 mph with a new high lift camshaft. Hampered by the extra weight of the frame and fenders, the motorcycle still returned 50 mpg in mileage, far better than what can be attained with the modern technology of current multi-cylinder road bikes.

The engine of this motorcycle being offered was refurbished in 2007, and condition reflects the enjoyment of use by its last owner. It was built to be ridden with auxiliary oil filtration added to the motor. Hand controls have been reversed with a right hand throttle and left hand shift. The chassis is black with all sheet metal finished in a beautiful Kashan Green, and authentic standard color for 1940. The motorcycle rolls on 5.00 x 16 inch tires, an option for 1940. This is a great Indian Four, ready for more enjoyment on the road.

\$60,000 - 70,000

Titled under engine number.



112

*From the collection of Daytona 200 winner and
AMA Hall of Famer Don Emde*

1977 HARLEY-DAVIDSON XLCR

Frame no. 7F00218H7

Engine no. 7F00218H7

First released in 1977, the XLCR was a bold departure for Harley-Davidson. A Sportster in café-racer clothes, it was in production for just two years and has become one of the most interesting and collectible of modern Harleys. With much input from then-new styling chief Willie G. Davidson, the short-lived XLCR comprised a lightweight frame and standard 1000cc Sportster engine. The gas tank and tailsection had a certain XR-750 dirt-tracker feel, but stretched and streamlined, complemented by low-rise handlebars and a 'bikini' fairing up front. Morris cast wheels and triple disc brakes were used, along with a siamesed exhaust system in black.

As production came to an end, less than 3,000 examples had been manufactured, assuring the XLCR's latter-day collector status. "The Harley-Davidson XLCR was Willie G. Davidson's one and only brush with the café-racer set, and it created a classic for all time," noted *Motorcycle Classics* magazine in their retrospective on the bike.

This first-year, matching-numbers XLCR is a two-owner machine showing 22,000 miles and remains in showroom-stock condition with the exception of aftermarket shocks and replacement tires. Current owner is Don Emde, motorcycle industry insider, AMA Motorcycle Museum Hall of Famer, and 1972 Daytona 200 winner, who informs us that the bike has just been treated to a tune-up and professional detailing.

\$13,000 - 16,000



113

Competed in the last true Paris-Dakar of 2007

2007 KTM 660 RALLYE

First run in 1978, the Dakar Rally is the Super Bowl of off-road racing, a grueling, two-week slog through the most difficult, diabolical terrain that organizers can find. With classes for motorcycles, ATVs, cars and trucks, the entry list runs to hundreds of participants. Just to finish is a major accomplishment, while factories expend millions of dollars to take home a headline-generating Dakar win.

Long-distance rally motorcycles are specialized machines. It goes without saying that reliability is a key component to winning – with stages up to 500 miles long, a rider can wait for hours next to his stranded bike for help to arrive. As fuel stops are few and far between, extra gas capacity is a must, a minimum of 10 gallons. Because so much time is spent at high speeds, rally bikes are equipped with wind-cheating fairings. Protected behind the windscreens are more rally-specific kit in the form of an electrically scrolling route chart holder, clocks and wiring/attachment points for GPS modules. Since 2001, the motorcycle to have if you want to win Dakar is a KTM, the Austrian factory notching 14 consecutive victories through 2015. Besides supplying its own factory team with racebikes, KTM is unique in making machines available to support teams and privateers.

This 660 Rallye is one of those machines, entered in the 2007 Paris-Dakar, a race notable as the last one run in Africa before security concerns forced a change of venue to South America. Powered by KTM's liquid-cooled, four-valve 660 single, the Rallye is no longer legal for the Dakar following a 2011 rule change limiting all motorcycle classes to



450cc. Titled and street-licensed it's ready for more adventures stateside, though, evidenced by its completion of the TransAmerica Trail, a 4,800-mile off-road transcontinental trek from Tennessee to Oregon using only dirt and gravel roads, jeep paths and forest trails.

\$20,000 - 25,000



114

2007 CONFEDERATE 120ci B120 WRAITH

VIN. 1C9SB29078B908019

"Confederate Motorcycles deserves credit for a lot of things. Surviving is one of them. The company has over the years gone on hiatus for both financial...and "Wrath of God" reasons, the latter when Hurricane Katrina flattened its former New Orleans headquarters in 2005. It also deserves credit for designing almost ceaselessly interesting motorcycles, which probably is the real reason Confederate deserves credit: No motorcycle maker has gotten so much press and built so few motorcycles. Since company principal Matt Chambers first set up shop in Baton Rouge, Louisiana, in 1991, Confederate has built and delivered all of an estimated 650 units (most were Hellcats)." Mark Hoyer, Cycle World, October 2009.

Today, Confederate is located in Birmingham, Alabama and continues on in the rarified space of the haute couture motorcycle. "High end" does not begin to describe where Confederate and the Wraith play. Here is a very short list of people who have been spotted on the seat of a Confederate: Tom Cruise, Brad Pitt, Stephen Tyler, Ryan Reynolds, Eddie Van Halen, David Beckham and others. Back to the JIMS (of Camarillo, California) Twin Cam-style Race Engine powered industrial-art-Wraith!

The Wraith was co-designed by Ed Jacobs and Paul Adams. Jacobs was the one focused on its functionality, and the company's then

ability to actually manufacture it. The carbon fiber backbone frame and aluminum engine-mounting plates, engage the eye with their contours and material contrast but are darn hard to make. The cycle parts - like the ISR clutch and brake controls, the aluminum linkages in the carbon fiber girder fork and the detailing on the carbureted 120ci JIMS counterbalanced 120 horsepower, 135lbft of torque (each somewhere between 2,000 and 3,500rpm) engine and proprietary Confederate "short" primary drive/"vertical 5-speed close ratio" gearbox – enhance the eyes' experience. With the chassis damping and geometry set-up - 27-degree rake, 4in trail - the Wraith can, indeed, be ridden like sport bike. Lightweight BST carbon fiber wheels are complimented by the tire choice: Pirelli Diablo Corsa III tires - 120/70ZR17 front and 190/55ZR17 rear - "in sensible widths."

How many of the MSRP \$92,000 Wraiths have been made is unknown but it's thought to be many less than 100. Thus this two owner bike, to catalog specification and with very few miles on its odometer, remains essentially in showroom condition, and is a unique opportunity to acquire a piece of handmade modern American sculpture – that just happens to offer "Art for Riding's Sake," says Mark Hoyer.

\$38,000 - 44,000



115

Loaned to Yamaha factory racer Tony Murphy for the 1967 season

1967 YAMAHA 250cc TD1-C ROAD RACER

Frame no. TD10-000223

Engine no. TD10-000223

It was only in 1960 that the Yamaha International Corporation began selling motorcycles in the USA and in 1964 Phil Read gave Yamaha its first-ever GP World Championship in the 250cc class. In 1966 the YDS-3 was the first Yamaha street bike to really capture the heart of America and it was the following year that Yamaha launched the first of a long series of brilliant "proddie racers" with the 250cc TD1-C.

This TD1-C was bought new by 1960's successful privateer John Buckner and immediately loaned to Yamaha factory jockey Tony Murphy who raced it for a couple of seasons. John and his no. 53 Yamahas were a star combination. Riding his TD1-B in 1966 he was the number 1 USA FIM Rider after coming in 2nd in the 1966 Daytona 100 Mile National Championship Race between winner Robert Winters and 3rd place Ralph White (Yamaha Team riders on factory TD1s), with Don Vesco on another Yamaha placing 4th, in one of the most exciting Daytona 100 Milers on record.

Leo, John's father, a professional race tuner who worked for Tohatsu/Bridgestone Racing, but mainly kept John's bikes meticulously prepped. This recent "investment quality" TD1-C restoration incorporated as many original-to-the-bike parts as possible. It was completely dismantled, meticulously cleaned, and carefully reassembled. The motor was freshly rebuilt. All engine internals including crank, chrome cylinders, straight-cut primaries, and close-ratio gearbox are correct and in excellent condition. The matching numbers cases are free of any damage or welds. The engine is reported to

run well, and is now well lubricated internally for long-term display.

The frame, swing arm, fork legs and fairing brackets were stripped, carefully inspected for cracks, and restored. The brake hubs and rims still have the original factory clear-coat, the rims showing very few tire-change marks. Most sundries excluding the grips and pegs are original to the bike; cables, pivots, shafts and contact surfaces were all cleaned and lubricated. The forks have been rebuilt with modern seals. The bike has been assembled and safety wired in fine race tradition. The original seat cover still looks great, with no splits or tears.

The white body finish with gold Yamaha lettering (seat cowl and right half of the tank) is back to original. The fairing is a new unpainted AirTech replica as is the front fender and the top fairing mount is not original. Shocks are later Yamaha. To attest to the provenance, the left side of the tank still wears the period paint and hand lettering applied back in 1967, complete with scratches. All other graphics and numbers are modern vinyl that can be removed easily. One side looks like a nicely restored stock TD1C; turn it around and it's a period classic with an impressive history!

The August 1968 *Cycle World* cover photo shows Tony Murphy (no. 66 was his AMA number) riding in a tuck John's no.53 TD1-C – the bike for sale.

\$12,500 - 15,000

Offered on a Bill of Sale.



116

Rare, one-year-only model with factory Speed Kit installed

1953 TRIUMPH T100C

Frame no. 39846

Engine no. T100C39846

Rarity and race heritage add mightily to the collectability of any vehicle, making this 1953 T100C one of the most desirable Triumphs ever. It can trace its roots back to the 500cc competition-shop special that rider Ernie Lyons took to a surprise, rain-soaked victory at the 1947 Manx Grand Prix on the Isle of Man. This used a Tiger 100 bottom end, albeit with a roller-bearing crank, married to the lightweight alloy top end taken from a wartime generator the company supplied to the RAF. In 1948-49 Triumph made over-the-counter replicas available to licensed racers, called GPs in honor of Lyons' win, total production estimated at less than 200 units. From 1950, T100 riders looking for a racetrack advantage had to order a comprehensive Speed Kit from the factory and install the parts themselves.

For one year only, however, Triumph got back in the factory hot-rod business, announcing the 1953 T100C Tiger, which was street-legal but with all the Speed Kit go-fast goodies already in place. Among these was a new twin-port manifold for the diecast aluminum cylinder head, which allowed use of the kit's two Amal carburetors and remote float bowl. Engine internals were highly polished and high-compression pistons and racing camshafts were fitted. In all, the mods brought output to 42bhp, a useful 10bhp increase over the standard T100. Even the 'sprung hub' frame was slightly different from the regular T100's, having lugs fitted for use with optional factory rearset footpegs.



Works records show this particular matching-numbers T100C, one of less than 600 built, was dispatched on April 28, 1953 to the Sculthorpe Air Base in Norfolk, home to the U.S. Air Force during the Cold War, suggesting it was later brought home by some lucky American airman. Today, it has been restored from the crankshaft up, a total rebuild to factory-correct concours condition using NOS parts and fasteners throughout. A copy of the bike's build sheet from the VMCC is included in the sale.

\$22,000 - 32,000

Titled with frame number T100C39846.



117

1948 TRIUMPH 5T SPEED TWIN

Frame no. TF 20133

Engine no. 48 5T 96307

For Edward Turner, designing Triumph's first successful parallel twin would have seemed like a doodle. 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. 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. It wasn't too long after V-E Day, though, before Turner had the assembly lines spitting out new civilian models again, including the Speed Twin, its chassis updated with a telescopic fork and 19in. front wheel, while the engine's exterior was cleaned up thanks to new internal oil passageways.

This 1948 Speed Twin with correct frame and engine numbers, was equipped with Triumph's 'Spring Wheel' option, another Turner invention, that added a few inches of rear wheel travel. It has been treated to an accurate, concours-level restoration using only NOS parts, and is presented with just a few test miles showing on its odometer. Included in the sale are the original manuals, wiring diagrams, Amal and Lucas booklets, and service cards.

\$20,000 - 25,000



118

Offered From The Larry Bowman Collection

1929 HARLEY-DAVIDSON JDH RACER

Engine no. 29 JDH 4309

The American Motorcycle Association was formed in 1924, from the riders' division of the Motorcycle and Allied Trades Association, the M&ATA. The new AMA assumed control of competition and the premier division was Class A, reserved for prototype motorcycles and professional racers. Amateur riders had no chance of racing with the big guns, but riders were capable of purchasing highly tuned motorcycles to fight it out amongst themselves. The major manufacturers all offered these over-the-counter competition machines. Harley-Davidson's answer was their high performance two-cam motors which debuted in 1928. The JDH was their 74 ci pocket valve engine that incorporated several "trick" items, and tucked into a slimmer chassis with a 3-speed transmission. As much respect this motorcycle was capable of gaining on the street and the track, Harley-Davidson discontinued the production of all F-head motors after 1929.

This 1929 Harley-Davidson JDH being offered was originally owned and raced by Glen Kleckner of Omaha, Nebraska and was a regular competitor into the 1930's at several Nebraska tracks. One photograph of Kleckner shows a 1934 tank decal on his JDH. At the time, there was

an "unlimited class" for engines up to 80 ci, plus he was grandfathered in due to his motorcycle being manufactured prior to 1930 when Class C racing was implemented in 1933.

Legendary Harley-Davidson competitor, Connie Schlemmer assisted in the restoration of this unusual and magnificent motorcycle, and the engine rebuilt by noted engine builder and Harley-Davidson racing historian, Mike Lang. The engine features special oilers normally reserved for 8-valve engines to prevent piston seizures. The engine cases and cylinders are genuine Harley-Davidson while some modern internal components were used in the restoration to modernize the motor as it was intended for vintage races. The chassis is a competition keystone frame, strikingly finished in white and black, with a direct transmission from the engine as there is no transmission utilized. Competition front forks and handlebars complete the frame and it rides on 28 in. X 2 1/4 in. racing tires.

\$50,000 - 60,000

Offered on a Bill of Sale.



Glen Kleckner on his JDH Racer, c.1934.





119

Offered From The Larry Bowman Collection

1922 ACE WITH FLXI OBSERVER SIDECAR

Frame no. 21336

Engine no. B4375

Resplendent in Packard Blue and cream wheels, this beautifully restored 1922 Ace with a FLXI Observer sidecar comes to you with the legacy from early days in the Antique Motorcycle Club of America. In those years, Lou Lichva provided untold enjoyable rides to kids, who are now adults, in this sidecar outfit. Wonderful memories abound surrounding this motorcycle with many people in the hobby. Ace developmental rider, Red Wolverton piloted this combination in 1982 on a New York race track and stated that in its time, the Observer sidecar manufactured by Flexible was the most comfortable sidecar on the market.

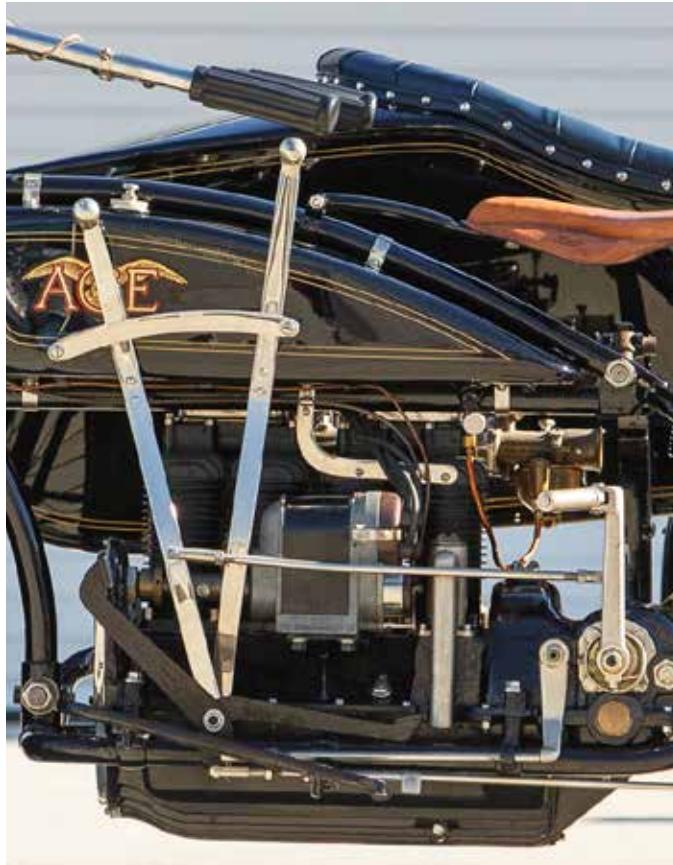
In 1922, the Ace motorcycle designed by William Henderson, was selling well globally from its Philadelphia manufacturing plant. When Henderson departed from the company bearing his name following its acquisition by Ignaz Schwinn, he envisioned a lighter and sportier four cylinder motorcycle. That was achieved with the lithe Ace. First shown by Lou Lichva in 1965, he restored it to the standards of the day and proceeded to

ride the wheels off of it. With Lou's passing, the subsequent owner began a thorough restoration of the motorcycle with the 75 ci. inline four cylinder engine completed by Dennis Young. Both the motorcycle and sidecar have been meticulously restored with correct Ace colors and pin striping.

The Observer sidecar is one of only a handful known to exist. Originally a Henderson Observer, the chassis was adapted to Ace specifications for this restoration. The sidecar body was in excellent original condition and restored with the correct blue leather interior, pin striping and adorned with Ace transfers on the rear and front panels.

This 1922 Ace and Observer sidecar is a stunning motorcycle, one of the finest looking combinations that exist today. It comes with a heritage that should be embraced and only expanded upon with enjoyment from a new owner.

\$90,000 - 110,000





120

Offered From The Larry Bowman Collection

1910 ROYAL PIONEER 30.50ci SINGLE

Engine no. 611

The Royal Motor Works was founded in 1901 by Emil Hafelfinger and Charles Persons in New York City. The company sold motorcycles with DeDion Bouton style engines of their own manufacture, in an unusual frame that was built around a vertically mounted engine. Marketed under the trade name Royal, the company existed for nearly a decade.

The plant was relocated in 1907 to Worcester, Massachusetts. With a brand new machine designed for 1909, Royal Pioneer stated, "We believe a single cylinder machine capable of doing fifty or sixty miles an hour, swung low, simple, perfectly balanced, accessible in every part, free from batteries and coils, comfortable and silent, built absolutely without regard to cost to the machine of the future". Royal Pioneers were built to a higher standard for sophisticated buyers and not down to a price.

Unfortunately, a fire ravaged the Royal Pioneer factory in December of 1909. The company never re-established production, spelling the end of this wonderful motorcycle. Fewer than 500 motorcycles were manufactured, and to this date, there are only a mere four machines remaining as testimony to one of the finest motorcycles produced in this country.

One look at the Royal Pioneer and you're struck by the essence of quality. It was light, weighing only 165lbs and had a neat, uncluttered appearance. The elegant nickel-plated brass gas tank superbly

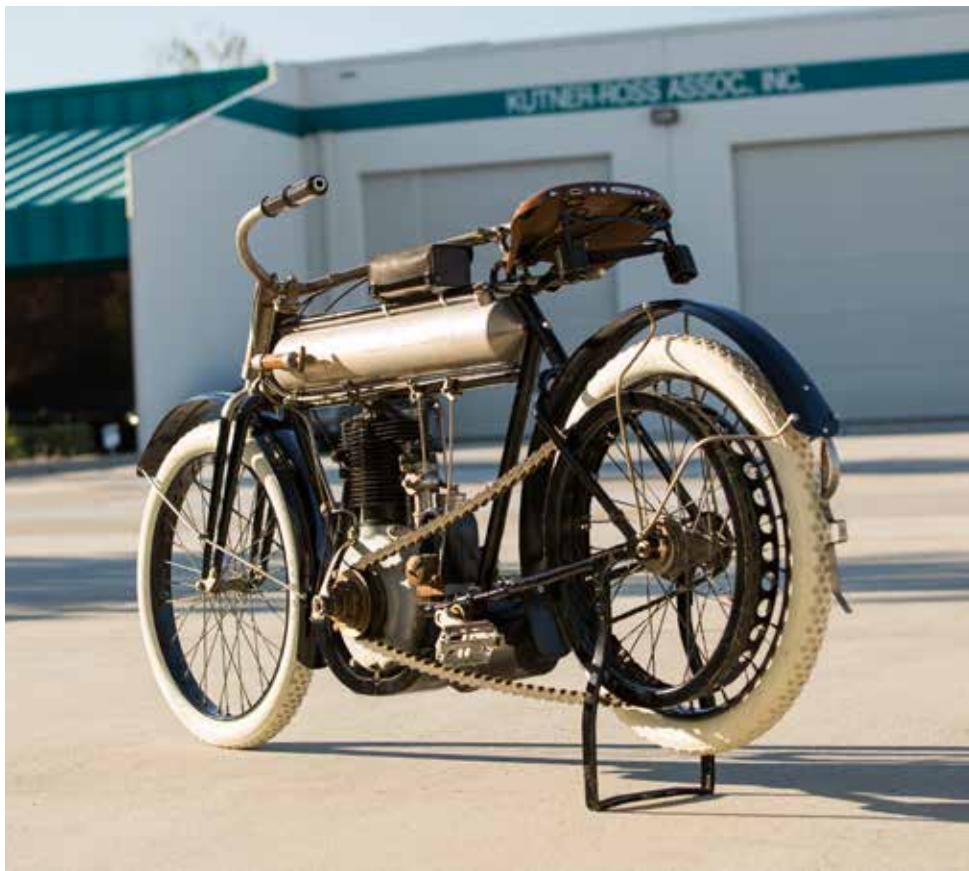
complemented the black finish of the motorcycle. Graceful swept handlebars further enhanced its lines. The Royal Pioneer also boasted motorcycling's first double action spring fork.

Perhaps the most unique feature of the entire motorcycle was its engine, a substantial 500cc single cylinder motor with heavy flywheels producing 4 horsepower. Large ball bearings supported the cranks as was the practice with hand-built race engines. Another first for Royal Pioneer was its hemispherical combustion chamber. Because the valves are situated on the sides of the cylinder, they are actuated by pull rods. The single camshaft pulls a bell crank near the cylinder head, and in turn, pushes on the valve stem. The exhaust is routed into the front frame casting that doubles as the engine hanger, where it exits through a muffler under the frame. This frame casting also doubles as an exhaust expansion chamber with another pioneering feature of this marque. The first ever free engine clutch on a motorcycle helps transmit power to the rear wheel through a V-belt.

The Royal Pioneer was truly one of the great motorcycles produced in this country, despite its brief lifespan. This 1910 Royal Pioneer is in exceptional original condition a superb offering for discriminating collectors.

\$90,000 - 110,000

Offered on a Bill of Sale.





121

*Offered From The Larry Bowman Collection,
the ex-Steve McQueen, Bud Ekins modified, Von Dutch painted*
1963 TRIUMPH BONNEVILLE DESERT SLED

Frame no. T120 DU1683

Engine no. T120 DU1683

It was natural that Bud Ekins and Steve McQueen would become close friends, because they had so much in common. Some thought that McQueen wanted to be Ekins. Both came from humble backgrounds, both did time in institutions serving wayward youth, both had a love of motorcycles that led to each being inducted into the American Motorcyclist Association Hall of Fame and both reached the top of their professions.

It all began when a young star from a TV cowboy show appeared at Ekins Triumph dealership in the San Fernando Valley at the end of the 1950s. When Steve McQueen bought a Triumph 500 scrambler, Ekins, then the absolute master of Southern California off-road motorcycle racing, coached McQueen in bike control on the desert washes and fire trails of the area. McQueen, in turn, got Ekins stuntman jobs in the film industry. When the two worked together on *The Great Escape*, Ekins doubled for McQueen on the famous fence-jumping scene. Ekins also competed that year in the International Six Days Trial, then known as the Olympics of motorcycling, because national teams competed against each other. The next year, partially financed by McQueen, Ekins, his brother Dave, McQueen and Cliff Coleman were the first full American Vase team to contest the ISDT. Dave and Coleman both won gold medals, the highest individual honor. As McQueen and Ekins matured, their attention turned to

vintage motorcycles and each had a collection of over 100 bikes. Ekins maintained McQueen's bikes until the actor's death in 1980.

The offered motorcycle is a tangible artifact of the long-standing friendship between Ekins and McQueen. Bud Ekins built this bike for cow trailing and desert racing. Serial numbers indicate it was built up from a 1963 Triumph Bonneville. Steve and Bud's friend, Kenny Howard, better known as Von Dutch, painted the bike. Because of the motorcycle's intended use, it was given a plain paint job, devoid of Dutch's trademark pin stripes. No sense having beautiful striping sandblasted by full throttle desert runs, or scraped off in a fall. The bike comes with a 1971 title to Solar Productions, McQueen's production company that made among other movies, the racing classic, *Le Mans*. The title bears Steve McQueen's signature.

This is a rare opportunity to own a motorcycle ridden by the King of Cool and built by a man who knew Triumphs as well as anyone and who used them to win the ultra-competitive AMA District 37 championships for seven years. The fact that Von Dutch's name is also attached to the bike adds even more to its provenance.

\$50,000 - 60,000

Offered on a Bill of Sale.



The logo for McQueen, featuring the word "Mc" in a script font and "Queen" in a bold, serif font. The letter "Q" in "Queen" contains a black and white portrait of actor Steve McQueen looking slightly to his right.

CERTIFICATE OF AUTHENTICITY

This certifies that

Lot Number 025

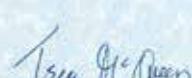
was originally owned by motion picture star

STEVE MCQUEEN

and purchased at the actor's estate auction
held at the

Imperial Palace Hotel & Casino

NOVEMBER 24-25, 1984 • LAS VEGAS, NEVADA

A handwritten signature in black ink that appears to read "Terry McQueen".

Terry McQueen

A handwritten signature in black ink that appears to read "Chail McQueen".

Chail McQueen





122

Chuck Walton Restoration

1959 ARIEL SQUARE FOUR MKII

Frame no. CGM1809

Engine no. CNML1879

In 1928, engineer Edward Turner was shopping a new motorcycle design to English manufacturers. BSA turned him down, but Ariel was interested. The engine was an unusual four-cylinder - two vertical twins sharing a common crankcase. The cylinder barrels were cast as a unit. Their two crankshafts were joined by a flywheel and rotated in opposite directions, making it practically vibration free. The OHC 500cc Ariel Square Four 4F made its debut at the 1930 Olympia Motorcycle Show.

Improvements were continuous during the Square Four's 28-year production run. The 4G was introduced in 1936 with a new 996cc overhead-valve engine.

Our subject bike is the final iteration of the Ariel Square Four; the Mark II was introduced in 1953 and is the most desirable model of this iconic motorcycle. The single "four pot" cylinder barrel was replaced by individual units and four separate exhaust pipes were thus needed; these together with the separate barrels eliminated the overhead-camshaft engine's weakness of overheating the rear cylinders. A redesigned head with an "car type" SU carburetor upped the power and the Square Four now had no problem reaching "the ton" – 100 miles per hour. Square



Four production, along with that of all other Ariel 4-strokes, ceased in 1959. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true gentleman's motorcycle, this refined yet charismatic machine retains an enthusiastic and loyal following, and is highly prized by discerning enthusiasts.

This machine is a beautifully restored, fully functional late model Squarel, built to be truly ready to ride – remember that Ariel was bragging back in 1958 that these late machines were capable of 100mph without overheating. This fine bike was restored by Chuck Walton, arguably the world's most experienced Square Four restorer and Ariel marque expert who happens to reside in California.

\$26,000 - 30,000



123

The Ex-Bud Ekins

1913 POPE 61ci MODEL L TWIN

Engine no. 9011029

Founded in 1876 by Colonel Alfred Pope, the Pope Manufacturing Company began as a bicycle importer and later manufacturer. As the motoring craze began to catch on at the end of the 19th century, Pope raced to ride the wave by introducing an electric car in 1897 and his first motorcycle in 1902. Initially just motorized bicycles, by the early teens, Pope was offering some of the fastest machines money could buy.

Pope branched into twins in 1912 with the 70mph Model L, fitted with the latest technology: 61ci engine with overhead valves on detachable heads—a first for a production road-going motorcycle in the U.S., mechanical oilers to keep everything lubricated, and counterweighted pistons for nearly vibration-free operation. Rated at eight horsepower, but delivering over 15, power was delivered initially via a single speed hub and later by a two-speed countershaft transmission with an Eclipse clutch. The engine sat as a stressed member of the Keystone-type oil-sprung frame with advanced plunger-type rear suspension and front leaf springs.

This Model L was part of the collection of legendary stuntman and motorcycle enthusiast Bud Ekins for a number of years. Restored by Ekins during his ownership, it was one of the last few bikes to leave his collection, the vendor acquired the machine in 1998. In the years



since purchasing the bike, further restoration work has been carried out including an engine rebuild, polishing and refreshing the nickel plating on hundreds of pieces, and mechanical refurbishment of cycle parts. Receipts on file total nearly \$21,000.

Despite its advanced design and high speed capabilities, Pope would cease production of its motorcycles in 1918. The legend lives on, however, as Popes have always been sought after by collectors with examples finding their way into the collections of Henry Wing Jr., Otis Chandler, Bud Ekins, and Steve McQueen.

\$90,000 - 120,000

Titled under the engine number.



124

2008 DUCATI DESMOSEDICI D16RR

Registration no. 0681/1500

Frame no. ZDM1ZDFW28B000681

There are race replicas, then there's the Desmosedici. When it was first announced in 2004, it was promised to be the closest thing to a factory Moto GP racer ever seen, a street-legal version of what team riders Loris Capirossi and Troy Bayliss were then campaigning on the GP circuit. However, Ducati's trademark v-twin engine configuration could not produce competitive GP horsepower levels under the governing rules, company engineers doubled-up on the cylinders to create a 90-degree, v4 of 989cc displacement. The street version was unveiled to the public in 2007, with production commencing late in the year and the first of 1,500 units delivered in mid 2008 in the USA. Manufacturer's suggested retail price was \$72,500.

Rumor has it that major glitterati - Tom Cruise, Brad Pitt and Michael Jordon - each wanted the first of 300 D16RRs bound for the States, with Cruise ending up the top gun. What D16RR owners found upon delivery was worth the wait (and price.) The wet-sump engine, redlining at 14,200 rpm and producing near 200 horsepower at the crankshaft, had sandcast cases and cylinder heads, with cam-drive covers and alternator casing sandcast in magnesium. The one-piece forged-steel crankshaft alone listed for \$11,000. Titanium was used for the connecting rods and intake/exhaust valves. Ohlins supplied the 43mm FG353P pressurized forks with titanium-nitride coated sliders; likewise the rear shock was premium Ohlins. Brembo monoblock front brake calipers grasped 330mm rotors, activated by a radial master cylinder. The frame was a composite affair, with steel trellis tubing for the main structure, carbon-fiber for the seat mount and aluminum for the swingarm. Bodywork was all carbon-fiber.

Motorcycle.com's Kevin Duke, an accomplished racer and trackday addict, came away very impressed after his stint. "The most mind-altering aspect of the D16RR is the part when the gloriously wicked v-four comes on cam and hurls itself into the next corner with a 14,000-rpm wail," he wrote. "Race-prepped (Yamaha) R1s easily fall victim to the claimed 200 horsepower on tap like krill to a whale."

Dated February 28 2007 Frederico Minoli, then President and CEO of Ducati Motor, wrote to each Desmosedici deposit holder. He offered, "May all your hopes and dreams come true. Speaking of dreams, we are hard at work on the final steps of development of your Desmosedici RR. The bike is astounding... We will start to manufacture...in August 2007. The first production...will be completed by December 31 2007."

This motorcycle comes with copies of that original letter and all the other paperwork that accompanies a "new purchase" including the code card and "order has been placed" invoice dated June 2, 2006. The original owner, the seller, placed his deposit with Fast by Ferracci Inc. of Willow Grove, Pennsylvania to have the motorcycle go through its retail delivery checklist on July 15 2008, just over two years later. Factory recalls were undertaken by Cliff's Cycle Revolution of Brookfield, Connecticut as well as the first service (well before the required 600 miles.) It is an original, one owner, perfectly curated "still brand new" Desmosedici - with only 55 miles on its odometer - and ready to be top gun again either as a static display or a stimulating, heavily admired ride.

\$45,000 - 55,000



125

A unique AMA American Superbike homologation special

1996 DUCATI 916SP WITH 955cc ENGINE

Frame no. ZDM955W4*000038*

For the 1996 AMA national American Superbike race championship Larry Ferracci, son of Eraldo, of Fast By Ferracci in Willow Grove, Pennsylvania, who was running Ducati's team, needed more power from the 916. He already had the technology to increase the 916's capacity to 955cc, even 996cc, but he did not have the homologation papers to accompany the installation of the big bore motor in his factory race bikes. American Superbike homologation rules demanded that the race bikes be "production based" and backed by 50 examples (all to be available for inspection at one site in the USA) for sale to the public. Ducati obliged by shipping "a small number" – possibly as many as 54 – of the (sometimes referred to) 916SPA 955 (Special Production America) or 916SP versione con motore 955cc.

The story then takes a "left turn"...each SPA's Certificate of Origin clearly stated that the bike was "For Racing Purposes Only" and thus could not be registered for the street in spite of having lights, speedometer, indicators and a horn! It is believed that 40 odd bikes were then turned around and shipped out of the country, ten, or so, to the UK. The bike being offered for sale is one of the ten – plus or minus - that remained in the USA.

The seller acquired the bike in 1999 it having resided with two Florida dealers in the meanwhile. After a lengthy communication with the Ducati factory in the late 1990s, the seller obtained appropriate documentation to allow the State of New York's Department of Motor Vehicles to issue a title. Given the bike's mechanical specification it was only the "mistaken" paperwork that prohibited registration back in 1996.

This bike is a very capable, and indeed extremely rare, 916 Special Production with 96mm pistons, and thus a capacity of 955cc. The rest of the specification is very much that of the SP from the previous year to include: lightened crankshaft, 11.5:1 compression ration, 34mm intake and 30mm exhaust valves up 1mm respectively, dual injectors, 50mm Termignoni exhaust with carbon cans, Ohlins rear shock and SP-style carbon. And lots of details.

This bike – the only factory produced street bike to be fitted with the 955cc motor - has 4,564 miles on the odometer. It is, subject to modest re-commissioning (cam belt check, for example) and the usual safety checks, ready to wheelie its way into the sunset, once again!

\$26,000 - 30,000



126

1982 BIMOTA SB3 1000cc

Engine no. GS100 01037 87

"The SB3 1000 replaced the SB2 750, but also adopted a more conventional look, devoid of those daring 'solutions' that so strongly marked the previous model. It was created at the express request of the German market, which at the time accounted for the vast majority of the (Bimota) motorcycles manufactured. Reaching a speed close to 240kph (149mph) on that track at Nardo...it held the absolute top speed record of the period for production motorcycles." *Bimota, 25 Years of Excellence, Giorgio Sarti, (Giorgio Nada Editori).*

With 87 horsepower at 8,250rpm from the DOHC, air cooled Suzuki 4-cylinder motor, its wet clutch and 5-speed gearbox, and Marzocchi 38mm forks, twin 280mm Brembo discs – the top quality components of the day – the bike weighed 445lb dry making it very accelerative in addition to its high top speed. Bimota forsook its traditional red and white livery and painted most of the 402 SB3s built, a light gray. From 1979 through 1981 SB3s were delivered in kit form (336 bikes); in 1982 and 1983 there were only 66 factory bikes.

In long-term ownership since 2004, the bike is accompanied by a receipts file showing that the motor underwent a full rebuild including new Megacycle cams and Keihin FCR carburetors.

Titled as a 1978 Suzuki, the bike has 19,192 miles on the odometer, the majority of which were run before the major work mentioned above took place. Thus, the bike is in good shape and ready to be run again. The bike has been well stored by the seller in a climate-controlled building.
\$18,000 - 22,000



127

1992 BIMOTA YB8 1002cc FURANO

Frame no. ZESS8YA2XNRANS001

Engine no. 3GM900746

What is very clear about the 152 YB8 Furanos built is why they were called Furano. It's a wind off the Adriatic Sea. Rimini, Bimota's hometown, is an eastern coastal resort on the Adriatic nicely unprotected from such winds. To its advantage, though, is that it is a straight line on the A1 autostrada southeast from Milan via Parma, Modena, Bologna and Imola!

Virginio Ferrari's Formula One World Championship victory in 1987 aboard the Martini-designed, Yamaha FZ750-engined YB4ie didn't just bring Bimota its most important racing success, it also sparked a string of roadsters powered by the bigger 20-valve lump from the FZR1000. These roadsters were followed by more models including the Dieci ("Ten") and Tuatara (named after a slow moving New Zealand reptile!) In 1991 came the best and fastest yet: the Furano, powered by the latest 1002cc EXUP motor, and kicking out a claimed 164bhp.

This bike shows a 23 September 1993 date on its Certificate of Origin and Moto Cycle of Stahlstown, PA as the importer. It was first sold to East Coast Rover Company of Warren, Maine and then to a Tim Darrin of Napa, California. The seller purchased the bike in 2001 with 4,519 miles on the odometer, and it now shows only 4,824 miles. It has been barely used, obviously, while in the seller's care although it has been properly stored – climate controlled – and periodically fettled. Furanos are very rare and sought after, even more so in the USA.

\$14,000 - 18,000





128

1939 HARLEY-DAVIDSON EL PAUGHCO 61ci KNUCKLEHEAD

Engine no. 39EL2840

"Some people consider the 61 'Knucklehead' to be the bike that put Indian out of business. Either way, this was Harley's first proper production OHV twin and, introduced in 1936, it was a groundbreaking machine. The crucial new feature on the bike was its all-new...engine, which for the first time on a Harley, also have a recirculating lubrication system. But the 61 wasn't just about improved technology – it was also one of the best looking bikes that Harley ever built, and elements of its design can be seen in the cruisers of today. It became one of the best-loved Harleys ever made." *Hugo Wilson, The Ultimate Harley-Davidson Book (Dorling Kindersley, 2000.)* This '39 Knucklehead has been completely re-manufactured using a custom Paughco frame. Paughco Inc. of Carson City, Nevada was started by Ron Paugh in 1969 to supply custom parts for Harley-Davidsons; soon he earned an enviable reputation of "the undisputed godfather of the chopper industry." The engine and transmission was rebuilt by Glen Lenz of The Iron Works, of Rockford, Illinois, one the best in the business. The leather saddle and saddlebags were custom made in New Mexico. The bike has covered less than 500 miles since its construction but most importantly the original frame and springer front fork was also rebuilt at the same time and comes together with the bike. The vendor offers a unique opportunity with this excellent custom-built Knucklehead. For the buyer there are two choices: to run and show the bike as it is or to rebuild it back into its original, matching numbers frame and fork.

\$60,000 - 80,000

Titled under the engine number.



129

1951 HARLEY-DAVIDSON FL HYDRA GLIDE 74ci PANHEAD CUSTOM

Engine no. 51FL2019

The FL was introduced to the Harley-Davidson model line in 1941. It used a 74ci version of the "Knucklehead" OHV engine; the EL a 61ci version. The FL and EL shared the same frame, and with the U and UL, which used a 74ci flathead engine. The FL replaced the UH and ULH using the same frame but with an 80ci flathead engine. And then the FL continued relatively unchanged until 1948, when it (with the EL) was given redesigned "Panhead" engines of the same capacities, 74ci and 61ci, respectively, as before. These engines now including self-adjusting hydraulic lifters and aluminum cylinder heads to reduce weight and improve cooling. The U and UL flathead twins were discontinued in 1948, leaving the OHV EL and FL models as Harley-Davidson's large-frame, large capacity, highly stylized motorcycles.

This bright blue FL, complete with the new "Hydra Glide" telescopic fork front end, is nothing short of immaculate; it's a beautifully "retro custom" motorcycle, restored to the very highest standard. Not over restored, just very well done, complete with electric starter, a foot clutch, tank shifter – the motor and transmission was completed by famed engine builder Glen Lenz of The Iron Works in Rockford, Illinois - and high quality new paint that is darn close to its original look. The leather seat and saddlebags were custom tooled in New Mexico to the seller's specification. The mileage recorded on the odometer is less than 500 since it was built, and there's a long history file that comes with it. Here is a unique opportunity to acquire a near new Panhead...

\$8,000 - 12,000





130

The Ex-Ed LaBelle road racer and drag bike

1952 VINCENT BLACK SHADOW SPECIAL

Frame no. RC10120B

Engine no. F10AB/1B/8220

Ed LaBelle was a skilled rider from the Philadelphia area, a Canadian road race champion three times on a Manx Norton, once hired by BMW to ride one of their prized RS54s at the Isle of Man. He sometimes rode Vincents for Gene Aucott, original U.S. distributor for the brand. In 1952 a works-built, special-order Black Shadow was delivered to the shop. It had been specified with many Lightning components, such as a Lucas KVFTT magneto, tachometer, high-compression pistons with carburetors modified 'to suit' and 2in. straight exhaust pipes. The factory tester made note that this was a 'lively' engine.

For whatever reason, the party who ordered the Vincent could not finalize the purchase, so LaBelle put a deal together and the bike was his. He logged about 700 break-in street miles, then prepped the bike for racing. It saw duty on dragstrips and road race tracks in the U.S. and in Canada, unlimited-class road racing being popular up north. In 1964, the 'Smoker' as the bike came to be known, was on the high banks at the just-opened Daytona International Speedway, running for speed records sanctioned by the United States Motorcycle Club. Before tire wear and carburetor troubles sidelined the effort, the Vincent reportedly attained 128mph.

LaBelle on his Black Shadow Special at Daytona, c.1964.







In the mid-1980s, his racing days over, LaBelle sold all of his Vincent bikes and inventory to Domiracer in Cincinnati, Ohio. The current owner acquired the Black Shadow special from Domiracer and undertook a complete restoration in 1994-96. Most of the work was carried out by the late Dick Busby and partner Haig Altounian. A newly rebuilt crankshaft assembly was installed, as were 9.0:1 pistons and NOS MkII racing cams/followers. All bearings were renewed. Cylinder heads were rebuilt by Vincent guru Mike Parti. Paintwork was farmed out to Vincent paint specialists Marion 'Bones' Cooper and Wayne Griffith. NOS Lightning fenders were fitted, while foot controls were replaced with NOS Black Lightning rearsets. An optional Black Lightning record-attempt rear sprocket was also installed on the left-hand side. Lightning wheels were laced up. The original KVFTT magneto was renewed by the late Perry Gerhardt.

Freshly restored, in 1997 the Vincent was ridden for parade laps at Daytona Speedway, where it was reunited with LaBelle. Since then it has won awards at numerous concours events, including the AMA Daytona Show, Del Mar Concours, British & European Classic Motorcycle Day in Olney, Maryland, several Vincent Owner's Club rallies and the Amelia Island Concours. It was also featured in Big Sid Biberman's book. Included in this lot is the original bill of sale, a copy of the works build sheet and a certificate of authenticity from the Vincent Owner's Club.

\$200,000 - 240,000



131

1977 DUCATI 900SS

Frame no. DM860SS 086811

Engine no. 087121 DM860

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. Sales of their "ugly duckling" 860GT were slow and Ducati was forced to listen to their customers. Somehow it took awhile for the Panigale chiefs to figure out what their enthusiast base really wanted, for they initially saddled the 900SS with 32mm carbs (instead of the 40mm) and heavy LaFranconi silencers, at least

in the USA. Dealers and buyers were outraged, so the factory subsequently retrofitted many machines with "proper" sporting components.

The pre-1978 Super Sports are the most coveted of these models, with their wire wheels and Conti mufflers that gave a distinctive deep bellow. The 18in wheels use Borrali shouldered alloy rims, and Brembo disc brakes, front and rear, ready to haul the bike down from its 130mph top speed.

This lovely, silver blue 900SS was purchased by the seller in September 2003 from a Stephen P. Allen of Pleasant Hill, California. On file is a record of it being serviced by Solo Moto of Greenwich, Connecticut a year later. It was then, and still is, a strong running bevel drive Ducati. When purchased it already had many special parts installed including Conti mufflers and Dell'Orto 40mm PHM carburetors, Lucas indicators, Koni rear shocks, and contemporary Brembo rectangular master cylinder, which had apparently been purchased by the first owner. Its original parts removed except for the round Brembo master cylinder will accompany the sale bike – dual seat, air boxes and intake rubbers, manifolds and 32mm PHF Dell'Ortos, LaFranconi mufflers and CEV turn signals.

Now with just 8,155 miles on the odometer, this 900SS is ready once again to hit the road or rest on display.

\$35,000 - 42,000

Titled with engine number 087121.



132

2002 DUCATI 998R

Frame no. ZDM3H99V12B014705

The Ducati 998, the successor to the 996 and the final variation of the revolutionary 916, was produced in various guises from 2002 to 2004. The new Testastretta engine shared many similarities with the previous Desmoquattro engine in the 996, although it was completely new from the crankshaft up. Testastretta means "narrow head" and refers to a complete redesign of the cylinder heads. The desmodromic valve actuation method was retained." The bore and stroke of the 998 was more oversquare than the 996 at 100mm x 63.5mm vs. 98mm x 66.0mm, with the included valve angle was reduced from 40 degrees to 25 degrees. Valve sizes were increased as was the camshaft lift but with shorter duration. Horsepower increased from a quoted 112 to 123.

Ducati introduced the 998cc Testastretta engine with the 996R in 2001. "Only 500 were sold which was all that were needed to homologate the bike to race in the World Superbike Championship and this bike won the World Superbike Championship in that same year with rider Troy Bayliss." The 998R model used a 104mm x 58.8mm bore and stroke which actually displaced 999cc (and was very similar to the engine used in the subsequent 999R model) and had special sandcast crankcases with a deep oil sump. Apart from revised cam profiles the 998R motor was similar in specification to the other Teststretta motors although the quoted 139 horsepower at 10,000rpm was not so similar!

The 998R used the familiar steel trellis frame, this time with Ohlins suspension front (complete with some Titanium Nitride coating) and back, Termignoni aluminum mufflers, a dry clutch, fully floating Brembo 320mm discs, lightweight forged aluminum Marchesini 5-spoke wheels, and some carbon fiber bodywork with unique decals. Red was the only color.

The original owner of this bike was a surgeon who used it "gently" for a very few track days, and fewer road rides, over two years – total mileage is just 2,273 – leaving the bike stock except for the European seat and rear shock adjuster. Reportedly the suspension was set-up by Jeff Nash, Ducati guru practicing in Dallas, Texas and serviced by Ducati dealer Letko Cycles in Kansas City, and again last by BCM Motorsports of Laconia, New Hampshire. The seller has been the caretaker of the bike since early 2005. Clearly no. 466 is a perfect jewel in the crown of any collection and arguably the most inspirational of all of Massimo Tamburini's finest Ducati work – the series that began with the incomparable 916 and finished with the finessed 998R. After the necessary safety checks – belts, tires and fluids - a buyer can enjoy one of the most stimulating superbike rides ever invented.

\$22,000 - 26,000



133

1985 HARRIS DUCATI "SPORTS IMOLA" 900cc

Frame no. HPD90022

Taken from a flyer headed "Sports Imola' 900 Rocker Frame Kit": "Designed for all 750-860-900-1000 bevel drive engines. 20 years advance over the standard Ducati frame. Rising rate rear suspension. Constructed in Reynolds 531 tubing with the option of fitting 16 or 18inch front wheel. Shorter wheelbase, 4inch lower seat height than on the Hailwood Replica. Twin front headlights. Front and rear cylinders can be removed with the engine still in the frame. Construction time for a competent home mechanic is between 8 and 12 hours. Kit comes complete with all parts necessary to convert a standard machine. When tested by journalist Alan Cathcart he stated: 'Compared to a standard bike it's like night and day...incredible...so easy to change direction. Steve Wynn has got himself another winner.'"

There is an invoice in the history file (it comes with the bike) from Sports Motorcycles Racing Ltd (Bollington, Cheshire in the UK), export invoices dated February 3, and March 3, 1986 in the name of a Chuck Smith of Jacksonville, Wyoming. He was buying a "Sports Harris Imola Kit suitable for 16" front wheel and 41.7 Marzocchi forks", kit no. HPD90022. This beautiful Ducati is that kit.

HPD90022 was passed on by Chuck Smith (then with Baseline Motorsports

in Lafayette, Colorado) in early 2000 to the seller. On the sales receipt, the bike is described as follows: "900 Desmo Darmah motor. Magnesium Marvic wheels, 16" front, 18" rear. Brembo Goldline P-08 calipers. Unpainted aluminum tank. Several billet parts. 40mm Dell'Orto carburetors. White Power shock. CNC upper triple clamp. Telefix adjustable clip-ons."

The next significant date in the file is 20 June 2001 when the seller is invoiced by Solo Moto of Greenwich, Connecticut for a motor and chassis overhaul, and a dyno run. "The motorcycle has now been road tested for approx. 50+ miles. It starts without tickling the plungers, using a few twists of the throttle to squirt gas into the manifolds makes it start up. A moment of warm up with some throttle will be enough to get under way" was reported. Max power of 70.9 horsepower is recorded on one of the dyno run sheets.

This very rare machine is ready to entertain a good rider. The odometer shows 636 miles but its accuracy is unknown. A full history file comes with the bike including a 900 Sports Darmah factory "instructions for use and maintenance."

\$18,000 - 24,000

Titled as a 1986.



134

One of only 50 made

1998 MAGNI AUSTRALIA 992cc MOTO GUZZI

Frame no. ZA9G5AKL1VSF69099

"Arturo Magni's association with high-performance motorcycles, and particularly with the fabled MV Agusta name, runs deep. Operating from a modest two-story building in Samarate, Italy, just a few miles northeast of Milan, Arturo and son Giovanni, produce hand built, race-quality bikes for a privileged few - and have been doing so for the past 30 years."

Born in 1925, Arturo Magni was hired by MV founder Count Domenico Agusta to be chief mechanic for MV's struggling race team. At MV, Arturo eventually assumed total responsibility for the company's race efforts, making MV a dominant force on the track. It was Arturo who helped turn MV's four-cylinder race bikes into world championship machines, first in the hands of rider John Surtees in 1956 and then again in 1958 - and for the next 17 years, until MV finally lost out to the financial and technical prowess of the Japanese."

"Arturo started his shop after MV shuttered its race program in 1976, at first producing his own custom-framed MV using customer bikes and, later, engines left over from the end of MV production. As the supply of available MVs dried up, Arturo transitioned with Honda, BMW, and then Moto Guzzi engines to power his creations." Richard Backus, *Motorcycle Classics*, August 2011.

In 1985 Magni started using Moto Guzzi's Le Mans engine with his own rear parallelogram suspension that eliminated the shaft

drive reactions inherent in that design. For the next few years, there were several models, culminating in a 1990 "twins class Daytona 4-valve road racer. Such is the level of success for one racer, Owen Coles, the bike entered by the Australian importer Ted Stolarski in races in Australia, New Zealand and the USA, that Magni names the subsequent production model demanded by Stolarski, the "Australia." Production began in 1993 of a 2-valve, carburetor model of which 75 were manufactured; in 1998 a 4-valve, 102 horsepower model, this time with Weber-Marelli fuel injection, a revised chassis (the steering head angle was 24 degrees), and re-named the Australia 98. Only 50 were made.

This bike has only 127 miles on the odometer. It was brought into the USA by Christopher Garville of Commerce Overseas Corp. of Hawthorne, New York, formerly the importer of MV Agusta street bikes, then working with the Magnis. In the bike's history file is a letter dated June 1, 1998 stating that the seller is the "first customer of a Magni Australia imported by Commerce..." obviously in reference to this bike.

In November 2004 the bike was sent to Manley Cycle in Minneapolis, then specialists in dyno tuning. After 11 hours of fettling the bike left in great running order and has been maintained that way ever since although it has covered few miles.

\$20,000 - 25,000



135

Rare 'one-of-one' Black Shadow variant in Chinese Red, Confirmed by the Vincent Owner's Club
1951 VINCENT SERIES C 'RED' WHITE SHADOW

Frame no. RC8047A

Engine no. F10/1A/6147

When it comes to two-wheeled objects of lore, you can't do much better than a Vincent Black Shadow. Here's a mighty 1000cc twin that fable has it came into being when two tracings of designer Phil Irving's 500cc single just happened to overlap each other on the drafting table to form a Vee. Then there's American speed merchant Rollie Free, who in 1948 at risk of major epidermal trauma stepped into his Speedos (and not much else) at the Bonneville Salt Flats for a record run on his tuned Black Shadow. With the famous photo as proof, there's Free laid our prone behind the handlebars, going 150.313mph in his beach togs! "The World's Fastest Standard Motorcycle," blared the magazine ads, "This is a Fact not a Slogan."

Chroniclers of the sport also did their part to burnish the Vincent legend, including the erudite British columnist L.J.K. Setright, who wrote, "Well into the 1960s – and even today when it is wrapped in a mystique carefully cultivated by thousands of fanatically enthusiastic owners – the big Vincent retained that commanding air about it when you met one on the road, and many a rider of avowedly supersporting machinery would be humiliated by having some much older Black Shadow come past at the canter..."







Our vendor and son riding their White Shadow at the Isle of Vashon TT, c. 1990s.

Celebrity ownership doesn't hurt, either. TV funnyman Jay Leno owns several Vincents and says, "There's a wonderful 'mechanical-ness' to them; they are such quality machines. When you check the oil in a Vincent primary case, there's a beautiful aluminum knurled knob on the dipstick. It's overdesigned, way better than it needs to be. The general public ignored this kind of detailing because they could buy something cheaper. But today, the Vincent is considered a piece of art to be revered."

Any Series C Black Shadow is a rare and desirable beast, as only 1507 were produced by the Stevenage factory in 1949-52. Rarer still are the 'White Shadow' variants, identical except these eschewed the usual black stove-enamelled crankcases and were sold with polished bare metal cases instead. Records show that just 15 White Shadows were made. This particular example takes that rarity even further, as it left the assembly line with its gas tank, fork tubes, fender braces, brake backing plates and sundry other parts painted in the factory's Chinese Red, a special-order shade usually reserved for Rapide touring models. Reportedly no other Shadow was so-equipped, as verified in several Vincent histories, making this 'Red' White Shadow a true one-of-one.

Now with its third owner the matching-numbers bike has always lived in the Pacific Northwest, though by the late 1980s it was overdue for restoration, the engine tired and the tinware sprayed an unattractive green hue. In researching the machine prior to the rebuild, the new owner unearthed its White heritage, and traces of paint left in crevices of the polished Girdraulic fork led to the Red discovery. While the chassis was being restored to its as-shipped red livery (exception being the alloy fork, which was left polished), the engine was farmed out to Vincent guru and AMA Hall of Famer Mike Parti for a complete overhaul, including the addition of Carrillo connecting rods. Built to ride, it is also equipped with more modern Amal Mk.II carbs, electronic ignition and a two-step, high-volume oil pump. Factory records indicate that steel touring fenders were fitted originally to the bike, but it now wears more sporting stainless-steel blades, as most Shadows did. Reproductions of the touring fenders are included in a spare parts kit that also contains the original carburetors and magneto, as well as the as-found green aftermarket fenders. Some 200 pages of restoration receipts are also included in the sale.
\$300,000 - 350,000

Titled under the engine number.



136

In long-term ownership of prominent Ducati dealer's private collection

1975 DUCATI 864cc 900SS

Frame no. DM750SS 075880

Engine no. 075880

Ducati's second-generation v-twin engine - the 900cc "square case" - debuted in the 860GT of 1974 and the following year was used for the new 900SS superbike. The latter was styled like the original 750SS that had been developed from Paul Smart's 1972 Imola winner. More than just a simple over-bore, the square case engine incorporated new internals and electronic ignition. In addition, the gear change was moved to the left-hand side. Desmodromic valve gear distinguished the new sportster from its tourer counterpart. "Like the tamer valve spring version of the engine in the 900GTS it is uncannily smooth, while possessing a much more dramatically punchy power output than the soft touring motor," reported *Bike magazine* in October 1977. Breathing through gaping 40mm Dell'Orto carburetors, the 900SS engine produced 70bhp at 7,500rpm, an output good enough for a top speed of 135mph.

First sold in 1986, this bike came with the Imola tank, no indicator cutouts and a right foot shift – and that's how it is today, still with the paint runs! It is the proverbial near perfect survivor with only one owner and 10,497 kilometers. It was recently detailed which is when the tank was lined and K&N filters were added and the vendor reports that it starts and runs well and is ready for its new owner subject to the normal safety checks.
\$38,000 - 42,000

Please note that this bike is titled with chassis number DM750SS.



137

132 rear wheel horsepower on tap!

1998 DUCATI 916SPS

Frame no. ZDM3SB5VXWB000659

Introduced for 1994, the Massimo Tamburini-styled 916 superbike and its subsequent evolutions captured the motorcycle world's imagination and finally established Ducati as a brand of note. Within a short time the original 916 Strada was superseded by the Biposto (two-seat) and the higher-specification SP. The engine remained at 916cc for both models but the SP came with twin fuel injectors and bigger valves for more performance, together with a single white panel seat and an Ohlins rear shock.

Next came the ultra-exclusive homologation-special 916SPS or Sport Production Special for 1997 and 1998. There is ongoing debate as to how many were made – both years, perhaps 400 odd plus 202 of the UK-only “Fogarty Replica” version. It is believed that either 50 or 100 came to the USA; data collection was not Ducati's forte at the time. The SPS enjoyed a 996cc engine – complete with reinforced crankcases, new heads and barrels with both bigger combustion chambers and valves, high lift cams, a 11.5:1 compression ratio, close-ratio gearbox and various lightweight parts - delivering a mighty rear wheel 132 horsepower.

The US market edition was not street legal – too noisy and excessive emissions – and each original owner had to sign a declaration that they would not register the bike in spite of a 17-digit VIN, lights and a speedometer (but without indicators.) Street registration was left to subsequent owners who had signed nothing! Many SPSs were used successfully on the track. How many are left in the USA today is, of course, unknown as is how many were street registered but it is thought to be less than 20.

This bike, with 3,864 miles on the 180mph odometer/speedometer (matched with a no redline 13,000rpm tachometer) is a near show quality, never raced, street registered 916SPS that was originally bought by a Tom Chauncey of Phoenix, Arizona and acquired by the seller in August of 2014. All the necessary maintenance was completed at 2,900 miles and the bike is ready ride and show. The 916SPS is one of the most appealing of any of the very select 916 series limited editions Take a careful look at this quickly disappearing icon.

\$18,000 - 22,000



138

THE EX-CHUCK PALMGREN, ONLY ONE PRODUCED

1971 DAN GURNEY YAMAHA XS650 F750 ROADRACER

Chuck Palmgren, born in Colby, Kansas, won five AMA Grand National dirt track races in the late-'60s and early '70s, and had numerous top-10 finishes. In 1968 and 1969 he teamed with Triumph's Gary Nixon. The next year he raced with Yamaha and won the Nazareth, Pennsylvania mile becoming the first AMA racer to win aboard an XS650. In 1972 he joined Dan Gurney's All American Racers to develop the Yamaha – he was a skilled engineer, after all – and he finished the season ranked fifth (again). Our story continues...

Yamaha's XS650 4-stroke, 2-valve, single overhead cam parallel twin was launched in 1968 and concluded in 1985 after an engine design that was first put on paper as early as 1955, then as a 500. The first XS650 was clearly inspired by Triumph's Bonneville. Its motor was unit construction with a horizontally split crankcase and actually 654cc, offering 50 horsepower at 7,200rpm, with a 5-speed gearbox, it came at first without an electric starter.

The final player in our story is one Daniel Sexton Gurney, arguably one of the greatest racecar drivers of the post-WWII era, the founder of one of the world's finest racecar shops, All American Racers in Santa Ana, California, and team owner. He won races in Formula 1, Indy Car and USAC, NASCAR, Can-Am and Trans-Am. He won the 1967 Belgian Grand Prix in his "homebuilt" Eagle Mk1, often described as one of the most beautiful racer cars ever seen. Subsequently, his AAR team enjoyed huge success with Toyota, particularly in IMSA.

Gurney entered Palmgren in the 1973 Daytona 200 road race and nine dirt track events and the next year he finished sixth in the points with dirt track wins at the Sacramento and Indy Miles.

This is the Steed Industries-sponsored road racing Gurney motorcycle ridden by Palmgren. Both were thinking outside the box in a racing world awash with "wicked fast" Japanese strokers believing they could develop the Yamaha twin to provide enough "tractable power" that would come good exiting turns which in a lightweight, better handling chassis would allow it to stay with the 2-strokes.

Engine development took a back seat to the unconventional Gurney-designed chassis. A welded tube loop frame with high pivot swing arm and near upright twin rear shocks, "inside" mounted Lockheed calipers, and Morris "mags". It was very rigid and low, the latter helping in reducing frontal area. It was sound thinking but the engine simply could not make enough power although stretched to 750cc, and Mikuni carburetors added. With race number 38, Palmgren recalls racing this machine only three times – at Riverside, Ontario and Laguna Seca. He reported that the bike handled surprisingly well. "We had a few things to work out with the suspension," Palmgren said. "We were heading in the right direction... but we hadn't done much to the engine and eventually the project was abandoned."

While the Dan Gurney Yamaha XS650 ultimately wasn't a success on the track, as a chassis-design concept it was ahead of its time, a forerunner of designs to come. As an American icon it is very worthy of careful consideration as it occupies a uniquely important place in American road racing history.

\$50,000 - 60,000

Offered on a Bill of Sale.



Chuck Palmgren in action on the Gurney Yamaha



139

1928 BMW 490cc R57

Frame no. 26907

Engine no. 70321

Following the collapse of its aero engine business after WWI, BMW turned to other areas of manufacture, motorcycles among them. The first BMW branded motorcycle (in 1923) - the R32 - featured a 493cc twin-cylinder, sidevalve engine with horizontally opposed cylinders, and this "flat twin" layout would forever be associated with the marque. This first effort was expensive but superbly engineered.

For 1928, BMW reorganized its range of engines, which now included a brace of 750s: one sidevalve, one overhead-valve. The new, overhead-valve R57 sports bike's engine was "square" with 68mm for both bore and stroke. It ran a hand shift 3-speed gearbox. Electric lighting, was standardized throughout the roadster range. R57 production lasted for only three years and today this rare BMW is among the marque's most sought after machines of the period.

The frame plate screwed to the steering head of this R75 is clear for all to see and not in need of translation, "BMW, Rad no. 26907, Motor no. 70321, Gewicht Kg 152, Bremsleistung 18PS, Nutzleistung 188PS, Hubraum ccm 490. Zulass. Belast. 210kg." With only 8 kilometers on the tank mounted odometer it clearly has been carefully dry stored since restoration, and never run. Its restoration was very finely and carefully undertaken by the seller after its importation from Germany in the early 1990s, using all its original parts – there are no reproduction parts installed. The engine was entrusted to South African John Viljoen, whose family sold these bikes when new. Its patina today is just right, not too shiny, not too dull, a truly excellent example of this now rare BMW icon. The registration document mistakenly dates the bike as 1927; it was made in 1928.

\$75,000 - 90,000

Titled as a 1927.





140

Film used, built by Bud Ekins for the movie 'Viva Knievel!'

1976 HARLEY-DAVIDSON XL1000 EVEL KNIEVEL CUSTOM

He was perhaps the greatest showman of the 20th century and without doubt one of the most famous motorcyclists ever. High school dropout Robert Craig Knievel left Butte, Montana with not much more than a petty criminal record and an insatiable hunger for fame and money. Stints at rodeo riding, ski-jumping and semi-pro hockey had failed to deliver the desired notoriety, but the man could ride a motorcycle. As Evel Knievel, jumping ramp to ramp in a leather jumpsuit, he became a genuine cultural phenomenon to a nation reeling from the 1970s morass of the Vietnam War, Watergate and the Oil Crisis. "I came along at the right time in the right place," Knievel told writer Davey Combs. "America was down on its ass when I came along and needed somebody who was truthful and honest, someone who would spill blood and break bones and suffer brain concussions, somebody who wasn't a phony."

A measure of his popularity was the production of two feature-length films – the first, *Evel Knievel*, a biopic starring George Hamilton in the title role; the second, *Viva Knievel!*, with none other than Knievel himself playing lead. The latter was an unlikely action-adventure flick with Knievel fighting Mexican drug dealers, but it attracted a cast that included big

names like Gene Kelly, Red Buttons, Lauren Hutton and Leslie Nielsen.

The mechanical stars of *Viva Knievel!* included this motorcycle, a 1976 Ironhead Sportster 1000 done up to look like one of Knievel's XR-750 jump bikes. Several new Sportsters were dispatched from the Harley factory for use in the movie, delivered to Dick Hutchins, a Los Angeles-area dealer. From there Warner Bros. commissioned Bud Ekins to perform cosmetic makeovers that would turn the roadsters into convincing jump bikes. Following filming, Hutchins purchased this example, which for many years was on display at the museum attached to his new dealership in Yucca Valley, California.

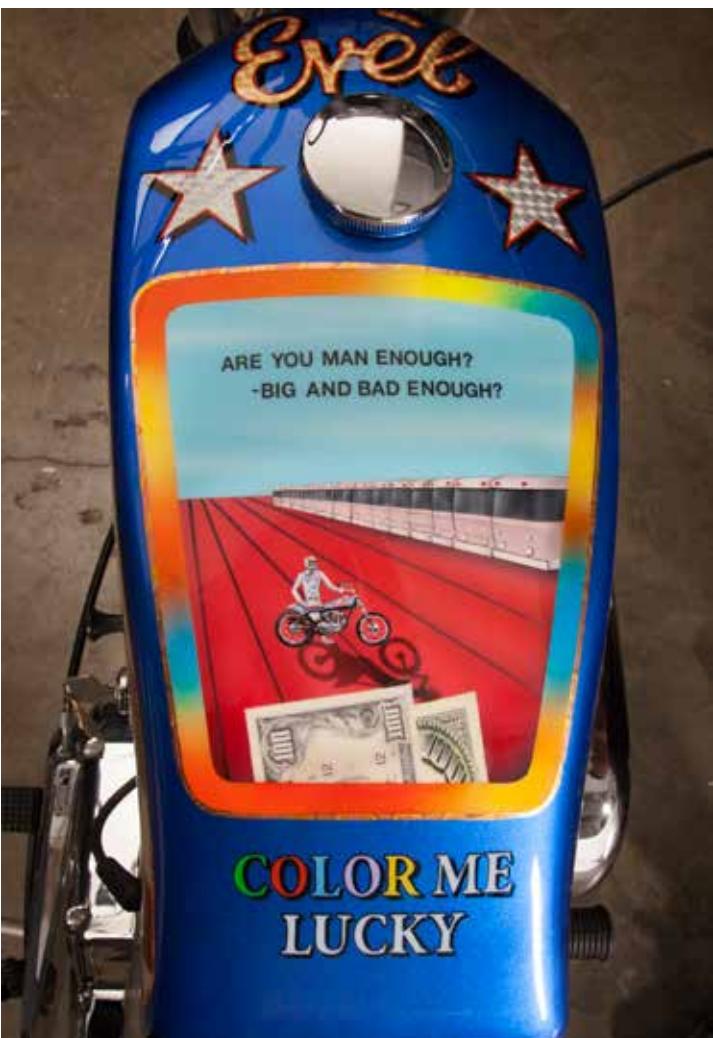
In the current owner's care, the bike has undergone a recent cosmetic restoration, including being repainted by George Sedlak, the man who originally painted Knievel's jump bikes and all of the motorcycles in the movie. It is sold with a letter of authenticity from Dick Hutchins.

\$80,000 - 100,000

Offered on a Bill of Sale.



Screenshots from Viva Knievel





141

1951 TRIUMPH 6T BLACKBIRD

Frame no. 6T2255NA

Triumph boss Edward Turner knew the value of a good headline. When demands for more power emanating from both American riders and British sidecarists grew too loud to ignore, he followed up the blockbuster 500cc Speed Twin with the 6T Thunderbird, announced in September of 1949. But a simple press release wouldn't do for Triumph's first 650. A spectacular launch stunt saw three Thunderbirds lap the banked concrete Montlhéry circuit in France at over 90mph for 500 miles, after which they each achieved a flying lap of 100-plus mph and were then ridden back the 400 miles to Coventry. Message delivered to customers and competition alike.

Moto-journalist Frank Melling: "The Thunderbird is one the most pleasant, rideable and thoroughly charming classic bikes available," he wrote. "The engine spins into life with a single, easy kick and then the bike will do everything from potter around a bike rally at 5mph to genuine, reliable 70mph cruising on the Interstate."

The first bikes were painted Thunder Blue, which was more appropriate for battleships than motorcycles. This was soon supplanted by the more pleasing Polychromatic Blue, a metallic color that became the Thunderbird's trademark hue. American dealers wanted something more



menacing, however, in their quest to snag 'conquest sales' away from Harley-Davidson and Indian. Triumph listened and the response was the all-ebony 'Blackbird,' offered only in the U.S.

This Blackbird was professionally restored some 10-15 years ago and has seen very few miles since. For most of that time it was on static display in a museum collection. It is presented in stock specification with the exception of megaphone-style exhaust pipes that may be part of factory race kit. In the current owner's care the bike has not been started.
\$16,000 - 19,000



142

1948 TRIUMPH T100 TIGER

Frame no. TF23849

No surprise that American riders preferred the T100 version of Triumph's 500 twin from its introduction in 1939. With its ported and polished engine internals, higher compression ratio, forged pistons and 1in. Amal carburetor, the T100 Tiger pumped out an additional 8bhp compared to Speed Twin – and on a good day, maybe with a slight trailing wind, was capable of the 100mph its model designation promised.

After a production hiatus during WWII, the T100 returned in 1946, now with a telescopic fork that featured two-way hydraulic damping. For postwar American riders, many of whom were accustomed to hulking big V twins, the nimble Triumph 500s were a revelation, as related in the book, *Triumph Motorcycles in America*: "New riders without allegiance to Harley or Indian who test rode a Speed Twin or Tiger 100 were often sold the first time they heeled the bike over into a fast turn. To others, the perfectly proportioned, unmistakable 'Triumph look' would virtually sell the machine." Available as an extra-cost option in 1948 was Triumph's rear 'Spring Wheel', a self-contained hub that included the brake drum and internal springing that gave a few inches of rear wheel travel, providing the rider with a measure of defense against potholes.

This matching-numbers, iron-barrel Tiger 100 was restored to a high standard about five years ago by the previous owners, a private Southeastern museum. The current owner has kept the bike unstated in static display mode, though it should take little effort to bring the Triumph back to full road readiness.

\$16,000 - 19,000





143

1961 HARLEY-DAVIDSON KR

Engine no. 61 KR 1200

Considered somewhat antiquated in racing circles, the Harley-Davidson KR held its own against the competition, mainly Norton, Triumph and BSA. The 744cc engine, stock, only developed 48 hp but the power delivery was so smooth that they were highly controllable. Many tuners, both professional and garage mechanics knew how to squeeze more power out of the units.

When the first 30 hp K model Harleys were introduced in 1952, they possessed a right side foot shift. This may have been intentional with an eye towards competition, perfect when sliding to the left...and just like the English competition. Evolving from the hand shift Harley-Davidson WR, the new KR was a lighter and smaller machine, and built to be tougher than its predecessor. The engine featured unit construction, housing both the crank assembly and 4-speed transmission. The main bearings rode on ball bearings for less friction, and not roller bearings. The real magic was in the intricately shaped cylinder heads, with inclined valves to improve the flow characteristics. The chassis retained a rigid frame and typical for flat trackers, no brakes. This was the successful rider's office, and it was purposely spartan.

This 1961 Harley-Davidson KR comes to you fully restored with a correct rigid dirt track frame. Harley-Davidson's Carroll Resweber was AMA Grand National Champion in that year. You can be a winner too with this motorcycle in your collection.

\$20,000 - 26,000

Offered on a Bill of Sale.



144

1965 TRIUMPH T120C TT SPECIAL

Frame no. T120C DU15558

Engine no. T120C DU15558

Exclusively an American model, the TT Special was a pet project of Triumph's West Coast distributor Bill Johnson, who saw many of the streetbikes he sold being stripped for competition use in flat-track, scrambles and desert racing. His 1963 TT Special came with higher-compression pistons, hotter camshafts and a high-output ignition system, giving an additional couple of horsepower over street Bonnevilles. Closer-ratio gears were installed in the four-speed gearbox, final drive sprocket ratios were altered and larger-diameter exhaust pipes tucked under the frame without mufflers – what came to be known universally as TT pipes. The forks received special springs and internal valving. These stripped-down bikes weighed a claimed 350 pounds, some 30 pounds lighter than the stock roadster.

Cycle World magazine was quite rightly impressed with their TT Special's turn of speed back in 1963, recording a top-end run of 123.5 mph with nothing more than jetting changes, and scorching the quarter-mile dragstrip in 13.34 seconds at 100 mph, hinting with that kind of performance not all TTs would be taken off road. "The performance-oriented rider, whether he intends to race or just likes a lot of power on tap, will be hard put to find more sheer flashing speed than is provided by the Bonneville TT Special," they wrote.

Acquired from a museum collection, the matching-numbers, verified TT Special had been the recipient of a recent John Ireland restoration, using NOS parts as needed and put together with fastidious attention to detail.
\$17,000 - 20,000





145

1973 MOTO GUZZI 749cc V7 SPORT

Frame no. VK*31831

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. Designer Giulio Carcano introduced the 90° twin and it was this engine design (with pre-WWII beginnings in a "military truck"), in 703cc form, which was fitted in the new V7 model introduced in 1967. In 1971, the 750 V7 Special was announced followed soon after by the V7 Sport, which was highly acclaimed and set Moto Guzzi on a firm financial footing prior to its integration within the De Tomaso group of companies. Together with its new frame, the V7S, S for Sport, featured a 749cc engine to qualify for "Formula 750-class" racing, a 5-speed gearbox and large-diameter drum brakes, the front a double-sided, twin-leading-shoe unit. With 52 horsepower available at the rear wheel, the magnificent and well-styled V7 Sport was good for 120mph.

This strikingly handsome Moto Guzzi V7 Sport was purchased by the seller from Bess Brothers Cycle Shop of Henderson, Las Vegas, Nevada in 2002. The motor was rebuilt and converted to left foot shift, that is one-up and four-down, although the original parts to convert back to right foot shift come with the bike, also in addition there is the owners manual and several spare parts. This bike has been ridden regularly for ten years and always garage kept and is now with 12,868 miles on the odometer, believed to be accurate.

\$10,000 - 14,000

Titled with frame number 31831.



146

1960 BMW 594cc R69

Frame no. 654240
Engine no. 654240

In the early 1950s BMW in Munich, Germany concentrated on refining what were essentially pre-war designs, but by 1955 was ready with a brace of new machines, the 500cc R50 and 600cc R69. The newcomers inherited the updated R51/3 flat-twin engine but deployed it in all-new cycle parts, the most notable fresh departures being the Earles-type, leading-link front fork and swing-arm rear suspension enclosing the drive-shaft in the right leg (first seen on the works racers.) Quality of finish, and superb reliability, became BMW benchmarks. A luxury tourer capable of over 100mph, the 35bhp R69 cost new as much as a small family car. It was produced until the arrival of the slightly more powerful R69S for 1961. From 1955 to 1969, 15,347 in total of all the 600 models were built. "Luxury roadster with superb high-speed performance yet docile traffic manners; magnificent steering, roadholding and brakes," was *Motor Cycle* magazine's contemporary verdict.

This motorcycle was purchased from "the first BMW mechanic" in Las Vegas, Nevada in October 1992 and underwent a mechanical and cosmetic restoration from the time of purchase until 1994. After its restoration it has been ridden – with great pleasure says the seller - for 8,074 miles. The original color, white, presents very well today complete with period Wixom upper and lower fairing, with Craven saddlebags and top case. It comes with the BMW toolkit and owners manual.

\$10,000 - 14,000





147

*From the Mike Seal Estate***1968 TRIUMPH BONNEVILLE 650cc**

Frame no. T120R 68259

Engine no. T120R 68259

There's little argument that a late-1960s Triumph Bonneville is one of the best-looking Britbikes ever made, with just-right proportions and a jaunty, let's-go-riding attitude. Showroom-stock examples of the classic T120R are a very rare find nowadays, with many bikes being bobbed, chopped or café-raced as owners – both back in the day and more recently – sought to make the machines their own.

The Seal collection's 1968 Bonnie, with just 22 miles covered since its full and correct restoration, comes from a time when Triumph was at the top of their game. Finished in the proper Hi-Fi Scarlet with silver center stripe and gold lining, the T120 led what the company called their 'Action Line for '68,' unabashedly described in the brochure as, "The swingingest, scorchingest group of motorcycles ever assembled." No idle claim, really, as Honda had yet to drop their game-changing CB750 and incite the performance wars of the 1970s.

Big T120 news for 1968 was the changeover from Amal Monobloc carbs to more modern 30mm Concentrics, plus up front we see the new 8in. twin-leading-shoe brake assembly, considered by most to be the best drum brake ever fitted to a Triumph. With these and other detail improvements, the 1968-70 Bonnevilles are universally regarded as the best of the breed.

\$9,000 - 12,000

Without reserve



148

*From the Mike Seal Estate***1951 AJS MODEL 18**

Engine no. 51 18 179801

Many riders were introduced to AMC, parent company of both AJS and Matchless, by the lowly Matchless G3L single, a 350cc WWII military bike, many of which were sold off as surplus after hostilities ended. Needing to quickly get back into peacetime production, AMC created a new civilianized version of the bike, the AJS Model 16. Soon a full 500cc model was sold alongside, the Model 18, still a fairly simple rigid-frame design. As prosperity returned to the British Isles and companies began to export products, AJS added features. Rear suspension became available, as did an alloy engine, leading to the sporty Model 18CS – C for competition, S for suspension.

Economy was the Model 18's prime calling card, though, as driven home in company literature: "Motorcycling is one of the most economical and pleasurable modes of transport. It is our sincere wish that every AJS owner should obtain from his mount the service, comfort and innumerable miles of low-cost travel that we have earnestly endeavored to build into it," read the AJS owner's manual.

The Seal collection's standard Model 18 is fitted with a plush dual seat and wears a pair of the thick-body 'jampot' shock absorbers for which the brand is known. It also retains its frame-mounted tire pump.

\$8,000 - 10,000

Without reserve

149

From the Mike Seal Estate

1961 TRIUMPH TR6C TROPHY 650cc

Frame no. D8455

Engine no. TR6C D8455

Introduced in 1956 and heavily influenced by American off-road riders, the Triumph TR6 Trophy was the kind of competent all-around machine that owners could modify in almost any direction. Many headed off-road, either as dual-purpose machines or as outright competition mounts. A good indication of the new Triumph's abilities was the finishing order at the 1957 Big Bear Run, a tough 150-mile race from the California desert floor up into the mountains, where TR6 riders notched nine of the first 10 places, with the win going to the legendary Bud Ekins.

To many eyes, the TR6 remains the prettiest of all Triumphs. "The Holy Grail itself," mused Cycle World columnist Peter Egan upon moving his recently purchased TR6 into the garage. "I focused in on the Triumph, its pipes, the air cleaner, its lovely tank, the perfect chromed bullet headlamp, the just-tight curve of its sloping seatback, the artful finning of the cylinder head, and I realized I was seeing perfection." Egan was referring to his 1967 model, but the observations are just as valid for the earlier preunit TR6s.

By 1961 the Trophy had picked up the TR6C designation, the C standing for Competition, to differentiate itself from the roadster version. The Seals' example, with its so-called 'duplex' frame, is from early in that year's production run, and is the recipient of a recent restoration from a well-known and highly regarded marque expert. Its odometer shows just 22 initial break-in miles.

\$10,000 - 14,000



150

From the Mike Seal Estate

1961 MATCHLESS G80CS

Frame no. 0991

Engine no. 61 G80CS 4154

Although Associated Motor Cycles never possessed the financial resources of bigger British bike-makers, the company established a formidable reputation in off-road competition during the 1950s, winning the UK 500cc Motocross Championship on four occasions. In the U.S., desert race victories by riders such as Bud Ekins and Walt Fulton ensured a healthy demand for AMC's Matchless G80CS and AJS 18CS scramblers.

AMC announced its postwar range of heavyweight singles in June of 1945. Housed in a rigid frame with Teledraulic front forks, the ruggedly built overhead-valve engine drove via a four-speed gearbox. 1949 brought in the swingarm frame, models so-equipped being suffixed 'S'. The scrambles engine went all-alloy for 1950 and subsequently received different cams and larger valves before being redesigned with oversquare dimensions for 1955. A new duplex frame appeared for 1960 and there were further engine improvements as AMC continued to develop its four-stroke scramblers to the end of production in 1969, by which time the days of the big Thumpers were at an end.

One of four G80CS's in the Seal collection, this unrestored example shows some individuality in its outsized winged 'M' logo and gas tank striping, both tastefully done in engine-turned gold paint. A Dirt Diggers Motorcycle Club decal on the front fender hints at past adventures in California's Mojave Desert.

\$8,000 - 10,000

Without reserve





151

One-owner machine from new

1955 VINCENT SERIES D BLACK PRINCE

Frame no. RD12511BF

Engine no. F10/AB/ZB10611

It was to be the Vincent that would usher the company into a bold new future, a “two-wheeled Bentley,” in the words of Philip Vincent, who considered the design his best work. It’s flowing, all-enclosing bodywork would set new standards of refinement, allowing gentlemen riders to commute to work in a crisp business suit, not leathers or nasty old waxed cotton. Ironically, what was to be a breakthrough machine for Vincent Motorcycles turned out to be a prelude to the company’s last chapter. In December of 1955 a Black Prince was one of the last-ever Vincents to roll off the Stevenage assembly line before the factory was closed for good.

This particular Black Prince, purchased in September of that year from a Stockton, California dealership, is unique for several reasons. First, it is still owned by the same man who bought it new, Daniel Bienfang, a racer who shared track time with the likes of Dick Mann, Al Gunter and Joe Leonard. When he wasn’t banging handlebars on northern California dirt tracks aboard a Matchless G80, Bienfang logged road miles on his beloved Black Prince, for many years his ‘daily driver’. To date the bike has covered some 135,000 miles, starting in ‘55 when Daniel uncrated the Vincent himself and rode it home. He proudly reports that to this day he is the only person who has ever wrenching on the bike.

Among the work carried out along the way was a cosmetic restoration in 1969, that, while not exactly ‘by the book’ only adds to this bike’s charm. The fiberglass body panels were resprayed the correct gloss black, but the result was much ‘deeper’ and more durable than usual at the time as Bienfang’s painter friend had access to a preproduction sample of Imron paint. Next, a talented local pinstripe artist used gold-leaf to embellish the stock accent lines. Many of the bike’s trim pieces were sent off to the chrome-platers. Beneath the bodywork, the bike’s black-enamelled engine cases were also redone, this time with some metalflake added to the paint.

About the engine, Mr. Bienfang informs us that it has never been apart, except when he installed Stellite camshafts at 110,000 miles, another unique aspect of this very special Black Prince which has been in one man’s care for the past six decades. Included in the sale are numerous snapshots of the bike taken over the years.

\$90,000 - 110,000



Our vendor, his wife and friends enjoying the Black Prince, early on in their 60 years of history





152

Built by Matthew Biberman as a tribute to celebrate Big Sid Biberman's love of Vincents

1951 VINCENT 998cc SERIES C "BIG SID" BLACK SHADOW

Frame no. RC7754B

Engine no. F10AB/1B/5854

This Shadow left the factory in January 1951 for Indian Sales Corp. in New Orleans. In 2008, it was sold by Ed Bibelhauser to Larry Elmore then to Matthew Biberman, the son of legendary tuner Big Sid Biberman, in 2011.

After Sid died in 2013, Jay Leno observed "the motorcycle world lost an icon." Heartfelt tributes followed in Cycle World and others. In *Motorcycle Drag Racing: A History*, John Stein notes that in the 1960s "Big Sid's... Vincent 'The Rattler' was... 'capable of 10.5 second quarters...in the low 140s.'" In the Louisville Courier Journal's obituary, Matt Frassica added that Sid "collected 40 trophies" before retiring to his own shop. He spent the next 40 years working on any kind of motorcycle entrusted to him. In 1991, a Rapide and an Egli Sid had built won top prizes at the Daytona spring show. In 1998, Sid published Vincents with Big Sid. In 2000, Sid relocated to Louisville, Kentucky living with Matthew and teaching him his "craft". Over 12 years they fettled approximately 40 Vincents, and Matthew wrote a widely acclaimed memoir, *Big Sid's Vincati*, recounting their efforts constructing one Vincent special and capture Sid's lifelong passion. Media attention increased further after Sid's return to land speed record breaking and with Matthew as crew chief and Logan Robison as pilot, "Team Big Sid" set seven records.

After returning from Bonneville, Larry Elmore sold them this Shadow so that, in his words, "he could become part of the Big Sid story"; Sid was

actively involved in prepping components for reassembly. In December 2011, the motor was shipped to good friend Steve Hamel in St. Paul, Minnesota. Arguably the top Vincent engine builder working today, Hamel rebuilt the flywheel assembly and improved both the bike's lower end and heads. Unfortunately Sid died before this work was completed in November 2014. Matthew and Logan assembled everything in "true Big Sid style" as a "rider's mount." Although the motor and rolling parts have been repainted, the original hardware and components are unaltered cosmetically. One exception is the Grimeca dual throttle that Sid had set aside from The Rattler.

This machine debuted at the July 2015, North American Vincent Rally. It then led the third annual Big Sid Memorial Ride at the Kentucky Kickdown show, and is sold with near 200 miles on the rebuild. With a Doug Wood-rebuilt magneto and generator, and fully functional 6-volt electrical system, the bike is easy to start and it shifts slickly, and braking, handling, and performance are excellent. The tire pump is installed as is a tool tray (with tools.) Literature includes VOC Dating Certificate and all other factory paperwork plus a rider's handbook, and signed copies of the Bibermans' publications.

Sid would indeed be very proud to see what his son Matthew has made of this, his very last Vincent.

\$125,000 - 150,000





153

A superbly strong-running machine with Matchless V-twin power

1938 BROUH SUPERIOR 998cc SS80 FITTED WITH AN SS100 ENGINE

Frame no. M8 1873

Engine no. BS/X2 1060

In 1924 the SS100 was designed and built by the indomitable George Brough in his Haydn Road premises, Nottingham, England. Sixty-nine were produced the next year, each one to a custom specification chosen by the customer. They were expensive enough, and of high enough quality, for Brough to advertise them as the "Rolls-Royce of Motorcycles", a slogan subsequently, explicitly, approved by Rolls-Royce themselves. All these SS100 machines were given a guarantee that they could exceed 100mph.

In fact, the 100 Super Sports was the first "custom" motorcycle with components chosen from many different suppliers. From 1924 to 1936 these bikes used the twin-cam JAP (made by J.A. Prestwich in north London) KTOR v-twin. For the last two years of SS100 production Brough switched to the 998cc overhead valve v-twin Matchless BX engine. Only about 300 of these Matchless SS100s were produced. Gearboxes were the 4-stud, usually 3-speeds, from Sturmey-Archer. Brough developed features of the contemporary Harley-Davidson fork and produced their own version (made by the Castle Fork and Accessory Company) to combine lightness with strength for excellent handling but only for the SS100.

Speed records came thick and fast for the SS100; Bert le Vack, a company development engineer and rider held seven. In 1927, Brough and Freddie Dixon both achieved a record 130mph for the kilometer,

and again in 1928 Brough broke it with 130.6mph. Famous customers proliferated but no other approached the promotional appeal of T.E. Lawrence, handsome, dashing, mysterious, and reportedly just plain fast. Sir William Lyons was another, repeating the SS100 name for his own (Jaguar) sports car.

The Brough Works Record Card indicates that this engine, BS/X2 1060, was supplied in 1938 in an SS100 to Watson, Cairns and Co. Ltd. in Leeds. The early history is unknown until the early 1960s when it, or one should say parts of it, was reportedly owned by a Jim Connelly, a Brough collector, as it seems to have comprised at that stage, of a few bits including the Castle forks and engine, BS/X2 1060. It then passed through several well-documented hands as an SS100 project to restore for the road. At some point a Brough SS80 frame was obtained and modified to SS100 specs to accommodate the taller OHV motor, none of these earlier owners was successful in completing the project.

In 1976 the publisher of the Brough Superior Newsletter John English, took on the project. He rebuilt the engine including a .030 overbore, new valves and springs, new push rods and tubes, a new big end and pistons, plus new exhaust, chains, tires, and re-done wheels. He enlisted the help of noted Brough expert, Tony Cripps, in final assembly of this bike. English then put about 1500 miles on it before selling it in 1984 to the current owner, who imported it to the USA.



Major improvements to the bike have been on going over the past 31 years. Most notably was the acquisition, with Tony Cripps help, of an original SS100 "show tank", reportedly from the Birmingham Motor Show. The show tank features a flared nose that extends around the headstock and the rear is contoured around the seat. The handlebars were also sent back to England, to J.W.Tennant-Eyles, to be converted to an internal twist grip mechanism with bar end levers. Over the past few years it has undergone a frame-up restoration. Not just satisfied with the cosmetics, the mechanicals have been comprehensively checked – including the installation of a 4-speed - and corrected by multi-talented engineer, John Young. The motor now starts after one or two kicks and runs perfectly and it also rides just as well as it looks. As John noted "I now understand the Brough mystique. Once in second gear, it gets long legs, becomes smooth and just lopes along." Videos of the bike starting and being ridden are available.

\$160,000 - 200,000



154

Rare air-sea rescue Vincent two-stroke 1942 VINCENT LIFEBOAT MOTOR

Here's something you won't find in the average Vincent collector's garage! It's a three-cylinder, six-piston, twin-crankshaft, electric-start, liquid-cooled, two-stroke engine designed during World War II. And if the powerplant's specification is out of the ordinary, so was its purpose, to be installed in aluminum lifeboats that would be parachute-dropped to downed aircrews bobbing in the Pacific Ocean.

Like many other companies, Vincent shut down motorcycle production after 1939 and the factory was turned over to the war effort, mainly the making of munitions. But in 1942 the Royal Air Force, expecting a protracted campaign against the Japanese, was looking for a lightweight, highly efficient lifeboat engine that could run reliably for extended periods of time.

Company boss Phil Vincent already held patents on a suitable design, which he turned over to Phil Irving for final engineering. The result was a 500cc opposed-cylinder design with three bores each containing two pistons. The outer two cylinders produced power, while the middle cylinder with double-acting pistons fed the other two. Unfortunately, this unique engine program wasn't completed before the end of hostilities, though in final form the motor seemed to meet all of its design goals. Producing 15bhp at 3,000 rpm, with 50 gallons of fuel on board, the Vincent two-stroke should have been good for up to 1,000 miles at a steady 5 knots per hour, which certainly beats swimming or fighting off sharks. One batch of 50 engines was produced, and it's believed that this example is one of 12 to survive.

\$24,000 - 28,000



155

1913 INDIAN SINGLE RACING MOTOR

Engine no. 44E084

Bicycles begat motorcycles. They also brought together two of America's pioneering motorcycle industrialists. George Hendee was a successful bicycle racer – winning 302 of 309 events entered! – who had transitioned from athlete into a producer of bicycles. Carl Oscar Hedstrom was a machinist who looked at internal-combustion engines of the day and thought he could do better. In 1899 Hendee witnessed one of Hedstrom's motorized bicycles pacing the velodrome racers at Madison Square Garden. Impressed, he commissioned Hedstrom to design a motorized two-wheeler that could be sold to the public. Thus was born Indian Motorcycles of Springfield, Massachusetts. Production in earnest began in 1902, making Indian America's first production motorcycle.

Success came quickly. A decade later Indian was the largest motorcycle manufacturer in the world, producing some 32,000 machines sold through 2,000 dealers worldwide. Given Hendee's competition experience and Hedstrom's desire to show off the company's engineering acumen, it should come as no surprise that once solidly in the black, Indian went racing.

This ported, alcohol-burning single is an example of Indian's quest for racetrack success. It's a true single with purpose-built crankcases, rather than using V twin cases with the front cylinder hole blanked off. The current owner found the matching-numbers motor in as-raced condition, disassembled it for cleaning and inspection, then put everything back together. With good spark provided by the Bosch Type ZE1 magneto, the engine is ready to run. Included in the sale are a series of photographs showing the teardown and re-assembly.

\$5,000 - 10,000



156

1919 ALCYON 2HP CYCLO MOTEUR

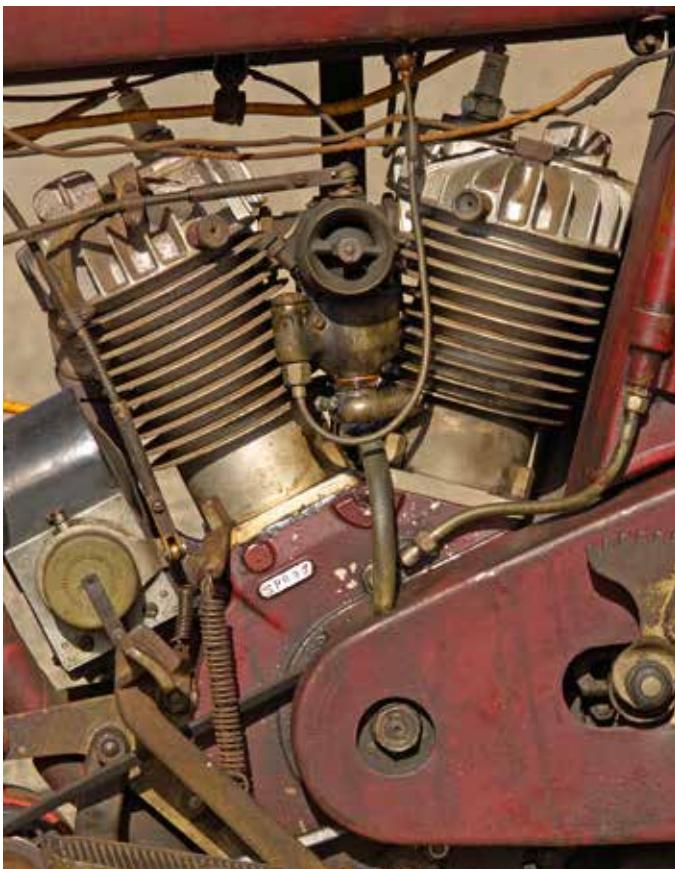
Prior to WW1 Alcyon was a well-known French pedal cycle manufacturer. Founded in 1903 by one Edmond Gentil in Neuilly-sur-Seine, a Paris suburb, the company made bicycles, motorcycles and cars, being absorbed by Peugeot in 1954. In 1912 Alcyon competed in the Isle of Man TT races with a 4-valve 350cc single and post-WWI into the 1920s their bicycle team dominated the Tour de France and other pro races. This cyclo moteur is thought to be their first attempt at attaching a small internal combustion engine to one of their diamond-framed bicycles and is dated as 1919. Five years later production ended apparently because it was obsolete. However, if one were to look at the just post-WWII motorized bicycles from Velosolex and Berini, the Alcyon appears to be uncannily similar, and modern. Let's just say that in 1919 it was strikingly handsome and apparently capable with its German-designed, built under license, two horsepower, 2-stroke, direct drive (no clutch) single, integral with the front wheel hub.

This machine is one of two known Alcyon 2HPs left; the other is in Germany with the engine design company. It was found in original condition although the engine was in need of rebuilding, as was the magneto and lighting coil. It has not been started or ridden since restoration but retains excellent compression and a healthy spark. A rare original advertisement accompanies the sale. Earn serious points on your next eBike club ride!

\$7,000 - 9,000

Offered on a Bill of Sale.





157

*Unrestored 'survivor' with rare 72ci engine***1921 INDIAN POWERPLUS V-TWIN**

As the saying goes, a machine can only be original once. That's why we see so-called 'survivors', continue to gain in appreciation. Many concours competitions now include a Preservation Class for original-finish machines. This Indian would definitely be in the running for such a trophy.

Development of the Powerplus had been initiated after arch-rival Harley-Davidson trounced Indian in the 300-mile Venice roadrace in the spring of 1915. Chief designer Charles Gustafson suggested that a well-designed sidevalve engine ought to prove good enough to beat the Harleys. The 42-degree V-twin configuration of the existing Oscar Hedstrom-penned F-head engine was retained, but with sidevalves and increased use of roller bearings. The new flathead 61ci (990cc) twin proved more powerful than its predecessor right from the start, hence the Powerplus name. As part of the testing program, long-distance ace Erwin 'Cannonball' Baker rode a preproduction Powerplus down the U.S. west coast from Vancouver, Canada to Tijuana, Mexico in August of 1915, traveling 1,655 miles in 3 days, 9 hours, 15 minutes, breaking the existing record and emphatically demonstrating the new design's speed and durability.

In production from 1916-24, the Powerplus represented a giant step away from Indian's bicycle roots, including its 'Cradle Spring Frame', a leaf-spring rear suspension setup. This particular bike is powered by the rarer 72ci (1190cc) version of the engine, available for just three model years. At some point the front fender tip, rear fender and chain guard were resprayed red, but the rest of the bike remains in original, unfettered condition. Judging by the lack of spanner marks on its nuts and bolts, it is believed that the engine has never been apart.

\$38,000 - 44,000



158

1912 POPE MODEL H

Engine no. 3014

A pioneer in American motorcycling is the Pope. Like many early manufacturers, Pope was first into bicycling manufacturing which began 1878 with domestic high wheel bicycles and imported English bicycles. Albert Pope was truly entrepreneurial and had his hand in many businesses. His first business prior to bicycles was the making of air pistols and cigarette rolling machines. Pope is credited with the first assembly line in America, not Henry Ford, for his bicycle manufacturing. His first motorcycle was traded as the Columbia in 1902, manufactured under the American Cycle Co. name, the same name as his bicycle business, and a continuing factor in modern bicycle production. Several other ancient motor- bicycle badges like Rambler, Crescent and Monarch were all manufactured under the same roof, all controlled by Albert Pope. He even manufactured automobiles until 1915. However it was not until 1911 that Pope Manufacturing produced a full size motorcycle with the Pope name on the tank.

This 1912 Pope Model H is representative of the Pope Manufacturing Company's first motorcycle, a substantial single cylinder four-cycle engine motorcycle intended for the masses, much like Henry Ford's Model T. The Model H has also been named the Pope 4HP since the motor churns out 4 hp. This motorcycle is belt driven with a 15/16" V-belt and is offered with neither a clutch nor belt tensioner. There are double grip controls, the left grip controlling the spark advance and the right controls the throttle and exhaust valve lifter. To operate, you simply start pedaling down the road and twist both grips. The left advances the spark from the Herz magneto and the right grip drops the exhaust valve the same time the throttle is opened. Stopping the engine is reversed while back pedaling on the coaster hub brake.

This Pope motorcycle was restored from a complete and original motorcycle. Its presentation now is a concourse finish, worthy of any collection or museum. Its finish is a deep Royal Blue with all the bright parts in nickel.
\$46,000 - 52,000



159

1921 CLYNO 925cc V-TWIN WITH SIDECAR

Frame no. 173
Engine no. 173

Built in the heartland of the British Motor Industry at Wolverhampton, the Clyno motorcycle was the brainchild of cousins Ailwyn and Frank Smith who had set up The Clyno Engineering Co. in 1909 with initial modest intentions of designing and marketing an adjustable belt pulley for motorcycle transmissions. Their close involvement with the motorcycle industry spurred on their ambitions and by 1911 they were assembling complete motorcycles in their Pelham Street Works, using high quality components including Chater Lea frame fittings and Stevens engines. Their sidecar design provided great rigidity and safety—hitherto riding in a motorcycle sidecar was a perilous occupation.

Their 925cc V-twin of 1921 was of the highest quality - and indeed expensive. Rear leaf springing set the machine apart from its peer group while all three wheels on the combination have jacks and are interchangeable. This example is indeed equipped with a spare wheel and comes with rare electric lighting. The speedometer is driven from a sprocket on the front wheel and note the fine cast aluminium chain cases and the detail of the nickel plated exhaust system, so carefully



restored. The luggage platform at the rear with petrol can mounted underneath provide for the longer journey. The sidecar is believed to be of Clyno manufacture, coachbuilt to traditional standards and equipped with a detachable flexible windscreen. Interior fittings include a lockable cupboard and a separate toolbox.

This outstanding early V-twin was in the previous owner's hands for some 31 years and ten years were spent on a painstaking and carefully recorded restoration.

\$40,000 - 46,000



160
1946 TRIUMPH 3T

Frame no. 463T73863

As Triumph production reverted to civilian machines in the immediate postwar years, the company announced the new 3T, a 350cc companion to Edward Turner's 500cc Speed Twin. The 3T was similar in many respects to the Speed Twin, but also borrowed features from the TRW and 3TW military motorcycles. Basic engine design followed the 5T, but featured rocker boxes incorporated into the cylinder-head casting and a built-up crankshaft with one-piece connecting rods. The punchy, vertical twin developed 19bhp and was timed by Motor Cycling testers at 74mph on the top end. Ridden normally, the 3T returned fuel economy approaching 80mpg and was warmly received by economy-minded buyers. The engine possessed a measure of the low-down 'grunt' associated with Triumph's larger twins and as a result was a pleasant, charismatic machine to ride.

In production from 1946-51 and never built in huge numbers, a 3T is a rare sight today, especially in the U.S. This 1946 model is an older restoration that was housed in a museum for many years. In the current owner's care it has remained on static display, and will require the usual minor recommissioning before use.

\$15,000 - 18,000





161

1971 MV AGUSTA 750S

Frame no. MV4C75214054

Engine no. 214-047

"A 750S prototype, built out of a 600, was shown at the 1969 Milan show, but it was still some time before the 750S (internal code name, all years, was MV4C75) went into limited production. The show prototype was very strikingly styled as a sports machine, and, as expected, was the star of the show. The claimed power was 65 horsepower at 7,000rpm, the top speed 225kph... "Probably due to the Count's (Count Domenico Agusta that is, owner and founder of the Meccanica Verghera Agusta corporation) reluctance, only a small number of 750s were built in 1970. This scenario may well have continued if Count Domenico had not died suddenly on 2 February 1971. His brother Corrado succeeded him, and initially there were few changes." *The book of the classic MV Fours, Ian Falloon, (Veloce, 2011).*

Production years for the "first series" MV 750S continued through 1973; with the "second series" starting the next year, 1974. Ostensibly a hand built motorcycle there were a myriad of technical and aesthetic changes, batch by batch. Matching engine and frame numbers with a factory

published "spare parts variation list" is clearly a noble task, (the 1972 edition was published in August 1973.) And by 1973 there appears to be some randomness in the numerical order in which engines and frames were assembled, meaning that a 1973 engine may well have been installed in a 1974 frame. A total of 402 750Ss were produced with 9, 56, 187 and 150 respectively each year in 1970 through 1974.

This motorcycle is a "typical" 750S built in late 1972 to the 1973 specification. In beautiful condition it has only 7,892 miles on the odometer, believed genuine. Like every contemporary 750S its 4-cylinder, double overhead cam, 743cc (65mm bore and 56mm stroke) had a 9.5:1 compression pushing out 69 horsepower at 7,900rpm using four Dell'Orto 24mm carburetors. It used a steel tube loop chassis, one side of the swing arm accommodating the shaft drive, Grimeca drum brakes, a Ceriani front fork, Sebac rear shocks, and a tank and seat with a stance wicked enough to make grown men weep.

\$100,000 - 120,000





162

1947 GILERA SATURNO SPORT

The fabled Gilera motorcycle company was founded in 1909 by Giuseppe Gilera. The company was known for manufacturing reliable motorcycles of conventional design but that all changed in 1935 when Gilera bought the rights to the Rondine 500cc four cylinder engine and went racing. Gilera won six world championships by 1957.

One of the exceptional production models that debuted in 1939 was a 500cc single cylinder OHV machine, the Saturno. The Saturno was not your average daily bike but a very sporting motorcycle that rivaled the famous Norton Manx and BSA Gold Star. It bristled with innovations. Its transmission and primary drive were all sealed in a unit construction engine which also held an oil sump, filter and pump. Additionally there were no oil lines as the engine used internal galleries. The engine was part of the stress frame which improved the rigidity of the chassis and improved the handling by lowering the center of gravity.

This post war Gilera Saturno Sport has is offered in original condition. It features an aluminum head with a 28mm Dell'Orto carburetor. The engine was capable of putting out 35 to 40 hp, driving the motorcycle to speeds of 115 mph. The chassis has Gilera's unique torsional rear suspension while the front carries a set of girder forks. In 1947 at the San Remo track, the Saturno on its race debut, took its maiden victory. The model added San Remo to its name following that glorious day in their history.

This 1947 Gilera Saturno is an exceptional motorcycle showcasing the engineering talents by Italian motorcycle manufacturers that catapulted them to the pinnacle of motorcycling championships during the late 1940's and 1950's. Offered on a Bill of Sale.

\$8,000 - 10,000



163

*One of the last Meriden Triumphs,
showing just 450 original miles*

1982 TRIUMPH BONNEVILLE 750cc T140ES

True 'time capsule' motorcycles are lucky finds. This 1982 T140ES is one of the last Bonnevilles to emerge from Triumph's Meriden works – by 1984 the company was out of business, the factory flattened. By this time, the venerable parallel twin had been updated in an effort to keep pace with Japanese rivals. The engine had been punched out to 750cc and fitted with a 5-speed gearset, while the ES designation in the model name indicated, at last, the addition of electric starting, a fact emphasized by the 'Electro' decals complete with lightning bolts. After a shaky start, the new oil-bearing frame had been redesigned and now added to the brand's reputation for secure handling. Lockheed disc brakes at both ends brought stopping to current standards, and thanks to U.S. safety regulations, the Bonnie now shifted on the left and had its brake pedal on the right.

This T140ES, wearing a factory fogged bronze paint scheme with gold pinstripes, is 100% all-original and has covered just 450 miles from new. Originally dispatched to Dave's Cycle Sales in Springfield, Illinois, it was kept and beautifully preserved by the dealer for 30 years after his shop closed. Never titled, it is sold on the original Manufacturer's Statement of Origin from Triumph Motorcycles America, Inc.

\$8,000 - 10,000



164

1967 TRIUMPH TT SPECIAL

Frame no. T120TT DU61536

Engine no. T120TT DU61536

As with many of the more interesting British motorcycles, America should be given credit for the Triumph TT Special and its single-carb stablemate, the TR6SC Trophy Special. The U.S. had long been Triumph's most important export market, so when Western states distributor Johnson Motors requested off-road only versions of Triumph's 650 twin, it was treated as more of a friendly demand.

The aptly named TT Special, with its stripped-down look, small fuel tank and short, open exhaust pipes, echoed the style of those racers. Where a maximum output of 52bhp was claimed for the Bonneville roadster, the TT produced 54bhp courtesy of its high-compression pistons and those trademark open pipes. Tachometer-only instrumentation, a larger-section front tire and absence of lighting further distinguished the TT, which came with lowered overall gearing reflecting its intended role primarily as a dirtbike.

Today, a good TT Special is among the most collectible of 1960s Triumphs. Dating from the final year of production, this matching-numbers example in the correct Aubergine over Alaskan White paint, already a very complete machine, has just been treated to a fresh restoration by noted marque expert, John Ireland.

\$17,000 - 20,000





165

1923 READING STANDARD 72ci TWIN

One of the great pioneer names in American motorcycling had its austere beginning in Reading, Pennsylvania in 1903. A notable concern in bicycle manufacture, Reading Standard, like other small concerns, joined the emerging motorcycle market by copying the new Indian, using parts obtained from Aurora Automatic Machinery Company.

In the quickly evolving technology of motorcycles in those early days, Reading Standard's chief engineer, Charles Gustafson Sr. journeyed to Europe to investigate fresh ideas for their motorcycles. What emerged was America's first sidevalve engine. Unfortunately the curtain fell upon Reading Standard and their assets were acquired by Cleveland Motorcycle in 1923.

This last-year Reading Standard features the company's famous 72ci engine. Power from the robust motor is transmitted by a chain primary drive to a 3-speed transmission. In order to eliminate gear damage, the rider needed to depress the clutch pedal which rotated a cam lock at the bottom of the shift lever. Pressing the button on the top of the lever disengaged a locking device allowing the shift lever to be moved to another position. An auxiliary tool box is mounted on the top of the gas tank with an array of lighting switches and a Weston ammeter and a Corbin 80 mph speedometer completes the package.

On these shores Reading Standard is a rare motorcycle, and this example is a very clean but earlier restoration and is an opportunity to enjoy a great but uncommon American motorcycle on the road or to complete your collection.

\$45,000 - 50,000



166

1929 HARLEY-DAVIDSON MODEL C

During the 1920's, Harley-Davidson as well as Indian had investigated the potential market for motorcycle sales overseas and found a growth in small single cylinder motorcycles of 21ci and 37ci capacities. Harley-Davidson realized that domestic sales would not contribute much to the coffers as American riders preferred the larger V-twins but planned on sales in Europe, England and Australia to make production profitable.

New for 1929 was a 37ci or 500cc sidevalve single complete with battery & coil ignition. Wisely, Harley-Davidson followed the successful lines of the big twins with their diminutive singles. The little bikes looked all the part of its larger stable mates. The changeover from the smaller single cylinder bikes to the new 37ci machine must have used up considerable leftover stock as the initial Model C motorcycles used 21ci frames and wheels were offered in both drop center rims and clincher rims. The little motor would churn out 10.5 hp and take the bike up to speeds of 60 mph. As elementary as the motorcycle may appear, it featured a 3-speed, left hand shift transmission with either a standard left side or an optional right side foot clutch. Harley's 4-piece Pipes O' Pan muffler, downsized to a 2-pipe for the single was used as company policy mandated quiet operation. The new spring fork carried a fully sprung front fender and its technology would reappear with the 1936 Knuckleheads.

This neat little Harley-Davidson is available as an older restoration but is in solid, usable condition. There are some areas where paint could be touched up, but overall the finish is in good condition and could be made to sparkle once more. It features a unique accessory dual tail light on the rear fender. Harley singles from this period are quite uncommon and would make an ideal antique motorcycle to enjoy, especially for the older enthusiast who doesn't want to deal with the weight of the Big Twins. It's ideal.

\$11,000 - 14,000





167

1949 HARLEY-DAVIDSON PANHEAD

Engine no. 49FL4704

When Harley-Davidson revised its Model F's 74ci overhead-valve v-twin engine in 1948, the shape of the new rocker covers gave rise to the nickname "Panhead" - unofficial, of course. New from the sump plug upwards, the E, and the high-compression EL, brought a new level of performance and was immediately well received in the marketplace. Nevertheless, it was not long before H-D was exploring ways of improving its new offering by increasing engine capacity to 74ci (1,200cc) in the FS and FL (high compression) models. Introduced in 1941, the new "74" FL was now up to 48 horsepower with improved reliability to boot.

For 1948 Harley went into "full revision" mode with the Panhead. The top end used aluminum heads and those distinctive "cooking pan" rocker covers. Oil lines were internalized and hydraulic valve lifters adopted for greatly reduced rocker noise and easier maintenance. The frame was also improved; now to a "wishbone" frame incorporating bowed front down tubes. The hugely popular styling of the pre-war bikes remained much to everyone's pleasure – then and now.

This motorcycle is the quintessential "barn find" with precious little recorded history. It was left in a dry barn in Glastonbury, Connecticut with 14,722 miles on the odometer, owned by a well-known east coast collector. The patina is quite remarkable, the paint a little faded and the chrome a little bubbly. Mechanically, the bike appears sound. The buyer will then have the hard choice of careful but thorough re-commissioning so as to maintain the often-heard maxim today, "it's only original once", or kickstand-up restoration. What a fantastic opportunity!

\$25,000 - 30,000



168

c.1954 PARILLA 175cc HIGH CAM SPORT ROAD RACING MOTORCYCLE

Engine no. 403248

Giovanni Parrilla (he dropped one "r" to make it easier to pronounce) was born in southern Italy in 1912. He opened his first business near Milan working on pumps and as a Bosch spark plug wholesaler, yet in October 1946, he announced two new racing motorcycles patterned after the Norton Manx with a single vertical cylinder and bevel-drive camshaft designed by his employee, Giuseppe Salmaggi. Giovanni thought that an Italian British-style motorcycle would sell well on the home market. These first prototypes were 246cc (66x72mm bore and stroke) 4-stroke singles with a gear driven camshaft. The compression ratio was 6:1 to suit the low octane fuel available producing perhaps 15 horsepower at 6,200rpm. The frames were welded loop with a single front down tube, and plunger rear with girder forks. What followed were ten or more years of continuous development with a whole series of 125, 175, 200, 250 and 350cc machines, even some 2-strokes – all of which were mighty competitive, small-bore race winners around the world. But by 1962 it was essentially all over. Giovanni sold out and the doors were closed on the truly remarkable "greyhound of motorcycles."



This is a fully refurbished push rod high cam (camme rialzata or lifted camshaft) Parilla 175, restored to a very high standard by Eduardo Vanucchi of Rimini, Italy. The bike, most likely began as a production Sport model, runs a 400-series "slightly" long stroke 175cc (59.8mm bore x 62mm stroke) with 4-speed gearbox which had been "race prepped" in period, and then apparently run in Italian closed circuit races as well as the Giro d'Italia during 1956 and 1957. The chassis features Earle forks, rear shocks and brakes all modified to race specification. The lightweight fuel tank is a reproduction. Beautiful and purposeful!

\$16,000 - 20,000

Offered on a Bill of Sale.



169

1969 HARLEY-DAVIDSON FLH ELECTRA GLIDE

Frame no. 69FLH5466

Engine no. 17651.58

The Panhead engine made its final showing in 1965 but not before the Duo-Glide became the Electra Glide as electric start was introduced in that year. In the year 1966 the Shovelhead was introduced and the new engine design brought forth more power and smoother delivery. Still the bikes looked no different from the Harley-Davidsons from decades earlier. They needed something that would stand out in the public eyes as well as the riders. That came in 1969 when Willie G. Davidson, then the Vice-President of Styling for the company bearing his name, brought out a new touring fairing to replace the old windshield. The Harley Electra Glide was ready to take on the roads of America in style and comfort. The new fairing was instantly recognizable by anyone on the road. It didn't matter whether one was a seasoned motorcyclist or the average guy in a car, you knew it was a Harley.

Production figures for 1969 showed that more Sportsters were built than Electra Glides with total Harley production near 15,600 units. The cost of a new Electra Glide was \$1900. That January, the shareholders of AMF



approved the purchase of controlling shares of Harley-Davidson for \$21 million, the beginning of another chapter in the history of the company.

This gorgeous 1969 Harley-Davidson Electra Glide is a totally original condition motorcycle. The Limited Edition machine in Sparkling Burgundy and Birch White is really eye catching, all highlighted with white wall tires, white rubber mats and grips, and white saddlebags. The added chrome and accessories complement the beauty of this motorcycle.

\$18,000 - 23,000

Without reserve



170

1953 HARLEY-DAVIDSON MODEL GA SERVI-CAR

Engine no. 53G1269

The Meter Maids' motorcycle, Harley-Davidson's iconic three-wheeled motorcycle was actually developed during the Great Depression, targeting the service shops and car dealerships. It was designed to tow behind a car, clipping onto the car's bumper. When the driver arrived at his intended destination, he would simply unhitch the Servi-Car and ride back to the station. For this reason they could be equipped with a tow bar and a storage box to hold tools. Additionally the Servi-Car became useful for many small businesses for deliveries and service vendors. The police departments found them extremely handy for traffic control and regulating parking violators.

The original 1932 Servi-Car utilized the engine from Harley-Davidson's 45ci side valve R model but by 1937 they updated to the W engine. The W engine stayed with the Servi-Car until its end of production in 1973. This machine also had Harley-Davidson's first electric start in 1964, ahead of its two-wheeled brethren. Servi-Cars had a solid rear axle with a differential, and had a track similar to cars of the period.

This 1953 Harley-Davidson Model GA Servi-Car is designated as a police model and features a police badge on the front fender, red police light on



the front mounting bar and a siren driven from the rear wheel. Keeping with the model year, the Servi-Car has the traditional Springer front fork, hydraulic brakes and a steel box on the rear of the machine.

The restoration of this Servi-Car began with an original police motorcycle and is both immaculate and stunning in Brilliant Black & Birch White. The restoration honors the San Francisco Police Department with their name painted boldly on the rear of the box.

\$30,000 - 35,000

Without reserve

Titled under the engine number.



171

1966 HARLEY-DAVIDSON FLH

Engine no. 66FL2338

A new motor debuted in 1966 for Harley-Davidson's flagship model motorcycle. Learning from the more performance leaning Sportster, the FLH gained new aluminum heads with improved efficiency and gained 5 hp performance from the 74 cubic inch engine. The new heads were distinctively different from the former FLH's Panhead motor and riders began using the term, "Shovelhead" to describe the motor. The new motor was smoother and more powerful than its predecessor, an advantage as the Harley had gained a few pounds over the years, weighing in at 783 lbs. It now made 60 hp at 5400 rpm and the lower compression FL was now at 54 hp.

In 1966, the Shovelhead FLH was King of the Road. Nothing beat it for comfort while touring. It came stock with a Buddy Seat, quiet dual mufflers, crash bars, saddlebags and windshield. All you needed was gas and an open road. The electric starter introduced the previous year added to the pleasure of the riding experience. The Duo-Glide, as it was designated by the factory, had telescopic forks up front and a pair of shock absorbers in the rear. Several other mechanical improvements were included in the engine. Drum brakes were still used to slow the bike but hydraulics made the task easier and safer. New, the bike sold for \$1610 with nearly 6000 Duo-Glides rolling off the production line that year.



This 1966 Harley-Davidson is restored and magnificent in Brilliant Black & Birch White, looking like it just rolled off the dealer's showroom floor. It has the full complement of factory accessories that add to the visual enjoyment of the motorcycle, and the white saddle appears to be new old stock. If you are a Harley-Davidson enthusiast of the Shovelhead Big Twins, this is a bike that deserves to be in your collection.

\$15,000 - 25,000

Without reserve

Titled under the engine number.



172

1959 HARLEY-DAVIDSON FLHF DUO-GLIDE

Engine no. 59FL6670

The evolution of the Harley-Davidson Big Twin was sure and steady however they should have been looking over their shoulder to Japan where a company called Honda had become the largest motorcycle manufacturer in the world, cranking out 500,000 units a year, mostly to Asian countries. Harley's production wasn't close to its World War II output, only making 12,347 motorcycles in 1959. The FLHF, the foot shift high compression FL model comprised a quarter of that number.

The OHV Panhead motor debuted in 1948 and the following year brought hydraulic forks to the Big Twin as standard equipment. In another seven years, the Duo-Glide, still with the 74 ci. Panhead motor, arrived on the scene giving the Harley-Davidson a more comfortable ride. The transmission held four clusters in this foot shift gear box. New for 1959 was a neutral indicator light on the instrument cluster, and a new Trip-O-Meter speedometer on the redesigned Tele-Glide fork panel. Other improvements included the diaphragm fuel petcock and new aluminum carburetors with a modified manifold. Touring equipment was still optional in that year and a dual saddle could also be purchased. That year also introduced a new stylish tank logo, the Arrow-Flite, which was a red oval behind a chrome arrow with the Harley-Davidson name on the arrow's shaft. The price of a new FLHF in 1959 was \$1280.



This 1959 Harley-Davidson Duo-Glide is finished in Calypso Red & Birch White. It beckons of the rock and roll era with the fresh bright colors and extra chrome trim on the primary cover and tool box. The white wall tires highlight the bike's good looks and the solo saddle speaks of a young man cruising the streets looking for friends and fun.

\$25,000 - 30,000

Without reserve

Titled under the engine number.



173

1970 HARLEY-DAVIDSON FLHP HIGHWAY PATROL

Frame no. 2A24706H0
Engine no. 17651.58

The AMF years of Harley-Davidson ownership had just begun with the company facing corporate restructuring, which was essential if America's last motorcycle company were to survive. It was a hard time for loyal employees of the Motor Company. Motorcycle sales were down but it was important to invest in the company, to reinvent itself. Sales to police departments around the world but especially in the United States were an important source of income to Harley-Davidson, as it had been since the early days of the company. Although based on current models, the police machines had special options. Harley made these motorcycles dedicated to the business of law enforcement. At the time, very few motorcycle companies catered directly to fulfilling police orders.

Many former police motorcycles were stripped of their official equipment to serve a second life as street motorcycles. Luckily this 1970 Harley-Davidson was intact with its complement of special equipment and nicely restored in Birch White with black panels. The siren was operated by a heel pedal on the left side of the bike that pushed the siren spindle against the rear tire. A RCA Police Radio is intact and the motorcycle has front and rear red police lights. The Electra Glide chassis also has a sprung seat post under the solo saddle, providing welcomed extra comfort to the police officer who had to spend numerous hours each day on the bike. The motorcycle is in complete running condition and ready to ride again.

\$20,000 - 25,000
Without reserve



174

1960 HARLEY-DAVIDSON FLH POLICE MODEL

Frame no. 60FL2037
Engine no. 4155158

A new decade ushered in with Harley-Davidson in 1960, implementing several improvements to their Duo-Glide with the venerable Panhead engine. Gracing the front was a new aluminum nacelle that covered the headlight. Gone were the metal V-stripes and separate headlight. A re-designed two-piece handlebar and mounting bracket, along with a new windshield assembly necessitated these improvements. The motorcycle also gained a more powerful rear brake and better damped rear shocks. Internally, there were new extra heavy valve springs and improved oil control rings in the pistons. Cosmetically, the tank inherited the badge from the former year and gained a splendidly revised paint scheme on the gas tank that gave it a thoroughly modern appearance.

It's unfortunate that police motorcycles didn't benefit from civilian paint schemes because this 1960 Harley-Davidson would have been an outstanding police motorcycle with that embellishment and more young men may have entered the force just to ride one. However this motorcycle is still a striking machine to admire in Brilliant Black with white side panels on the tank and fender skirts. It features red police lights up front and a police badge on the front fender.



This 74 ci motorcycle is a basic FLH, meaning it has a hand shift, four speed transmission. There were three police option packages for 1960. FP-1 had the front fender mounted siren with hand control, speedometer hand control, oil filter and Deluxe solo saddle. FP-2 provided a foot control for the siren while the final option package FP-3 designated a rear mounted siren. With the sprung solo saddle, it was a comfortable ride.

This police model Duo-Glide from 1960 has only 25 miles on a complete restoration using only original parts. It's well done and a striking motorcycle to look at. Be careful, this motorcycle may arrest your eyes.

\$25,000 - 30,000

Without reserve



175

1942 HARLEY-DAVIDSON WLA

Engine no. 42WLA68497

Entering into World War II, the government specified a contract for military motorcycles which called for a 500cc engine. But Harley had also followed the letter of the military specs and discovered that 500cc didn't provide the power needed for a heavy American motorcycle. They upped the ante to 750cc and eventually won the lucrative government contract. Thus the Harley-Davidson WLA, a 45ci side valve V-twin powered motorcycle became a standard in during the war. Some 90,000 units were produced during the war years, and probably supplied enough spares to construct considerably more. Motorcycles were produced for Canada, England, France, South Africa and the Soviet Union under the Lend-Lease Program. Following the cessation of the war, WLA's were dirt cheap, available new for \$200. Machines would be stripped of many features leaving only a bare frame and engine. It was the beginning of the Chopper craze.

Most all Harley-Davidson 45's were designated 42WLA through all the war years, and replacement frames and motors were typically not stamped with a serial number. Typically the motorcycles were

instantly recognizable by their olive drab paint scheme, and bright plated parts normally didn't exist. Electro plating was reduced to save those metals for other critical war uses so the parts would have been painted instead. Fenders were minimal with open sides to reduce clogging from vegetation and mud. Blackout lights were mounted front and rear, while a stout carrier over the back fender would hold heavy equipment. An enclosed air cleaner mounted high on the machine protected the engine when fording streams or operating in dusty conditions.

This 1942 Harley-Davidson WLA received a full restoration from an original motorcycle. It accurately is restored as a US Army motorcycle and is in concourse condition.

\$20,000 - 25,000

Without reserve

Titled under the engine number.



176

'Big Valve' ball-bearing motor, Oregon and Washington race history

1926 INDIAN 'DAYTONA' FACTORY HILL CLIMBER

Frame no. 4

Engine no. M353

Unlike board-track racing with its expensive, difficult-to-maintain wooden speed bowls, hill climbing was racing at its simplest. The so-called 'slant artists' found the steepest, tallest dirt hill in their area, used lime to mark off the side boundaries, then lined up at the base and with virtually no run up, gunned themselves and their machines toward the clouds. Power, traction and the ability to keep the wildly revving bike from flipping over backwards were what counted, and whoever made it farthest up the incline the fastest won the day.

Purpose-built motorcycles like this factory Indian hill climber were the preferred tools of the trade. The potent 61ci V twin engine, running on alcohol and breathing through a special Schebler 1½in. DLX-24 carburetor, can trace its roots back to 1920 when a works-tuned Indian Powerplus set several world speed records on the sands of Daytona Beach. Subsequently, Indian's race motors throughout the 1920s were built to 'Daytona' specification. Effective they were, too. "So potent

were the Powerplus-based racers that for a while they were the fastest in the Indian stable, beating anybody's eight-valve overheads," attests marque historian Jerry Hatfield in his excellent book, *Antique American Motorcycle Buyer's Guide*.

While a detailed competition history of this Daytona hill climber has been lost over the years, it's known to have raced in Oregon and Washington in the ownership of Indian dealer Graham Wilkins. Not very many of these special machines were produced by Indian, perhaps as few as eight. This one has frame number 4. The engine, which has been fully rebuilt and starts and runs, bears the telltale factory Daytona fingerprints, including extra finning, large valves, a ball-bearing crankshaft, 2in. machined steel flywheels – and the oversize engine cases required by the latter two items.

\$100,000 - 120,000

Offered on a Bill of Sale.



177

1948/1970 EGLI-VINCENT 998cc RAPIDE TO LIGHTNING SPECIFICATION

Frame no. DC02

Engine no. F10AB/1/1662

One of the world's best known independent motorcycle frame makers, Swiss engineer Fritz Egli built his first frame to tame the wayward handling of his Vincent v-twin race bike. The Vincent used a spine-type frame and so did Egli, though his was an all-welded tubular structure rather than a bolt-up box-section, and proved to be hugely successful. This large-diameter spine became Egli's trademark and proved adaptable to almost all types of motorcycle engine layout from British singles to across-the-frame Japanese fours. It was indeed the complete answer to the Vincent racer's handling problems, and Fritz duly took the Swiss hill climb championship in 1968, winning every round. These days widely regarded as a marque in its own right, it is the Egli-Vincent v-twin, with its exciting combination of classic power and modern chassis technology, which has proved to be Fritz Egli's most enduring legacy.

This superb, well-crafted example was re-constructed by Big Sid Biberman in Louisville, Kentucky – it's pictured in Matthew Biberman's book *Big Sid's Vincati: The story of a Father, a Son and the Motorcycle of a Lifetime* (Hudson Street Press, 2009). The vendor, a long term Vincent collector, was a good friend of Big Sid's, and Sid was the caretaker of his bikes. The early life of this bike is mysterious. Egli historian Philippe Goyony says that the frame has its origins in the UK, most likely built

(circa1970) for Egli licensee Slater Brothers. Metal Profile forks, Grimeca drum brakes and aluminum rims complete the chassis together with an aluminum tank and suede hump seat.

The motor is a 1948 Rapide (with a re-stamped engine number and a crankcase halves mating number which is too early for that engine number, according to the VOC 'factory' database) which has been hugely modified to Black Lightning specification using all the internal tricks, Dell'Orto carburetors and short hand-made Biberman-pipes with removable "muffler plugs." Matthew took the Egli out after the complete redo and said "it pulled a 916 Ducati from 50 to 90mph!" The odometer reads 322 miles although its accuracy is not known but given the condition of the bike it would seem about right. The bike was last run about a year ago and has been properly stored since then.

In spite of any mystery, the bike is a stunning example of just how effective an Egli-Vincent can be both in terms of performance on the road and at pulling at our heart strings. "Exotic" doesn't even begin to describe this motorcycle.

\$80,000 - 100,000

Titled under the engine and as a 1948.





178

A basket case to mildly customized Rapide in the hands of Big Sid Biberman

1955 VINCENT SERIES D RAPIDE TO BLACK SHADOW SPECIFICATION

Engine no. F10AB/2/11127

All D Series Rapides from the factory would have had 10 horsepower less than the Black Shadow that is 45 at 5,300rpm versus 55 at 5,700rpm, but each one actually weighed less at a claimed dry weight of 455 versus the Shadow's 458lb! Top speed, however, was down at 110mph versus 125mph. But the change in appearance was more dramatic. The mudguards and wheels, with strong visual impact, were quite different: Shadow "slimline" silver versus painted Rapide "all enveloping", and D Rapides had 19in front wheels and 18in at the rear, as did the D Shadows, different from the earlier bikes.

This bike is a beautifully restored Rapide with 211 miles on the odometer – thought to be accurate from the time of the rebuild. The bike demands very close scrutiny if only because it has been suggested that a D Series

Rapide, with the extra oomph from a Shadowised motor, may just be the finest riding of all the Vincent v-twins on the street. But only you can decide if it's true. The vendor bought this Rapide as a basket case and commissioned a full restoration, together with engine modifications, from the late Big Sid Biberman, who has been described as having had the finest understanding of "the Vincent" of anyone who never worked at the factory. Inside the Rapide motor are Black Shadow components; outside the crankcase covers are black enameled, but the case, barrels and heads have been left uncoated. The bike is ready to be shown, or ridden away into the sunset. The finest riding of all Vincent v-twins?

\$75,000 - 100,000

Titled under the engine number.





179

1926 EXCELSIOR SUPER-X

Engine no. 4679

In 1925, the Excelsior Motor Mfg. and Supply Company introduced a radical departure in motorcycle technology with their new Super-X, a small 45 ci displacement inlet-over-exhaust V-twin. The engine was penned by Arthur Constantine while at Harley-Davidson where he was reprimanded for wasting time on the project. So he resigned and joined up with Ignaz Schwinn at Excelsior. The engine was a direct response to Indian's highly popular 37 ci Scout, however the Super-X was a 45, the first in American motorcycling. The unique engine crankcase was shared with the transmission, with power transmitted by helical gears. The combination proved to be both light and fast. Joe Petrali set a new record of 107.71 mph on a mile course, the first time a small displacement engine broke the century mark. A new competition class in America was created in direct response to the presence of 45ci motors, all thanks to the Super-X.

Titled as a 1927, this 1926 Super-X by Excelsior is a complete restoration based upon an original motorcycle. It is correctly finished in Excelsior's Sage Green with black and red pin striping, set off beautifully with cream wheels. Breaking away from the leaf spring front suspension of earlier Excelsiors, this new Super-X features Excelsior's Full Floating front forks. The frame allows a low saddle height and the streamlined gas tank adds to a thoroughly modern look to this handsome motorcycle. It is as fast as it looks. The company probably pushed the marketing of the four cylinder Henderson more than the 45 ci V-twin as Super-X motorcycles are fairly uncommon now and were probably so in their heyday. This is an opportunity to own a unique and rare American motorcycle.

\$45,000 - 50,000



180

1951 ARIEL SQUARE FOUR 996cc 4G MKI

Frame no. SC711

Engine no. RD680

In 1928, engineer Edward Turner was shopping a new motorcycle engine design. BSA turned him down, but Ariel was interested. The engine was an unusual four-cylinder, essentially two "vertical twins" sharing a common crankcase the cylinder barrels cast as a unit. The two crankshafts were joined by a flywheel and rotated in opposite directions, making the rotation virtually vibration free. The 4F made its debut at the 1930 Olympia Motorcycle Show featuring an overhead camshaft 500cc with a hand shift Burman integral gearbox. Improvements were continuous during the Four's 28-year production run. In 1932, the 4F was also taken out to 600cc. The next year, a supercharged 600 lapped Brooklands at 110 miles per hour. The 4G came in 1936 with a new 996cc ohv engine and by 1945/46 it had a plunger rear end and telescopic front forks. Aluminum cylinder barrels were fitted when the Mark I began production in 1949.

Chuck Walton, a USAF pilot, began flying back and forth from a California base to the south of England soon after WWII. While on one trip, he discovered an Ariel Square Four, and was smitten. Soon he purchased a bike and snuck it back. Enjoying the bike on Southern California backroads as much as he did, he started a business importing Squarials

using up lost cargo space. He retired in 1990 but the hobby business continued to the point that today he has rebuilt 107 Ariel Four motors!

This bike is one of Chuck's personal favorites, a 1951 matching numbers model with stylish black paint, which sets off the chrome so well, and sprung rear frame. Originally brought into the US in 1966, the bike was sold to a fellow pilot, who enjoyed it until a couple of years ago when it went into storage. Having just been finished, the bike, complete with all its original parts, is offered in stunning condition, with zero miles on the odometer. It was completely dismantled and every part rebuilt; the motor from the crank up and featuring all of Chuck's tricks including an oil cooler. It runs well and at the right temperature! The only departure from factory spec, apart from the exhausts, is the removal of the headlight cowl. This was a common modification, made in period, to give the bike a sporting stance.

Here is a unique opportunity to acquire a fantastic riding Ariel Square Four built by an accomplished engineer and leading marque expert. It is ready to show, or ride, anywhere!

\$15,000 - 18,000



181

1933 SUNBEAM MODEL 90

The Great Depression was looming in 1933 and would throw its dark cloak over many high quality goods and luxury items. Sunbeam was no exception. Already the model line-up had been reduced and old world craftsmen in the factory struggled to work as they had in the past while the accountants changed the way they manufactured. Sales of expensive Sunbeams were down and the company was now in financial difficulty, however they still endeavored to build motorcycles to the highest possible standards. The Sunbeam Model 90 was one of 7 models listed for the 1933 season, and was developed from the 1929 model TT winning machine of that year, that was the last pushrod 2-valve engine to win a Senior TT at the Isle of Man. The Model 90 was a sporting TT Replica motorcycle with a 493cc OHV engine that would take the motorcycle up to 90 mph. The engine has a two port head and exhausts, and hairpin valve springs. The engine is part of the stress frame design, providing rigidity, and Webb forks provide the suspension in the front. Part of the cost reduction of the street Sunbeams eliminated the enclosed chain cases unless ordered for additional costs, and introduced a new rear carrier. However this Model 90 has neither. It was intended to see time on the race track or be used for sport riding on the country lanes of its homeland, so the lighter chain guard was installed. The gearbox features Sunbeam's Quick Thread Clutch mechanism on the primary case of the motorcycle. A saddle gas tank it fitted on the frame, an improvement introduced in 1929. Weight of the motorcycle is a lithe 305 lbs. This 1933 Sunbeam Model 90 is ready to give a new owner the thrill of riding a sporting English motorcycle with the credentials of a TT winning machine. The motorcycle is in excellent condition and completely road worthy.

\$15,000 - 20,000

Offered on a Bill of Sale.



182

1955 BSA GOLD STAR DB34

Engine no. CB322578

Frame no. DB34GS685

First displayed at the Earls Court Show in London a year earlier, the B32 350 Goldie boasted the telescopic front fork first introduced on BSA's larger models for 1948 and came equipped with a new alloy cylinder barrel and head. For 1949 a 500cc version – the B34 – was added. This larger Goldie was the first to receive the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the "BB" Gold Stars after the new swinging arm frame was introduced in 1953, changing to the "CB" designation for 1954. This change marked the introduction of the classic "big fin" engine top-end but the designation lasted only until the arrival of the "DB" series in the autumn of 1955. The DB incorporated a much improved lubrication system and, in the case of the 350 only, a stronger cylinder assembly; as such it represented the "Junior" Goldie in its final form, there being no 350 equivalent of the final "DBD" version.

This lovely '55 Goldie 500 is a sport touring version with Western bars and a smaller gas tank, imported by Hap Alzina, Oakland, California, the Western States BSA importer, complete now with big fin head, 1-3/8 intake port and Amal GP carburetor, Clubman cam and 8:1 compression, enough, probably, to exceed the on-paper 40 horsepower at 7,000rpm. It diverts from original specification only with a later full width 190mm front brake and rubber fork gaiters, and (maybe) the installation of an SC, or Scrambles, gearbox. It has been in the seller's collection for 30 years having been used for BSA club rides and rallies.

\$18,000 - 22,000





183

1950 VINCENT 998cc SERIES C BLACK SHADOW BARN FIND

Frame no. RC5603B
Engine no. F10AB/1B/3703

Little is known of this Black Shadow...what we do know is that it was dispatched from Vincent's Stevenage factory of April 14, 1950 to a dealer called Wellesley in Canada. And that it was recently removed from long-term storage in a historic foundry in northern California where it had been stored indefinitely. It is thought to have been the favorite personal bike of the foundry owner. When it was put away, and why, is not known. It is thought that the bike is complete although the iconic 5-inch speedometer is missing but that the motor does turn freely and shifts into gear. Its exact specification is not known but clearly visible are the unpainted Girdraulic fork, the chrome handlebar and the unpainted crankcase, covers, cylinders and heads. Although forks and engine would have left the factory in the black finish, which gave the model its name, it is not uncommon to strip them of the enameling.

It should be noted that it is possible that the upper frame member came from a Comet. Any prospective buyer would be wise to do their own careful review of both the completeness of the bike and the originality



of the upper frame member number stampings and determine for themselves their status.

This early Series C Shadow offers an excellent opportunity for a full restoration or a less intrusive re-commissioning program that simply brings the bike up to full operation while cleaning or leaving, as is, the exterior.

\$50,000 - 60,000

Titled under the engine number



184

1926 HENDERSON DE LUXE

Engine no. D20112

The first new generation of Henderson motorcycles following the acquisition of the company by Ignaz Schwinn, were dramatically different from the earlier models. A new "compact" sidevalve engine debuted in 1920's with a 79.4 ci displacement providing reliable durability and speed over the previous model.

In 1922 the Henderson De Luxe made its appearance with subtle improvements meant to improve the already bullet-proof engine. Its capabilities gained a favorable reputation among police departments and competitors, as well as the gentlemen motorcyclists who desired to own one of the finest motorcycles to turn a wheel on American roads.

This 1926 Henderson De Luxe was initially used as a delivery motorcycle for a trucking company in Portland, Oregon. It eventually became part of a private motorcycle collection and later purchased by Tom Deem in 1977. Under Deem's stewardship, the Henderson slowly underwent a full restoration. The engine was overhauled by noted Henderson expert, Ian Davidson, and there is only 20 miles on this restored motorcycle. Although the motorcycle was restored several years ago, its finish remains excellent. The wheels were updated to safer drop center rims, resplendent in cream, contrasting nicely with Henderson's Balboa Blue on the cycle parts.



Henderson motorcycles are uniquely American and one of the greatest motorcycles to ever grace our roads. Antique Motorcycle Club of America's co-founder, Ted Hodgdon stated "if you are fortunate enough to own a Henderson, any model, restore it, rebuild it and treasure it. For you have one of the world's finest motorcycles."

\$65,000 - 85,000

Titled under the engine number.



185

1965 RICKMAN TRIUMPH METISSE SPECIAL

Frame no. B-1101065

Engine no. TT06-H66734

British brothers Don and Derek Rickman were motocross champions and innovators. Their excellent-handling Metisse frames outshined the factory efforts and were made for a wide variety of four-stroke singles and twins. But the Rickmans could see that the big Thumpers were on their way out and the lightweight two-stroke was the coming powerplant. In 1964 they entered into an agreement with Bultaco: The Spanish company would provide two-strokes for the Rickmans to install in their own frames for UK sale, while the brothers allowed Bultaco to build a licensed version of the frame for world consumption.

The bike on auction is one of the rare 1965 Spanish Metisse models, originally powered by a 250cc Bultaco single, but expertly retrofitted after 1969 with a 500cc unit-construction Triumph twin that looks perfectly at home in the so-called 'Petite Metisse' chassis. In 2006, the engine was overhauled and the bike received a cosmetic touch-up (including repainted frame, new spokes, polished rims, hubs, etc.). More recently, new Avon fiberglass bodywork has been fitted. It rolls on genuine Dunlop trials universal tires.

\$10,000 - 12,000



186
1958 MATCHLESS G80CS

Frame no. 7884
Engine no. 58 G80 3088 CS

Best known as a scrambler, and for scoring wins in events such as the grueling Big Bear Run – with racing luminaries like Bud Ekins at the controls, no less – the Matchless G80CS nonetheless was minimally equipped for street riding.

"The G80CS is a most impressive all-around performer on clay roads, up sandy washes, over boulder-strewn creek beds and just about every place but on a paved road," they wrote. "And it seems likely that with the right tires it would be pretty good there too." - *Cycle World* magazine.

The owner of this CS would certainly second that thought, as he mounted street tires, low-rise handlebars, a bench-style seat and a centerstand during the Matchless' 2011 restoration, playing up the bike's inborn street prowess. After all, good frame geometry and responsive suspension are desirable traits on road or off. During the restoration, parts were sourced from the U.S., England and New Zealand, including a new Smiths Chronometric speedometer, which now shows less than 20 miles. For reliability's sake the bike's electrics were upgraded to 12 volts. The final touch in the re-aiming of this G80CS toward street use is the tin primary cover, usually painted black but here treated to a shiny coat of chrome-plating.

\$8,500 - 15,000

Titled under the engine number.





187

1972 BMW 745cc R75/5

Frame no. 2987637

Engine no. 2987637

The long-awaited replacements for BMW's long-running Earles-forked, flat twins finally arrived in 1969. As well as a telescopic, leading-axle front fork, the newcomers featured a lightweight, welded, duplex frame innovations first seen on the Bavarian company's ISDT machines. The engine too had come in for revision, now employing a one-piece forged crankshaft and aluminum-alloy cylinder barrels while carrying its camshaft below the crank. Coil ignition and 12-volt electrics were other new departures for the Munich firm. The new "slash 5, or more commonly /5, models came in three capacities, the variation being achieved by different bore sizes in what were otherwise virtually identical machines. All carried wire spoke wheels and drum brakes and for 1972 (ultimately short-lived) chromed tank sides and side panels – known affectionately as "toaster" styling. Nominally 750cc (actually 745cc) the R75/5 sat "on top of" 500cc and 600cc models and produced a claimed 50 horsepower, which was good enough to propel the 419lb machine to a top speed of 110mph.

This carefully maintained, superbly restored, metallic blue R75/5 "toaster" is a great example of the model. Its good looks are matched by its performance on the street. It wants for nothing. The odometer reads a little over 16,000 miles (believed genuine). The toaster were unpopular in their day, but today appreciation of their quality is rapidly gaining pace.

\$8,000 - 10,000



188

1977 BMW 980cc R100RS

Frame no. 6180199
Engine no. 6180199

Just a few years after introducing the R90/6 and "luxury" Daytona Orange and TT Silver Smoke R90S, BMW upped the capacity of its range-topping flat-twins to 980cc for the 1977 season in the form of the R100/7 series, the flagship of this new line-up being the fully-faired R100RS "superbike." Although styled like a super-sports machine, the R100RS was more of a sports-tourer, which did it no harm whatsoever in BMW's traditional market sector. "BMWs have always managed to give you a unique and almost uncanny feeling of complete security and stability at speed," observed Bike magazine's Peter Watson. "The ability to maintain cruising speeds of over 100 mph for as long as your licence holds out must be one of the machines' most attractive features. The RS even manages to improve on this reputation." Extensive wind tunnel testing took place to get the fairing right – it ultimately set a standard the industry copied – in the Stuttgart Technical University and in Pininfarina's tunnel in Italy. This early R100RS dates from 1977 and thus has the wire wheels fitted during the first year of production.



This gorgeous "all original", survivor quality, RS in flat Metallic Silver with blue pinstripes – pinstripes on the wheel rims too - comes with both single and dual seats, slightly worn Krauser bags, a rear rack and two sets of rocker covers; the originals - a new design "flat and angular" in black - and the very familiar silver "old and round." Reportedly running very well, properly serviced for its whole life, and around 20,000 miles on its odometer, it's ready for a new (fourth) owner and further adventures. Some enthusiasts argue that the Hans Muth designed R100RS is still the finest touring bike ever to leave a BMW factory. Seldom do such originals become available.

\$10,000 - 13,000



189

With Screamin' Eagle 103ci big bore kit

1999 HARLEY-DAVIDSON FLHR ROAD KING

Frame no. 1HD1FRW18XY634254

The original FLHR Harley-Davidson Road King was powered by the 80ci Evolution, or Evo, v-twin engine. The new Road King featured a host of upgrades over the Electra Glide it was replacing, including detachable saddlebags and windshield, air-adjustable forks, dual front disc brakes, and taller gear ratios. So the Road King was positioned as a combo touring cruiser.

For 1999 the factory installed the new Twin Cam 88ci engine in the Road King. This engine had the addition of a second cam to actuate the push rods opening and closing the intake and exhaust valves. Thus two cams; each one with two lobes for each cylinder's two valves, compared to the Evo engine's use of a single cam with four lobes. Unlike the Evo which used gears to drive the cams, the Twin Cam used a chain. The new engine also incorporated other improvements such as an increased cooling fin area plus oil jets to spray the bottom of the pistons.

This machine is a truly excellent, one owner example with an odometer reading of only 3,927 – believed accurate – which was purchased new from Pierce Harley-Davidson, DeKalb, Illinois. Before leaving the dealership the Screamin' Eagle 103ci engine performance kit was installed giving a reported 103 horsepower. The Road King has an excellent reputation as Harley-Davidson's flagship touring cruiser and this example, with Screamin' Eagle power, is ready to hit the road again.
\$9,000 - 12,000



190

With Screamin Eagle 103ci big bore kit

**2003 HARLEY-DAVIDSON FLHTCUI
ULTRA CLASSIC ELECTRA GLIDE
100TH ANNIVERSARY**

Frame no. 1HD1FCW103Y628942

The Ultra Classic Electra Glide in 2003 was at the top of Harley's touring bike range. From the showroom the fuel injected, rubber mounted 1,450cc Twin Cam motor and 5-speed transmission provided strong performance for a bike that weighed 788lb dry. Two up, fully fueled, bags full, an Ultra Classic could be rolling at near 1,200lb. Wisely Harley-Davidson offered a Screamin' Eagle Stage 4 big bore kit which boosts horsepower to 103 which keeps its rolling speed high. With equal wisdom, the seller (the original owner) had that kit installed before he took delivery from Pierce Harley-Davidson of DeKalb, Illinois. "...The Electra Glide Ultra Classic, which means that in addition the saddlebags, trunk (called a King Tour-Pak in Harley-speak), and fork-mounted 'batwing' fairing with lowers... it is equipped with a full complement of bells and whistles." *Cruiser* magazine, February 2009.

This "better than new" Screamin' Eagle Anniversary Ultra Classic has it all. With five accurately recorded miles on the odometer, it was "museum stored" in a climate-controlled building as part of a small private collection of mostly Harley-Davidsons. Regularly maintained its whole life in spite of never being ridden, it is ready to remain on show, or be ridden to your destination. An unrepeatable offer...

\$10,000 - 12,000





191

1967 BSA 650cc A65 LIGHTNING

Frame no. A65LA10738Y

BSA turned to unit construction for its range of parallel twins as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 in January 1962. The basic architecture of the preceding A7/A10 was retained, so the new engine remained an air-cooled parallel twin with 360-degree crankshaft and single camshaft mounted at the rear of the cylinder block. The first high-performance variant, the A65R Rocket, arrived in October of '63, aimed squarely at America's speed-obsessed throttle jockeys. It was superseded the following year by the yet-faster Lightning 650, first of the BSA unit-construction twins to be equipped with the new splayed-port cylinder head fitted with twin carburetors.

Cycle World's editors really liked the Lightning out on the open road. "It is a sumptuous, torquey machine suited to a wide open highway where it can stretch its legs," they wrote. "Its smooth, quiet gearbox, good muffling and excellent powerband all contribute to fatigue-free riding for hours on end."

Produced through 1970, the A65s are considered to be the last of the classic BSA twins, as first the Rocket III triple, then the oil-in-frame 650 met with mixed market response, no doubt hastening the company's demise in 1973. This Lightning is from the 1967 model run. A complete, matching-numbers machine, it has been treated to a recent full mechanical and cosmetic restoration, including the involved rechroming and repainting of its signature gas tank.

\$8,000 - 10,000

Without reserve



192

1975 TRIUMPH T160 TRIDENT

Frame no. 01839

Introduced in 1969 with its three cylinders bolt upright in the chassis, the T150 Trident got off to a shaky start. While the triple was technically impressive and soon to have a race pedigree that would be envied, the production streetbike was hampered with dubious styling that was just plain off-putting to most buyers. The bike's squared-off 'bread loaf' gas tank and campy 'ray gun' mufflers were over the top and not well received. It wasn't until late in 1974 that the Trident, now called the T160, got good looks to call its own. This used the inclined-cylinder design borrowed from sister company BSA, atop which perched a truly beautiful fuel tank of classic proportions. Equipment updates included electric starting, a five-speed gearbox, and disc brakes front and rear. Had the Trident looked like this from the start, who knows how that might have affected the company's fortunes. As it was, T160 production would go on for little more than a year; in all, just over 7,200 units were produced.

This 1975 T160 is all-original with an odometer reading of just under 10,000 miles, thought to be true and correct. One omission is the electric starter motor which has gone missing over the years, and though it has not been started in his care, the current owner believes that a simple recommissioning should be all it takes to get the bike road-ready once more.

\$6,000 - 8,000

Without reserve





193

1956 BSA A7 497cc SHOOTING STAR

Frame no. EA71286

Engine no. CA7SS6527

There were two versions of the Val Page-designed BSA A7 – made at the Armoury Road, Small Heath, Birmingham factory starting in 1946 - the original 495cc, and soon an improved 497cc, launched in 1950. There were two models, one model the A7 lasted to the end, but the other started as the Star Twin (through 1954) changing to the Shooting Star, to the end of production in 1962. To some extent the 650cc A10, the Golden Flash, took away the market glamour from the A7 in 1949 at its launch, but the “little brother” was no less an excellent motorcycle, and today, perhaps rarer, too. Parallel twin architecture with a 360-degree crankshaft and single camshaft at the rear of the cylinder block was used, with a 4-speed gearbox bolted directly to the crankcase in a form of semi-unit construction. In 1954 a swinging arm frame was introduced as was a change in bore and stroke to 66x72.6mm (an increase in bore and shortening of stroke) to reach 497cc. Production ended in 1961.

By 1956 the Shooting Star (sometimes abbreviated to SS) – this bike – had an increased compression ratio to 7:1 and austenitic steel inlet and exhaust valves. Power was quoted at 32 horsepower at 6,250rpm, which at a dry weight of 416lb meant that it would not have disappointed should you have taken off from the Ace Café in front of a crowd. New 8-inch drums with full width alloy hubs helped slow the newly found performance.

This bike is in good to excellent condition, reportedly, and will start and run well, offering an easy entry into the BSA world.

\$6,000 - 9,000



194

1967 BSA A65 654cc HORNET

Frame no. A65HA8113
Engine no. A65HA8113Y

The 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 BSA 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. If model names alone could have saved the British motorcycle industry, these would have done it. 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 bike is in generally good condition, though the seller reports that the fuel tank has been damaged by modern fuels and needs repair, and reportedly ready to start and run, but the mileage is unknown (no odometer.) Its specification as sold is not far away from the original factory build. It underwent some restoration in 1998 (invoices on file.) Today it's a rare opportunity to obtain a desert sled with BSA on the tank, instead of Triumph.

\$5,000 - 8,000





195

From a private Southeastern collection

1960 TRIUMPH T120 BONNEVILLE

Frame no. D3007

Engine no. D3007

Though it's seen today as a seminal machine, Triumph's original T120 Bonneville had its critics back in the day. The arresting tangerine/pearl-gray paint scheme was seen as a little too 'loud' by some riders, and the added horsepower of the hotted-up motor showed up the handling deficiencies of Triumph's venerable single front downtube frame, doing nothing to mitigate the design's derisive 'Whip Iron' nickname.

For the Bonneville's second model year changes were made. More conservative colors were chosen and the '59's headlight nacelle was ditched in favor of a more sporting chromed bucket. More importantly the so-call 'duplex' frame was introduced, easily recognizable by its twin front downtubes cradling the engine.

As with almost all the bikes in this collection, this T120, built 27th Jan 1960 and dispatched to Tri-Cor USA on the 1st Feb 1960, had its motor mechanically checked over at time of purchase, with new/refurbished parts fitted as needed. The rebuilt Smiths Chronometric speedometer shows just 3 miles. To increase cargo capacity a rear luggage rack was fitted in addition to the stock tank-top parcel grid. Today the bike wears a new seat that is either NOS or a high-quality reproduction.

\$9,000 - 12,000

Without reserve



196

From a private Southeastern collection

1954 TRIUMPH T100 TIGER

Frame no. T100 50003

Engine no. T100 50003

Triumphs have always been cool rides – just ask Brando, Dean or McQueen, all of whom rode 'Trumpets', either on the silver screen or in real life. And when the coolest cat ever on television, The Fonz from the series 'Happy Days', needed at two-wheeler, a Triumph was his first choice. That bike was actually a 500 Trophy, but this T100 Tiger could have filled in quite nicely.

The Tiger, introduced in 1939, was a more sporting version of the landmark Speed Twin 500. With a higher compression ratio and ported cylinder heads, the bike could break 100 mph, backing up its T100 nomenclature. When civilian production resumed after WWII, the Tiger was among the first bikes off the line, now equipped with Triumph's telescopic fork. An alloy cylinder head and barrel were adopted for 1951, these and other engine improvements bumping output to a useful 32bhp. By 1954 in came a swingarm and dual shocks.

This first-year swingarm Tiger was built on February 18, 1954 and dispatched to Tri-Cor USA a week later. It has been mildly modded in the American style, a la Fonzie's bike. Minor deviations from stock include the bobbed rear fender, shorty mufflers and mid-rise handlebars, while a conventional headlight replaces the bulkier nacelle setup, and the fuel tank's chromed accent strips were removed in favor of the brand's iconic 'harmonica' tank badges. Happily the desirable 8-inch 'piecrust' front brake hub remains in place.

\$8,000 - 10,000

Without reserve

197

From a private Southeastern collection

1956 TRIUMPH TRW MILITARY

Frame no. TRW 255184

Engine no. TRW 239951

Triumph developed the TRW post-WWII to replace the faithful but aging designs that had seen the British armed forces through the recent conflict. The frame was an adaptation of the one used on the TR5 Trophy trail bike, a big plus given the varied terrain an army bike is expected to deal with. Reliable power was provided by a simple, easily maintained 500cc sidevalve twin, its low-compression pistons fed by a single Solex carburetor. In keeping with the military's requirements for robustness and simplicity, the TRW retained a rigid rear frame section while adding Triumph's new telescopic forks to the suspension package. Available from 1950 to 1962, some 16,000 models were produced.

The collection's matching-numbers example followed the path trod by many TRWs after 'demobbing' from military service. Put up for sale on the surplus market, it was converted to civilian use, making for an inexpensive commuter and light-duty tourer. Gone was the olive drab paint job, replaced by a classy black with silver stripes and red coachlining. The addition of a rear pillion pad and passenger footpegs meant this could be a TRW for two. It shows just 4,219 miles, believed to be original.

\$5,000 - 7,000

Without reserve



198

From a private Southeastern collection

1946 TRIUMPH 5T SPEED TWIN

Frame no. TF7504

Engine no. 46 5T 76889

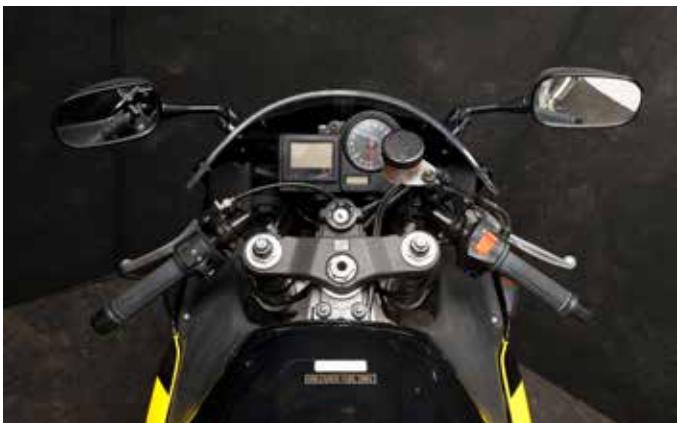
Although Edward Turner's 500cc Triumph Speed Twin caused a sensation when it appeared at the 1937 Earls Court National Motorcycle Show, few of its admirers could have guessed how influential the design would prove to be when it hit showrooms the next year. True, there had been vertical twins before; indeed, Turner's predecessor at Triumph, Val Page, had designed one a few years previous, but Turner's good-looking 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, the Speed Twin was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90 – and from certain angles looked just like a twin-port single. Performance proved exemplary for a road-going 500, approaching 100 mph and maybe even breaking 'The Ton' with a little speed-tuning, a downhill straight and a favorable tailwind.

The example offered here dates from 1946, the first year of production following World War II, by which time the Speed Twin had been upgraded with a stronger 8-stud cylinder barrel (replacing the original 6-stud) and Triumph's own telescopic front fork. An older English restoration still wearing its FTX269 registration number, the bike appears to be very complete.

\$12,000 - 15,000

Without reserve





199

From the Mike Seal Estate

1975 HONDA CB750F SUPER SPORT

Frame no. CB750F1007544

Engine no. CB750E2507761

It would be hard to overstate the impact that Honda's blockbuster CB750 Four had on the motorcycle world when it was unveiled at the 1968 Tokyo Show. 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 transmission, electric starter, etc – made the opposition look obsolete overnight.

It wasn't long before Honda's Japanese rivals took up the slack, though, Kawasaki with its more-powerful 903cc Z1, Suzuki with its fine-handling GS750 and later GS1000. While Honda's answer of the double-overhead-cam CB750F and CB900F were made ready, the aging single-cam 750 got a sporty facelift. The CB750F Super Sport reflected the café-racer trends of the day with a swoopy 4-into-1 exhaust system and elongated, racy-looking fuel tank. The chassis backed up that new look with a stiffer frame, recalibrated suspension and a rear disc brake. More horsepower came by way of minor internal changes, a bigger airbox and that sexy collector exhaust.

Often hot-rodded, not many F-model Hondas have survived the ensuing four decades intact, but the Seal collection's first-year Super Sport is showroom correct right down to the reflectors.

\$4,000 - 6,000

Without reserve

200

*From the Mike Seal Estate,
Only 418 miles from new!*

2001 HONDA CBR929RR

Frame no. JH2SC44121M101195

Every once in a while a motorcycle comes along that defines a generation, and so it was with the Honda CBR900RR. Introduced in 1992, here was an open-class sportbike so light it was only a few pounds up on Honda's own CBR600F2, and fully 75 pounds less than its nearest 1000cc competitor, while still others scaled-in more than 100 pounds heavier! *Motorcyclist magazine* named the CBR as their Bike of the Year, calling it, "A fantastically fun motorcycle that takes motorcycling a step beyond where it is now."

So good was the CBR that it was sold for the next eight years with only detail changes. Then in 2000 came a total revamp of the engine and chassis. Now fuel injected, displacing 929cc, and exhaling through a full titanium exhaust, the four-cylinder powerplant churned out v50bhp, more than enough for a machine that weighed a claimed 379lbs. dry. Every aspect of the frame and running gear was addressed and improved upon. The editors at *Cycle World* magazine, big fans of the previous RR, came away duly impressed: "The CBR929RR is so far beyond the old 900 that if we hadn't flogged the new one mercilessly on the road and track, we wouldn't have believed it were true," they wrote.

With only 418 miles on the clock, the Seal 929RR remains in stock specification. Only a small crack in the fairing keeps this bike from looking exactly as it would have on the showroom floor 15 years ago.

\$4,000 - 6,000

Without reserve

201

From the Mike Seal Estate

1978 YAMAHA SR500

Frame no. 2J2005329

Engine no. 2J2005329

It's easy to forget nowadays when tighter pollution regulations have all legislated the two-stroke engine out of existence, that there was a time when Yamaha, the world's second largest motorcycle manufacturer, was a newcomer to four-stroke technology. Yamaha's early history and especially its racing success was with two-strokes. The XS650 twin in 1970 was the company's first four-stroke, followed by a 500cc kickstart-only single used in XT dual-purpose and SR roadster models.

The SR500 proved to have amazing longevity. The classically styled single, obviously owing much to AJS, BSA and Matchless models of yore, made its debut in 1978 and was sold in the U.S. through 1981, but continued in other markets until 1999 – in fact, a smaller SR400 model was sold in Japan until 2008 and was reintroduced to America in 2015. Still popular today, SRs are seeing new life as the basis for bobbers, street-trackers and café-racers.

This first-year SR500, showing 14,342 miles, remains in totally stock condition, and with its black paint and gold striping fits in very well with the Seal collection of British singles.

\$1,500 - 2,500

Without reserve



202

From the Mike Seal Estate

1986 YAMAHA SRX-6

Frame no. JYA2EF009GA001189

Engine no. 2EF001189

Thirty years ago, it was just another quirky Yamaha that didn't do terribly well in American showrooms. Today, the SRX-6 is a true cult bike being appreciated as a modern adaptation of the classic single-cylinder roadster. Produced from 1985 to 1997 in 400cc and 600cc variants, some 19,000 SRXs were sold worldwide, but only a relative handful made their way to these shores, listed for just one year in U.S. Yamaha dealerships.

There was – and still is – a lot to like in the SRX-6, which lived up to its 'Super Single' nickname. Lusty, reliable power came from the XT-derived engine, still air-cooled and kick-started, but with a touch of modernity in the four-valve cylinder head, dual-stage carburetor and vibration-quelling counterbalancer. Good handling was assured with a stiff, square-tube, perimeter-style frame, while forks, cast wheels and triple disc brakes were borrowed from the sporty FZ600. Café-racer styling came by way of clip-on handlebars, a pistol-grip gas tank and a sparse instrument panel with the tachometer hung off the side. What looked good in 1986 remains even more so today.

A rarity among U.S. SRX-6s, which more often than not were modified or roadraced, the Seal collection's example is in stock trim, right down to the turn signals, reflectors and abbreviated exhaust system.

\$2,000 - 3,000

Without reserve





203

1975 KAWASAKI Z1B

Frame no. Z1F050837

Late in 1972 Kawasaki diversified their model line, until then anchored by scorchingly fast, wheelie-happy 500 and 750cc two-stroke triples. That year's introduction of the four-stroke, four-cylinder 903cc Z1 caught virtually everyone by surprise, especially Honda, who suddenly found their swift-selling CB750 facing some genuine marketplace opposition. Up until then Honda's Four had been the recognized leader in the Superbike arena, now here came the Z1 packing an extra 150cc and fitted with sexy double overhead camshafts as compared to the CB750's solitary cam. Advantage Kawasaki.



The Z1 quickly became a favorite of the performance aftermarket, as typified by this bike, owned and built by a former Kawasaki dealer employee. His first step was to take the engine to 1,015cc and add an electronic ignition. Perhaps the most popular add-on of the era was a Kerker 4-intio-1 exhaust system, as seen here. More involved was the fitment of a second OEM front brake assembly with both fork sliders reversed so that the calipers are behind the legs for better weight centralization. Lester cast rims, another period modification, complete the wheel upgrades. We also see an oil-cooler kit, aftermarket shocks, chromed gauge covers, café handlebars and a stepped seat.

\$6,000 - 8,000

Without reserve



204

1977 TRIUMPH T140 BONNEVILLE SILVER JUBILEE LIMITED EDITION

Frame no. T140VEP83134J

Much like Queen Elizabeth II's recent Diamond Jubilee celebrations marking her 60 years on the throne, back in 1977 England commemorated Her Majesty's 25th year of rule with a series of Silver Jubilee events. Triumph paid homage with a special version of their T140 Bonneville called the Silver Jubilee Limited Edition. The bike was dressed up with chromed engine covers and special badging, while its silver paint was accented with red and blue, the colors of Great Britain's Union Jack flag. Even the seat was blue with red piping.



Beneath the commemorative trim was a basic T140 Bonneville. The 750cc version Triumph's venerable parallel twin was first seen in 1972, the bigger engine's increase in cylinder bore necessitating a new crankcase to accommodate larger barrels. Other improvements included a 10-stud cylinder head, triplex primary chain, stronger transmission and disc front brake. A five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. Originally, just 1,000 Silver Jubilee models were to be produced, strictly for the home market. But worldwide reaction was so surprisingly vehement that another 1,000-bike run was quickly ordered for the U.S., with an additional 400 units slated for general export. This matching-numbers bike is one of the American Jubilees, recognizable by its 'slimline' gas tank and 'Limited Edition' side covers. Ridden judiciously in its 39 years, the bike has covered just 2,361 miles.

\$6,000 - 8,000

Without reserve

205

1964 BSA A50 500cc CYCLONE

Frame no. A50B1611

The Sixties was a golden era for amateur racing in the U.S. It was a time before motorcycle types became super-specialized, and bikes like the BSA Hornet 650 and Cyclone 500 twins, stripped down from the factory, could be found on flat tracks, scrambles courses, dragstrips or out in the desert. "Fast, rugged, designed for top performance in TT, scrambles, any kind of off-road competition," enticed BSA's magazine ad.

BSA's unit-construction A motors, known for their streamlined 'power egg' styling, were introduced for the 1962 sales season and remained in the lineup until the BSA factory was shuttered in 1973. More rare than its 650cc stablemate, the Cyclone 500 used twin carburetors, high-compression pistons and short, straight-through exhaust pipes to deliver what the sales literature promised was "extremely zestful" performance. A lighting coil was part of the package so some Cyclones sprouted lights and made their way onto the street.

This Cyclone 500, finished in the correct shade of Mandarin Red, followed just that path to road worthiness, equipped with a period Bates-style headlight and low-rise handlebars.

\$4,000 - 6,000

Without reserve



206

1989 HONDA GB500

Frame no. JH2PC1603LK100080

Engine no. PC16E-2100081

In its formative years as a motorcycle manufacturer Honda had always preferred twin-cylinder (and later multi-cylinder) engines for capacities above 250cc. With the increasing importance of the single-cylinder North American off-road market, Honda and its Japanese rivals began to manufacture singles in capacities of 500cc and upwards, leading to the development of a succession of purely road-going derivatives. One of the most interesting of these was the retro XBR500 of 1985, and Honda took this concept further almost immediately, launching the GB500 the following year. A factory café racer, the GB500 looked very British, boasting coachlined paintwork, clip-on handlebars, rear-set footrests, chromed headlamp shell, matching speedometer and rev counter, and alloy-rimmed, wire-spoked wheels.

The dry-sumped, radial 4-valve RFVC motor featured electric starting and delivered its 42 horsepower via a 6-speed gearbox, while the entire ensemble weighed in at a little under 340lb. "It blends a touch of the past with the best of today's technology," declared Honda of a model that struck a chord with mature riders who hankered after the past but disliked the associated oil leaks, dodgy electrics and general unreliability. GB500s were only imported to the US for two years, 1989 and 1990, but quickly reached cult status.

Titled as a 1990, this bike presents very well in original condition having been well taken care of and regularly maintained. Finding a GB500 in this original condition is increasingly hard to do. This one is ready for the road or show circuit.

\$6,000 - 8,000

Without reserve



PROPERTY OF CHRISTIAN DE GUIGNE IV



207

Original and unrestored

1949 VINCENT SERIES 'B' RAPIDE

Frame no. R2742

Engine no. F10AB/1/1752

Given their five-star status as collectible classics today, many Vincents lead cosseted lives, but it's fair to say that few have a better billet than did this 1948 Series B Rapide. Owned by Christian de Guigne IV, pillar of San Francisco society, whose great-great-grandfather co-founded both the Stauffer Chemical Co. and the Leslie Salt Co., the Vincent has spent its latter years at 'Guigne Court,' the family's 16,000-square-foot ancestral home. Built in 1918, the lavish Mediterranean-style mega-mansion sits on a private, well-groomed 47-acre plot south of the city that includes hiking paths, streams and gardens, plus great views of the Santa Clara Valley.

Lap of luxury notwithstanding, de Guigne was not opposed to a good bargain if it crossed his path and the story goes that he found the Vincent at a Goodwill thrift store! Odd place for such an important motorcycle. When Vincent got back to the business of making motorcycles after WWII, it was with the all-new Series B machines, which established the marque's reputation for defiance of convention in the pursuit of engineering excellence. There was no frame as such, but rather a fabricated steel 'box' attached to the cylinder heads, that also served as the oil tank and incorporated the headstock and attachment point for the

rear shocks. The gearbox was integral with the engine, and the swingarm pivoted directly in the engine/gearbox casings, features commonplace today but highly unusual 60 years ago. 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.

It's not known if de Guigne attained anything like those velocities, but he did ride the Rapide all over Northern California, including to the fabled Bohemian Grove 75 miles up the coast, where each year the rich, the powerful and the famous are hosted to a two-week, mens-only campout amongst the redwoods, organized by the exclusive Bohemian Club. In storage for many years now, the matching-numbers Vincent is virtually complete, including its steel touring fenders and Brampton girder fork, with just over 10,000 miles recorded on its Smiths Chronometric speedometer.

\$45,000 - 55,000

Without reserve

Titled as a 1951.



208

1948 BSA B33 RIGID FRAME

Frame no. YB31 3277

It was the 350cc B31 and 500cc B33 overhead-valve singles that were tasked with leading BSA through the sparse times following World War II. Based on a prewar design, the B31 came first, followed in 1947 by the B33. The latter's engine closely followed B31 lines but with a larger 85mm bore and heavier flywheels. Cycle parts were identical apart from a larger-section rear tire. The B range marked BSA's first use of telescopic forks, while both bikes initially made do with rigid rear frame sections. A solid all-round performer by standards of its day, the B33 could hit 80mph, cruise comfortably at 60mph and return in excess of 70mpg. Its simplicity, reliability and balance of performance with economy made the B33 popular throughout its 14-year production run.

Another machine from the Christian de Guigne IV collection, this 1948 B33 was dispatched to Rook Child, USA, on the January 21, 1948. It has been a non-runner for many years but appears to have most of its components in place and would be an ideal candidate for restoration. Its odometer reads 8,316 miles.

\$2,500 - 3,500

Without reserve





209

1968 TRIUMPH T100C 500cc TIGER

Frame no. T100C H58065

Engine no. T100C H58065

While Triumph's hulking 650cc 'sleds' ruled the deserts of the American Southwest, it was the company's lighter, nimbler 500cc twins that held sway in the tight woods of the Midwest and muddy conditions found on the East Coast. In fact, the talented Bill Baird won seven consecutive AMA National Enduro Championships from 1962-68 riding a largely stock T100. In '68 Baird also notched an overall win in the prestigious Jack Pine Enduro, run through rural Michigan's maze of densely packed trees, where 500cc Triumphs won outright seven times before lightweight, purpose-built two-strokes became the enduro bike of choice.

One of the enticing 'barn-finds' from the collection of Christian de Guigne IV, this T100C was last registered in 1992 and remains in remarkably stock condition, its gas tank in the original Hi Fi Aquamarine with silver center stripe. Showing a mere 5,164 miles, the bike would nonetheless require a safety inspection and recommissioning before being fully road-ready.

\$4,000 - 6,000

Without reserve



210

1974 NORTON COMMANDO 850cc INTERSTATE

Introduced in 1973, Norton's 850 featured larger cylinder bores, through-bolted cylinder block, a stronger gearbox casting and an all-metal clutch, among a host of more minor improvements compared to the previous 750 Commando. The extra capacity didn't add anything to top speed but provided the less-stressed 850 (actually 828cc) with even more midrange urge. To some the 1974 models are the last of the 'pure' Nortons with right-side shift lever and left-side brake pedal, before a federal mandate forced a reversal of those positions in '75.

This example from the de Guigne collection is an Interstate model with the rare 6.6-gallon gas tank, good for 200-plus miles between fill-ups. The bike is so complete in specification that the fenders still wear their rubber mud flaps, and the speedometer glass still has a decal with instructions for engine break-in. In storage and unridden for many years, the Norton appears to be only in need of an inspection/recommissioning and good detailing before taking to the road again as a highly desirable all-original 'survivor' bike.

\$6,000 - 8,000

Without reserve



THE LATE RON BOLTZ COLLECTION



211

1992 BIMOTA 904cc TESI 1D SR

Frame no. ZESS5DU25NRTE006

Founded in 1966, Bimota manufactured heating and ventilation ducting in Rimini on Italy's east coast, before the enthusiasm of two of its founders - Giuseppe Morri and Massimo Tamburini, persuaded a third, Valerio Bianchi, to turn to motorcycle production in the early 1970s. The intervening 50-odd years has seen Bimota establish itself as one of the world's foremost producers of limited edition, top quality, high performance motorcycles. Equipped with nothing less than the very best suspension and brakes, and bought-in engines, Bimotas were necessarily expensive. Technical innovation, sometimes too radical for good business sense, has long been the brand's hallmark, witness the Tesi's hub-center steering.

"The advantages of using a hub-center steering system instead of a more conventional telescopic fork are that hub-center steering separates the steering, braking, and suspension functions. The system uses arms on bearings to allow upward wheel deflection, meaning that there is no stiction, even under braking. Complex linkages are needed in the steering process and this can sometimes lead to mildly inconsistent handlebar movement."

The first street production Tesi was the 1D 851 launched in 1990 at the Cologne show, designed by Pier Luigi Marconi. It used a complex arrangement of "boomerang" milled aluminum side plates, and tubes, only this time no loads were taken by the engine. The bike rocked the motorcycle world. The second model of the first series, the Tesi 1D 904,



was a logical development of the first year model and was built in 1991 and early 1992.

The first second series model, the 1D SR - the bike for sale here - was technically very similar to the just previous 904 although its graphics were very distinctive. Only 144 1D SRs were built. The 904 motor is, of course, a big bore 851 Ducati liquid-cooled 4-valve desmo L-twin. 6-speed, dry clutch to boot. The first owner was the late Ron Boltz, who bought the bike from Northville, Michigan Bimota dealer Gregg Rammel. Ron immediately pursued \$4,700 worth of upgrades, including the installation of an Ohlins shock kit, track day safety wiring and a pair of Dunlop GP tires. The motorcycle presented is a low mileage, superb example of a very scarce breed.

\$22,000 - 28,000

Without reserve



212

1995 BIMOTA 650cc SUPERMONO ROAD RACER

Frame no. 00291

"The Supermono was...the first Bimota to be equipped with a single-cylinder power plant. In this case, the BMW/Rotax 650. A single cylinder sport bikes was appreciated in Germany and Japan, less so elsewhere. The decision to put Supermono into production, then, was a daring one." *Bimota, 25 Years of Excellence; Giorgio Sarti (Giorgio Nada Editori, 1999).*

Bimota SpA, the Rimini-based bespoke motorcycle manufacturer, built the first series of Supermono 650s, (376 in total) from 1995 through 1997. The oval section aluminum tube chassis was similar in style to that of Mantra, another "daring design", the suspension came from Paioli, the brakes from Brembo (a single front disc) and lots of details in carbon fiber. Interestingly, the fuel tank was mounted underneath the engine and the catalog offered several factory-sourced enhancement kits, labeled: steering, fuel injection, suspension, body shell, and racing (more of the last in a moment). The factory built a very few BB1 650 race bikes in 1994 inspired by the Italian Supermono championship. It did not do well enough with only one first place...most of the problem came from the over-stretched 725cc motor, out from 650cc, all of which is understandable given that it produced 75 horsepower at 10,000rpm!

The Supermono 650 to be sold here is unique. It was bought new by the late Ron Boltz from Gregg Rammel, Bimota dealer of Northville, Michigan. Ron immediately directed Gregg to modify the original stock motorcycle into his vision of a lightweight road racer. The motorcycle

offered here, as recently suggested by Gregg Rammel, is the road racer that Bimota should have built instead of their BB1. And, sensibly, it retained its electric starter! The conversion post-acquisition cost over \$10,000, (invoices available on file). Ron was a fastidious occasional racer looking for mechanical excellence, enjoyment, and an occasional podium place (he achieved a genuine second place on this bike at an owner-subscribed Grattan race meeting in 1999). Short of the necessary safety checks – tires, brakes, and fluids - it's ready to race again in the hands of its new caretaker.

A summary of its modifications are as follows: A Team Pami (of Trier, Germany) F650 race kit with a 11.5:1 compression piston and a pair of 36mm flat-slide Mikunis; an upgraded fork kit providing full adjustment; an extra front disc and caliper; factory lightweight race bodywork; a factory race pipe; and wider Marvic rear wheel. A full description of the race-prepared bike appeared in Cycle Canada, August 1996 after Boltz ran the bike at Mosport.

The original "street" set of bodywork and two spare wheels come with the bike together with owner's manual, some original parts, and the history file.

\$18,000 - 22,000

Without reserve

Offered on a Bill of Sale.



213

Bimota's first carbon fiber/aluminum composite chassis

2000 BIMOTA 996cc SB8R

Frame no. ZESSB8R08YR000002

Bimota chose the Suzuki 996cc, fuel injected, double-overhead-cam, over square, 4-valve, 90 degree v-twin for the SB8R with good reason. It was mighty strong at a quoted 133 horsepower at 9,500 rpm with torque of 73.8 lb/ft at 8,500 rpm, and mighty competitive with both Ducati's and Aprilia's contemporary two-cylinder offerings. Complete with a 6-speed gearbox, a 54.7-inch wheelbase and a wet weight of 436 lb, it had the berries to fight off most of the Japanese 'fours', too. Coupled with Bimota's usual "aesthetic DNA" and the best of Italian outsourced chassis, suspension and brake components – including this time a carbon fiber/aluminum composite chassis designed by Pier Luigi Marconi using Cagiva 500GP bike technology (sourced in cooperation with Ferrari), a first for a road bike - the SB8R was a very desirable package that should have done very well in its haute couture market segment. For some reason production didn't get past about 150 units, making this one owner example a very rare piece today. Ironically, the TL1000R, the model that Suzuki themselves built for the engine, didn't do well in the marketplace, yet the engine unit is superb.

"The frame uses vacuum sealed carbon fiber lower frame spars keyed into fabricated alloy uppers to increase front weight bias as well as a self-supporting carbon sub-frame for the seat. Then there's the engine. Bimota improved performance via Magneti Marelli EFI, with a single, high pressure injector per cylinder, and is equipped with massive 59mm throttle bodies (up from 52mm on the TL1000R) made in house at Bimota." Alan Cathcart, Cycle News.

By 2000, Bimota SpA was in dire need of re-invention. The company was a very small custom and limited-edition production motorcycle builder, and was launched in 1973 by three professionals. Valerio Bianchi, Giuseppe Morri and Massimo Tamburini were equal partners. The location was the Italian east coast resort town of Rimini. Its reputation was soon created. It built a few radically stylish yet often race-worthy, bespoke motorcycles using the best quality components which the company mostly bought in. However, over the years, sales and business acumen were lacking in spite of the often benchmark designs.

It needed sales and it needed race wins after a five-year hiatus from the real world with the rise and fall of their 500 Vdue two-stroke project. New Bimota chief Francesco Tognon, a recent, former Moto Laverda owner, had requested that the Bimota R&D team, headed by new lead designer Francesco Medici, get the SB8R right, right out of the box. And they did. Australian Anthony Gobert won once on the factory SB8R in World Superbike "at home" on Philip Island.

This beautifully cared for SB8R - with a mere 2,000 miles on the odometer - was purchased by the late Ron Boltz from then Bimota dealer Gregg Rammel of Northville, Michigan. Ron was a stickler for maintaining it as close to "brand new" as possible and is sold in excellent running condition.

\$9,000 - 14,000

Without reserve



214

1996 BIMOTA DB3 900cc MANTRA

Frame no. ZES1DB313TRZES001

"Presented as a futuristic research bike, the Mantra went into regular production, astounding many fans. It represents an attempt by Bimota to open up to new areas of the market, as opposed to the traditional niche of the super sport bike. The styling, which was clearly quite daring and uncompromising, as one might expect from this (Italian) Rimini-based manufacturer, was the work of the French designer Sacha Lakic. 'Mantra' means, in Sanskrit, 'tool of thought'. Upon its presentation (at the 1994 Cologne show), everyone thought that the Mantra was only a project..."
Bimota, 25 Years of Excellence; Giorgio Sarti; (Giorgio Nada Editore, 1999).

The motor was sourced from Ducati, from the 900 SuperSport or Monster, also installed in the Bimota DB2, at 904cc. Suspension was a 43mm front fork and an oleo-pneumatic rear shock; brakes were by Brembo. Production started in 1995 and stopped in 1998 after some 454 Mantras had been finished. Close to 94% of production was finished in yellow, the rest were red.

This most desirable example, (with 4,747 miles on the odometer), was bought new by Ron Boltz. At Ron's request prior to initial delivery, modifications were made to the stock unit. The dealer installed a 944cc kit, plus a pair of C.R. Axtell cylinder heads and 39mm flat-slide Keihins, increasing horsepower significantly over the stock 86. Other modifications were made to enhance the riding experience, a near \$7,000 program of modifications also performed by Rammel. Further in its life, the bike received a new chin fairing and the wheels were stripped and repainted. A history file, manual and tools come with the bike.

\$12,000 - 16,000
Without reserve





215

2007 BMW R1200GS

Frame no. WB10317AX7ZR41728

2007, the year of this R1200GS, was also the year of the Ewan McGregor and Charlie Boorman trip, the Long Way Down – John O'Groats in Scotland to Cape Town in South Africa - during which they covered many more miles than the 5,547 that are on this bike's odometer! 2007 was also the year that BMW excelled in selling more than 100,000 units of this, their best-selling motorcycle.

The revolutionary R1200GS was launched in 2004 to succeed the R1150GS. There were two important numbers – the new bike was 66lb lighter than the previous model, and produced a full 100 horsepower, an increase of 19%. The 2007 model, however, was still pretty much built to the same specification as the launch version. 1170cc, 4-valve, oil head, fuel injection, boxer twin, 6-speed with a single plate dry clutch, with adjustable Telelever front suspension and BMW Motorrad Paralever rear using a die-cast aluminum single-sided swinging arm. Brembo brakes. Shaft drive, of course, and an ever-increasingly-enticing BMW "adventure" look.

This bike, complete with factory bags, sat-nav, and PIAA driving lights, was bought by the late Ron Boltz as his everyday street bike when he was not riding his Harley-Davidson, or one of street Bimotas - also being sold at this sale. This R1200GS spent its whole life on blacktop, and is ready to resume serious adventures.

\$7,000 - 10,000

Without reserve



216

1999 DUCATI 750 SUPERSPORT

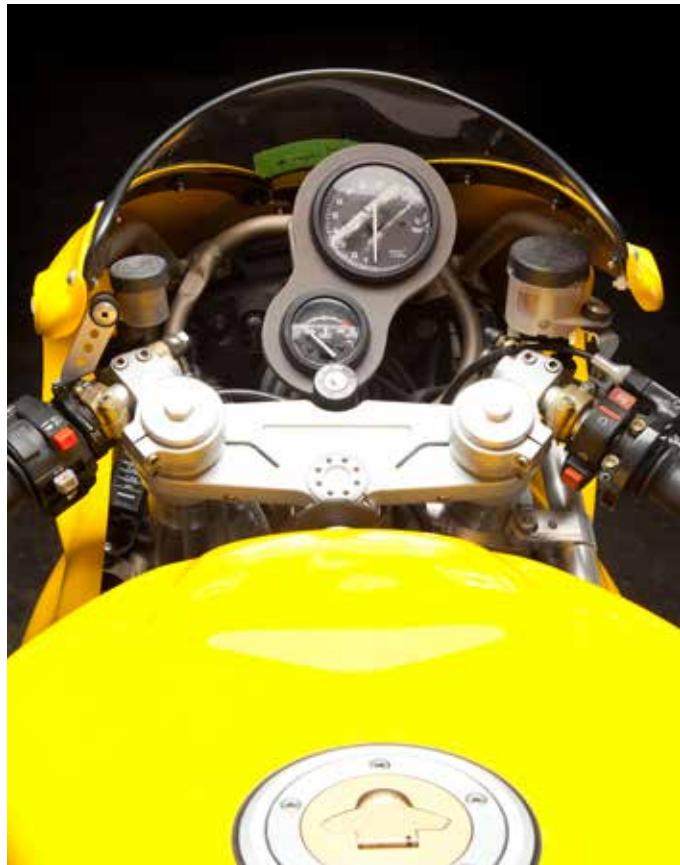
Frame no. ZDM1LA3KXXB000217

The 1999 production specification of the 750SS was very well-conceived. After years of experience of making lightweight, great performing street, air-cooled, 2-valve, desmo, affordable sport bikes that just happened to slot right into the 750cc "lightweight superbike or 'twins'" race category, and once in a while have a chance for a podium. At a track day it could provide a podium every time one ventured out!

For 1999, the Super Sports had a major facelift, bodywork designed by Pierre Terblanche - after the style Ducati Supermono - and fuel injection introduced. Out of the showroom, the 748cc belt-drive v-twin produced 64 horsepower at 8,500rpm was installed in Ducati's signature trellis frame with a quoted all-up dry weight of 405lb, which coupled to a wet clutch, 5-speed offered well over 125mph. Its Showa suspension and Brembo brakes, to a more than adequate specification, could be easily enhanced for track use. In fact, the 1999 750SS was an affordable street machine with all the Ducati traditions intact, and a track weapon in the "easy" making. Truly, a Ducati you could fix at home.

This example was set-up by the late Ron Boltz, a very talented engineer, as a track bike. Fortunately Ron Boltz lived close to an experienced race mechanic, Gregg Rammel of Northville, Michigan, so he could have his personal race specification imprinted on the bike. Thus, this example is very well thought out and is ready to run after some re-commissioning. Mileage is unknown, there is no odometer, but it is thought to be under 2,000. It was last run in 2014 when it ran well, starting and idling, and revving out cleanly. Offered on a Bill of Sale.

\$5,000 - 7,000
Without reserve





217

2002 HARLEY-DAVIDSON FXSTDI SOFTAIL DEUCE

Frame no. 1HD1JBB1X2Y017278

When the Softail lineup was overhauled for model year 2000, the Deuce was the eye candy of the family. Its curvy shapes and custom details made it the center of attraction at any gathering. The Deuce was the factory custom that rolled off the line of Harley-Davidson's York assembly plant.

Lots of chrome! Long, raked front end with a chromed wire-spoked, 21-inch front wheel, curved oil tank, center fuel tank console, over-and-under dual exhaust, engine and transmission cases: all chrome. You get the idea. The rear disc wheel was aluminum.

The solid-mount Twin Cam 88B (88 for cubic inches, B for counter-balancer, to reduce vibration) fuel injected motor powers the bike, producing 63bhp at 5,200rpm and a fat torque curve with 90lb-ft at 3,000rpm. The 5-speed and "belt" drive train are ideally suited to this boulevard cruiser, as is the Softail "hidden" rear suspension.

This perfect example, bought new by the late Ron Boltz came with a Super Sport windshield, docking hardware kit, leather saddlebags with accompanying support kit and "directional relocation" kit. It was maintained in showroom condition from day one. With only 6,300 miles on the odometer the bike is barely broken in. The machine is reported to start and run well.

\$6,500 - 9,000

Without reserve



218

1978 HONDA CB750 SUPERSPORT

Frame no. CB750F2253833

Something happened to Honda in the mid-1970s. The 1969 Honda CB750 had mapped out the "future of the motorcycle" but stayed in production for just too long itself. By 1975, the Kawasaki Z1 with its 903cc DOHC engine had leapfrogged ahead and waiting in the wings were two more "frogs", the Suzuki GS750 and the Kawasaki KZ750. And thus the Universal Japanese Motorcycle was born whose recipe was the air-cooled, 2-valve double overhead cam, inline across-the-frame four – with Honda still "stuck" with the single overhead cam motor.

In 1975, the Honda CB750F Super Sport with a sportier 4-into-1 exhaust and lower bars joined the Honda range. There were minor fixes to the chassis, such as a longer swingarm, but somehow with a new airbox and the sportier exhaust, a good bit more horsepower, now 58 at 8,000rpm on *Cycle magazine's* dyno. On the road, the improvements made for a comfortable ride and precise steering: "... it handles better than any of the other Japanese superbikes," said *Cycle*.

The bike for sale is one of the very last of the SOHC CB750s; relatively speaking with only 39,000 made nearly 50 years ago, it's a rare machine. The motorcycle is a beautiful example, unrestored, yet well cared for by the late Ron Boltz who was fastidious with all his motorcycles, and ready to ride, subject to the usual safety checks and probably battery replacement. It is the bike that ignited Ron's lifelong interest in motorcycles and was last run in 2014. Its odometer shows 12,888 miles.

\$3,000 - 5,000

Without reserve



219

1968 TRIUMPH TR6R TROPHY

Frame no. TR6R DU85418

Engine no. TR6R DU85418

The most important tweak to the Bonneville/Trophy frame was made for the 1967 model year, when a shallower steering head angle was adopted in the interests of better high-speed stability, and road testers duly reported a marked improvement in that respect. By this time Triumph's two 650 sportsters had been updated with 12-volt electrics and a full-width 8 inch front brake, while other significant improvements for 1967 included a new oil pump and an increase in the Trophy's compression ratio to 9.0:1, same as the Bonneville's. For 1968, the Trophy inherited the Bonneville's new front fork and longer, strengthened swing arm, and (one) Amal Concentric 900 carburetor. Otherwise it stayed much the same. *Cycle* magazine summed up the Trophy by saying, "The plain truth is we like the Triumph Trophy because it does well what it was made to do."

This gorgeous example of a matching numbers TR6R has only 6,849 miles on its odometer, and is to original specification; the Riviera Blue and silver paint is "original factory;" there are cable rubs in the paint where there should be cable rubs! It has been carefully ridden and well maintained from its beginning and thus today it might well be described as the perfect survivor. It starts and runs well. Tools come with the bike as does a history file.

\$8,000 - 10,000

PROPERTY OF VARIOUS OWNERS



220

1976 YAMAHA XS650 "PEGASUS" CUSTOM

Frame no. 447201417

Engine no. 447201417

It's entirely appropriate that a salvaged Yamaha XS650 should be turned into a custom that looks like it might have rolled out of Merry Old England circa 1935. Characterized by its fans as a 'better Bonneville' the Yamaha 650cc motor unabashedly borrowed its layout from British parallel twins, but improved upon the concept with oil-tight cases, an overhead camshaft and electric starting.

Owner Jack Gilbert had a derelict XS650 in the garage and a fondness for prewar Britbikes, which only intensified after a visit to the Barber Motorsports Museum in Alabama. Armed with photographs he had taken at the museum, Gilbert's first step was to convert the Yamaha frame into a hardtail. An alloy fuel tank sits atop the frame's backbone, matched by side panels fabricated from aluminum sheet. Among the bike's suitably 'tweedy' touches are the sprung solo saddle, side-mounted toolbox, 'baloney-style' mufflers and 'pedestrian-slicer' front number plate. Good show!

It took Gilbert about nine months to build his unique 'Pegasus 650 Speedwing' retro ride, which is now ready for its next owner.

\$3,000 - 4,000

Without reserve





221

Gwen Banquer recreation

1929 INDIAN-CROCKER 45ci OVERHEAD-VALVE CONVERSION

Gwen Banquer recreation of a rare period hot-rod special c.1929 Indian-Crocker 45 Overhead Valve Conversion

Indian's Chiefs and Fours were always at the head of the company's catalog, but many would argue it was the Scout that gave Indian its soul. Unveiled in 1920, the middleweight Scout was originally powered by 37ci (600cc) V twin running a three-speed gearbox; it was capable of 60 mph. A hit from the start, the bike quickly gained a reputation for reliability: "You can't wear out an Indian Scout," went a catchphrase of the day. Over the next decade, the motor would grow to 45ci (750cc) and lead to the 101 Scout of 1929-31, still regarded by many as the finest Indian ever, "...a machine that shoots away like the wind on an open stretch, yet rides as comfortably as a Pullman," read the brochure copy.

The motorcycle seen here takes the basic goodness of the 101 Scout and adds a healthy dose of technology, a dollop of horsepower – and more than a little bright-yellow paint! – to create a hot-rod special with historical roots.

Today we know Al Crocker for the 100 or so high-performance V twin roadsters he built between 1936 and 1942, better examples of which now trade hands for sums in excess of \$300,000. Prior to that, though, in the late 1920s, Crocker was a Los Angeles-area Indian dealer which a fascination for speedway racing. A trained engineer and born tinkerer, Crocker created a speedway bike with a Scout V twin for power, but the sidevalve design wasn't competitive on the track. With input from shop

foreman Paul Bigsby, Crocker created an overhead-valve conversion kit to increase power, before eventually coming up with a cleansheet design for a single-cylinder speedway motor. It's estimated that perhaps 24 of the OHV kits were produced through 1932, the majority going to 101 Scout owners looking for the ultimate street racer. There was certainly no hiding a modified bike's intention as the kit had its pushrods, rocker arms and valve springs on prime display, uncovered, whirring away in the breeze.

Surviving original OHV kits are exceptionally rare, so master bike-builder Gwen Banquer was especially fortunate in the mid-1990s to acquire on loan an original un-machined Crocker conversion, from which casting patterns were made. Most of the rest of this machine – frame, forks, crankcases, transmission, magneto, hubs, brakes and fenders – is genuine Indian 101 Scout circa 1929. The frame has been altered to accommodate the taller overhead-valve engine, and the fenders cut down, while the gas tank is a reproduction Junior Scout item. Important upgrades include a stronger bottom-end and a recirculating oil system achieved by using the later Scout/Chief-type oil pump.

In all, Banquer created just seven of his Indian-Crocker OHVs, which have gone on to take top placings at concours events, been featured in magazines worldwide and also in John Carroll's excellent book, *Classic American Motorcycles*. These bikes rarely become available at public sale, giving Las Vegas bidders the chance to own one of the most celebrated motorcycle recreations of recent times.

\$65,000 - 75,000



222

1910 INDIAN SINGLE RECREATION

Engine no. WME010902

Take an engine design from the 1950s, wrap it in an embellished pre-World War I type chassis and you wind up with a highly entertaining recreation of a Teens Indian single. The builder of this faux retrobike started with a modern 125cc iteration of the old Whizzer motorbike engine, a design known to aging paperboys everywhere. Around this was crafted a steel-tube frame festooned with as many yesteryear styling riffs as could be contained within the elongated wheelbase.

The bike's underslung gas tank and tiller handlebars were a given, of course; likewise the white rubber tires and springer-style front forks. Closer inspection reveals an uncommon level of attention to detail.

Almost anywhere the eye falls there's evidence of a craftsman's touch, from the repurposed Indian medallions, to the many brass accents, to the ornate twin acetylene headlamps, converted to electricity. Sold on a bill of sale.

\$10,000 - 15,000

223

1975 RUPP CENTAUR

Frame no. 5700209

Engine no. 101461

"Half Cycle...Half Economy Car," -period Rupp advertisement

Elvis Presley owned one of the 400 to perhaps 600 Centaurs (the precise number is unknown) ever manufactured by Rupp Industries of Mansfield, Ohio – founded by one Herb "Mickey" Rupp - before it filed for bankruptcy in 1976, and Elvis's Rupp is on permanent display at Graceland in the Automobile Museum. This 1975 Centaur's fiberglass is in the same color as Elvis's, red. How many are left intact is, again, unknown. Rupp was essentially a snowmobile/minibike/dirtbike company that made the unfortunate decision to use a 339cc Kohler snowmobile two-stroke, in the Centaur and the motor proved to be too fragile on long highway journeys. Initially Rupp had sought Beetle power but could not reach agreement with Volkswagen.

The vendor, the original owner of this Centaur – he bought it in the crate from the Rupp bankruptcy trustee - believes this example may be the finest extant outside Graceland. It is in original condition, starting and running well, with 2,618 recorded miles. It has been carefully used, inspected every year, and driven only to special events.

Its purchase would offer the new owner the opportunity to "Ride like the King."

\$5,000 - 10,000

Without reserve



224

Ex-Gene Aucott - founder of the first US Vincent dealership

1953/74 EGLI-VINCENT 998cc BLACK SHADOW

Engine no. F10AB/1B/3496

One of the world's best known motorcycle frame makers, Swiss engineer Fritz Egli (b.1937) built his first frame in 1965/66 in what would turn out to be a highly successful attempt to tame the wayward handling of his Vincent v-twin race bike. The Vincent used a spine-type frame and so did Egli, though his was tubular rather than box-section and all-welded rather than bolt-up in construction. This trademark large-diameter backbone has been a feature of virtually all Egli's frames made since, proving adaptable to almost all types of motorcycle engine layout from British singles to across-the-frame Japanese fours. It proved to be the complete answer to the Vincent racer's handling problems, and Fritz duly took the Swiss hill climb championship in 1968, winning every round. These days widely regarded as a marque in its own right, it is the Egli-Vincent v-twin, with its exciting combination of classic power and modern chassis technology, that has proved to be his most enduring legacy.

As Fritz Egli moved on to other projects, the machines continued to be produced in limited numbers by other specialists. Graham Binnion, who had worked with Egli in Switzerland, was licensed to build frames in the UK, which were marketed by Slater Brothers, the Laverda concessionaires at the time. There have been numerous copies made by other specialists since then.

The 1952 Series C Black Shadow from which this Egli was assembled has had only one owner in the course of its 62 years; one Gene Aucott of Philadelphia, Pennsylvania. Also known as "Mr. Vincent USA", Gene was introduced to Vincent motorcycles while serving as a US Navy officer in England during WWII. There he met Phil Vincent, owner and founder of the Vincent company. Phil and Gene quickly connected over their mutual passion for motorcycles and became the best of friends. Upon returning to the United States after the war, Gene opened the first US franchised Vincent dealership in 1946 in his home town – four years before Vincent's distribution agreement with Indian Sales Corporation was signed – which ended in 1955 after he had sold 93 units. Gene, now an engineer for the Navy Jet Engine program, was still an inspiration to those racing Vincents.

In 1974 Aucott ordered three Egli frames from the Slater Brothers in the UK and installed his Black Shadow motor, duly rebuilt, into one of them, intending to race it. However his Egli was never raced but several successful high speed runs are on record. It was eventually retired and stored for nearly 40 years to now be offered for sale by the Aucott family.
\$60,000 - 80,000

Please note that this bike is titled under its engine number.

225

1978 BMW 980cc R100/7

Frame no. 6145868

Introduced in the fall of 1976, the “slash, or /7” models updated the /6 series that had been in production for the preceding three years. The R90S-shape fuel tank (adopted across the range) and redesigned rocker covers were distinguishing features of a line-up that consisted of the R60/7, R75/7 and a trio of new R100 models: the R100/7, R100S, and R100RS.

The three new R100s were individually targeted at niches in the “now world of the 1,000cc superbike.” There was the naked R100/7, the sports S, and the “faster sports” RS. Each R100 model’s nominal specification list was much the same: 980cc (94mm bore) 2-valve push-rod, boxer twin, subsequently known as the “air head” motor, with Bing carburetors, and a dry clutch and 5-speed gearbox. Loop frame with shaft drive and telescopic forks, and one or two ATE discs up front. For 1978, the R100/7 retained wire-spoke wheels, and US versions a single front disc. 60 horsepower at 7,000rpm was quoted for the R100/7, at least, with a top speed hovering around 115mph.

The R100/7 offered is a beautifully kept example being sold by its second owner who purchased it in 1997, with 24,557 miles, believed genuine, that looks virtually unused. Installed on the bike are Krauser bags, a pillion back rest, and a Vetter fairing. The bike has been refinished – including the fairing – in what appears to be a contemporary BMW metallic brown. This R100/7 is ready to start and ride away.

\$5,000 - 7,000

Without reserve



226

1978 HONDA CB550

Frame no. CB550K22100659

The Honda CB550 was actually 544 cc and one of Honda’s standard 4-cylinder motorcycles or UJM (universal Japanese motorcycle), although neither term was in common usage at the time, built from 1974 to 1978 in the Suzuka factory, Honda’s oldest. It was a development of the CB500, and like its predecessor, the CB550K had four exhaust pipes and silencers. Shortly after the CB550K was introduced, Honda launched a 4-into-1 exhaust, less chrome, and “lightweight” version, the CB550F Super Sport – to help fill out Honda’s “low bar range” in between the CB400F and CB750F. Both K and F series were sold alongside each other, sharing the same engine, tank, instruments, lights, wheels, brakes and frame.

The CB550 air cooled, single overhead cam, 2-valve motor - 50 horsepower at 8,500rpm and 30.4lbft of torque at 7,500rpm - used a wet sump in contrast to the CB750’s dry sump, and thus was both smaller and lighter. The gearbox, with wet clutch, carries 5-speeds; the loop chassis was somewhat conventional with 35mm forks, and twin shocks at the rear. The whole package weighed about 425lb wet.

This bike is a very clean, without the usual abuse – a rare commodity for this model - well cared for example, diverting from stock specification with its aftermarket 4-into-1 exhaust. The seller is the bike’s third owner who bought it in 1978. Its mileage is shown as 24,827 and is believed to genuine. It starts and runs well and with the standard safety checks is ready to ride again.

\$3,000 - 4,000

Without reserve





227

Property of a deceased's estate

1941 INDIAN FOUR CYLINDER

Engine no. DDA634

The Belgians at Fabrique Nationale may have been the first to develop a four-cylinder motorcycle but the Americans were certainly the first to put four cylinders at the forefront. At a time when all motorcycles were powered by either singles or twins, the sight of four cylinders all in a row was impressive and the long distances in America were ideal for such a powerplant.

Indian's first Four rolled out in 1928, derived from the Ace four-cylinder design, which itself had roots back to the Henderson inline-four. Engineering improvements were soon undertaken as Indian put its own stamp on the motor. By 1938 the powerplant was essentially in its final form but the stylists would take one more swing in 1940, adding plunger rear suspension, 16-inch balloon tires and those sweeping valanced fenders to arrive at a motorcycle shape for the ages. After 1942, the Four was no more as production ceased during WWII and never resumed due to costs.

This exquisite bike has been completely restored with only 32 break-in miles on the odometer.

The top-of-the-line of the Indian brand, the Four is one of the most sought after motorcycles of all time. Powerful, iconic and numbering much fewer than Chiefs, it exemplifies the glory days of pre-war American motorcycling.

\$50,000 - 60,000

Without reserve



228

Property of a deceased's estate

1940 INDIAN SCOUT BOBBER

Engine no. FDO4259

The Indian Scout is, like the Chief, a bike that needs little introduction. From the Four down to the Pony, just about every model of pre-war Indian from the Springfield factory has its legion of admirers.

Also well known is the origin of the bobber – the term that refers to the bobbed fenders. Sportier in appearance and practice (due to less weight) than the stock Scout, bobbers were very popular among the young men of the age, particularly those returning WWII servicemen who modified them.

This bobber has been completely restored to period form. Now considered American folk art, few period customized motorcycles have survived intact and this bike presents an unique opportunity to own a very useable and attractive custom American motorcycle in excellent condition.

\$20,000 - 24,000

Without reserve





229

Property of a deceased's estate

1948 INDIAN CHIEF

Engine no. CDH1536B

Back in 1922 the Indian range was extended by the introduction of a new, Scout-based 61ci flat head V-twin called the Chief – the first of a line that would endure for 31 years.

It was 1940 when Indian debuted the new streamlined 74ci (1200cc) Chief. The motorcycle featured their Spring Cradle Frame consisting of a set of rear plunger shocks and a new set of front girder forks with a Monroe hydraulic shock absorber. The chassis was remarkably comfortable and gave the Indian an advantage over Harley-Davidson who did not offer full suspension until 15 years later. The engine was Indian's reliable sidevalve now updated. And even today, nothing gathers attention quicker than an Art Deco-styled Indian Chief.

After World War II only the Chief made a return, supposedly a stopgap measure until lighter, more advanced models could be produced. But a series of financial and engineering missteps doomed the company and 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. After that, telescopic forks were fitted, which, to many, altered the aesthetics less favorably.

This immaculate motorcycle has been completely restored both cosmetically and mechanically. It shows just under 3,500 miles on a rebuilt engine and is said to be in excellent condition. As American as apple pie, nothing on two wheels is quite as iconic as an Indian Chief.

\$25,000 - 30,000

Without reserve

230

Property of a deceased's estate

2005 BMW R1150GS ADVENTURE

Recognizing an increasing demand for off-road styled models, BMW re-entered the ISDT in 1979 as a means of publicizing its forthcoming range of flat-twin dual-purpose bikes. The first of these, the R80G/S, was announced in September of 1980, and was rigged for off-road use with a 21in. front wheel, raised fenders, high-level exhaust system and single-sided swingarm. Too heavy for serious rough stuff, the G/S nevertheless excelled as an adventure tourer, a market sector that its GS successors dominate to this today. The 1150GS brought a six-speed transmission to the line and was singled out by Cycle World magazine for its all-round goodness. "Few bikes have proven to be as versatile as the GS Beemer family," wrote the editors, "with the 1150 exemplifying the very essence of a two-wheel Swiss Army knife."

This GS Adventure model adds to that versatility with slightly longer suspension travel, a bigger 7.9-gallon gas tank, a larger windshield, standard crash bars and handlebar guards. It has covered just 8,600 miles from new.

\$5,000 - 7,000

Without reserve



231

Property of a deceased's estate

2006 BMW HP2 ENDURO

Frame no. WB10389006ZL10188

It's one of the rarest of modern BMW motorcycles, and one of the most interesting. The HP2 Enduro is the most dirt-worthy of Munich's flat twins, wrapping a 105bhp version of the R1200GS engine with a steel-trellis frame, abbreviated bodywork and conventional WP inverted forks in place of the usual Telelever A-arm setup – all of which drops weight by about 50lbs. compared to the GS adventure bike. Sold in 2006-08 and largely hand built, worldwide production amounted to approximately 2800 units, with less than 400 coming to the U.S.

Cycle World magazine came away impressed after sampling the Beemer off road. "The HP2 will go just about anywhere," they said. "This is an adventure bike, emphasis on off-road adventure." Likewise, no complaints about horsepower: "We're talking huge horsies here for something that's supposed to thread its way through trees and over rock piles," wrote the editors. "This is smooth, controllable, useable power, and a boatload of it."

This particular HP2 has been rigged more for road use, with the addition of street tires, a rear sub-fender and a small windscreens. It also has been fitted with a rotary steering damper, handguards and an Akrapovic exhaust system.

\$7,000 - 9,000

Without reserve





232

Property of a deceased's estate

1941 INDIAN SPORT SCOUT

Engine no. FDA1507

Now legendary the world over, the smaller V-twin Indian model called the Scout joined the existing 1-liter Powerplus back in 1920. Later, in 1934, a Sport variant with a 750cc (45ci) motor was introduced which, in modified form, brought Indian most of its race victories and in stock form proved very popular with civilian riders.

Like the Chief, the Scout of this period was outfitted with voluptuous skirted fenders and balloon tires that gave a distinct style. In 1941 plunger rear suspension was added to arrive at what was listed in the brochures as a "dual action" chassis. In 1942 a few civilian models were made before the factory was turned over to military production for the war effort. But after the Second World War no Sport Scouts were produced, making the skirted Scout much rarer than its Chief counterpart.

This example has been completely restored and is in superb condition. Plus, the two-tone color scheme makes this classic, archetypal American motorcycle even more attractive.

\$22,000 - 26,000

Without reserve

Titled under the engine number.

233

Property of a deceased's estate

1999 CONFEDERATE HELLCAT ROADSTER

Frame no. X8071010

Engine no. YC00943

With their unique blend of styling, technology and GP-quality components, Confederate's products emphatically back their maker's claim. Founded in 1991 in Baton Rouge, Louisiana by trial lawyer Matt Chambers, Confederate Motor Company set out to create motorcycles "utilizing a holistic, avant-garde process for celebrating the art of rebellion." It is an approach that has given Confederate a public profile out of proportion to its relatively small size. Many a movie star and rock star own Confederates but the company is more than just about flash – in the last few years the company has achieved more than one land speed record at the Bonneville Salt Flats.

There was a time, though, when the company's existence looked far from certain. In August 2005 Hurricane Katrina struck the southern United States, devastating the area and destroying the Confederate factory in New Orleans. Confederate relocated near the world's greatest collection of vintage motorcycles at the Barber Motorsports Museum in Birmingham, Alabama where production of the Hellcat continues to this day.

This Hellcat has very low mileage and has been ridden sparingly and cared for lovingly. Fast and attention grabbing, it's an exhilarating ride for those who don't mind attracting attention.

\$7,000 - 9,000

Without reserve



234

Property of a deceased's estate

2000 HARLEY-DAVIDSON FATBOY

Frame no. 1HD1BML18WY043133

Engine no. BMLW043133

Designed to look like the hardtail models of yesteryear, the Softail models, such as this Fat Boy, offer the comfort of rear suspension. Introduced in 1990, the Fat Boy leapt to the forefront of popular culture when Arnold Schwarzenegger famously rode one in Terminator 2. Thereafter, dealerships couldn't keep them in stock and Milwaukee struggled to meet global demand. The popularity of the model, while ebb and flowed, has never died and after a quarter century is still being made, testament to its enduring appeal.

This example is in excellent condition both mechanically and cosmetically and with just over 15,000 original miles still offers years of opportunities.

\$6,000 - 8,000

Without reserve





235

Property of a deceased's estate
1978 HONDA CT90 TRAIL

Frame no. CT90-1901969

One of the most successful derivatives of the original Honda Cub was the CT90, introduced in 1967, which immediately became a big seller with outdoorsmen and the RV set. Essentially a trail version of the C90 step-through, the CT dispensed with the former's plastic front apron and featured a skidplate, high-level exhaust, cut-down mudguards, trials universal tires, large rear cargo rack and twin crash bars running from headstock to gearbox.

The standard four-speed gearbox with auto-clutch was augmented by a dual-range transmission offering four additional low ratios for use in difficult or hilly terrain. Cycle World magazine saw a 50mph cruising speed with the 'Posi-Torque' gearbox in High range and liked the easy switch to Low. "Ready to dive into the underbrush again, a simple twist of the trusty 14mm wrench and you've got the stump-pulling gears for a romp through the woods," CW said.

This 1978 example, with original mirrors, reflectors and spare fuel 'canteen' in place, shows just over 2,000 miles from new.

\$1,000 - 1,500

Without reserve



236

Property of a deceased's estate
1982 HONDA CT110 TRAIL

Frame no. JH2JD0104CS20383

In 1980 the popular, long-running Honda Trail 90 was superseded by the CT110, essentially the same machine but with the four-stroke single's displacement punched out to 105cc. Like its 90cc predecessor, the Trail 110 was a motorized pack mule, popular with hunters and fisherman or anyone who needed to carry a load into the backwoods along tight single-track trails. The bike also worked well for non-freeway commuting, where its nimbleness and near-100mpg fuel economy was appreciated. Sold in the U.S. until 1986, CT110 production continued until recently for several worldwide markets, including Australia where CTs were used as 'Postie Bikes' by the national mail service through 2014.

Writing about the CT range, journalist Frank Melling notes, "This is not off-road riding as we currently understand the term, with the rider standing and instant power at the blink of an eyelash. However, if you want to get from point A to point B – with camping gear, a gun and even an animal corpse on the huge carrier – then the CT is a truly remarkable dirtbike."

This odometer on this Trail 110 shows just 2,818 miles, believed to be the original mileage.

\$1,000 - 1,500

Without reserve



237

Property of a deceased's estate

2005 STELLA 'VESPA' SCOOTER

Frame no. MD7CG84A553067827

There's a good reason this 2005 Stella looks like a classic old Vespa motorscooter. From 1984 to 1999 Indian manufacturing company LML was in partnership with Piaggio, Vespa's parent company. One result was the Stella, a steel-bodied scooter patterned after the Vespa PX. Sold in the U.S. by Chicago-based Genuine Scooters, the Stella was powered by a 150cc two-stroke single. Just like the old Italian design, the four-speed gearbox shifted via the left handgrip assembly and the rear brake was activated by a pedal on the right floorboard.

"Welcome to classic scootering," wrote Gabe Ets-Hokin in a *MotorcycleUSA.com* review of the Stella. "A very elemental scooter experience: It looks right, performs right and will convince you – and anybody who's looking – that you're riding a vintage Italian scooter."

This 2005 Stella has covered 3,850 miles and ups the retro ante via a dual-saddle option and wraparound chromed luggage rack with passenger grab rail.

\$1,500 - 2,000
Without reserve



238

From a private Southeastern collection
1951 TRIUMPH T100 TIGER

Engine no. T100 3955NA

It was out with cast-iron cylinders and head for the 1951 T100 and in with the same close-pitch diecast alloy top end used on the TR5 Trophy. This marked the first time such components had been used for a series-production streetbike, making for arguably the best-looking Triumph motor of all time along with garnering considerable weight savings. A fitting move as the Tiger 100 was always the sports version of Edward Turner's trend-setting Speed Twin, launched in 1939, reappearing in 1946 with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war magdyno. At this time the company's 500cc Grand Prix production racer was phased out, but Triumph offered a Speed Kit for the T100 should hot-blooded owners want to indulge in racetrack forays. Good for an extra 10 horsepower, it consisted of high-compression pistons, hotter camshafts, megaphone exhaust pipes and a twin-carburetor setup, among other speed goodies.

This first-year alloy Tiger was apparently in the previous ownership of a sporting gentlemen, as it runs twin carbs and short 'meggas'. Gone is the original fork nacelle, replaced by a lighter-looking standard headlight bucket, not an uncommon period modification. Non-standard badges and striping adorn the gas tank, while a chrome-plated oil tank and taillight bracket attract the eye.

\$12,000 - 15,000

Without reserve

Titled under the engine number.

239

From a private Southeastern collection
1956 MATCHLESS G80CS

Frame no. G80CS529171

Engine no. G80CS529171

Founded in 1899, Matchless was one of the earliest British bike-makers. In 1932 they acquired AJS and formed Associated Motor Cycles (AMC), later adding Norton to the stable. Following World War II, the nearly identical Matchless G80 and AJS Model 18 were introduced, and the long-stroke 500cc singles gained a loyal following in U.S. throughout the 1950s. Of note were the so-called Teledraulic forks fitted to both bikes, developed for the firm's 3GL military bike during the war and very advanced for the time, with multi-rate springing and shuttle-type two-way hydraulic damping. It would be another three years before swingarm rear suspension was fitted, indicated by the S suffix after the model name, factory shorthand for 'spring frame'. In 1951 AMC's familiar big-body 'jampot' shocks make their first appearance, as does an aluminum cylinder head.

This G80S here is complete in specification, its only non-original pieces being a chromed headlight guard bar and rear passenger grab rail. Showing just under 32,500 miles, it appears to have benefitted from a paint respray and recovered dual saddle.

\$7,000 - 10,000

Without reserve

Titled under the engine number.



240

From a private Southeastern collection
1948 TRIUMPH T100 TIGER

Engine no. 48 T100 96949

First sold in 1938 and '39, Triumph's blockbuster Speed Twin and Tiger 100 were stars on the rise when hostilities in Europe brought production of civilian motorcycles to a halt. Worse, Triumph's Coventry works was flattened in 1940 when the German Luftwaffe launched a 400-plane raid against the city. Resettled a few miles away in Meriden, which would be the company's home until the factory was shut down in 1983, Triumph restarted streetbike production in 1946. Gone were the prewar singles, while the big news was the twins, led by the 5T and the T100, both of which had been uprated with tele-hydraulic forks, 4-gallon fuel tanks and improved electrics. In typical fashion, Triumph was not shy in ballyhooing its relaunched performance flagship: "The Tiger 100 is an ultra high performance sports machine with a specially tuned engine capable of completely satisfying the desires of all who wish to travel fast and far," blared the brochure.

Optional for the first time in 1948 was Triumph's rear 'Spring Wheel', a multi-tasking rear hub that included an 8-inch brake and springs that allowed a couple of inches of wheel travel, giving the otherwise rigid rear frame section a modicum of bump absorption. Many riders preferred the simplicity, weight savings and more secure (if rougher) ride of the rigid frame, as seen here on this 1948 T100. An older restoration, it is finished in the proper silver-and-chrome with black fender stripes and blue coachlining. Likewise the tank-top instrument panel is right for the year. It needs only a set of mufflers and a battery box to be cosmetically correct.

\$8,000 - 10,000

Without reserve

Titled under the engine number.

241

From a private Southeastern collection
1951 TRIUMPH 6T THUNDERBIRD

Engine no. 6T 12572NA

Triumphs may have been built in England but the American market was a prime driving force behind the brand's development, especially the bump in displacement to 650cc for the company's iconic parallel-twin, introduced in 1938 as a 500. The wide-open U.S. landscape, as well as American riders' penchant for desert racing and drag contests, demanded more power and more speed. Announced in September of 1949, the 650 Thunderbird was Triumph's response. A spectacular launch stunt saw three Thunderbirds lap the banked Monthléry circuit in France at over 90 mph for 500 miles, after which they each achieved a flying lap of 100 mph-plus and were then ridden back to the Meriden factory in England, underscoring that fact that reliability had not suffered for speed. From then until the introduction of the 750 triple in 1969, the 650 twin would be the hot choice in Triumph's lineup. In modified form it brought glory to the company on dragstrips, dirt-tracks and dry lake beds.

Just as happened with the 500cc Speed Twin, the Thunderbird defined a market niche, and soon rival bike-makers were forced to come up with their own 650 twins if they wanted to remain viable in the consumers' eyes. This matching-numbers T-Bird from the second year of production is equipped with the optional 'sprung hub'. An older restoration, it is finished in Triumph's signature Polychromatic Blue and is complete with the exception of missing mufflers.

\$7,000 - 10,000

Without reserve

Titled under the engine number.

END OF SALE

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CONDITIONS OF SALE – MOTORCYCLES & 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 it acts as agent.

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 the 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 Bally’s Las Vegas Hotel & Casino in Las Vegas, Nevada, on Thursday, January 7, 2016.

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 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 commission and fees, the Auctioneer may bid therefor 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

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 ‘General Information’.

7. THE BUYER

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.

8. BUYER’S PREMIUM

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 the 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.

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 12:00 noon Pacific Time on Saturday, January 9, 2016. 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 ‘General 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 ‘General 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. 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 registerable 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 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:

- 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;

CONDITIONS OF SALE – MOTORCYCLES & MEMORABILIA (CONTINUED)

- (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) Rescind the sale of the Lot to the Buyer at any time;
- (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.

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 neglect or default 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, fax, or other bids submitted remotely, including without limitation, any telecommunications fault or failure. 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 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 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns.

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 QUALITY, 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 THE 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.

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.

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Las Vegas Motorcycle Auction on January 7, 2016.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

SAMPLE BANK LETTER OF GUARANTEE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Las Vegas Motorcycle Auction on January 7, 2016.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder. Third party payments will NOT be accepted.



ACKNOWLEDGMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE
THE 2016 LAS VEGAS MOTORCYCLE AUCTION CATALOG:

Rick Baker	David Hawtin
Gwen Banquer	Jamie Karrick
Warren Barnes	Justin Kell – Glory Motorworks
Brough Superior Club	Tom Nielsen
David Bush Photography	Peter Perigo
Martyn Crisp	Doug Strange
Joe Dick Photography	Sean Smith
Simon Dinsdale	The Vincent Owners' Club
Giles Ernsting	Vintage Motor Cycle Club Limited (VMCC)
Patrick Ernzen	Bobby Weindorf
Dave Hurley	Jared Zaugg

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders; If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

Please mail or fax the completed Registration Form and requested information to:

Bonhams Client Services Department
220 San Bruno Avenue
San Francisco, California 94103
Tel +1 (800) 223 2854
Fax +1 (415) 861 8951
Automated results
Tel +1 (415) 503 3410

Bonhams

Sale title: The Las Vegas Motorcycle Auction	Sale date: January 7, 2016
Sale no. 23131	Sale venue: Baily's Las Vegas— The Event Center
General Bid Increments:	
\$10 - 200by 10s	\$10,000 - 20,000by 1,000s
\$200 - 500by 20 / 50 / 80s	\$20,000 - 50,000by 2,000 / 5,000 / 8,000s
\$500 - 1,000by 50s	\$50,000 - 100,000by 5,000s
\$1,000 - 2,000by 100s	\$100,000 - 200,000by 10,000s
\$2,000 - 5,000by 200 / 500 / 800s	above \$200,000at the auctioneer's discretion
\$5,000 - 10,000by 500s	The auctioneer has discretion to split any bid at any time.
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____ By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your resale license number here _____ We may contact you for additional information.	

SHIPPING	
Shipping Address (if different than above):	
Address: _____	I will collect purchases myself by 12pm January 9 <input type="checkbox"/>
City: _____	I will arrange transport via a third party shipper <input type="checkbox"/>
Country: _____	Shipper: _____
Post/ZIP code: _____	

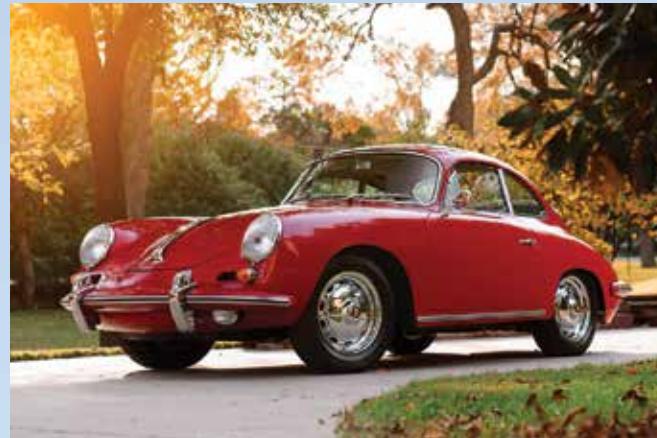
Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in US\$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

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:



The ex-Anna Maria Peduzzi
2nd Place at the Coppa Int. Delle Dame
1953 FIAT 8V ELABORATA
Coachwork by Zagato

The Last US-market Example Built
Less than 300 Miles and As-New Condition
2015 MCLAREN P1

Exquisite condition and less than 9,000 miles from new
1971 FERRARI 365 GTB/4 DAYTONA BERLINETTA
Design by Pininfarina - Coachwork by Scaglietti
Ferrari Classiche Certified

One of just 27 examples built
Award-winning restoration to factory specs
1962 PORSCHE 356 CARRERA 2 GS COUPE
Coachwork by Reutter

Highly Original Example
Recently Serviced by Marque Specialists
1988 LAMBORGHINI COUNTACH 5000 QV
Design by Bertone

Matching Numbers
Superb Recent Restoration
1964 ASTON MARTIN DB5 SPORTS SALOON
Coachwork by Touring

THURSDAY JANUARY 28
The Westin Kierland Resort & Spa

+1 (415) 391 4000, West Coast
+1 (212) 461 6514, East Coast
motors.us@bonhams.com

..... THE

SCOTTSDALE

★
Auction



Late Production, Disc Brake and Alloy Block
1963 MERCEDES-BENZ 300SL ROADSTER

Bonhams

bonhams.com/scottsdale

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Photo credit: Steve Burton

LES GRANDES MARQUES
DU MONDE

AU

GRAND PALAIS

Important Collectors' Motorcycles, Motor Cars and Automobilia

Thursday 4 February 2016
Paris, France

LOT PREVIEW
bonhams.com/23262

Bonhams is proud to offer a selection of 18 Italian machines from the world renowned MC Collection in Sweden. The museum was founded in 1999 by enthusiast Christer R. Christensson who, together with motorcycle historian Ove Johansson, has assembled a world-class collection of motorcycle masterpieces.



1948 GILERA 499CC SATURNO
€11,000 - 16,000
\$12,000 - 17,500



1949 FB MONDIAL 125CC SPORT
€7,000 - 10,000
\$7,500 - 10,800



1956 PARILLA 175CC
€5,600 - 7,000
\$6,000 - 7,500



THE MC COLLECTION

Left
**1954 MV AGUSTA 175CC
CSS 'DISCO VOLANTE'**
€11,000 - 17,000
\$12,000 - 18,500

Right
1980 BIMOTA 860CC SB2/80
€21,000 - 25,000
\$22,800 - 27,000

INQUIRIES
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+1 (212) 461 6514
motorcycles.us@bonhams.com

EUROPE
+33 (0) 142 611 011
eumotorcycles@bonhams.com



1972 DUCATI 450 SCRAMBLER
€9,800 - 14,000
\$10,500 - 15,000

1976 BENELLI 750CC SEI
€14,000 - 19,000
\$15,000 - 20,500

1983 DUCATI 864CC 900 S2
€7,000 - 9,700
\$7,500 - 10,500



Bonhams

THE PREMIER INTERNATIONAL SHIPPING SERVICE
DEDICATED TO COLLECTIBLE MOTORCYCLES.



Please visit our booth at
Bonhams Las Vegas Motorcycle Auction:
Ballys Hotel & Casino Las Vegas, NV
Jan 7th, 2016

Warren Barnes will be on site
email: warren@sclusa.com
tel: 310 626-7117

 SCHUMACHER
SECURE
Confidence in transport.

THURSDAY MARCH 10

Fernandina Beach Golf Club
Fernandina Beach, Florida

PREVIEW
March 8-10

INQUIRIES

+1 (212) 461 6514, East Coast
+1 (415) 391 4000, West Coast
motors.us@bonhams.com

THE
AMELIA ISLAND
AUCTION

CONSIGNMENTS NOW INVITED



Known history from new
1960 MASERATI 3500GT SPIDER
Coachwork by Vignale



The 'Swiss MPH', originally delivered new to Switzerland
1935 RILEY MPH TWO SEATER SPORTS
The 16th and last to be built and owned for nearly 50 years
by Bob Lutz



Original bodied, fastidiously mechanically prepared by Chris Leydon and D.L. George Coachworks
1924 BENTLEY 3-LITRE RED LABEL SPEED MODEL TOURER
Coachwork by Park Ward

Bonhams

bonhams.com/amelia

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THE SPRING STAFFORD SALE

Important Pioneer, Vintage, Classic
& Collectors' Motorcycles

Sunday 24 April 2016
Stafford

ENTRIES INVITED

LOT PREVIEW

bonhams.com/23600

For details of how to take part, please contact our
UK office, or visit bonhams.com/motorcycles to
submit a Complimentary Auction Appraisal request.

INQUIRIES

UK

+44 (0) 20 8963 2817

ukmotorcycles@bonhams.com

US

+1 (415) 391 4000

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motorcycles.us@bonhams.com

EUROPE

+33 (0) 142 611 011

eumotorcycles@bonhams.com

Including

THE BROUGH OF BODMIN MOOR



1938 BROUH SUPERIOR 1,096CC 11-50HP PROJECT
£16,000 - 22,000
\$24,000 - 33,000



1938 BROUH SUPERIOR 800CC BS4 PROJECT
£80,000 - 120,000
\$121,000 - 181,000



1938 BROUH SUPERIOR 982CC SS100 PROJECT
£60,000 - 80,000
\$90,000 - 121,000



1939 BROUH SUPERIOR 982CC SS80 SPECIAL PROJECT
£20,000 - 30,000
\$30,000 - 45,000

FURTHER ENTRIES



1929 COVENTRY EAGLE 996CC FLYING EIGHT

£140,000 - 160,000
\$211,000 - 241,000



Matching numbers

1939 VINCENT-HRD 998CC SERIES-A RAPIDE
£150,000 - 200,000
\$226,000 - 302,000



1953 VINCENT 998CC SERIES C BLACK SHADOW PROJECT

£25,000 - 35,000
\$38,000 - 53,000



1956 VINCENT 499CC SERIES C/D COMET

£6,000 - 8,000
\$9,000 - 12,000



*The Ex-Derek Minter, Ex-Geoff Duke,
TT & Grand Prix*
1956 NORTON 348CC MANX MODEL 10M
£30,000 - 40,000
\$45,000 - 60,000



The ex-Francis Williams, Ernie Woods
1959 NORTON-JAP 996CC SPRINTER 'THOR'
£40,000 - 50,000
\$60,000 - 75,000

Bonhams



The Quail Motorcycle Gathering

Presented by TUDOR



J. Bushnell Photography

CALLING ALL MOTORCYCLES AND ENTHUSIASTS!

The Quail Motorcycle Gathering • Saturday, May 14, 2016 • 10:00am to 4:00pm • Hosted at Quail Lodge & Golf Club in Carmel, California

The 8th Annual *The Quail Motorcycle Gathering*, presented by TUDOR, will feature over 300 of the world's finest and rarest collections of vintage and modern motorcycles on display from the following classes: Antique, American, British, European, Japanese, Competition On/Off Road, Custom/Modified, BMW Classics, 40th Anniversary of Superbike, Chopper, Pre-1916 Motorcycles, Scooters, and Extraordinary Bicycles. Tickets are just \$75 per person inclusive of a mouthwatering barbecue lunch, parking, live entertainment, and gear valet service. Entrant Packages start at \$150 inclusive of two tickets to *The Quail Motorcycle Gathering*, one event gift bag, and a t-shirt. Sponsorship and advertising opportunities also available. Learn more at signatureevents.peninsula.com.

IMPORTANT MARITIME PAINTINGS AND DECORATIVE ARTS

Thursday January 28, 1pm
New York

INQUIRIES

+1 (917) 206 1695
maritime.us@bonhams.com

A DOCKYARD PRESENTATION MODEL OF THE 120-GUN SHIP OF THE LINE H.M.S. TRAFALGAR BRITISH, CIRCA 1841

75-1/2 x 25-1/2 x 57 in., cased

\$70,000 - 100,000

Launched on June 21, 1841 at Woolwich Dockyard, the last of the Caledonia Class.
ex-The Forbes Collection



Bonhams

NEW YORK

bonhams.com/maritime

FINE BOOKS AND MANUSCRIPTS

Sunday February 14, 10am
Los Angeles

THE 1993 NOBEL PRIZE IN
CHEMISTRY PRESENTED
TO DR. KARY MULLIS
FOR HIS DISCOVERY OF
THE POLYMERASE CHAIN
REACTION (PCR)
\$450,000 - 550,000

PREVIEW

February 5-7, San Francisco
February 11-13, Los Angeles

INQUIRIES

+1 (415) 503 3266
books.us@bonhams.com



Bonhams



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+1 415 861 8951 (fax)

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7601 W. Sunset Boulevard
Los Angeles, California 90046

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