

Bonhams

The Las Vegas Motorcycle Auction

The Rio All Suite Hotel and Casino, Las Vegas, Nevada | January 24, 2019



The Las Vegas Motorcycle Auction

The Rio All Suite Hotel and Casino, Las Vegas, Nevada | Thursday January 24, 2019 1pm

BONHAMS

7601 W. Sunset Boulevard
Los Angeles, California 90046

580 Madison Avenue
New York, New York 10022

220 San Bruno Avenue
San Francisco, California 94103

bonhams.com/vegas

PREVIEW & AUCTION LOCATION

The Rio All Suite Hotel and Casino
Amazon Ballroom
3700 W. Flamingo Road
Las Vegas, Nevada 89103

PREVIEW

Wednesday January 23, 9am to 6pm
Thursday January 24, 9am to 1pm

AUCTION NUMBER: 25192

Lots 1 - 128

INQUIRIES

West Coast

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

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

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

Lance Butler
+1 (323) 940 8092
lance.butler@bonhams.com

East Coast

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

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

UK

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

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

General Information

Gordan Mandich
+1 (323) 436 5412
+1 (323) 850 5843 (fax)
gordan.mandich@bonhams.com

Vehicle Documents

Stanley Tam
+1 (415) 503 3322
+1 (415) 391 4040 (fax)
stanley.tam@bonhams.com

BIDS

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

From January 21 to 25, to reach us directly at
The Rio in Las Vegas:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)
motorcycles.us@bonhams.com

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

Please see pages 2 to 3 and 108 to 110 for
bidder information including Conditions of
Sale, after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

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ILLUSTRATIONS

Front cover: Lot 84
Inside front cover: Lot 47
Inside back cover: Lot 64
Back cover: Lot 26



Bonhams

220 San Bruno Avenue
San Francisco, California 94103
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Buyer Information

CONDITIONS OF SALE AND DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

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

For all registrable Motorcycles, Bonhams will be working in conjunction with Nevada dealer Munari Auctions Inc, license no. DLR000042175. Please note that following the auction, history documents and accompanied items may ship from Bonhams offices. Titles will be mailed via FedEx from our 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 are available for purchase onsite. Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

BUYER'S PREMIUM, TAXES AND LICENSE FEES

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

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

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

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

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

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

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

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

MOTOR VEHICLE CUSTOMS DUTY

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

BIDDER REGISTRATION

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

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 3pm on Friday January 25.

ESTIMATES

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

RESERVES

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.

Buyer Information

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

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

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

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (323) 850 6090 or to Bonhams at The Rio in Las Vegas at +1 (415) 391 4040 beginning Wednesday January 23 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

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

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

CURRENCY CONVERTER

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

DAMAGE

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

PAYMENT

Payment for purchased lots must be made no later than 3pm on Friday January 25. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft), debit card with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

PAYMENT & COLLECTION HOURS AT THE RIO IN LAS VEGAS

Bonhams will be accepting payment during and after the auction on Thursday January 24. We will be open on Friday January 25 from 8.30am until 3pm, for payment and collection of lots.

Please notify us of your collection plans upon payment.

COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All lots must be paid for and collected from the sale venue by 3pm on Friday January 25. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 3pm Friday January 25. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/ removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

Uncollected Motorcycle Lots

Motorcycle lots uncollected by 3pm Friday January 25. will be removed to hold location by Schumacher and held to order until the buyer issues instructions. The buyer/seller will be informed of the hold location and will be solely responsible for any expenses incurred. Motorcycle removal and storage charges will be charged by Schumacher according to standard rates and the ultimate destination of the vehicle. Bonhams urges buyers to inquire in advance. Lots are at the buyer's risk from the fall of the hammer.

TRANSPORT ARRANGEMENTS

Representatives of Bonhams preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An agent may collect your purchases as long as they are removed from the auction site by 3pm Friday January 25.

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Contact: Giles Ernsting
+44 (0) 1604 419 815, giles@shippio.com
web: www.shippio.com

Las Vegas Crating & Logistics
contact information:
Chris Long, +1 (702) 604 6564
contact@lasvegascrating.com
web: www.lasvegascrating.com

BONHAMS AT THE RIO ALL SUITE HOTEL AND CASINO

Amazon Ballroom
3700 W. Flamingo Road
Las Vegas, Nevada 89103

Telephone numbers for January 21 - 25
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

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



1
C.1950 WHIZZER 2½HP
Engine no. H-116862

Introduced in the USA in 1939 by the Breene-Taylor Engineering Company, a Los Angeles, California-based airplane parts manufacturer, the Whizzer bicycle engine kit was produced through until 1965. Said engine was first sold as kit to 'clip on a bicycle frame,' preferably a frame that was made by Schwinn, that the kit customer would source. The do-it-yourself Whizzer kit motor was also produced in Belgium and Luxembourg for the European market. After sales of about 2,500 kits the company was sold to a Dietrich Kohisatt and Martin Goldman. The 138 cc side-valve, 2-1/2 horsepower, single Whizzer engine drove the rear wheel by means of a belt-driven friction roller beneath the bottom bracket. 'After WW2, by which time the design had been refined to incorporate belt drive to the rear wheel, the Whizzer could be purchased as a complete machine with Schwinn-designed frame' and called the 'Pacemaker.' It was popular in its day, particularly with teenagers, but ultimately could not compete with the more-modern, forward-looking Japanese lightweights, and disappeared in the 1960s. Today the Whizzer enjoys cult status and is highly sought after by collectors. This handsome Schwinn-framed Whizzer is nicely constructed and in very good shape. Its story is unknown for there is no history file.

\$1,500 - 2,000

£1,200 - 1,600

No Reserve

Offered on a Bill of Sale.



2
**C.1970 CUSHMAN POWERED CHILD'S CAR WITH
C.1946 CUSHMAN 'HUSKY' MODEL 53A MODEL SCOOTER**

The Cushman scooter company was started in 1903 in Lincoln, Nebraska, by Everett and Clinton Cushman, incorporating as the Cushman Motor Works in 1913. In 1922 they began production of their 4-stroke Husky engine which ultimately would be used in farm equipment, pumps, lawn mowers, and boats. And more scooters... the Model 53A, the red example on the trailer, was widely used by the US Armed Forces in WWII (as the Model 53) even being dropped by parachute. And after peacetime began, the motorcycle-like Cushman Eagle was the one to buy and stayed in production for approximately 16 years. Why Cushman? Both car and scooter in the 'hookup' offered here run Cushman Husky single-cylinder engines. The open two-seater 'sports car' started life as a part of a carousel but has since been fitted to a simple steel ladder frame with a rear-mounted Cushman engine – somewhat reminiscent of a Crosley Hotshot, an American two-seater sports car first produced in 1949. It was small compared with most of its contemporaries. This body has a full-sized steering wheel in its center suggesting that it might just find a Shriner as the driver in the past. Shriners have long since entertained the viewing public on Memorial Day parades (each usually wearing a fez) driving miniature kart-like cars often with figure-of-eight antics mid highway. The Cushman 53A scooter is powered two-wheel mobility at its most basic. Simple, slow, stable. Cushman and others thrived in the 1950s and early 1960s selling the precursor to the Japanese minibike – more motorcycle than scooter. Both car and scooter have been superbly restored and refinished – ready for any summer show or picnic.

\$5,000 - 6,000

£4,000 - 4,800

No Reserve

Offered on a Bill of Sale.



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3

C.1962 CUSHMAN SUPER EAGLE 349CC

Founded in the early 1900s by cousins Clinton and Everett Cushman, the Lincoln, Nebraska firm had long been established as engine manufacturers, its products powering boats, farm machinery, pumps and lawnmowers. The story goes that Cushman's two-wheeler came about quite by chance following aviator Col. Roscoe Turner's demonstration of a Salsbury scooter at an air show in Lincoln in 1936. A local boy liked what he saw and fashioned his own crude copy using a Cushman Husky lawnmower engine as power unit. Known as 'The Big Name in Little Wheels', Cushman's would evolve through countless incarnations over the years, one of the most significant developments being the launch of a new, larger line in 1949. This was the Eagle, which abandoned the scooter's traditional open-framed 'step-through' layout, placing the gas tank in the conventional motorcycle position. It was a brave move: Nobody knew what the riding public's reaction would be to a scooter that looked more like a miniature Harley-Davidson, but the Eagle proved to be an outstanding success, selling more units than any other Cushman model. This restored 1962 Cushman, powered by an 8hp 349cc Husky 4-stroke, is a Super Eagle model, with all-metal rear bodywork and extra chrome and other decoration and some factory accessories. The Super Eagle has been on display in a private climate-controlled facility amongst other vintage scooters.

\$3,000 - 5,000

£2,400 - 4,000

No Reserve



4

1958 CUSHMAN EAGLE

Frame no. 24M7-33722 58

Inspired by the success of Salsbury's Motor Glide scooter, Cushman launched its own Auto-Glide version in 1936. Founded in the early 1900s by cousins Clinton and Everett Cushman, the Lincoln, Nebraska firm had long been established as small engine manufacturers. Cushman's scooter came about quite by chance following aviator Colonel Roscoe Turner's demonstration of a Motor Glide at an air show in Lincoln in 1936. A local boy liked what he saw and fashioned his own crude scooter using a Cushman Husky lawnmower engine. By this time Cushman had been taken over by the Ammon family's The Easy Manufacturing Company. They got wind of the one-off and decided to build their own. Cushman scooters evolved in 1949 into the larger Eagle which abandoned the traditional, open-frame, 'step-through' layout, placing the gas tank in the conventional motorcycle position. It was brave! A scooter that looked like a miniature Harley would prove an outstanding success, selling more units than any other Cushman model. From dominating the American scooter market in the early 1950s, Cushman declined in the face of foreign competition, and in 1961 the company became the official Vespa distributor in the USA. With the arrival of Japanese, 'The Big Name in Little Wheels' ceased series production early in 1965. This heavily decorated, twin exhaust Eagle is thought to be in excellent condition and has been on display in a private climate-controlled facility amongst other vintage scooters.

\$3,000 - 5,000

£2,400 - 4,000

No Reserve



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5

1959 MITSUBISHI C74 SILVER PIGEON

Frame no. 59-074-100171

Engine no. NE-9M 00514

The Mitsubishi Silver Pigeon was made in Japan by 'Mitsubishi Heavy-Industries, Reorganized Ltd, Nagoya Engineering Works' between 1946 and 1963. The first series, the C10, was an American design adopted by the Japanese which gradually morphed into an all-Japanese design. At the end of production it was determined that near 464,000 units had been produced over more than a dozen models over nearly 15 years. A phenomenon. The Silver Pigeon's earliest primary domestic competitor was the Fuji Rabbit followed by the Honda Juno in 1954 although the Pigeon held more than 40% of the market. 'Motor scooters were so important to the post-war vehicle industry that in May 1948 both a Silver Pigeon and a Rabbit were presented to the Emperor of Japan. Motor Cyclist magazine voted it 'best in styling' for three consecutive years in the 1950s. American retailer Montgomery Ward bought six different models of the Silver Pigeon via the Rockford Scooter Company, Illinois to be sold in their catalog. At least one of them was labeled the Riverside Miami. This restored Silver Pigeon – believed to be a C74 model with a fan-cooled 200cc 4-stroke motor with about 4.9 horsepower and centrifugal clutch 'under the seat' - is possibly not a Riverside product but a special import. And possibly not stock. Its provenance is unclear for there is no history file, however the quality of its restoration appears very good.

\$3,000 - 4,000

£2,400 - 3,200

No Reserve



6

C.1958 HEINKEL TOURIST 103 A-1

Heinkel Flugzeugwerke's Tourist scooter was launched on to the export market in November 1955 and withdrawn ten years later. As might be expected from a German aircraft manufacturer, the machine was very thoroughly engineered, with an OHV 4-stroke engine derived from the company's bubble-car, fan-cooling, electric dynamotor starting and under-seat luggage compartment, then rare on scooters. All this came at a price and the 'Tourist' was expensive when compared to the Italian ranges which limited foreign sales, making survivors scarce. Promoted on the East Coast of the US at one time as 'The Cadillac of Scooters,' it was indeed a quality item. The Tourist had a frame of steel tubes to which pressed steel panels were fixed. The 4-stroke motor (later with electric start and 174cc) and a 4-speed transmission was under the seat and its rear drive chain was sealed in an oil bath, unable to coat either the riders or the bike itself. This 103 A-1 scooter was launched in September 1957, the model run ending in June 1960 after 50,050 units had been built although it is surmised that only 350 were sold in the USA. What was particularly special was the cast handlebar with incorporated instrument panel and rubber mounts for the engine. This example appears to have been thoroughly restored and re-finished in probably original colors. Recommended for the vintage scooter enthusiast, little is known about this bike's provenance.

\$7,000 - 9,000

£5,500 - 7,100

No Reserve



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7

1977 HONDA CR125M ELSINORE

Frame no. CR125M-3105998

Engine no. CR125ME-3000754

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. First introduced in 1973 under the 'Elsinore' model name (like its 250cc sibling), Honda's CR125 two-stroke motocrosser remained at the top of the quarter-litre class until the sport's switch to four-strokes. The CR125 debuted in steel-framed form with air-cooled engine, twin-shock rear suspension, 'right-way-up' forks and drum brakes, ending its days in 2008 with a liquid-cooled motor, mono-shock rear suspension, an alloy beam frame, 'upside-downers' and disc stoppers at both ends. The blockbuster Elsinore used by team rider Gary Jones to take the AMA 250 national championship. It was followed a year later by the CR125, on which a young Marty Smith added another title to Honda's growing tally of off-road accomplishments. Showroom sales exploded. The pace of development in motocross was brutally quick, though, and within two years the CR125's 4 inches of rear suspension travel was looking pretty skimpy. A redesigned chassis with moved-up shocks gave a competitive 7 inches of travel and the CR125 was back in the hunt. A coat of bright Honda Red paint on virtually everything except the motor announced the changes. This 1977 Elsinore is beautifully restored. A competition-only model, the bike is sold on a bill of sale. It requires the usual safety checks before use.

\$3,500 - 4,500

£2,800 - 3,600

No Reserve

Offered on a Bill of Sale.



8

1968 BULTACO METRALLA 250 MK2

Frame no. B-230.1046

Engine no. M-2301046

The foundation of Bultaco was occasioned by the resignation of Francisco Xavier Bulto from Montesa, a company he had co-founded with Pedro Permanyer in 1945. The Montesa board wanted to withdraw from racing; Bulto disagreed and left in 1958, taking the racing department with him to set up Bultaco. By the spring of 1959 their first machine - the Tralla 101, a 125cc 2-stroke - was ready for production. In production machine racing, the 200cc Metralla sports roadster quickly became a force to be reckoned with, winning its class in the 1963 European Grand Prix d'Endurance series despite giving away 50cc to its rivals. By 1967 the Metralla was available as a full '250' and in that year's Diamond Jubilee TT in the Isle of Man secured a remarkable result in the production race when a team of race-kitted bikes entered by the importer for Southern Ireland, Harry Lindsay, finished 1st and 2nd, Bill Smith leading Tommy Robb across the line with Kevin Cass in 6th place. The Bultaco Metralla Mk 2 was marketed as 'a wolf in sheep's clothing, a road racer that you can ride on the street.' The design was simple, the hand-built mechanicals reliable and tough, the handsome bike stark, stable, and fast. The Mk 2 single cylinder piston-port 2-stroke put out a quoted 27bhp at 8,700rpm which with its 5-speed close ratio gearbox (and enclosed rear drive chain) gave a genuine 100 mph. The bike offered here appears to be in great condition. After inside storage for some time, it will require mandatory safety checks before a buyer attempts to start and ride it.

\$7,000 - 8,000

£5,500 - 6,300

No Reserve



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9

1971 HARLEY-DAVIDSON MSR-100 BAJA

Frame no. 8B10802H0

Engine no. 8B10802H0

This stylish two-stroke lightweight dates from the period when Harley-Davidson was owned by AMF: American Machine and Foundry. In actual fact, Harley's lightweight models were manufactured not in the USA but in Italy by Aermacchi, which had been part owned by the American company since 1960. By purchasing a 50% stake in Aermacchi, Harley-Davidson obtained a ready-made range of smaller models to complement its large Milwaukee v-twins. The relationship came to an end in 1978. In the late 1960s and through the 1970s desert racing had captured the world and Harley-Davidson wanted to play. They created the Baja 100 model by 'sleeving down' an Aermacchi Aletta 125 from a 54mm to a 50mm bore so to fit into the 'under 100cc class.' The stock Baja 100 had a very reliable 2-stroke 98cc engine producing 13 horsepower at 8,000rpm and a 5-speed gearbox, and only weighed 185 pounds in a proven chassis. Upgraded suspension pretty much completed the package. After production had started Harley-Davidson entered a 14-rider factory Baja 100 race team in the 1971 Baja 1000 and it won its class with eight riders in the top 10 places. The Baja 100 was already available as both a roadster and a racer, with production having begun in the 1970 model year. This 1971 Harley-Davidson Baja 100 appears to be complete, unrestored and in good condition, but any prospective buyer would be advised to scrutinize it carefully to satisfy themselves as to its provenance. This superb little Baja has been kept in climate-controlled storage for some time. It will need careful safety checks to be performed before being started again.

\$8,000 - 10,000

£6,300 - 7,900

No Reserve

Offered on a Bill of Sale.



10

C.1960 GILERA 175 SPORT GIUBILEO

Engine no. *189*4850N*

The name 'Giubileo' was first adopted by Gilera in 1959 for its popular 175 single-cylinder Sport model, the year that the company celebrated the Golden Jubilee of its founding by Giuseppe Gilera in Arcore, a few kilometers further north-east from the Monza race track. Gilera first sprang to prominence in the late 1930s when its glorious supercharged 4-cylinder racers trounced BMW in the premier Grands Prix and simultaneously snatched the world speed record away from the German marque. Throughout the early 1950s, for Gilera it was the racers that again grabbed the headlines, the Arcore marque's fours taking five manufacturer's titles and six individual championships in the hands of riders such as Geoff Duke, Libero Liberati and Masetti. Take 1957 alone, Gilera won the 500 cc World Championship with Liberati; second was Bob McIntyre, Duke 4th, Milani 9th and Bob Brown 10th, all on Gileras. On the other side(s) was John Surtees 3rd on an MV, Jack Brett 5th on a Norton, and Walter Zeller 6th on a BMW, case closed. Although racing generated valuable publicity, it was sales of road bikes that paid the bills. The majority of machines sold were lightweights based on the overhead-valve 125 single that had appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc (with perhaps 9.5 bhp and a 4-speed on tap), these simple ohv singles, built in both Turismo and Sport versions, proved top sellers throughout the 1950s and into the 1960s, although their high price outside Italy made them a relatively rare sight. This example being offered has been restored and remains in good condition though after dry storage will require the usual safety checks before running again.

\$4,000 - 5,000

£3,200 - 4,000

No Reserve



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11

C.1958 PARILLA 250 GRAN SPORT

Frame no. 700118
Engine no. 700126

- Beautiful Parilla 250 high-cam single of the late 1950s
- Handmade aluminum full 'dustbin' fairing and hump seat
- Rare example of one of Italy's finest 250 single road racers
- Renowned for its magnificent, bellowing exhaust note



Giovanni Parrilla was a Spaniard who grew up in Italy. (That's two 'r's in his surname although the motorcycle has only one 'r'.) He was one of many new motorcycle manufacturers who sprung up after World War 2. Part of his technical education came when he bought a Norton Manx and took it apart. The company's approach to styling was distinctive and they have joined a few other Italian small displacement bikes as the favorites of collectors. Based in Milan, Parilla gained broad acclaim with the introduction of the famous high-cam models in 1953 and grew rapidly with a range of machines between 125 and 350 cc. When Parilla decided to enter the growing market in the U.S. for off-road motorcycles, it did so by adapting its road-going models with appropriate changes to the frame, gearing, body work, exhaust system and tires.

Cosmopolitan of Philadelphia was the importer. For maximum performance it based the new 175 cc machine it called a Wildcat on the legendary MSDS/Gran Sport racer which had won its class in the 1957 Motogiro d'Italia. The Wildcat shared most of its running gear with the sport tourer Lusso Veloce in the Italian market and Speedster in the United States. With larger Dell'Orto SS25A carburetor the Wildcat produced 13 horsepower at 8,700 rpm.

By 1960, however, a chain driven, high-cam 250 was quoted at 26 horsepower at 9,500 rpm with a 28 mm carburetor increasing the performance now available by a measure.

The Gran Sport motor has a 'square' cylinder with a bore and stroke of 68mm for 247cc built around a 4-speed gearbox with Ceriani front fork and twin rear shocks and handsome drum brakes. 'In fact, the high-cam Parillas was only really successful in Stateside events, during the early 1960s, the 250 model was often the bike to beat. This was due, in no small part, to the performance of Norris Rancourt on the Orrin Hall machine.'

This Gran Sport being offered has little provenance. Although very well assembled and finished its precise specification is not clear. The 'dustbin' fairing and seat are aluminum as are the wheel rims. The bike is frankly gorgeous – properly drilled for lightness, polished and painted appropriately. The 'half-round' chronometric tach is by Smiths but labeled Parilla. A tank decal sits between the loops that would hold onto a chest pad, and offers up 1957, 1958 and 1958 successes; and a proud 'Made in Italy' decal. The bike carries a 2nd International Moto Parilla Days sticker from 1999 in Albuquerque, New Mexico. Bidders must satisfy themselves as to the provenance, condition, patina, completeness and originality prior to bidding. It should be run through the necessary safety checks before being started and run.

\$30,000 - 35,000
£24,000 - 28,000

Offered on a Bill of Sale.

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



12
C.1958 MV AGUSTA 125 TRA

Frame no. 623728

Engine no. 623858

Although best known for its large-capacity 4-cylinder, 4-strokes, MV Agusta built lightweights throughout its manufacturing career from 1947 and in its earliest days listed small 2-strokes, and even a scooter. Much better engineered than any British contemporary, the Turismo Rapido (TR) series of MV tiddlers was by the mid-1950s 4-stroke powered. Neat and simple, the 125cc motor was an overhead 2-valve, pushrod, 'square' 54x54mm bore/stroke, with 8.5:1 compression ratio for 6.5bhp at 6,000rpm, in-unit with a wet clutch and 4-speed transmission. The carburetor was a Dell'Orto MA 18B matched with a flywheel-magneto ignition system. The chassis by 1957 was a double cradle tubular (up front) and rear pressed steel structure with a telescopic fork and twin rear shocks designed to be strong enough to pass over the still rough roads of both urban and agricultural home market Italy and those of its far-flung export markets. 60mph was often achieved by commuter and sports rider alike. There were several sub-models of Turismo Rapido, the TRA was one – A for America, it's true. It was similar to the GT in a series of bikes which were first launched in 1954 and concluded in model year 1958. Reportedly some 40,000 125 TR units were manufactured which seems a huge number. It is not a stretch to assume that the number of TRAs was relatively small even though they were sold in markets far from the USA; South America loved MVs, too. This lovely 'humpback' example is thought to have been recently restored to a high standard. With careful safety checks performed, it should soon be back on the road.

\$9,000 - 12,000

£7,100 - 9,500

No Reserve



13
C.1957 MV AGUSTA 125 SS

Frame no. MV-TRE*655002*

Engine no. MV-TR-653599

Much better engineered than any British contemporary, the Turismo Rapido (TR series) of MV tiddlers was by the mid-1950s – 1954 model year to be precise - four-stroke powered. Neat and simple, the 125cc motor (123.6cc, that is) was an overhead two-valve, 54x54mm bore/stroke, with 8.5:1 compression ratio for 6.5bhp at 6,000rpm, in-unit with a wet clutch and 4-speed transmission. The carburetor was a Dell'Orto matched with flywheel-magneto ignition. The chassis by 1957 was a double cradle tubular and pressed steel structure with a telescopic fork and twin rear shocks. 60mph was often achieved by commuter and sports rider alike. There were many TR models, like this one, between 1954 and 1958, which differed, apart from mechanical developments over the years, mostly in the styling and the marketing of those versions. The Turismo Rapido was the most prolific in its various guises; then there were the TR Extra (TRE), the TR Extra Lusso (TREL), the TR America (TRA) and the TR Lusso (TRL). And these are just the models readily catalogued. This 125 has a TRE frame number – thus Turismo Rapido Extra – but has been otherwise labeled as a 125 SS. It has been beautifully restored – the red and gold paint is stunning – but is believed not to be strictly to its original specification. The fiberglass hump seat is certainly from a later era. These 125s are now extremely rare; this one is surely a tribute to MV and to the restorer. It's exquisite: a jewel, no less.

\$9,000 - 12,000

£7,100 - 9,500

No Reserve



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14

C.1956 FB MONDIAL 150 SPORT LUSO

Engine no. *9693*

Few marques have achieved so fine a competition record in so short a time as Mondial, the Italian company's period at the very top of Grand Prix racing encompassing the years 1949-1951, plus a gloriously successful comeback in 1957. F.B. Mondial was founded in the aftermath of WW2 by the Boselli family, whose first venture into powered transport had been with the FB (Fratelli Boselli) three-wheeled delivery van in the 1930s. The name 'Mondial' first appeared on a motorcycle in 1948 when the Boselli brothers introduced a revolutionary double-overhead-camshaft 125 cc racer. Mondial's miniature masterpiece duly brought the Manerbio, Bologna manufacturer its first World Championship the following year and proved equally dominant in 1950 and 1951. After a relatively lean spell, Mondial returned to Grand Prix glory in 1957, taking both the 125 cc and 250 cc World Championships. The last all-Mondial street bikes left the factory in 1960. Its quality was workmanlike and thus long lasting, the performance, however, can only be described as adequate. While the model was in production for a number of years output was certainly limited. Today, such a motorcycle is rare and even though the quality of this bike's restoration is high it's not to precisely original, stock specification. This neat example has been in long term storage and thus will demand necessary safety checks before started and ridden again.

\$7,000 - 8,000

£5,500 - 6,300

No Reserve



15

C.1955 FB MONDIAL 125CC

Engine no. 845

Few marques have achieved so fine a competition record in so short a time as Mondial, the Italian company's period at the very top of Grand Prix racing encompassing the years 1949-51, plus a gloriously successful comeback in 1957. F B Mondial was founded in the aftermath of WW2 by the Boselli family, whose first venture into powered transport had been with the F B (Fratelli Boselli) three-wheeled delivery van in the 1930s. The name 'Mondial' first appeared on a motorcycle in 1948, when the Boselli brothers introduced a revolutionary double-overhead-camshaft 125cc racer. Mondial's miniature masterpiece duly brought the Bologna manufacturer its first World Championship the following year and proved equally dominant in 1950 and '51. After a relatively lean spell, Mondial returned to Grand Prix glory in 1957, taking both the 125cc and 250cc World Championships. Not surprisingly, Mondial's passion for racing rubbed off on its road range, which was exquisitely engineered and beautifully constructed in a manner unmistakably Italian. The management of the Lombard company (the offices were on Corso Vercelli in Milan) soon thought about making a street bike single cylinder 2-stroke engine that was to be less expensive to make than the 4-stroke. The last 4-stroke 125 was produced in 1953; at first the 2-stroke was made side by side with the 4-stroke, and then replaced it. This superbly restored 2- stroke, 125cc sport bike is a rare machine today, especially in its condition. The bike is nicely finished still with a believed original Italian dealer tag on the front fender.

\$7,000 - 8,000

£5,500 - 6,300

No Reserve



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16
C.1969 MV AGUSTA 250B
Frame no. MV250B*2110381*
Engine no. *2110365*

Developed during 1965 and 1966 but not introduced until October 1967, MV's first production 250 cc twin-cylinder roadster - known as the MV 250 Bicilindrica - was all new and showed clear signs of both Japanese influence and that of its own 600 cc 4-cylinder bikes in its styling. Of unitary construction, the engine was a compact, wet sump (nicely ribbed), twin-cylinder overhead-valve unit breathing through twin Dell'Orto 22mm carburetors and featuring gear primary drive to a 5-speed transmission. Claimed maximum power was 18 horsepower and top speed in excess of 80 mph. Its conventional tube and pressed-steel frame is not a 'complete loop', the crankcase itself completing the structure. A larger Grimeca front brake could clearly do the job. A slightly more powerful 250B version followed in January 1969. Various versions of much the same twin cylinder engine as that of the 250B were made by MV through 1980. By 1970 it had been enlarged to 350cc and in 1975 its external shape changed from the early 'rotund' version to a more angular look. In today's world the 250Bs offer fine performance, handling and braking and can be found in several versions from two tourers, street scrambler, sport bike and even café racer... then there's the Polizia Urbana 350. This 250B shows all the signs of being an original - it's in good overall condition. It kicks through and the paint shows good patina but there is no history file with the bike and thus a prospective buyer must satisfy their curiosity as to its current status. It appears that the mileage is accurate.

\$6,000 - 8,000

£4,800 - 6,300

No Reserve



17
C.1959 MOTO MORINI 125 CORSARO

Before the arrival of its well-known family of 72-degree v-twin roadsters in 1973, Moto Morini's reputation had rested mainly on its highly successful double-overhead-cam single-cylinder racers that came within a whisker of snatching the 1963 250 cc World Championship from Honda. Moto Morini, founded in 1937 by Alphonso Morini - he had previously been in partnership with Mario Mazzetti under the MM motorcycle brand which established an excellent reputation for its quality product - built 2-stroke lightweights at first before developing a range of fast, overhead-camshaft roadsters during the 1950s. By the decade's end they had been replaced by a range of small capacity overhead-valve models and a 48 cc two-stroke, which kept the firm afloat until the arrival of the Heron-head v-twins, best known as a 350 cc sport bike in the 1970s. Built in various versions, Morini's offering in the 125cc class was the traditionally but exquisitely styled Corsaro (or Pirate) air-cooled, 4-stroke, overhead valve single, which was first introduced towards the end of 1958. Morini was controlled by Cagiva in 1987, then Texas Pacific Group who also bought Ducati, and finally all rights to the brand name were sold to Morini's nephew in April 1999 trading as Morini Franco Motori SpA. Morini Franco revived its Corsaro model name for one of its big and aggressive v-twin sport bikes produced in the late 2000s but which were withheld from the North American market. This 125 Corsaro is in excellent condition having been carefully stored in a large private collection. It will require the usual safety checks before setting forth on the street again.

\$6,000 - 8,000

£4,800 - 6,300

No Reserve



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18

1957 TWN 141CC TESSY SUPER

Frame no. 591342

Engine no. 591342

Founded by two expatriate Germans – Siegfried Bettman and Maurice Schultz – in Coventry, England in 1897, Triumph began making motorcycles in 1903 and opened a second factory in Nürnberg, Germany. In 1929 the two companies split, the German one becoming Triumph Werke Nurnberg (TWN) and Triumph Engineering Coventry (TEC) in the UK. TWN continued to build motorcycles and then also jumped aboard the scooter bandwagon in the mid-1950s with a range of models, the best-known ones of which were the Contessa and the Tessa. The Tessa was built only for model years 1956 and 1957. Each was powered by an Otto Riese, previously of NSU, designed 'split single' 2-stroke engine, a type the company had first developed in the 1930s that mimicked Puch's 'twingle.' These top-quality scooters, thoughtfully built to last, featured 10-inch wheels, an electric starter and a 4-speed 'twist grip shift' gearbox and was reckoned to be good for a top speed of nearly 60mph. No more TWN scooters or motorcycles were made after the company's take-over by Grundig, and merger into the iconic Adler company, in 1958, although the Contessa was continued by Hercules (a Sachs brand) and fitted with a Sachs engine. This rare Tessa Super, fitted with a 141cc motor, has been handsomely restored. Though thought to be in excellent condition, it has been on display in a private climate-controlled facility amongst other vintage scooters.

\$6,000 - 8,000

£4,800 - 6,300

No Reserve



19

1949 SALSBURY MODEL 85

Frame no. 10031

Engine no. D1B78 A796476

'The Salsbury, the most completely automatic vehicle ever built' so said some early advertising for the Salsbury scooter, the first of which left their California factory in 1936. By 1938 they were branded as Motor Glide because they were then equipped with an air-cooled, 4-stroke 1.5 horsepower Johnson engine (of outboard fame) and a CVT, or constantly variable transmission, a first for a scooter. Soon other brands followed and adopted CVT including Cushman which also used the 'Motor Glide' name causing Salsbury to drop it in 1943. Their new just post-WW2 product was called the Salsbury Super-Scooter model 85, instead. Mr. E. Foster Salsbury also pioneered foot controls because he believed car drivers, used to such devices, were a large potential market. In 1945 the company was taken under the wing of the Northrop Aircraft company and located in Hawthorne, California where it manufactured scooters until 1948 when the production line was shut down, presumably for the lack of sales. Existing inventory continued to be sold off for some years to come. The Salsbury Super Scooter model 85 was sold from 1947-1950. Production numbers are said to have been around 700 to 1,000 units. With a rated speed of 50 miles per hour, an automatic transmission, and a sleek, clean design reminiscent of that era, it is no wonder that this Salsbury is considered a "holy grail" motor scooter. This restored 6hp Super Scooter appears to be a lovely example. Its provenance is not recorded.

\$8,000 - 10,000

£6,300 - 7,900

No Reserve



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20
1960 CZ 175CC CEZETA 501.03
Frame no. 151449
Engine no. 152351

Looking like a two-wheeled jet-ski designed for the TV series Thunderbirds, CZ's futuristic Cezeta owed its unusual appearance to its bulbous fuel tank located above the front wheel so to free up space under the long seat for luggage. They placed a rack on top of said mudguard, too. The pressed steel monocoque must have cost a fortune to make! The Czech firm's first motor scooter appeared in 1946, with the Cezeta following in 1957 through 1964. Ceska Zbrojovka Strakonice started motorcycle production in 1935, then in Czechoslovakia, to close up shop in 1997, now in the Czech Republic. Production started again in 2017 with an electric 'continuation' Type 506 version. Originally powered by a 171.8cc single-cylinder 2-stroke engine with a 4-speed transmission, the rubber-suspended Cezeta was also marketed as a Jawa as the 'Boheme' model. There was even a three-wheeler version – the Type 505 – which was available with a variety of commercial bodies. Smaller-engined Manet and Tatra models followed, although none of these Eastern Bloc scooters made much impact outside their home territories in spite of them making over 115,000 Cezetas. An absolute 'must have' for the serious scooter collector, this wonderful Cezeta Type 501.3 (single sided rear swing arm suspended on a rubber block) has had little use since restoration, and has been on display in a private climate-controlled facility amongst other vintage scooters.

\$4,000 - 6,000
£3,200 - 4,800
No Reserve



21 Ω
1968 JAWA 250 CALIFORNIAN III
Frame no. 010859
Engine no. 590-3-000310

Like other motorcycle companies, Jawa has its roots in the armaments industry, formed in 1929 when Czechoslovakia's National Arms factory diversified into motorcycle manufacture after obtaining the rights to a design from the German Wanderer firm. Company founder Frantisek Janacek combined the first two letters his last name and the first two letters in Wanderer to create the Jawa marque. In 1949 Jawa's operations were combined with those of rivals CZ, and throughout the succeeding two decades the consolidated company's main claim to fame was an outstanding run of success in the International Six Days Trial enduro and international motocross. Using a mixture of Jawa and CZ machines, Czechoslovakia first won the ISDT in 1947 and would go on to take a further six titles up to 1962. The two-stroke Jawa was one of the most prolific and well-respected Communist Bloc-built motorcycles, one of the few that could compete with the West's more complex designs. The Jawa 250 Californian, model 590/05, designed for America, is a two-stroke twin with 16.5hp at 5,000rpm duly equipped as a street-legal, lightweight touring or commuting 'sport' bike. And at a price similar, in fact, to a contemporary Japanese 125. Little is known of the bike on offer although it appears clean, original and nicely patinated, and starts and runs. It comes from New Zealand, from a small collection of mostly Italian sportbikes, and remains a rare machine in the USA. Its condition is remarkable.

\$2,500 - 3,500
£2,000 - 2,800
No Reserve



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22

1969 TRIUMPH 649CC T120R BONNEVILLE

Frame no. GC21857

Engine no. T120R GC21857

- *Matching numbers*
- *Gorgeous, accurate restoration by a master craftsman*
- *'...a cultural icon in America'*



'This year saw the Bonneville further refined into arguably the finest of all.' Both the 1969 and '70 models were high-water marks for both the model and Triumph as a company. 1969 was almost a high point year on the race track for Triumph. 'Malcolm Uphill won the Isle of Man Production TT on a Bonneville, at an average speed of 99.99 miles per hour with the first ever 100-mile-per-hour lap on a production motorcycle.'

In 1971, the oil-in-frame replacement Bonneville was introduced with high hopes, but it just didn't have the panache of its precursors. However, by 1969, when this Bonneville was first sold, constant motor, chassis and styling improvements had evolved the bike to peak form. The excellent 8-inch twin-leading-shoe front brake had been in place for a year; likewise Amal 930 Concentric carbs, now rubber-mounted. Also carried over from '68 was a frame with thicker gauge tubing and beefed-up swingarm. Inside the engine, 'N' camshafts were nitrate-hardened for better wear, while the 4-speed transmission was improved with a slicker shift mechanism, stronger gears, and larger main and layshafts. The gas tank's familiar 'double scallop' paint scheme made its debut in 1969. Now synonymous with Triumph, the pattern was actually developed by custom painter Bill Betz for Bob Leppan's Triumph-Detroit dealership before wisely being adopted company-wide. Here, we see it carried out in the popular Olympic Flame/Silver by painter Don Hutchinson.

Treated to a professional restoration in the past year, this matching numbers Bonneville has been through a ground-up restoration. The vendor advises us that the engine was torn down and received new valves, pistons, connecting rods, the crank was balanced and then carefully reassembled into its newly vaporized cases. New Amals were installed together with a new wiring harness into the newly powder-coated frame, fork legs, plus silver front and black rear wheel hubs with genuine, correct, re-chromed Dunlop wheels with stainless steel spokes, and genuine new Reynold chain.

New 'period style' Dunlop, 3.25 front and 4.0 rear, tires were fitted and the wheels balanced. Original cadmium plated hardware was used where possible, a rare bonus today. A genuine Lucas headlight, taillight and reflectors lens and housings are installed as are the correct stainless steel front and rear fenders, and genuine tool tray and battery brackets. Now with about c.40 test miles since the restoration (but only one of which was recorded on the odometer), the Bonneville's condition is described as simply superb. Its restoration is both museum and show quality – neither 'over restored' nor 'a little unfinished in the detail.'

\$13,000 - 18,000

£12,000 - 16,000

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23

1970 TRIUMPH 649CC T120R BONNEVILLE

Frame no. JD25654

Engine no. T120R JD25654

- *Matching numbers*
- *Ground up restoration*
- *'...a cultural icon in America'*



Considered by most to be the last real 'Bonnie', there were no major changes made to the Bonneville, although there were several minor improvements. New crankcase halves and engine breathing changes helped improve oil tightness. Front engine mounting plates were changed to bolt on units to facilitate easy engine changes and the Concentric carburetors were improved once again. Triumph also toned down the bright colors of the late sixties to an elegant Astral Red and Silver scalloped tank - painted on this bike by Don Hutchinson - with painted fenders to match.

Make no mistake, though, the Bonneville was still a contender in competition even though the factory focused on the 750 triple. Malcolm Uphill again won the Production TT for Triumph but this time with a triple. During 1970 TriCor on the East Coast built 204 T120RTs each with a 750cc motor for the AMA's new 750 racing series. This clearly influences the factory to put into production a 724cc-750 starting in model year 1973 to join the 750 Trident triple. However, on the showroom floor, Yamaha launches their XS-1 650 twin to compete head-on with the Bonneville but with a couple of extra horsepower and at a lower cost. The Bonneville was under challenge both internally and externally. Long term, of course, it had nothing to worry about.

In 1971 everything changed for the Bonneville with a major redesign for the frame to carry oil within. 'The new Bonnie is called the T120R (R for road). It also incorporates other design changes aside from the oil-in-the-frame, including new hubs, twin leading shoe brakes, paper air filters, new headlight, rubber-mounted tachometer and speedometer. But the engine remains the same.' And things did not go well with sales in the tank.

The matching numbers bike has been through a ground-up restoration in the past year. The vendor advises us that the engine was torn down and received new valves, pistons, connecting rods, the crank was balanced and then carefully reassembled into its newly vaporized cases. New Amal 930 Concentric carburetors were installed together with a new wiring harness into the newly powder-coated frame, fork legs, plus silver front and black rear wheel hubs with genuine, correct, re-chromed Dunlop wheels with stainless steel spokes, and genuine new Reynold chain. New 'period style' Dunlop, 3.25 front and 4.0 rear, tires were fitted and the wheels balanced. Original cadmium plated hardware was used where possible, a rare bonus today. A genuine Lucas headlight, taillight and reflectors lens and housings are installed as are the correct stainless steel front and rear fenders, and genuine tool tray and battery brackets. Now showing about 40 test miles since the restoration, this Bonneville is nothing short of beautiful.

\$13,000 - 18,000

£12,000 - 16,000

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24

1971 TRIUMPH 500CC T100R DAYTONA

Frame no. NE01185

Engine no. T100R NE01185

- *Matching numbers*
- *'...a cultural icon in America'*



Certainly, the 500cc T100R was meant to be ridden – by 1966 it was equipped with the front forks from the 650 and a stiffer frame with single-piece front cradle and wider swingarm had upped the handling quotient significantly. A 'versatile, snappy performer' the factory's brochure copy promised, which is not at all hard to believe. With the re-launch of the BSA-Triumph range in November 1970, by which time it had gained the 650's excellent twin-leading-shoe front brake, the 'Tiger' part of the name was dropped and the Daytona's designation changed to 'T100R'.

In 1971 the T120 650 Bonneville became the T120R – R for Road – and was re-designed with a new P39 oil-in-the-frame and a whole bunch of other smaller but significant changes including a new livery. The 1971 500 continued with the 'old' frame, the oil not changing places, although there were engine improvements such as thicker connecting rods. Add turn signals and a new taillight and switches, the 500 was helped. The 1971 model was the last to receive any significant development before the end. You may recall that it was in July 1937 the first Triumph twin appeared, as a 500, and the last one still with the same visual markers went away at the factory blockage of 1975. What a lineage.

'A mate of mine who has ridden a Daytona for years describes it as "the Triumph that everyone should own," and it's true many people would like to own one, mainly because the motor produces far less vibes than the 650 or 750 twins. OK, it doesn't have the same grunt, but having said that a good one should be capable of pulling a genuine ton.'
RealClassic.co.uk.

This Daytona is a 1971 model in Olympic Flame (actually a bright orange) over Silver painted expertly by Don Hutchinson. This matching numbers bike has been through a ground-up restoration in the past year. The vendor advises us that engine was torn down and received new valves, pistons, connecting rods, the crank was balanced and then carefully reassembled into its newly vaporized cases. New Amal 930 Concentric carburetors were installed together with a new wiring harness into the newly powder-coated frame, fork legs, plus silver front and black rear wheel hubs with genuine, correct, re-chromed Dunlop wheels with stainless steel spokes, and genuine new Reynold chain. New 'period style' Dunlop, 3.25 front and 4.0 rear, tires were fitted and the wheels balanced. Original cadmium plated hardware was used where possible. A genuine Lucas headlight, taillight and reflectors lens and housings are installed as are the correct stainless steel front and rear fenders, and genuine tool tray and battery brackets. Now showing c.41 test miles since the restoration, this Daytona's condition is right on the button.

\$10,000 - 15,000

£10,000 - 13,000

25

2008 DUCATI D16RR DESMOSEDICI

Frame no. ZDM1ZDFW88B000894

- Street-legal limited-edition race replica, 1 of 1500
- Covered just c.650 miles from new, fresh tires fitted
- Books, manuals, purchase paperwork and service documents provided
- Comes with race kit and street exhausts/ignition modules



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

In the sportbike world, there are race replicas, then there's the Ducati D16RR Desmosedici. When first announced in 2004, it was promised to be the closest thing to a factory MotoGP racer ever seen, a street-legal version of what team riders Loris Capirossi and Troy Bayliss were then campaigning on the Grand Prix circuit. Because Ducati's trademark V-twin engine configuration could not produce competitive GP levels of horsepower under the governing rules, company engineers doubled-up on the cylinders to create a 90-degree V-four of 990cc displacement. Production of the RR street version commenced in 2007, with the first of 1,500 units delivered in early 2008. Manufacturer's suggested retail price in the U.S. was \$72,500.

Rumor has it that celeb-riders Tom Cruise, Brad Pitt and Michael Jordon each wanted the first of 300 D16RRs bound for the States, with Cruise ending up as Top Gun and slotting #1 into his garage. What Desmosedici owners found upon delivery was well worth the wait and the price. The engine, redlined at 14,200rpm and producing 200hp at the crankshaft, had sandcast cases and cylinder heads, with cam-drive covers and alternator casing cast in magnesium. Titanium was used for the connecting rods and intake/exhaust valves. 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 magazine journalists can be a cynical lot, test-riding as they do hundreds of motorcycles, but almost to a man they had nothing but good to say about the Desmosedici. The reaction of British writer Roland Brown, with seat time on virtually every important recent streetbike and more than a few factory racers, including the Desmosedici MotoGP bike, was typical.

"The RR's speed, sound and feel are all remarkably close to those of the genuine works racer, so much so that no other production bike can match it, either for excitement or performance," he wrote in *Motorcyclist* magazine. "Yet an owner can ride it to work, to the shops or even on holiday – preferably accompanied by a very strong lock. Ducati set out to put its MotoGP missile on the street, and it's done just that."

Coming from the later portion of the production run, this Desmosedici is finished in the rarer red/white color scheme that more closely resembles the works MotoGP Ducatis. Showing just c.650 miles the bike presents as new – tires currently fitted have 0 miles – and comes equipped with the factory race kit exhaust system and ignition ECU. Included in the sale are all the original delivery items, including front and rear work stands, bike cover, battery charger, data link, books and manuals, plus signed photographs from Ducati MotoGP riders, purchase/service documents, and the street exhaust and ECU.

\$60,000 - 80,000

£48,000 - 63,000



1993 DUCATI SUPERMONO 550CC RACING MOTORCYCLE

Frame no. ZDM550R*000016*

Engine no. ZDM550W4*000016*

- One of only 67 produced for 'Sound of Singles' racing
- Known ownership history
- Only used for track days – never raced
- Timing belt renewed in 2014



Predicting what motorcycles will become future classics is always a difficult task, but there was never much doubt about the Ducati Supermono. Created in the early 1990s for the popular 'Sound of Singles' racing, the Supermono was a technological tour de force and one of the best-looking racing motorcycles ever made. With a mere 67 built between 1993 and 1995, the Supermono has become one of the most eagerly sought after Ducatis of recent times.

The Supermono combined the horizontal front cylinder from the 888 Corsa with a counterbalancing second connecting rod that endowed the single-cylinder engine with the perfect primary balance of a v-twin. Features inherited from the racing v-twin included 37mm and 31mm inlet/exhaust valves, 50mm throttle bodies, and twin fuel injectors. Early Supermonos had a 100mm bore for a capacity of 550cc, producing a maximum of 78bhp, while later examples were bored out to 102mm (572cc) and produced 81 horsepower.

The steel-tube frame followed Ducati's established trellis pattern, and there was an aluminium swingarm pivoting directly in the crankcase/gearbox casting. Keeping weight to a minimum had been a design priority, so carbon fibre was used extensively in the Supermono, the fairing, front mudguard, air box, rear sub-frame, seat cowl, and footrest mounts all being made of this material. Engine side covers were magnesium, as was the fork's top yoke, while the three-spoke wheels were lightweight magnesium items from Marchesini. Claimed dry weight was 267 pounds. Unfettered by the need to accommodate street equipment, Ducati design chief Pierre Terblanche used this freedom to good effect in styling the Supermono, which many consider his finest work.

This example was delivered in Germany to its first owner and was next owned by an enthusiast in Denmark. The Ducati then spent time at the Vintage Motos Museum in Colorado (owned by the late Jim Dillard). The vendor has owned the machine since early 2013. Repainted at some time, it has only participated in track days and has never been raced. A new timing belt was installed in 2014 by Retrospeed. A wonderful opportunity to own one of the rarest and most collectible of all Ducati motorcycles.

\$95,000 - 125,000

£75,000 - 99,000

Offered on Bill of Sale.

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



27 Ω

The property of Alan Cathcart

1987 DUCATI 851 'SUPERBIKE EDIZIONE 11/1987' RACING MOTORCYCLE

Frame no. ZDM851S850009

Engine no. ZDM851W4B000445

- *The first customer-delivered Desmoquattro*
- *Owned from new by Alan Cathcart*
- *Very little used (circa 500miles/800 kilometres)*
- *Laid up for circa 20 years*
- *Restored in 2014 to 100% original condition;
used only three times since on a racetrack*



One of the most influential motorcycles of recent times, the Ducati '851' Superbike restored the fortunes of the Italian company and paved the way for a highly successful family of superbikes, the final (pre-Panigale) example being the '1098' of 2007. In developing the original 851 Desmoquattro, engineer Massimo Bordi created one of the finest motorcycle power plants ever.

By the mid-1980s, Ducati's existing air-cooled Desmodue twins were approaching the end of their development, so Bordi started with a clean sheet in creating their water-cooled, 8-valve, fuel-injected successor. Ducati's trademark desmodromic valve actuation system, which closes the valves mechanically rather than relying on springs, was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding Desmoquattro engine was a frame, consisting of an intricate trellis of straight tubes, whose design would become a Ducati trademark. Only one paint scheme was available at first: silver-grey frame with bodywork in the Italian national colours of red/white/green, hence these models' 'Tricolore' sobriquet.

Riding the factory prototype, Marco Lucchinelli had won the Battle of The Twins (BoTT) race at Daytona in March 1987, and Ducati then spent the rest of the season on development prior to the production version's launch at the Milan Show in November.

Two models were available initially: the 851 Strada and 851 Superbike Kit, the latter being the first of many limited edition 'homologation specials' produced to satisfy World Superbike Championship requirements. The major differences were the Kit's closer-ratio gearbox and 17" Marvic magnesium wheels (16" Marvic/Akront composite on the Strada). In total, 54 were allocated to the United States market with a further 152 for the rest of the world. When the 851 was revised for 1989, a white frame/red bodywork colour scheme was adopted, thus rendering the early Tricolore models collectible overnight.

The first four frame numbers were assigned to the factory pre-production prototypes, following which seven hand-built customer racers were completed in November 1987. Only these first seven are known as the 'Superbike Edizione 11/1987', all others being 1988 models. This year marks the 30th anniversary of the World Superbike Championship's inaugural season, for which the Ducati 851 was produced; indeed, ridden by Marco Lucchinelli, the 851 won the very first WSBK race in April 1988 at Donington Park.

This machine - frame number '850009' - was allocated to world-renowned award-winning journalist and motorcycle racer, Alan Cathcart, and is the first customer Desmoquattro to leave the Bologna factory.

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



Alan had his friendship with Massimo Bordi to thank for the privilege of being first in line, plus the fact that he intended to race the Ducati that European winter in the BEARS (British, European, America, Race Series) in New Zealand, commencing mid-December. Sadly, it was not to be; the Desmoquattro remained impounded at Milan airport, embroiled in an Italian customs industrial dispute, and Alan was forced to contest the BEARS races on Bob Brown's ex-Kevin Magee air-cooled Ducati F1 twin, which he bought and went on to race successfully at Daytona in March 1988.

Back in Europe, Alan at last took delivery of '850009', though a mystery ignition ailment saw it sent back at the factory almost immediately. It wasn't all bad news, for the Bob Brown-prepared F1 proved to have the beating of all the new-model 851 Superbike Kits that Alan crossed swords with that season, much to Massimo Bordi's chagrin. Bordi had promised Alan a factory-specification Desmoquattro engine, but this never arrived because the factory was experiencing problems with the crankcases cracking on the Desmoquattro engine. Parts were in short supply: one reason why Ducati factory rider Marco Lucchinelli did not contest the full inaugural World Superbike Championship season on his factory 851. Cracking crankcases was a common problem because the Desmoquattro produced too much power for the 851's Pantah-based bottom end.

Indeed, after it finally arrived after the resolution of the customs strike, the crankcases cracked on only the Ducati's second outing. Ducati sent a new pair free of charge, but Alan preferred to wait before rebuilding the engine with the later (1989-onwards) and much stronger production crankcases, after which it proved totally reliable. Ducati's replacement crankcases are included in the sale.

From 1991 onwards, racing commitments with Bimota meant that Alan had little time for the Desmoquattro, which got consigned to the back of the garage, remaining untouched for more than 20 years. In 2014, the Ducati was restored by Alan's former race engineer, Alistair Wager, and returned to the track at that year's Bikers Classic event at Spa Francorchamps. Since then, Alan has twice ridden his Desmoquattro at Donington Park (2015 and 2016) for a seven-page article published in *Classic Bike Guide* (October 2017 edition, copy available).

Restored to 'as new' condition and last used in August 2016, '850009' - the first customer-delivered Desmoquattro - represents a wonderful opportunity for the Ducati collector to own an important piece of the Bologna factory's history.

\$25,000 - 35,000
£20,000 - 28,000

Offered on a Bill of Sale.

The following 15 lots are offered from a Private New Zealand Collection



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

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

\$2,500 - 3,500
£2,000 - 2,800
No Reserve

Please note, this motorcycle is titled under VIN 7AT01907X11481098.



29 Ω
1978 DUCATI 500GTV
Frame no. C*550385* 1590420
Engine no. DM500.1505012

The first version of the Ducati parallel twin – new in 1975 - was designated GTL - Gran Turismo Lusso - both as a 350 and a 500. The styling was the work of Ital Design's Giorgetto Giugiaro. He had previously been commissioned to create the 850GT, and he continued his angular theme. At the time neither the 860GT, nor the parallel twins, received the love they needed to be a success in the showroom, although they did much better on the street once you were riding. Today, however, the cognoscenti is 'coming round' to a new appreciation. The engine was decidedly over-square, and some thought visually over-built, with both 350 and 500 capacities available. Alloy cylinders - cast as one piece - had replaceable pressed-in, steel liners. A single overhead camshaft operating two valves per cylinder was chain driven. The pistons rotated 180 degrees, which meant the engine smoothed out at speed but vibrated somewhat at lower revs. The crankshaft ran on plain bearings, the gearbox contained five gears, and all seemed to be solid. The single downtube chassis was switched for two downtubes for the new 1977 Sport Desmo and GTV models, now with new bodywork mimicking that of the Darmah. However, none actually had desmodromic valve gear. Even these final two models received a bad rap ensuring that the series would disappear into the darkest appendix in any Ducati history book. Ducati made 4,488 bikes in the series, including only 453 of the GTV. This example was found in New Zealand and brought to America. It is original and unrestored condition; the vendor had his mechanics ensure that it was in fully running condition and like it were as it left the factory.

\$3,000 - 5,000
£2,400 - 4,000
No Reserve

Please note, this motorcycle is titled under VIN 7A857171199005645.



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30 Ω

1993 DUCATI 900 SUPERLIGHT II

Frame no. ZDM906SC2*008357*

The whole series of 2-valve, belt-drive Ducati v-twin sportbikes developed from the very first Pantah 500 SL of 1979 ran through 'alphabet soup' until at least 2005, and that's not counting the retro 1000s to celebrate the original desmo 750 twins of the early 1970s. To track the different models in multiple capacities – 350 through 900 – is indeed like picking out pasta letters from kid's canned soup. 1991 saw the launch of both a new 900 Supersport and several short-run 'halo' models which ran through 1998 and the 750 Supersport through 1999. And then there was more as the shape changed but the essentials did not. The bike here is from the 1991 through 1998/1999 series. Continually developed around a trellis-frame, 2-valve sports machine whose characteristics embodied the very essence of 'Ducatiness'. Gutsy, booming, torque-loaded, lightweight, long-wheelbase, steady-as-she-goes and full-of-feeling handling and steering, and usually decent Brembo brakes. In 1992, Ducati took their 900 Supersport and added several choice extras to create a limited edition called the Ducati Superlight – 953 examples were built over 2 years. Unfortunately, for reasons unknown, in 1993 they removed almost all the extras, leaving just a fully floating rear brake to differentiate the limited edition from its less exclusive brother. Today we offer a beautiful example of one of the 1993 models. 'The actual weight savings you got with a "Superlight" version? About 6 pounds.' Although little is known about this Superlight, it is visually striking and to pretty much original specification. Coming from New Zealand, its history and service record is unavailable.

\$6,000 - 9,000

£4,800 - 7,100

No Reserve

Please note, this motorcycle is titled under VIN 7AT05700X18008357.



31 Ω

1989 GILERA 500 NUOVO GBM SATURNO

Frame no. NH02-00079 R

Engine no. 221*001104*

The history of this 500 Saturno begun in Japan. In 1987, the multinational C. Itoh and Co. Ltd, a trading company engaged in the production and marketing of all kinds of products, commissioned Gilera to propose an essential sports bike with a classic flavor for the Japanese market. Baptized Saturno and developed in 1987 by Sandro Colombo; shipment to Japan started in April 1988. Regretfully, C. Itoh got it wrong and the near 1,000 units produced didn't sell through fast enough. 150 are reported to have sold in Italy, only 50 in the UK. Gilera eventually ended up offering the bikes in more countries, but none were officially sold in the US. In the early-80s Gilera had developed a four-stroke water-cooled single that they used for their off-roader Dakota in 350cc and 500cc capacities. The Bi4 engine was advanced and featured dual overhead cams (bialbero) with a quoted 43hp and a five-speed transmission. The state-of-the-art Bi4 engine complete with Siamese exhaust was thrown into a trellis frame and paired with Marzocchi suspension, Brembo brakes, and Marvic wheels. 45 horsepower was plenty for a bike that weighed less than 320lb, yielding a quoted top speed of 115 miles per hour with half fairing. A handsome motorcycle indeed and one that could outrun almost anything on a twisty road. This rare 'Isle of Man TT' celebration model – 'GBM' – came from Japan via New Zealand. It appears to be in excellent, original condition although no service records are available.

\$4,000 - 6,000

£3,200 - 4,800

No Reserve

Please note, this motorcycle is titled under VIN 7AT07701X17166873.



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32 Ω

1985 DUCATI 973CC MIKE HAILWOOD REPLICA

Engine no. ZDM1000*100044

- Landmark model based off of Mike Hailwoods historic victory
- Near original specification



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

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

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

A landmark model, the Mike Hailwood Replica owes its existence to Mike The Bike's legendary Isle of Man TT comeback victory in the 1978 Production Race riding an ex-works NCR bike entered by Sports Motor Cycles. Out of top-flight bike racing for seven years and away from the Island for eleven, Mike beat the might of the Honda works team to win the Formula 1 TT at record speed. Ducati lost little time in capitalizing on this outstanding success, launching a road-going replica the following year, which kept Ducati afloat for several years. Like the race-bike, the MHR was based on the production 900SS, but - inevitably - had much more in common with the latter than the former. Most obvious difference was the full fairing finished in red, green and white, complemented by a glass fiber tank and racing seat. Mechanical changes were confined to lighter wheels, usually by Campagnolo, and improved Brembo brakes, while the MHR's performance was pretty much the same as that of the 900SS: around 135mph flat-out.

This 1985 Mille MHR is up to 973cc and a quoted 76hp at 6,700rpm from a bike weighing only 436lb and thus performance is strong. It is in excellent condition and near original specification. One change is to Ohlins at the rear; 'good for the rider, bad for originality (although it can be reversed, of course.)

\$16,000 - 20,000

£13,000 - 16,000

No Reserve

Please note, this motorcycle is titled under VIN 7AT05P00X1700042.

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

33 Ω

1983 DUCATI 846CC MIKE HAILWOOD REPLICA

- *Landmark model*
- *Built to commemorate 1978 Isle of Man TT win*

Frame no. DM900R1*906113*

Engine no. DM860-096203



'Modern Ducati' can be traced back to April 1972 when a factory-prepared and entered Ducati won the Imola 200 (the European equivalent of the Daytona 200) with a for-production based 750cc, desmodromic valve, v-twin motor developed by Fabio Tagliani. Imola was a traditionally fast circuit that placed a premium on high-speed handling rather than brute horsepower. The Super Sport prototypes used for the inaugural race were developed using a 750GT based engine and frame and earned instant fame when legendary racer Paul Smart and Bruno Spaggiari finished first and second, respectively, immediately elevating Ducati from a company known for "quaintly individual" motorcycles and into the superbike market.' That all happened in the 1970s.

A landmark model that kept Ducati afloat during the 1980s, the Mike Hailwood Replica (MHR) owes its existence to Mike's legendary Isle of Man TT comeback victory in the 1978 Production Race riding an ex-works NCR bike entered and prepared by Manchester-based Ducati dealer, Sports Motor Cycles. Out of top-flight bike racing for seven years and away from the Island for eleven, Mike took on and beat the might of the Honda works team to win the Formula 1 TT at record speed. Ducati lost little time in capitalizing on this outstanding success, launching a road-going replica the following year.

Like the race-bike, the MHR was based on the production 900SS, but - inevitably - had much more in common with the latter than the former. Most obvious difference was the full fairing finished in red, green and white, complemented by a fiberglass tank and racing seat.

In fact, on the very earliest examples the 'tank' hid a steel fuel reservoir. Mechanical changes were confined to lighter wheels, usually by Campagnolo, and improved Brembo brakes, while the MHR's performance was pretty much the same as that of the 900SS: around 135mph flat-out.

The first 200 MHRs came with two separate seats: one solo, the other a dual seat, whereas later versions had a single 'convertible' solo/dual seat. The lack of any side covers is another distinctive feature of very early MHRs.

This example has the more practical two-piece fairing introduced for 1981 and the larger side panels designed to hide the battery (the mirrors are after-market accessories). This is a magnificent example, used but not abused, that demands close inspection. It comes from a private sportbike collection in New Zealand where it was both ridden and carefully tended to. Any bidder should inspect this motorcycle carefully to satisfy themselves as to its condition. With the usual safety checks it should start and run very well.

\$15,000 - 18,000

£12,000 - 14,000

No Reserve

Please note, this motorcycle is titled under VIN 7AT05700X17906113.

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34 Ω

1985 DUCATI 750 F1A

Frame no. ZDM750R*75001177*

Engine no. ZDM750L*7500169*

- *Part of a private collection*
- *Considered to be the last of the 'real' Ducatis*



Considered by many enthusiasts to be the last of the 'real' (pre-Cagiva take-over) Ducatis, the race-styled 750 F1 first appeared in 1985. Ducati had already enjoyed considerable success with its Pantah-derived F2 racers in FIM Formula 2 racing - Tony Rutter winning the championship four-times, 1981 and 1984 - so a '750' version was the logical next step. First seen in prototype form in endurance races in 1983, the F1's 748cc engine was the latest in a long line of stretches applied to the original 500c 'belt drive' desmo unit that had first appeared in the Pantah in 1979. A markedly over-square design of 88x61.5mm bore/stroke, the F1 engine produced around 60hp and functioned as a stressed element within the frame, the swinging arm pivoting in the rear of the gearbox. Clearly visible above the deliberately cut away fairing sides, the aforementioned frame attracted almost as much attention as the engine: a trellis of short, straight tubes. In the fashion of the day, the F1 came with a 16-inch front wheel, while braking power was provided by state-of-the-art triple Brembos.

Unlike other bike-makers who had forgotten the 'light is right' design philosophy, Ducati did not have the luxury of prodigious amounts of horsepower from its air-cooled 748cc V-twin, so the F1A and B models weighed in at less than 400lb dry. The lessons taught by Fabio Taglioni on the racetrack, dating all the way back to the 1950s singles, were proven yet again. And it wasn't just Sunday-morning backroad riders discovering the advantages of light weight and torquey powerbands.

While the 750 Ducati was easily outpowered by its four-cylinder rivals in frontline race series, a new class, Battle of the Twins, was on the rise, especially in the U.S., where Ducatis soon became the ride of choice.

In 1985 Ducati was caught between a rock and hard place - mostly from the pressure of the Japanese motorcycle industry beating them at their own game but also from the own poor financial management - though they were still in business making engines for Cagiva. This enabled Cagiva to take over the business that same year and the 750 F1 helped save the day. The F1A, F1B and the three Special Editions tied the company through to the 'water-cooled, four-valve era, the 851/888 through the ultimate savior, the 916 in 1994. The F1A can rightfully take its place in the middle of Ducati's new beginning!

This F1A comes from a New Zealand private collection of sportbikes and remains to its original specification.

\$15,000 - 18,000

£12,000 - 14,000

No Reserve

Please note, this motorcycle is titled under VIN 7AT05708X17500177.

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

35 Ω

1986 DUCATI 750 F1B

Frame no. ZDM750R*7501152*

Engine no. ZDM750L*7501212*

- *Original specification*
- *Offered from a private collection*



Considered by many enthusiasts to be among the last of the 'real' (pre-Cagiva take-over) Ducatis, the race-styled 750 F1 first appeared in 1985. Ducati had already enjoyed considerable success with its Pantah-derived F2 racers in FIM Formula 2 racing, so a '750' version was the logical next step.

First seen in prototype form in endurance races in 1983, the F1's 748cc engine was the latest in a long line of stretches applied to the original 500c 'belt drive' desmo unit that had first appeared in the Pantah in 1979. A markedly over-square design of 88x61.5mm bore/stroke, the F1 engine produced around 60hp and functioned as a stressed element within the frame, the swinging arm pivoting in the rear of the gearbox. Clearly visible above the deliberately cut away fairing sides, the aforementioned frame attracted almost as much attention as the engine: a trellis of short, straight tubes. In the fashion of the day, the F1 came with a 16 inch front wheel, while braking power was provided by state-of-the-art triple Brembos.

Unlike other bike-makers who had forgotten the 'light is right' design philosophy, Ducati did not have the luxury of prodigious amounts of horsepower from its air-cooled 748cc V-twin, so the F1A and B models weighed in at less than 400 lb dry. The lessons taught by Fabio Tagliani on the racetrack, dating all the way back to the 1950s singles, were proven yet again. And it wasn't just Sunday-morning backroad riders discovering the advantages of light weight and torque powerbands.

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This F1B comes from New Zealand private collection of sportbikes and remains to its original specification apart from a change of indicators. It's beautiful!

\$15,000 - 18,000

£12,000 - 14,000

No Reserve

Please note, this motorcycle is titled under VIN 7AT05708X17501152.

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36 Ω

1987 BIMOTA DB1SR

Frame no. DB1*00602*

- Fully restored example
- Original Specification



In the 1970s and 1980s, Japan's motorcycle frame design lagged behind that of its engines, meaning that anyone wishing to exploit a motor's full potential had little option but to opt for a bespoke chassis. A number of specialist firms sprang up to satisfy this demand, at the very pinnacle of which was – and still is – the Italian firm of Bimota. Founded in the mid-1960s, Bimota manufactured heating and ventilation ducting before the enthusiasm of two of its motorcyclist founders - Giuseppe Morri and Massimo Tamburini - saw it turn to motorcycle production in the early 1970s. The intervening 40-plus years has seen Bimota established as one of the world's foremost producers of exclusive, limited edition, high performance motorcycles with a reputation for quality second to none. Technical innovation too has long been a Bimota hallmark, while on the world's racetracks Bimota-framed machines have won hundreds of races and numerous championships, including the 350cc World title in 1980.

In 1985, Bimota turned to Ducati v-twin power for the DB1, installing the Bologna firm's air-cooled desmodromic engine beneath a multi-tubular frame. State-of-the-art suspension and brakes were courtesy of Marzocchi and Brembo respectively, while the DB1's quality of finish was of a level other Italian firms could only dream about. But then it did cost twice as much as a Honda VFR750.

Despite the confusing 'RS' on the fairing – some say a mistaken decal order at the factory – this bike is a high spec. version. The DB1 was designed by Bimota's Technical Director, and ex-Ducati engineer, Dr. Federico Martini.

Only 400 DB1s were manufactured between 1985 and 1987, after which the factory introduced a higher specification model designated the DB1SR. Ducati's 750 engine, for the SR, came with more radical cams, 41mm Dell'Orto carburetors and a 2-into-1 exhaust. Other upgrades included Brembo Gold series 4-piston front callipers. Only 153 DB1SRs were produced between 1987 and 1989, and many were raced by a host of famous riders including Italian Davide Tardozzi, Briton Alan Cathcart, and American Dale Quarterley among others.

The SR's increased performance came from removing the restricted air filters and exhausts and replacing the 36mm carbs with those of 41mm. The European spec. bike was quoted at 82 horsepower, close to a 15 horsepower increase from the DB1. Quoted top speed is 142mph. Surely, the DB1SR can be compared to Ducati's range of 750 F1 limited production editions, the Laguna Seca, Montjuich, and Santamonica.

This DB1SR is offered fully restored to what is believed to be its original specification – even as an 'RS' and not as an 'SR', repeating that original factory mistake. It looks stunning. Its history and service record is otherwise unknown.

\$18,000 - 25,000

£14,000 - 20,000

No Reserve

Please note, this motorcycle is titled under VIN 7ATOL103X18000602.

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

37 Ω

1989 DUCATI 750 F1 LAGUNA SECA

- *Less than 300 examples made*
- *Fully restored*

Frame no. ZDM750LS*750059*

Engine no. ZDM750L1*750194*



Considered by many enthusiasts to be the last of the 'real' (pre-Cagiva take-over) Ducatis, the race-styled 750 F1 first appeared in 1985. Ducati had already enjoyed considerable success with its Pantah-derived F2 racers in FIM Formula 2 racing - Tony Rutter winning the championship four-times running between 1981 and 1984 - so a '750' version was the logical next step.

First seen in prototype form in endurance races in 1983, the F1's 748cc engine was the latest in a long line of stretches applied to the original 500c 'belt drive' Desmo unit that had first appeared in the Pantah in 1979. A markedly over-square design of 88x61.5mm bore/stroke, the F1 engine produced around 60bhp and functioned as a stressed element within the frame, the swinging arm pivoting in the rear of the gearbox. Clearly visible above the deliberately cut away fairing sides, the aforementioned frame attracted almost as much attention as the engine: a trellis of short, straight tubes, it has formed the basis of every road-going Ducati since, as well as the first Desmosedici Moto GP racers. In the fashion of the day, the F1 came with a 16-inch front wheel, while braking power was provided by state-of-the-art triple Brembos. The stock F1 was complemented by a series of hand-built, limited edition, race replicas - Montjuich, Santamonica and Laguna Seca - the last inspired by Marco Lucchinelli's famous 'Battle of the Twins' race victory at Daytona in 1986. Today the evocatively named F1 and its derivatives are highly prized by Ducati collectors.

Much like the Montjuich, the Laguna Seca came with bigger Dell'Orto carburetors, higher compression ratio, bigger valves, and straight-cut primary drive gears. And talk of 95bhp at 10,000rpm! But unlike the Montjuich, it came with a larger, quieter muffler.

There were some small changes between the two bikes, namely in the Laguna's parts from the new Paso. The delta-spoked one-piece 16-inch Oscan wheels and the brake discs, but not the four-piston 'racing' Brembo front calipers, came from the 750 Paso, as did the wider front fender. Other changes included a 'Lucky' signature steel gas tank, revised foot peg bracketry and a plastic rear sub-fender attached to the swing arm. Most Laguna Secas came with a solo seat and were built in limited numbers (perhaps as few as 296.)

This Laguna Seca is essentially original apart from an upgraded rear Ohlins shock and indicators; and outwardly is in excellent condition. It came out of a specialty collection of sportbikes in New Zealand but its history is otherwise unknown.

£18,000 - 23,000

£14,000 - 18,000

No Reserve

Please note, this motorcycle is titled under VIN 7AT05708X17750059.

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

38 Ω

1988 DUCATI 750 F1 SANTAMONICA

Frame no. ZDM750LS*750364*

Engine no. ZDM750L1*750341*

- *A highly desirable Ducati*
- *Limited edition*



With its all-new range of water-cooled, four-valve twins just over the horizon, Ducati capitalized on the success of its existing air-cooled, two-valve 750 F1 model by releasing a series of hand-built, limited edition race replicas: Montjuich, Santamonica (one word), and Laguna Seca, the Santamonica celebrating Lucchinelli's win in the 1986 opening round of the World TT Formula at the Misano Autodromo Santamonica.

The 750 F1 Santamonica was still an important player even though it was the last of the reborn company's many limited-edition race replicas. As the other two in the series, it scaled-in at a near 352 pounds, the bike placing just as much importance on weight savings as outright power generation, a theme that would serve Ducati well with this series and into the future. In 1986, F1 crankcases were strengthened, valve sizes were increased, straight-cut gears now drove a hydraulically activated dry clutch, and the gearbox itself was beefed up. With a healthy near 70hp at the rear wheel, the 750 F1 Santamonica was capable of over 130mph.

'The Santamonica was built primarily for the Japanese market, at that time Ducati's most important one. The engine was identical to the Laguna Seca, but the wheels were the Mavic/Akront brand as fitted to the Montjuich and 851 Strada. Given the basic soundness and sameness of the basic F1 platform – a lot of parts interchangeability – these Special Editions tended to be far better sports motorcycles than the F1 they were based on.

But make no mistake the F1 platform was phenomenal in the beginning. All Santamonicas were dual seat...' with as few as 204 produced for just one year. Given the market target for the Santamonica, examples in the USA are extremely rare. It was one of the most exclusive motorcycles of its time and today is highly prized by Ducati collectors. 'As such, the entire F1 line, and in particular the three models of limited-edition replicas, represented the end of an era for Ducati...totally in keeping with the spirit and essence of Ducati.'

Cycle magazine summed up the series when it said, 'the F1 allows a very competent street rider to understand how a race bike feels because the engine will inspire him rather than intimidate him.' It concluded the F1s were the last true fundamental Ducatis.

This Santamonica is in excellent original condition apart from the indicators which have been replaced. The bike has come from New Zealand. No service records are available. Given its odometer reading this Santamonica has a long life ahead of it but any buyer would be wise to inspect it carefully before embarking on further road burning.

\$24,000 - 28,000

£19,000 - 22,000

No Reserve

Please note, this motorcycle is titled under VIN 7AT05708X18750364.

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

39 Ω

1989 MAGNI-GUZZI 949CC SFIDA

Frame no. MAGNI*MG*0386

Engine no. VV*018194*

- *In original condition*
- *Offered from a private collection*



Motorcycle race engineers are rarely household names but one exception to this general rule is the legendary Arturo Magni. Born in Usmate Velate, Milan in 1925, Magni started his motorcycle career in 1947 in Gilera's racing department. The Arcore factory had decided to return to Grand Prix racing, and Arturo Magni was employed assembling the new four-cylinder engine designed by Piero Remor, co-creator of the pre-war OPRA and CNA Rondine fours. Gilera would go on to win six 500cc World Championships with this engine, courtesy of Messrs Duke, Masetti and Liberati.

In 1949 Count Domenico Agusta tempted Remor away from Gilera to design MV Agusta's first four-cylinder race engine. Magni followed him in 1950 as chief mechanic and later managed the racing department during MV's Grand Prix 'golden age'. At the height of its powers the Italian team could command the services of the world's finest riders, among them Sandford, Ubbiali, Surtees, Provini, Hailwood, Read and Agostini, and under Magni's direction MV won no fewer than 75 World Championships.

After more than 25 years at MV, Magni moved onto the next phase in his life; starting the Magni company which would go on to produce trick versions of (mostly) MV's existing street models. He took the 750 motor out to 861cc and sold those. Eventually Magni made its first chassis – a chrome-molybdenum and tig-welded steel tube frame – to house a modified four-cylinder MV engine. Magni then moved on to Honda-four based machines before setting his sights on BMW's big boxer engine, then Suzuki's big fours, and then set his focus on his near neighbor Moto Guzzi.

The first such model was the Le Mans, which incorporated Magni's own parallelogram rear suspension devised to eliminate the torque reaction associated with shaft-driven motorcycles. 'Retro'-styled Classico 1000 and Arturo 1000 models followed, and then in 1989 Magni introduced the Sfida 1000 (Challenge), the style of which recalled that of Italian racing motorcycles of the 1960s as had the Aruro before it with a small round fairing and hump seat. The Guzzi 1000 – or big twin – used in the Sfida is an air-cooled, two-valve, carbureted overhead cam transverse v-twin of 948.8cc with shaft drive making something around 90 horsepower at around 7,800rpm. Add the Australia model, almost simultaneously with the Sfida, and Magni would continue refining his Guzzi-based specials through 2013.

This Sfida was hand built to order and went to New Zealand where it was ridden 'out of a collection of like-minded bikes.' It remains in excellent 'original' condition. It reportedly starts and runs well. Ready to thunder off 'like a rampaging rhino in Jacob's Club ad.'

\$15,000 - 20,000

£12,000 - 16,000

No Reserve

Please note, this motorcycle is titled under VIN 7AT0LW02X18910602.

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

40 Ω

1990 MAGNI-GUZZI 949CC ARTURO

Frame no. MAGNI MG*0195*

Engine no. VV*017016*

- *Retains its original specification*
- *Hand built by Arturo Magni*



Motorcycle race engineers are rarely household names but one exception to this general rule is the legendary Arturo Magni. Born in Usmate Velate, Milan in 1925, Magni started his motorcycle career in 1947 in Gilera's racing department. The Arcore factory had decided to return to Grand Prix racing, and Arturo Magni was employed assembling the new four-cylinder engine designed by Piero Remor, co-creator of the pre-war OPRA and CNA Rondine fours. Gilera would go on to win six 500cc World Championships with this engine, courtesy of Messrs Duke, Masetti and Liberati.

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Magni then moved on to Honda-four based machines before setting his sights on BMW's big boxer engine, then Suzuki's big fours, and then set his focus on his near neighbor Moto Guzzi. The first was the Magni Le Mans – a full-faired racer with an innovative 'parallelogram' rear suspension. By 1987, Magni had introduced a pair of 'MaGuzzis' with the Classic 1000 and the Arturo 1000, the bike on offer here. Both retro-styled bikes mimicked '1970's racers' with spoked rims, polished stainless fenders, a single round headlight, and the engine on full display. The Classic 1000 came with no bodywork, the Arturo 1000 a half-fairing. In 1989 and 1990 Magni would unveil another two Guzzi-based models, the Sfida 1000 and the Australia, respectively. Magni would continue refining his Guzzi-based specials through 2013. The Guzzi 1000 – or big twin – used in the Arturo is an air-cooled, two-valve, carbureted overhead cam transverse v-twin of 948.8cc with shaft drive making something over 80 horsepower at around 7,500rpm. 60.7 pounds-feet of torque at 6,250rpm provides real grunt.

This Arturo was hand built and while carefully used – as it should have been – it has retained its original specification and maintained an excellent finish. The bike was first imported to New Zealand by its first owner who ordered it personally at the Magni shop. It repeatedly starts and runs well.

\$12,000 - 15,000

£9,500 - 12,000

No Reserve

Please note, this motorcycle is titled under VIN 7AT0LW03X18979678.

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

41

1941 INDIAN 741B SCOUT

Frame no. GDA2127

Engine no. GDA2127

- *Ex-army specification model*
- *Restored to civilian colors*



When Indian went to war after Pearl Harbor, three different models were conscripted, and the factory even developed a completely new machine to do battle with Field Marshall Rommel and his vaunted Afrika Korps. While rival Harley-Davidson got the bigger military contracts, Indian still contributed 40,000-plus machines to the war effort, supplying bikes to U.S. armed services and those of our allies. Even the big Chief 74 pulled duty, renamed 340B in military parlance, most fitted with sidecars. It's said that France ordered 5,000 340B outfits before the country's fall, rumor insisting that many are still resting in their crates on the ocean floor, victims of U-boat torpedoes. The 640B, a militarized Sport Scout, was produced in smaller numbers, perhaps 2,500 units. In answer to a government request to supply a motorcycle that could stand up to the chain-eating sands of North Africa, Indian developed and built 1,000 Model 841s, a 750cc transverse V-twin design with shaft final drive. Rommel's withdrawal from that theater and the amazing capabilities of the Jeep meant that the 841s remained in a warehouse, many sold off after the war for \$500 apiece.

By far the most prolific of war Indians was the 741B Scout, some 35,000 of which saw service. Power came from a 30.50ci (500cc) V-twin repurposed from the pre-war Junior Scout. To cope with the low-octane gasoline often found in war zones, compression ratio was lowered, which also aided reliability and made kickstarting easier – never a bad thing when someone is shooting at you. A huge canister-style air filter kept dirt and debris out of engine's innards. Chassis-wise, longer forks increased ground clearance (and became popular with chopper builders after the war) and provided a location for a gun scabbard and ammo box.

Fenders were simple flat blades, mounted with enough wheel clearance to prevent packed mud from halting forward progress. Leather saddlebags were hung from a heavy-duty rear carrier, with capacity on top for even more kit. A perforated shield was fitted to the engine's right side to cut down on radio interference from the ignition system.

This 500cc Scout is ex-Army spec, which at some stage went through a 'civilianization' restoration process, and very nice it is too. Going from 'army' or olive drab to its current 'semi-metallic Las Vegas' green, complete with large gold 'Indian' script on the tank was a masterful stroke. Note that all that could be painted in olive drab is now in metallic green, including the wheel rims and front girder fork spring. The tan leather saddle, chrome horn and headlamp shell and flat silver cases contrast superbly as you would expect.

Little is known of this bike's story other than the fact that it hales from New Zealand. Reportedly it starts and runs well and has reliably toured NZ's North Island extensively.

\$12,000 - 15,000

£9,500 - 12,000

No Reserve

Please note, this motorcycle is titled under VIN 7A891011101739386.

1991 DUCATI 851 SP3

Frame no. ZDM888S*000969*

- *An excellent example of one Ducati's 851/888 Special Editions*
- *One of only 534 made in 1991*
- *'A beast to ride' Ducati superbike at its best*
- *One owner from new*



By the mid-1980s, Ducati's existing air-cooled 2-valve twins were approaching the end of their development, so Bordini started with a clean sheet in creating their water-cooled, 4-valve, fuel-injected successor. Ducati's trademark desmodromic valve actuation system, which closes the valves mechanically rather than relying on springs, was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding 'Desmoquattro' engine was a frame, consisting of an intricate trellis of straight tubes, whose design would become a Ducati trademark. Only one paint scheme was available at first: silver-grey frame with bodywork in the Italian national colors of red/white/green, hence these models' 'Tricolore' sobriquet.

Two models were available initially: the 851 Strada and 851 Superbike Kit, the latter being the first of many limited edition 'homologation specials' produced to satisfy World Superbike Championship requirements. The major differences were the Kit's closer-ratio gearbox and 17in Marvic magnesium wheels (16in Marvic/Akront composite on the Strada). When the 851 was revised for 1989, a white frame/red bodywork color scheme was adopted, thus rendering the early Tricolore model collectible overnight.

Ever since the arrival of its liquid-cooled, fuel injected, eight-valve, v-twin superbike in the late 1980s, Ducati has pursued a policy of offering limited-edition, higher-specification variants of the standard model. Cataloguing Ducatis nearly 30 years after their currency is like 'counting carp in a murky pond.' That said the following has to be indicative of what Ducati did. In total for the life of the 851/888 production series from 1988 to its demise in 1993 with the arrival of the 916, Ducati built nineteen distinctive editions – both standard/volume and special/limited – that in some form went down the Borgo Panigale production lines. Not counted are the one-offs, prototypes and factory racers. The full series totals 9,500 plus or minus units. There were seven Special Production series usually referred to by the acronym 'SP' with a suffix.

The first, actually the 851SP2 (whose capacity was 888cc) was for model year 1990 (380 made); the 851SP3 (also an 888) for 1991 (534 made); the 'racing' 851SPS (888) also for 1991 (quoted as 'a low number'); the 888SPS for 1992 (101) and the 888SP4 that same year (500); the 1993 888SP5 (500); with the last, also in 1993, the 888SPO – O for Omologato – (290 made.) Given that Ducati built their bikes in batches and batches-within-batches to suit specific markets, it is near impossible to gather totally accurate data. That said many of these 851/888 limited editions are in severe short supply today.

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



One of these ultra-desirable modern classics was the SP2. Introduced partway through 1990 and based on the 851 Biposto, the SP2 came with the 888cc engine first used in the works racers and also featured a closer-ratio gearbox and superior Öhlins upside-down fork up front and Ohlins shock at rear. Plus Brembo fully floating cast-iron front discs. The SP2 was superseded for 1991 by the SP3, and no less desirable at that – and still the 851 designation remained in spite of the capacity now well known to be 888 - which now boasted upswept Termignoni silencers, stronger crankcases, uprated clutch, remote brake/clutch master cylinders, black wheels, carbon-fiber front mudguard and a 11:1 compression ratio urging a slight power increase to 111hp.

Piloting the 1991 full-factory racing version, American Doug Polen took 17 of 23 World Superbike wins in 1991, en route to the first of his two titles – a simply incredible achievement. 'Fifty examples of the customer 851 Racing – another special edition included above – for 1991, David Tardozzi riding one to victory in the European Superbike Championship.'

The SP3 offered here in street trim carries a plaque on the fork's top triple-clamp certifying that it is number 403 of approximately 534 built.

Although stunningly beautiful the bike is not strictly stock for it has had at least a change of livery, small bodywork changes to relocate and install new indicators on stalks, and the fitment of Marchesini 5-spoke forged wheels (meaning both stronger and lighter). All are changes that can be reversed although repainting would, of course, be required. Nonetheless, here's a wonderful opportunity to acquire a limited-edition version of an iconic 'modern' Ducati that should only become increasingly collectible over time.

The bike comes from New Zealand where it formed part of a small, eclectic collection of mostly Italian sport and superbikes all of which were ridden a little and often through the pair of islands' famous countryside.

\$20,000 - 25,000

£16,000 - 20,000

No Reserve

Please note, this motorcycle is titled under VIN 7AT05707X17000969.

43

1974 LAVERDA 750SFC

Frame no. LAV750C117148

Engine no. 75017148

- *Street legal racing motorcycle*
- *Matching numbers example*



'Right from its first competition appearances (1971), the SFC proved its worth, winning the Vallenga 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 Competizione (freni is Italian for brakes) – 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!

This matching numbers 1974-batch SFC is a North American specification bike – meaning Nippon Denso gauges, Tommaselli Jota-style bars, ND Suzuki-style switches, indicators and a Sebring mirror – that was formerly on display at Moto Borgotaro in Brooklyn, New York.

A 'specification perfectionist' would rate this machine at about 98 per cent, but those two percentage points are easy fixes. Missing are the indicators, side reflectors, and the left-side fairing-mounted mirror – this is 'normal' for most contemporary dealers never installed them when new. Also missing is the aluminum foil NA-homologation tag rivetted to the right side of the frame near the lower engine mounts. An aluminum tank is installed but the original fiberglass tank – now unsafe to hold gas – comes with the bike. The taillight is from a European bike. The NA taillight, indicators and mirror are available.

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



Two of the most significant updates for 1974 was the pair of Dell'Orto PHB 36 carburetors, without accelerator pumps, and twin-bleed Brembo F08 callipers with twin front discs, and a single rear disc on an Elektron hub. A racing two-into-one megaphone (as on this example) accentuated the lean race replica profile, and the claimed power for the 1974 750 SFC was 75 horsepower at 7,500 rpm. The right-side gear shift remained as did Borrani rims and Ceriani suspension front and back.

It is believed that this Laverda was originally sold in Canada to Toronto dealer Franco Romanelli. It has been traced – it may be an incomplete trail - to a Canadian collector, one Peter Lehmann, to Michael's Motorcycles in Saint Louis, Missouri, to Eric Kurtev in Wisconsin, then to well-known collector Stuart Parr of New York City, and on to the current vendor. Altogether it's a beautiful, well restored example, that is worthy of serious consideration by a collector of Italian superbikes of the 1970s, one that can be ridden successfully on the street.

\$40,000 - 45,000
£32,000 - 36,000



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44 Ω

1987 DUCATI 750CC F1 LAGUNA SECA

Frame no. ZDM750LS750207

Engine no. ZDM750L1750304

- *Limited edition model*
- *11,000 miles from new*



Considered by many enthusiasts to be the last of the 'real' (pre-Cagiva take-over) Ducatis, the race-styled F1 first appeared in 1985. First seen in prototype form in endurance races in 1983, the F1's 750cc engine was the latest in a long line of stretches applied to the original 500cc 'belt drive' desmodromic unit that had first appeared in the Pantah in 1979. A markedly over-square unit of 88x61.5mm bore/stroke, the F1's engine produced around 60bhp and functioned as a stressed element within the frame, the swinging arm pivoting in the rear of the gearbox cases. Clearly visible above the deliberately cut away fairing sides, the aforementioned frame attracted almost as much attention as the engine: a trellis of short, straight tubes, it has formed the basis of every Ducati since, including the Desmosedici Moto GP racer, until the Panigale era. In the fashion of the day, the F1 came with a 16-inch front wheel, while braking power was provided by state-of-the-art triple Brembos. The stock F1 was complemented by a series of hand-built limited-edition race replicas – Montjuich, spelled Montjuic by the Spanish (launched in 1986), Santamonica and Laguna Seca (both launched in 1987) – the last being named in honor of Marco 'Lucky' Lucchinelli's famous Battle of the Twins victory at Laguna Seca in 1986.

Based on the works racers, the Laguna Seca (much like the Montjuich) came with bigger Dell'Orto carburetors, higher compression ratio, bigger valves, and straight-cut primary drive gears. And talk of as much as 95bhp at 10,000rpm. But unlike the Montjuich, it came with a larger,

quieter muffler. There were some small changes between the two bikes, namely in the Laguna's adoption of parts from the new 'all enclosed' Paso roadster. The delta-spoked one-piece 16-inch Oscan wheels and the brake discs, but not the front calipers which were four-piston 'racing' Brembos, came from the 750 Paso, as did the wider front fender. Other changes included a steel gas tank (but with a 'Lucky' signature decal), revised foot peg bracketry and a plastic rear sub-fender attached to the swing arm. Most Laguna Secas came with a solo seat but some had a dual seat installed instead.

Built in limited numbers (believed to be as few as 296) and priced at around 25 percent above the stock F1, the Laguna Seca was one of the most exclusive motorcycles of its time and today is highly prized by Ducati collectors. This pristine example was originally exported to Australia where it was well cared for and enjoyed for 11,000 miles. A rare opportunity to acquire a limited-edition F1.

\$17,000 - 20,000

£13,000 - 16,000

Please note, the title is in transit.

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45

1975 DUCATI 860GT

Frame no. 850483

Engine no. 850483 DM860

Ducati's second-generation v-twin engine - the 900cc 'square case' (actual capacity 864cc) - debuted in the 860GT, a tourer rather than a sports bike. More than just a simple over-bore, the square case engine incorporated a new camshaft drive (not desmodromic this time), improved oil pump, cartridge-type, spin-on oil filter and electronic ignition. In addition, the gearchange was moved to the left-hand side and the frame altered to provide chain adjustment at the swinging arm pivot. Ceriani forks, Marzocchi shocks and Brembo brakes were standardized. The controversial angular design of the tank, side panels and seat was by Giorgetto Giugiaro but not loved by all at the time. The model was soon available with an electric starter, which became standard equipment on the re-designed 860GTS in 1976. A number of minor improvements, in particular to the ignition and electrical system, were incorporated in the successor 900GTS introduced in late 1976, though the engine capacity remained unaltered at 864cc. These 860GT/900GTS series were excellent motorcycles - 'real road burners without the back ache' - that are rare today. Only 1,671 GTs were produced in 1974. This bike was sold new in 1978, in California, with the handlebars and front brakes upgraded at the time. Last registered in 1992 it subsequently sat in a collection. The vendor bought the somewhat dilapidated bike in 2013 since when he has installed new tires, grips, pegs and rear springs, rebuilt the carburetors and brakes, and re-wired it with a new battery. The paint remains original, with nice patina and most of the original parts come with the bike.

\$6,500 - 8,500

£5,200 - 6,700



46

1991 DUCATI 851 STRADA

Frame no. ZDM1HB6R3MB002290

Engine no. to be advised

The Massimo Bordi designed 4-valve desmodromic, belt drive double overhead cam, liquid cooled, fuel injected 90-degree L- or V-twin was a masterstroke, installed in a similarly intelligent steel tube frame and all enclosing bodywork. Launched at the Milan Show in late 1987, first deliveries of the 851 were not until June the following year. After one Pierre Terblanche-restyle, production ceased in 1994 with the launch of the Massimo Tamburini 916. Ducati importation in the US was not as sophisticated then as it is now; the bikes were relatively hard to find and thus rare today. Only 255 851 Stradas were imported for 1991, 65 to California-only-spec. With an engine capacity of 851cc from a 92mm bore and 64mm stroke, the 1991 model has a 10.5:1 compression ratio and pumps out 91 horsepower at 9000rpm. With a dry weight of 438lb it was quoted as having a top speed of very nearly 150mph. For 1991, the inverted front fork was by Showa (41mm GD011), the rear shock an Ohlins DU 0060. The wheels were both 17in. Thankfully. This example was sold new at Moto Sports in Des Moines, Iowa. Over three different owners it has been back to Baxter Cycle, Marne twice. It went back again to Moto Sports for a comprehensive service - including new belts, valve adjustment, all fluids and new Michelin Pilot Power tires - just before this sale. This pretty-much-all-original 1991 model 851 Strada (street) still features the Showa upsidedown fork and Ohlins rear shock.

\$6,500 - 8,500

£5,200 - 6,700



47 Ω

The ex-Hans Stärkle, 2nd example built, 5 owners and history from new, present owner for 50 years

**1949 VINCENT 998CC
BLACK LIGHTNING SERIES-B**

Frame no. RC3548

Engine no. F10AB/1C/x1648

Crankcase mating no. O 100

- *Delivered new to Switzerland*
- *Paraded extensively at historic motorcycling events*
- *Raced in period by first owner, Hans Stärkle*
- *Never accident damaged*
- *Restored between 2000 and 2005*
- *Matching numbers*



Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series-B Black Shadow led directly to Vincent marketing a racer of similar specification to Free's machine: the Series-C Black Lightning.

His motorcycles' design innovation and engineering excellence notwithstanding, Philip Vincent well understood that it was performance that grabbed the headlines and stimulated sales. Season-long racing was prohibitively expensive but a one-off speed record attempt was more affordable, and the latter was the obvious choice for cash-strapped Vincent, all the more so because it was already producing the world's fastest production motorcycle: the Black Shadow.

The most famous and spectacular Vincent record attempt is that undertaken by Free, who rode journalist John Edgar's special factory-prepared Black Shadow to a speed of over 150mph on the Bonneville salt flats in Utah in 1948, the first time that an un-supercharged motorcycle had surpassed that figure. The photograph of Free, lying prone on the Vincent wearing only swimming trunks and running shoes, is one of motorcycling's most reproduced images.

To enable Free to reach 150mph, the power of the Shadow engine ('1B/900') had been boosted from 55 to around 70bhp by means of - amongst other things - a raised compression ratio, Mark II (Lightning) cams, Amal TT carburettors, and 2"-diameter, straight-through exhaust pipes, all of which found their way on to the production Black Lightning. First exhibited at the 1948 Earls Court Show, the Lightning came equipped for racing with rev counter, alloy wheel rims, Elektron (magnesium alloy) brake plates, and a gearbox modified for quicker changes. For many years it had been assumed that around 20 examples of this, the ultimate Vincent v-twin, had been built between 1948 and the end of production in 1955, though more recent research has established that the total was a little over 30, while a further half-dozen-or-so engines were supplied for use in racing cars.

This Vincent Black Lightning - frame number 'RC3548', engine number 'F10AB/1C/1648' - was completed in January 1949. The accompanying copy order form shows that this machine was built with 'HRD Brampton '46 pattern forks', Amal TT10 racing carburettors, alloy brake plates, Dural mudguards, 'long s/car' handlebars, '3 frame springs s/c', gearbox with intermediate ratios, and 21" front/20" rear wheels. 'Show finish as far as possible' was specified. To accommodate the 20" rear wheel and racing tyre, the longer of the two available rear frames was standardised on the Black Lightning.



1

1,2 & 3
Hans Stärkle in action on RC3548 during 1949/50.



3



2



4
Hans Stärkle, on right hand side, with a customer in front of his workshop, c.1950. RC3548 can be seen fitted with large size wheels, manual ignition, altered seat for sidecar use, large rear sprocket, also for sidecar use, and solid rear end.



4

The Earls Court machine and 'RC3548' (the second Black Lightning) have rear frames with a single brake abutment; all subsequent examples have two abutments. In a letter on file, former Vincent employee Jack Lazenby, who was one of the select band charged with Black Lightning assembly, says that he cannot recall any numbers being stamped on the rear frame, and the one fitted to 'RC3548' is blank.

'RC3548' was tested by Vincent's famous works rider and Chief Tester, George Brown, prior to delivery. It had been ordered during the Earls Court Motorcycle Show in October 1948 where the first Black Lightning was displayed on the Vincent Stand, and is the second of its kind to be sold. The Black Lightning had been ordered by Vincent's agency in Switzerland, Kämpfen & Hieronimy of Zurich for their customer, Mr Hans Stärkle, a rider for the NSU works team in pre-war days, who had already won three European Championships for NSU. Back then, this was the nearest you could get to being a World Champion, as that series was not inaugurated by the FIM until 1949.

Hans Stärkle raced 'RC3548' in the 'Unlimited Class' with a sidecar attached (see documents and photographs on file). It was Stärkle that fitted the Series-C Girdraulic forks, a much more robust design better suited to the stresses of sidecar racing than the original Brampton girder type. He confirmed to the present owner that he never had an accident on the Black Lightning, which was sold in May 1952 to a Mr Amrein of Basel, Switzerland, its second owner.

Mr Amrein rode the racing Lightning to the works at Stevenage to have it converted for road use, obtaining lights, silencer, pillion seat, footrests, etc (photograph on file). He sold the Vincent to its third owner, a Mr Duffner of Weil am Rhein, Germany, in 1955. In an article in Germany's then only motorcycling journal, 'Das Motorrad' (February 1955), 'RC3548' was extensively featured, and the name of the city was changed to 'Vincent Stadt Weil am Rhein' (copy on file). Even today, this article is remembered by Germany's older motorcyclists.

In 1961, the Black Lightning was sold to its fourth owner, a Mr Kuttler, also from Weil am Rhein. After encountering engine trouble, Mr Kuttler took the engine apart but never completed the repair, and in 1968 sold the machine to its present (fifth) owner, Ernst Hegeler. Ernst rebuilt the Vincent and had it road-registered in 1971. From then onwards, until 1999, he covered approximately 30,000 accident-free miles on long-distance trips all across Europe.

By 2000, Ernst Hegeler had decided to return the Black Lightning to former glory and original racing specification. This project was completed by 2004, and 'RC3548' returned to the racetrack in 2005 at Schleiz. Ernst Hegeler and a few close friends rode the Black Lightning exclusively on non-competitive demonstration runs, with no accidents or technical failures whatsoever, until 2017 at Lorsch where Ernst decided to call it a day.



5
RC3548 photographed following conversion to road use by Mr Amrein.

6
RC3548 photographed with the forth owner Mr Kuttler.



Between 2005 and 2017, 'RC3548' was ridden at German tracks such as Hockenheim, Schottenring, Hamburg Stadtpark, Lorsch, Itzehoe Airfield, Kassel-Calden Airfield, Solitude, and St Wendel; at the Ilmenau hill climb and Schwanenstrat in Austria; and at Varano in Italy and Dijon in France. Photographs of the Vincent participating in these events, together with programmes, badges, machine numbers, documents, etc, may be found in the extensive history file.

Some deviations from factory specification have been made to make the Vincent more practical to use. These include newly manufactured cylinder heads with equal-length inlet tracts (as fitted to all Black Lightnings after the first two built); Erich Kruse MkII cams; a three-spring Norton-type dry clutch, which delivers quicker gear changes (necessary for circuit racing) than the original centrifugal design; 19" flanged alloy wheel rims (for modern racing tyres); modern replica cast brake anchor plates; a kick-starter (for convenience); and electronic ignition, powered by a small modern 12-volt battery. Electronic ignition makes the engine much easier to start and smoother running when compared with the less reliable manual racing magneto, while the kick-starter means that the rider is able to start the machine even if a paddock starter is unavailable. The minimal increase in weight makes no difference to performance.

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

48

1950 VINCENT 998CC BLACK SHADOW SERIES-C

Frame no. RC/5837B

Engine no. F10AB/1B/3937

- *Delivered new to the USA*
- *Matching engine and upper frame numbers*
- *Mechanical and cosmetic restoration completed in 2016*
- *Not used since completion*



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. Not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.

The Black Shadow was indeed a legend in its own lifetime, and in the 60-plus years since production ceased, the esteem in which this iconic motorcycle is held has only increased, fuelling the demand among discerning collectors for fine examples of the marque, such as that offered here.

Shipped to the USA in June 1950, this Series-C Black Shadow was purchased 'mid-restoration'. The engine was then partly disassembled to check its condition and found to be like new inside. Paint was applied and missing parts found and fitted, including rebuilt Shadow carburetors, new electrical wiring, a new seat, and an Alton generator. Its mechanical and cosmetic restoration completed in 2016, the Vincent has been kept in the owner's heated workshop since then and is presented in commensurately excellent condition. Accompanying documentation consists of a copy of the Works Order Form.

\$75,000 - 85,000

£59,000 - 67,000

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49

C.1950 VINCENT 998CC RAPIDE (SEE TEXT)

Frame no. RC5109B
Engine no. F10AB/1/774
Rear frame no. RC7800.

- *Present ownership since 1992*
- *Restored between 1994 and 2000*
- *Little used since completion*
- *Original (damaged) rear frame RC5109B available*



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

According to factory records held by the Vincent Owners Club, upper frame 'RC5109' left the factory in a Comet while the rear frame, 'RC7800', originally formed part of a Rapide despatched to the USA in 1951. The engine, 'F10AB/1/774', is from a Series-B Rapide shipped to the USA in 1948.

Purchased by the current owner in July 1992, the Vincent was said to have been in storage for the preceding 20 years. Commencing in 1994, its restoration took several years to complete, with components sent to various recognised experts for refurbishment. A new big-end bearing was installed by C Taylor; new cylinder muffs, liners, and pistons/rings sourced from Ron Kemp in the UK; and the cylinder heads completely overhauled by D Busby and H Altounian. Black Shadow carburettors, include Teflon slides, were supplied by J Straight, and the magneto rebuilt with PT points by K Bell. The Girdraulic forks were re-bushed, while the many new parts fitted include all four brake drums, springs, spring shrouds, shock absorbers, and lots of stainless steel and chrome. In addition, the machine has been upgraded with an Alton generator and V2 clutch.

Since the restoration's completion in 2000, the Rapide has been stored in a heated workshop and ridden mainly at Vincent rallies, covering relatively few miles. The vendor advises us it is easy to start and a good ride.

\$35,000 - 45,000

£28,000 - 36,000

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50

Winner of the VOC's The Phil Irving Basket Case Award in 2016

1950 VINCENT 499CC RAPIDE/COMET

Frame no. RC11628

Engine no. F5AB/2A/6523

- A superb machine made from a matching numbers Rapide frame and a Comet engine
- A masterful restoration



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

Like others, Vincent relied on proprietary engines until increasing dissatisfaction with suppliers led to the creation of Vincent's own motor in 1934. An overhead-valve 500cc single, this all-new power unit was designed jointly by Vincent and Chief Engineer Phil Irving.

Production was stopped for WW2, then restarted soon after with the short-lived Series B Comets, which soon gave way to the successful Series C singles, built from 1948 to 1954. Effectively a Rapide V-twin minus its rear cylinder, the Comet offered the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy and was the ideal touring mount for the discerning solo rider who placed civility of manners and quality of construction above outright performance. Apart from the missing cylinder, the Comet followed Series C twin lines, the model featuring the newly introduced Girdraulic forks and hydraulic dampers at front and rear.

An expensive machine to produce, it did not sell as well as its maker had hoped and was dropped when the Series D was introduced for 1954.

The Series C Rapide/Comet on offer here is a unique machine in that it features a Comet engine in a Rapide frame. The donor Rapide was shipped to the US in October 1952 and the Comet in April the previous year. When they were actually mated together is unknown. What is very clear is that the assembly work was truly excellent enabling a superb restoration to be completed in 2016, superb enough for it to win The Phil Irving Basket Case Award at the Vincent OC Rally in Missoula, Montana that year, the seller having ridden it there and back to Oregon without mishap. This Rapide/Comet is only the seventh bike ever to receive the award. A comprehensive history file is available for this work including those for the BTH electronic magneto, Alan Osborn's AO Services V-Reg IIb dynamo regulator and Shorai battery. (The original, and rebuilt, magneto comes with the bike.)

Some three years post restoration the vendor advises us that the bike is still ready to hit the road at a moment's notice. Still truly excellent in every regard.

\$25,000 - 35,000
£20,000 - 28,000

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51

1928 COVENTRY EAGLE 348CC

Frame no. 2855

Engine no. IY/T 59182/M

'The Coventry Eagle motorcycle was born out of a bicycle company formed by Messrs. Hotchkiss, Mayo and Meek in 1890, selling 'Royal Eagle' cycles at their Hill Cross factory. – Damien Kimberley, Coventry's Motorcycle Heritage. Coventry is located in England's industrial West Midlands, second in size to its neighbor Birmingham. Coventry-Eagle built a diverse range of motorcycles using proprietary engines from 1901, though in significant numbers only after WW1. Six Coventry-Eagles were offered for 1923, all JAP-powered except for a Blackburne-engine 350, ranging from the formidable and famous Flying Eight to the diminutive S14 Ultra-Lightweight. The Flying Eight which, with its 1,000cc JAP v-twin and muscular good looks, was a worthy rival for the Brough Superior, and a Brooklands contender. The early-1930s Depression forced Coventry-Eagle to abandon its larger models and concentrate on producing bread-and-butter lightweights. In 1927 they had launched a landmark two-stroke featuring a novel pressed-steel frame, adopted by the larger models the following year, which remained a characteristic until closure in 1939. Postwar the company made bicycles 'again' as Falcon Cycles. The rare machine offered has the Blackburne 350 four-stroke, side valve engine installed complete with a Sturmey-Archer two-speed, foot-shift gearbox with chain drive. The magneto was rebuilt as were the wheels (Buchanan Spoke and Rim, Inc.) Some receipts come with the bike. The vendor found the bike in San Luis Obispo, California and restored it fully in 2018 as a 'static' exhibit and thus it will require re-commissioning before starting and running.

\$3,500 - 4,500

£2,800 - 3,600

No Reserve



52

1926 TRIUMPH 500CC MODEL P

Engine no. 221290

Triumph continued its model range after World War I, capitalizing on the reputation for quality and reliability that its motorcycles had acquired while on active service. One of the most important was the Model P, a no-frills sidevalve single that was a star seller in tough economic times, keeping the company financially afloat while driving a move toward efficient mass production. It debuted at the 1924 National Motorcycle Show, where the newcomer made news with its £42 retail price, which substantially undercut every other 500cc machine then on sale in the UK. Despite its bread-and-butter nature, the bike performed well on the road, as detailed by the Real Classics website in their retrospective on the Triumph flat-tanker, noting, "The Model P would pull a sidecar at 40mph in top gear all day, without making a racket or pausing for breath on most slopes. This stolid performance combined with the bargain-basement price to ensure the success of the P." Suddenly faced with full order books, Triumph's Priory Street works hurriedly devised an ad hoc assembly line to handle the backlog – a significant development on the way to modern mass production. Model P production continued until decade's end, by which time it had spawned a number of derivatives, Models N, Q and QA. This three-speed Model P is an older amateur restoration equipped with optional acetylene lighting. For the past eight years it has been unriden, on display at the Seaba Station Motorcycle Museum in Oklahoma, and will require the usual safety checks and re-commissioning before use.

\$6,000 - 8,000

£4,800 - 6,300

No Reserve



*The ex-Steve McQueen***1938 TRIUMPH 500CC 5T SPEED TWIN**

Frame no. T.H.5838

Engine no. 8-5T 13084

- *Arguably the most 'collectible' of all Triumphs*
- *Restored by McQueen's buddy Dave Ekins in the late 1970s*
- *Beautiful patina remains*



'Edward Turner's intention was always to produce a vertical twin, a design he had considered at Ariel after creating an experimental twin out of half the Square Four. Turner removed the front crankshaft to allow the engine to function as vertical twin, and both Val Page and Bert Hopwood were watching this experiment. While he considered it extremely sound from an engineering point of view, Turner didn't see it having a wide appeal. So he immediately embarked on creating the Speed Twin, which appeared in July 1937.' Ian Falloon, *The Complete Book of Classic and Modern Triumph Motorcycles* (Motorbooks, 2015.)

Although Edward Turner's Triumph Speed Twin caused a sensation when it first appeared at the London Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Meriden - Val Page - had designed one a few years previously, but Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, whose cycle parts it shared, and from certain angles looked just like a twin-port single.

This was just what the conservatively minded motorcycling public wanted, and the Speed Twin proved an enormous success for Triumph, lifting the company out of the economic doldrums and setting it on the road to future prosperity.

Performance proved exemplary for a road-going 500, around 85mph being attainable by the Speed Twin while the Tiger 100 sports version could reach the 'ton' under favorable conditions.

The 1938 5T Speed Twin was a most handsome machine in its day weighing 355 pounds dry with a wheelbase of 54 inches. Its twin cylinder engine was a long-stroke 498cc from a 63mm bore and 80mm stroke which with an Amal 276/132 LN 15/16th inch bore carburetor, a Lucas Magdyno and a 7.0:1 compression ratio produced 26 horsepower at 6,000rpm. It used both a separate oil tank and a 4-speed transmission. A Girder front fork and a sprung saddle provided the suspension with drum brakes in both the 20-inch front wheel and 19-inch rear.

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



Triumph's success in the USA took off again in 1954 after the launch a year earlier of The Wild One, with Marlon Brando in the lead role. Back to Ian Falloon again, it was 'based on a 1951 short story, "The Cyclists' Raid," by Frank Rooney, loosely based on events occurring in Hollister, California, in July 1947. A small group of motorcyclists attending an AMA Gypsy Tour became drunk and disorderly, and the incident received wide national publicity.' Brando's character, Johnny, had ridden in on a 1950 Triumph twin, a 650 Thunderbird – not a million miles away from McQueen's Speed Twin, aesthetically and mechanically. Good or bad, the movie promoted Triumph as never before. Sales on the US West Coast went through Bill Johnson of Johnson Motors, set-up in 1940, and confirmed as the US distributor in post-war in 1945. During 1947 production at Meriden had reached 12,000 units, 60 per cent of which were exported, most of them coming to the US market. Clearly, Triumph was focused on this market.

Although 'McQueen was a long-time fan of the British motorcycle marque and raced them at events around the world' there are few Triumphs left that he actually rode.

This lovely example of a Speed Twin was sold at the late Steve McQueen Estate Auction at the Imperial Palace in Las Vegas in 1984 to motorcycle parts distributor Domi Racer located in Cincinnati, Ohio. It was subsequently bought by Ken Grzesiak of British Only Motorcycles & Parts of Garden City, Michigan, then sold again to landscape architect and Triumph aficionado - who had been born in the San Fernando Valley and once hung out in Bud Ekins' shop in North Hollywood - Mike Crone of Florida. The vendor acquired this bike last year, 2018. It was restored for Steve McQueen by friend and fellow ISDT team member Bud Ekins in the mid to late 1970s. The original Las Vegas sale bill/auction flyer, and Certificate of Authenticity (lot number 530) are signed by both Terry and Chad McQueen. There is an Ekins decal still on the bike. These documents go with the bike, of course. It would be a feel-good thing if we could prove that the pin striping had been done by Von Dutch, a friend of both McQueen and Ekins, but sadly there is no evidence although its style is his.

Rarely does such a Triumph of this much importance become available in a public sale. It's an opportunity not to be missed. Could there be a more desirable Speed Twin in existence?

\$55,000 - 65,000
£44,000 - 52,000

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54
1967 TRIUMPH 649CC T120R BONNEVILLE
Frame no. T120R DU45094
Engine no. T120R DU45094

Unitary construction of engine and gearbox was already a feature of the 350 and 500 twins though, and that innovation duly appeared on the 650s in 1963. By 1967 the handling problems associated with earlier versions had been sorted and 12-volt electrics standardized. This Bonneville 650 is a 1967 in Aubergine over Alaskan White – a genuine Triumph color for that year painted expertly by Don Hutchinson. This matching numbers bike has been through a ground-up restoration in the past year. The vendor advises us that the engine was torn down and received new valves, pistons, connecting rods, the crank was balanced and then carefully reassembled into its newly vaporized cases. New Amal 930 Concentric carburetors were installed together with a new wiring harness into the newly powder-coated frame, fork legs, plus silver front and black rear wheel hubs with genuine, correct, re-chromed Dunlop wheels with stainless steel spokes, and genuine new Reynold chain. New 'period style' Dunlop, 3.25 front and 4.0 rear, tires were fitted and the wheels balanced. Original cadmium plated hardware was used where possible. A genuine Lucas headlight, taillight and reflectors lens and housings are installed as are the correct stainless steel front and rear fenders, and genuine tool tray and battery brackets. Now showing about 15 test miles since the restoration, the Bonneville's condition can be described succinctly as "time warp new."

\$13,000 - 18,000
£10,000 - 17,000



55
1969 TRIUMPH T150 CAFE SPECIAL
Frame no. CCO2455T150T
Engine no. CC02455T150T

Introduced in 1969 with its three cylinders sitting bolt upright in the chassis, Triumph's T150 Trident got off to a shaky start. While the triple was technically impressive and soon to gain an enviable race pedigree, the production street bike was hampered by dubious styling that was just plain off-putting to many buyers. The bike's squared-off "bread loaf" fuel tank and campy "ray gun" mufflers were over the top and not well received. Triumph quickly retreated and offered a "beauty kit" for dealers to install that replicated the classic look of the beloved Bonneville. Some owners, though, took restyling into their own hands, and this cleanly done T150 from the first year of production represents what someone could have done back in the day – if they had a skilled machinist on call and a fairly robust bank account. The 750cc engine inhales through a brace of Mikuni carburetors, spent gases making their exit by way of a chromed 3-into-2 exhaust capped with Norton-esque peashooter mufflers. The engine, sporting polished covers all around, sits in a silver-painted stock frame, but virtually everything else is custom done. Showing café elements as well as street-tracker touches, perhaps we should refer to this very tidy Triumph special as a "café-tracker." Whatever it is called, the bike's considerable build quality is evident throughout. In particular the machined alloy engine plates and brake bracketry are standout pieces, the latter holding Lockheed AP calipers plumbed with stainless-steel lines. On static display with the private Specialized Motorcycles collection, the T150 will benefit from a quick check-over before taking to the road once more.

\$11,000 - 12,000
£8,700 - 9,500



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56

c.300 miles from new

1982 TRIUMPH 744CC BONNEVILLE 750 ELECTRO

Frame no. 031113

Engine no. 031113

One of the last made at Triumph's historic Meriden factory near Coventry, England, the machine offered here represents the Bonneville in its ultimate specification, featuring Bing carburettors, Bosch turn indicators, Magura switchgear, Marzocchi shock absorbers, Veglia gauges, disc brakes, electric starting, and electronic ignition. These final Meriden-built Triumphs had been well received. 'Changes include a strengthened swing arm, new four-valve oil pump, and American standard fasteners,' reported Motorcycle. 'The polishing of all plated parts is exceptional. The pin-striping is done by hand, of course, and the paint is deep and will last much longer than that done on early Seventies Triumphs.' Rider described the Bonnie as 'remarkable, fuss-free, and reliable', while Cycle World declared: 'ghosts from the Limey past, such as oil leaks, vibration, and faulty electrics were not a factor'. A totally original, matching-numbers example, this Bonneville Electro had covered only 188 miles when purchased by the current owner in 1992 and now has c.300 miles on the odometer. Barn-stored previously, it has been kept in heated storage since acquisition and is presented in outstanding condition, benefiting from servicing by a local Triumph specialist a couple of years ago. We are advised by the vendor that the machine starts easily (electric or kick) and is a very pleasant ride, particularly over tight, twisting roads where its low weight and superior handling come to the fore.

\$4,500 - 5,500

£3,600 - 4,400



57

1964 VELOCETTE 192CC VOGUE

Frame no. 24037

Engine no. 6452/3

In business since 1905, and manufacturing motorcycles under the Velocette name from 1913 onward, the Goodman family concern prospered thereafter, initially with two strokes, and also later with four-strokes, particularly the overhead-cam variety. Launched in October 1948, as the 'motorcycle for everyman' Velocette's LE (nick-named 'noddy bike' after use by the British police force) addressed the criticisms most-often levelled at motorcycles – that they were noisy, dirty, and needed special clothing to ride – achieving impressive levels of silence, comfort and practicality. Being a 149cc four-stroke, water-cooled, flat twin, side valve, shaft drive and monocoque chassis all at the same time could be seen as perverse, but Velocette had never been a company to exactly follow the herd. Announced in 1963, the 4-speed, 192cc Vogue was a little late to the party of enclosed machines, and being expensive to produce, always struggled to find a market. Sadly, its arrival coincided with the start of the scooter boom which did not help it. Nevertheless, and perhaps inspired by Ariel's successful Leader, it was equipped with a new tube frame and distinctive twin-headlamp fairing, the Vogue handled well and was quieter, though no quicker, than its forebear. Production ceased in 1968. One of only 381 of its kind manufactured, this Vogue is first recorded on a UK registration document (August 9, 2007) with a Bill Little of Swindon, Wiltshire on UK license plate GHU 561B. It was purchased at auction from the Dennis Brunning Collection after a full restoration had been undertaken. Today this delightful Vogue remains in truly excellent condition.

\$11,000 - 15,000

£8,700 - 12,000



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58

1968 NORTON COMMANDO FASTBACK DUNSTALL 810 KIT

Frame no. 128013

Engine no. 20M3/128013

- *Wonderful Commando Roadster in factory Candy Apple Red*
- *Dealer installed in period Dunstall 810 kit*
- *Now recognized as the seminal early Commando*
- *Low miles and matching numbers*



Few would disagree that Norton's Commando ranks as Britain's most enduring vertical twin, despite being produced over a far shorter period than the Bonneville, and there are many thousand fewer Commandos than Triumph twins. Precise figures were never published but during a lifespan extending from the 1967 Earls Court launch thru to post Receivership cessation in 1977 a total of around 50,000 Commandos, it is believed, rolled off respective production lines.

The futuristic, boldly styled 750 Commando Fastback was announced at that Earls Court London Show in 1967, followed within 18 months by the conventional and (then) far more popular Roadster model. These two were joined in the 1972 range by the Interstate. There were other lower volume variants as well, including the Production Racer, the 750SS, and the short lived/awkward looking Hi Rider. But by late 1975, notwithstanding a full order book, NVT's Wolverhampton plant was in Receivership. Norton's former management team, who'd meanwhile re-grouped at Shenstone, eventually negotiated a continuation of Commando manufacture in respect of several hundred Mk III Interstates scheduled for production prior to the factory's closure. Some 1,500 models were then produced by a skeleton NVT workforce and released through conventional trade outlets. And then Norton's production life was over.

Norton's free-spinning 750 motor acted as a magnet for UK performance specialists, amongst whom Vince Davey of the Gus Kuhn shop and Paul Dunstall – both in South London – were the most highly regarded. Both shops were soon offering a huge variety of hop-up equipment in what had become a rapidly expanding aftermarket. In their test of a 1971 Norton Dunstall 810, Cycle World measured the top speed at 125 mph with a 0 to 60 mph time of only 4.7 seconds and a 11.9 seconds quarter mile – the magazine's first under 12 second run – at 107.88 mph.

Given the above, this high spec. early 'recessed tank badge' 1968 750 Commando ticks a great many boxes. Few are as handsome and performance oriented as this one. This Roadster still carries its original Candy Apple Red paint – the minimal fading only enhances its overall patina – and its dealer-installed Dunstall 810 kit and Dunstall exhaust system. With but 2,661 miles on the odometer – believed accurate – it has much life in it yet. There are 'Dunstall 810 kit' detractors but the reality is that a well set-up 810 – barrel, pistons and other components – has the reliability of a 'sorted' 750 and a performance the equal of a strong 850, or better. The 810 exhaust has both aesthetic and noisy beauty unique to itself. This rare bike warrants a very close inspection.

\$12,000 - 13,500
£9,500 - 11,000

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59

1967 BSA 650CC SPITFIRE MK III SPECIAL

Frame no. A65SA4919

Engine no. A65SA4919-Y

Unveiled in 1966, the first of the "Mark" series of Spitfires immediately became BSA's top guns. Based on the twin-carb Lightning, the Spitfire got a power bump via higher-compression pistons, a special cam and sporty open-bellmouth Amal GP carburetors; the changes good for a claimed 53bhp from the 650cc twin. The fastest standard BSA produced to that date, it wowed the UK's *Motor Cycle* magazine with a best run at 123mph and two-way average of 119mph. The Spitfire was used by traveling marshals at the 1967 Isle of Man TT races – no duty for slow pokes. U.S. journalists were also taken with the Spitfire, a stylish machine by way of its flashy two-tone paint, Dunlop aluminum rims, racy 190mm front brake, lots of chrome and polished alloy, special decals and a jaunty (if somewhat short-range) 2gal. gas tank. "The Bomb from Birmingham," wrote *Cycle World* magazine, calling the BSA a prime example of a road-burner, and noting that "such motorcycles are not made for economy, in either purchase price or daily operation – they are made to go, and to look good and sound sporty." The magazine radar-gunned its Spitfire tester at 117mph, making it at the time the fastest under-750cc street bike CW had ever tested. This matching-numbers 1967 Spitfire is a Mk.III variant, meaning it runs Amal Concentric carburetors with twin pancake-style air filters in a nod towards civility and engine longevity. The recipient of a full restoration in 2009, it has been ridden sparingly since, the odometer now showing less than 300 miles.

\$7,000 - 10,000

£5,500 - 7,900



60

1967 BSA 650CC A65 LIGHTNING

Frame no. A65LA6099

Engine no. A65LA6099-Y

Introduced in 1962, the BSA A65 twin was the unit-construction follow-on to company's venerable A10 series. The powerplant retained the 360-degree crankshaft and single cam mounted at the rear of the cylinder block, but now engine internals and transmission were contained within a single set of cases. Marking it as a bold new step forward, the engine was treated to streamlined "power egg" styling. Soon the factory catalog would carry no fewer than 11 different models powered by the new-style engine, in both 500 and 650cc displacements. 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 twins to be equipped with the new splayed-port cylinder head fitted with dual 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. Produced through 1970, the original A65s are considered to be the last of the classic BSA twins, as first the Rocket III triple, then the updated oil-in-frame 650s met with mixed market response, no doubt hastening the company's demise in 1973. This matching-numbers 1967 Lightning has logged some 21,000mi. from new, and is equipped with a period aftermarket luggage rack. The previous owner had the gas tank and side panels repainted in the original factory color, while the top-end was refreshed in 2003, including rebuilt and re-sleeved carburetors.

\$6,000 - 8,000

£4,800 - 6,300



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61
1965 BSA 650CC A65 LIGHTNING
Frame no. A50B1960
Engine no. A65D3424

BSA followed their acquisition of Ariel with the purchase of Triumph in 1951. It was decided from the outset that BSA and Triumph would retain complete autonomy. Indeed, that policy endured for almost two decades, until BSA Triumph Group Ltd were in dire financial straits, by when a certain amount of 'badge engineering' did then occur, albeit against great opposition from a loyal middle management. So, when it came to the vital introduction of unit construction motors, BSA unfortunately lagged about three years behind. BSA's 650cc A65 still sold across the globe in tens of thousands; its rugged engine also evolved into the definitive mode of propulsion in the hyper competitive world of European sidecar racing. By 1965 this machine had become the Lightning which was a natural design progression aimed at the American market. Note the original American market high bars but one component thought to be persuasive to an American buyer in the mid-1960s. Still with its original twin carburetor engine this now rare machine was subject to an extensive restoration at British bike specialist Baxter Cycle in Marne, Iowa. The vendor advises us that the bike was completely dismantled and with each component rebuilt, refurbished or replaced as needed. Just look at the paint and the depth of the chrome! It's in stunning condition. All in all, on offer here is a true British classic, useable and easy to own and ride.

\$9,500 - 12,000
£7,500 - 9,500



62
1960 MATCHLESS 650CC G12 CSR
Frame no. A72512
Engine no. 60G12CSRX2046

As often was the case with British twins that started life displacing 500cc, the push to field a 650-class version was initiated by Americans, in AMC's case their Los Angeles-based importer Frank Cooper. The company's well-regarded singles could fend very well for themselves but Cooper wanted even more power for the twins – now overbored to 593cc – to keep buyers from migrating to competing showrooms. That boost came in 1958 with the G12 Matchless and Model 31 AJS, displacing 646cc via a longer stroke, available in standard tune and higher-rated CSR trim, the latter with raised compression ratio, higher-performance cams and a 2-into-1 siamesed exhaust setup. A bonafide "Ton Up" machine, a G12CSR on test with the U.K.'s *Motor Cycling* magazine posted a 108.5mph top speed. According to the brochure, the CSR moniker stood 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 matching-numbers G12CSR was acquired from a Canadian collection, only the second owner of the bike. Well cared for, it was ridden regularly and entered in at least one concours, where it took a best-in-class trophy. Due no doubt to Canada's short riding season, the Matchless had logged less than 10,000 miles when it was sold to a California enthusiast in 2014. In the ensuing years, a new pattern alloy rear fender was fitted, wheel rims and sundry brightwork was rechromed, and a solid-state ignition was installed. It is sold with a letter of authenticity from the Matchless & AJS Owners Club, various correspondence and historical photographs.

\$4,500 - 6,500
£3,600 - 5,200
No Reserve



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63

1984 YAMAHA RZ350 KENNY ROBERTS EDITION

Frame no. JYA48H002EA000894

Engine no. 48H000894

- Rolling tribute to an American racing legend
- Last of the two-stroke pocket-rockets
- Engine and electrics completely restored
- Aftermarket expansion chambers and stock exhaust included



It is entirely fitting that the Yamaha RZ350 would be the last legal two-stroke streetbike sold in the U.S. in the face of ever-tightening EPA regulations. With a sporting history going back to the R5 of 1970, Yamaha's 350-400cc pocket-rockets had always been among the best and brightest of the strokers, giant-killers on both backroads and race tracks.

Outwardly simple, the RZ's six-speed, 347cc parallel-twin needed some technical assistance to sneak past the U.S. government's exhaust sniffers, namely a two-stage catalytic converter in each muffler, the first time this technology had been applied to motorcycles. Also making its debut on the street was YPVS, Yamaha's race-derived, electronically controlled variable exhaust port system, meant to broaden the engine's powerband. Likewise, the RZ350 was among the first roadsters to use a perimeter-style frame, now common fare for sportbikes – albeit crafted from aluminum beams rather than the RZ's round steel tubes.

Cosmetically, the RZ350 was a knock-out, a rolling tribute to Yamaha factory racer Kenny Roberts, two-time AMA Grand National Champion, three-time Daytona 200 winner and three-time 500cc Grand Prix world champion, then still at the height of his road racing powers. It was "King Kenny" whose race bikes first carried Yamaha's signature black-and-yellow bumblebee paint scheme, officially known as "Speed Block" and originally designed by noted graphics artist Rollin "Molly" Sanders.

Just to drive home the point, decals of Roberts' signature were affixed to each side of the bike's bikini fairing. *Cycle World* was the first magazine to road test the Yamaha, hardly a clandestine endeavor as it turned out. "It became an everyday occurrence to be swarmed by curious people whenever we parked the RZ," said *CW*. "If good looks could kill, the RZ would be the atomic bomb of motorcycles."

Noting the bike's intended purpose was to "straighten out curvy roads in an almost effortless manner," the magazine quite rightly pegged the RZ350 as a harbinger of the single-purpose sportbikes about to inundate the marketplace: "All of this adds up to a motorcycle with an unusually narrow focus, a lightweight repli-racer sport machine. And within that narrow scope, the RZ350 is so good, so *right*."

When acquired by Marbles Motors, this RZ350 was complete but in need of considerable attention. The engine was completely disassembled and rebuilt from the crankshaft up. Electronics, including the power valve system, were gone through, with parts rehabbed or replaced as needed. Brakes were overhauled. Carburetors were cleaned and fitted with new needles/jets tuned to the aftermarket Spec II expansion chambers (a good set of OEM exhaust pipes is included in the sale). Citing a few small imperfections in the original paint, the shop, known for its high standards, rates this Roberts Replica RZ as a solid 9 out of 10.

\$7,500 - 8,500
£5,900 - 6,700

MARBLES MOTORS COLLECTION OF HONDA SL'S, THE COMPLETE RANGE OF 1971 MOTOSPORT MODELS

- *Examples of each 1971 Honda SL Motosport dual-purpose model*
- *Restoration by vintage Japanese specialists Marbles Motors*
- *Sold as a collection, includes seldom-seen Japan home-market SL90*
- *Rare, low-miles SL175 unrestored except for repainted bodywork*



Here we have the rare opportunity to acquire a most comprehensive collection of vintage Honda dual-purpose bikes, six professionally restored SL Motosport models ranging from 70cc to 350cc, to be sold as a lot. All are the handiwork of Marbles Motors, a north Texas shop that has become one of the go-to operations for fans of classic Japanese motorcycles.

Catering to all brands, Marbles handles everything from complete restorations to the sale of reproduction exhaust systems, wiring looms and rubber parts. Paintwork has become a shop specialty, with great care taken to color-match the proper shade of factory paint and apply graphics correctly. "In my opinion, the single most important item to get right when doing a restoration is the replication of colors/stripes on the bikes," says shop founder Randy Marble. "That just simply makes or breaks the deal, and that is why I have concentrated on creating the formulas for the colors." Besides handling paint jobs for its own restorations, Marbles takes in gas tanks and side panels from individuals, or can supply factory paint in tins and aerosol cans.

It is not by mere coincidence that Mr. Marble chose to bring together this assemblage of Hondas. His beloved SL70 was a ticket to adventure for young Randy, as the landmark minibike was for thousands of American boys and girls. The SL70 was in effect a fully featured motorcycle that had simply been downsized, perfectly scaled in ¾ size. Gone was the auto-clutch as used on other minis; instead the SL was foot-shifted and

hand-clutched, further accentuating its "big bike" feel. The editors at *Cycle World* magazine immediately sensed there was something special about this new approach, that the SL70 wasn't just for kids, calling the bike, "An ideal beginner's mount, but its appeal is much broader than that...if this multi-age appeal is any indication, Honda has another marketing success on their hands."

That prediction, of course, proved true. Later in life, Marble purchased another SL 70 via an online auction. When it arrived much work was needed, which led to a restoration, which led to another, and 20 years ago Marbles Motors was born. "It was never intended to be a career," he says today. "It was a love of motorcycles as a child – I always wanted to be out and free, to roam and ride. One thing led to another and now it's a full-fledged business restoring old bikes."

Honda's SL line of Motosport models, sold during the early 1970s, was unique among its competitors in being solely four-stroke powered – it would be another few years and introduction of the all-conquering CR250 and CR125 motocrossers before Honda fully embraced two-strokes. Honda already had its CL dual-purpose scramblers during this time, but these were basically streetbikes with high-rise exhaust pipes. The SL's were much more dirt-oriented and benefited from more modern styling. Honda's corporate slogan during this era was "Mighty to Mini."

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



Honda Has It All," referring to a diverse model line that ran all the way from the blockbuster CB750 Four to the tiny Mini Trail 50. Marple applied that same reasoning to the 1971 SL family, which that year consisted of a 70, 90, 100, 125, 175 and 350. Assembling one of each for this collection became a passion project.

Once rounded up, all of the SL's were treated to full Marple restorations using as many NOS parts as possible. All engines were rebuilt and tested before the collection went on display at the shop. The exception is the SL175, perhaps the rarest of the Motosports, this one a well-preserved example found with just 1,100 original miles showing, needing only a re-paint in the correct Candy Sapphire Blue.

The SL90 is an interesting addition, a Japanese domestic model that was never sold in the U.S. and is rarely seen here. Outwardly similar to the SL100, the Candy Emerald Green 90 has numerous differences such as a black-painted frame, acutely upswept muffler, fitment of a centerstand, addition of a tachometer, smaller carburetor, passenger footpegs/seat strap and, naturally, warning stickers in Japanese.

Turning attention to the bigger bikes, even though both the SL175 and SL350 were powered by street-based parallel-twin motors, they were dramatically different from their CB/CL stablemates. A look at the 350's spec sheet shows just how different, starting with the frame, a heavily gusseted, double-downtube affair with geometry tailored more for a fire road than the highway. The engine was rigged for trail use with smaller carburetors and milder camshaft for a broader spread of power. Gone was the electric starter for a substantial weight savings; altogether, the SL350 was a useful 50lb. lighter than the CL350.

"It's getting to the point where we will have to admit that Honda has built a real dirtbike," stated *Cycle World* in its 1971 test of the bike. "Honda's new SL350 is not yet a motocross machine, but it is not intended for that purpose. Rather it is a beautifully conceived, tractable, reliable playbike with newfound rough-terrain capability. It's amiable and has great potential."

As the SL collection has been on static display at Marbles Motors, some batteries may need recharging. Odometers may not reflect total mileage from new as some speedometers were replaced with NOS instruments during restoration. All are titled, and a selection of brochures and owner's manuals is included in the sale.

\$40,000 - 45,000

£32,000 - 36,000

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65

1975 YAMAHA RD200

Frame no. 397202177

Engine no. 397202177

- Original, unrestored condition
- Showing 3,500 miles from new
- Serviced by Marbles Motors, new tires
- Electric starter works reliably



It's an irony that commonplace motorcycles sometimes can become rarer commodities than better-pedigreed exotics. Used for their intended purpose, these bikes had a relatively short life span, and the scrappage rate was high. Not that some weren't worth saving. In a class dominated by humdrum ride-to-work bikes, Yamaha's sporty RD200 appealed to commuters determined to have some fun on the way to the office. Like all Yamaha two-stroke twins, the RD200 was a willing performer, its 22hp capable of propelling the nimble lightweight to over 85mph. Precise, predictable handling and strong brakes were just a few of its assets. Said the U.K.'s *Bike* magazine back then, "The RD is happy to cruise at 60 to 70mph all day."

The RD200 was a development of the CS3, a 180cc two-stroke twin with modern accoutrements such as metered Autolube oil injection and a handy electric starter. In 1972 the engine grew to 195cc and the model name was changed to CS5E, with overall styling that resembled the newly introduced RD model line. By 1974, with Torque Induction reed valves for the cylinders, the undeniably handsome bike assumed "full citizenship" status and became the RD200.

In a recent retrospective article, *Motorcycle Classics* summed up the RD200's considerable technological advantages: "Compared with the RD250, the 200 was as much as 50lb. lighter and also physically smaller, with a seat height of just 29.5in. and a 49in. wheelbase. Yet it had plenty of big bike features. Inside the 195cc, 180-degree two-stroke twin was a four-main-bearing crankshaft with needle roller small- and big-end connecting rod bearings. Lubrication was by Yamaha's Autolube system, fueling by a pair of 20mm Teikei carburetors with the fuel/air charge pulling through four-petal reed valves. Helical primary gears drove a wet clutch and five-speed gearbox. Electrics included a combined 12-volt DC generator/starter motor unit for push-button starting, though the kickstarter was retained. Interestingly, none of the other RD models had electric starting."

This 1975 RD200, on offer from the Marbles Motors stable, is doubly rare in that it is both a low-mileage example and unrestored. Lights, horn, electric starter, etc. all function, with only a small indentation in the left-side exhaust pipe and a couple of nicks in the original High Spark Blue paint giving an indication of the bike's true age. In Marbles' care, the RD has had new tires, a fresh battery, plus a few minor service items replaced.

\$3,000 - 3,500
£2,400 - 2,800

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66

1971 KAWASAKI F8 BISON 250

Frame no. F8008482

Engine no. F8E08737

- Rare 'Baby Bighorn' 250cc version of the F5 350
- Older Marbles Motors restoration
- Showing 600 light-use miles since restoration
- Hatta fork, rotary-valve induction



Starting in the late 1960s with its F-series of dual-purpose bikes, Kawasaki made a strong play for U.S. on/off-road riders. Best remembered is the biggest, the F5 Bighorn 350, but a 250cc version was also available, the F8 Bison, identical to its big brother except for a smaller piston, different paint and a 19in. front wheel in place of the F5's 21-incher. Out in the field it soon became known as the "Baby Bighorn."

Kawasaki's fondness for rotary-valve induction on its two-strokes usually translated into class-leading horsepower, a trait upheld with the F5 and F8. The Klemm Vintage speed shop has a long history with the bikes, and successfully road races a Bighorn in AHRMA vintage events. "Of all the vintage enduros of the day, the Bighorn 350 and Bison 250 had by far the best overall power output, along with reliability that easily matched all the rest," they say.

Kawasaki's rotary-valve setup used a thin hardened-steel disc (more pork chop shaped, actually) mounted to the crankshaft between the right end of the crankcase and an outboard-mounted carburetor. The spinning disc controlled intake timing, advantages being that the intake port is open and unobstructed for a long time, and that the timing can be "asymmetrical," which allows engineers the option of boosting low-end power, a feature Kawasaki took full advantage of.

Biggest disadvantage of the system is the added engine width caused by the carburetor being hung out on the right side, but on the F5 and F8 the carb was tucked in nicely, sealed in its own housing that provided protection from the elements, not to mention rocks and passing puckerbushes.

Both bikes were equipped with the so-called Hatta fork, a multi-adjustable unit with three axle positions, 4in. of stanchion-tube adjustment and three-way spring preload, quite advanced for the time. *Cycle World* magazine had no suspension complaints during their test of the 350, claiming, "The Bighorn is one of the few dual-purpose machines that we would take unmodified, lights and all, to a woods or desert enduro."

Today, restored examples of either machine are rare finds, simply because spare parts are so difficult to source. This 1971 Bison was expertly restored by Marbles Motors some years back, and was recently re-acquired by the shop from the owner after 600 happy miles had been logged. It still runs well, we're told, showing only minor patina from its light use.

\$4,000 - 4,500
£3,200 - 3,600

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67

1975 KAWASAKI 900 Z1-B

Frame no. Z1F-78210

Engine no. Z1E-78521

- Restored example of a milestone superbike
- Reproduction exhaust, many NOS parts
- Correct 'Candy Super Blue' paint



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

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

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

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

The machine offered here is an example of the mildly revised Z1-B model. Introduced in 1975, it featured different gas tank livery and a bare alloy finish for the engine's upper half (first seen on the Z1-A, the Z1's having been black), together with minor mechanical alterations, including the adoption of an O-ring drive chain and deletion of the chain oiler. Subject of an impeccable restoration, it is fitted with a reproduction exhaust system; otherwise, rehabbed original or NOS replacement parts appear to have been used throughout.

\$15,000 - 18,000

£12,000 - 14,000

68

1978 KAWASAKI Z1R-TC/TC2

Frame no. KZT00D007204

Engine no. KZT00DE007211

- 'This turbocharged motorcycle should be operated only by a skilled rider...'
- 130 horsepower in 1978!
- One of only 500 Z1R-TCs made over two years (only)
- A 1978 Z1R-TC accurately upgraded throughout to '79 TC2 specification in period



'WARNING! This turbocharged motorcycle should be operated only by a skilled rider as the performance of the Z1R-TC may exceed the control skills of most motorcyclists...' so said the Kawasaki Motor Corp., USA, at the Z1R-TC's launch in 1978. Its reason for being? By 1977 Kawasaki's flagship 1000cc Z1R four was falling behind the competition. What to do? 'If your first thought was "give it a shedload more power" then congrats, you are just as insane as circa-1978 Kawasaki USA.'

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

That quartet of turbo bikes benefitted from factory development, but the TC came into being the good old-fashioned way: Kawasaki took a Z1-R to a California aftermarket performance shop and said have at it. That shop was Turbo Cycle Corporation, which sold bolt-on turbocharger kits for a number of different bikes. TCC fitted an American Turbo Pak compressor and its attendant plumbing to the Z1-R, including an adjustable wastegate that could be dialed up to a frightening 10psi.

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

In 1979, another 250 TCs were made, known as the TC2, ironically in a slightly more refined engine tune but with a blatant designer paint job. In deference to crankshafts and clutch packs, maximum boost was now set at 6psi and new 4-into-1 'snake' header pipes lessened turbo lag. But to make sure the TC didn't go unnoticed Molly Designs was hired to come up with the sinister black paint scheme highlighted by neon stripes. The late Rollin 'Molly' Sanders was in high demand among manufacturers for his graphics skills, coming up with Yamaha's memorable yellow/black/white 'bumblebee' scheme, the Toyota race team's longtime livery and later in his career the Lexus logo, among many others.

This Z1R-TC was originally ice blue. Its previous owner liked the year-later TC2 'Molly' black edition better, so he installed original '79 black bodywork and all the factory mechanical parts of the TC2 making this bike a 'completely accurate' stock specification TC2, bar the engine and frame numbers. It stands today as a TC2. The vendor advises us that it's in mechanically excellent condition, having been recently fully serviced, starting and running well.

\$15,000 - 18,000

£12,000 - 14,000

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69
1982 HONDA CX500 TURBO

Frame no. JH2PC0307CM001006
Engine no. JH2PC0307CM001006

Of all the models in Honda's 1980s range, the CX500 v-twin must have seemed one of the least likely candidates for a performance-boosting turbocharger, and the fact that Honda went ahead with the project had - some argued - more to do with demonstrating its R&D department's technical prowess than anything else. Perhaps, it was purely a corporate statement, and one that addressed a multiplicity of other motorcycle engineering concerns, not merely those associated with forced induction. Thus, the CX500 Turbo came with digital electronic fuel injection and ignition; tangentially spoked Comstar wheels; anti-dive front forks; Pro-Link rear suspension; twin-pot brake calipers; an integrated tank and fairing; and a comprehensively equipped cockpit dashboard. Of course, once Honda had bolted a turbocharger to one of its motorcycles, the rest of the Japanese 'Big Four' had no option but to join it on the 'Turbo' bandwagon. Making about 80 horsepower, the CX500 Turbo was fast for a 500, but it was no back-road scratcher. The turbo lag and the bike's weight and semi-heavy steering made it more of a sport tourer and backroad cruiser, where its superb fairing, ergonomics and smoothness proved superb. That, plus its beautiful curves, paint, and fit and finish, made it big news, the bike only lasted two years (it became a 650 the following year). This particular machine is a superb example, with c.18,924 miles on the odometer. It is an amazing snapshot in motorcycle history, a real-steel-aluminum-rubber-plastic example of the excitement of the early 1980s. Things will never be the same but owning this Honda Turbo can certainly bring you back!

\$5,500 - 7,500
£4,400 - 5,900



70
1972 HONDA 'FLYING DRAGON' CL350

Frame no. CL350-4037203
Engine no. CL350E-4099691

This restored 1972 CL350 will likely never be put at risk in the ruts and bumps of the boondocks, thanks to its rare and unique bodywork. Available only as a special dealer order, the gas tank and side panels were painted in a far-out swirl pattern. Done in Japan using a dip-transfer process and sold here for installation on CL350s and 450s, each paint job was different, much like a fingerprint. Four color combinations were listed - green/purple as seen here, silver/purple, gold/purple and blue/dark blue. The finished product resembled the patterns on custom Damascus knife blades, or to some the scaling seen on ancient Japanese paintings of dragons, hence the "Flying Dragon" nickname for the paint set. It's believed that perhaps as few as 20 of the painted sets still exist, that rarity due to the initial high cost of the option. At a time when a new CL350 listed for about \$900, a customer would have to fork over an additional \$245 for the Flying Dragon bodywork, which explains the low number ordered. For a special display at the 2017 Quail Motorcycle Gathering, Vintage Motorcycle Rescue brought examples of CL350s in all four Dragon color combos. The green/purple bike on offer here began as a very solid K4 base bike that was then treated to one of the shop's concours-quality rebuilds using many NOS parts - even the tires are original-fitment Bridgestone Safety Super 10's. Crowning touch, though, is the NOS Flying Dragon tank and side panels, straight out of factory shipping box. It is left to the new owner to christen the bike with his/her favorite brand of high-test.

\$10,000 - 15,000
£7,900 - 12,000



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71

1970 HONDA CB750 K0

Frame no. CB750-1032851

Engine no. CB750E-1038105

- Authentically restored example of a true milestone motorcycle
- 'Die-cast' K0 in correct Ruby Candy Red paint
- Multiple award winner, including a 99.5 score in AMCA judging
- Featured in magazine and website stories



It's hard to imagine today when the Big Four Japanese motorcycle manufacturers are serious contenders in every market niche, that there was a time when Japan only made "little" bikes, almost exclusively staying south of the 500cc borderline. All that changed with the introduction of the Honda CB750 Four. At a time when every British twin had to be started by kick lever and brought to a halt with drum brakes, here was an across-the-frame four-cylinder that whirred to life with the touch of a button. Up front was a hydraulic disc brake, standard fare now but big news back then.

In their 2006 look back at 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 editors at *Motorcyclist* magazine were even more effusive about the Honda Four, in 2012 naming it as their unanimous choice for Motorcycle of the Century: "This bike changed *everything*," they explained. "Exotic and affordable, fast and reliable, capable and accessible, the CB750 was a magic bullet."

The owner of this particular early CB750 is Don Stockett, founder of Vintage Motorcycle Rescue, a respected northern California operation that specializes in showroom restorations of 1970s Honda 350s and 750s. A previously restored Candy Ruby Red "die-cast" K0 in need of a makeover, it was purchased as his personal ride and to demonstrate the shop's capabilities. At both tasks the Honda has performed admirably, especially the latter, amassing a truly impressive show pedigree. Among the many concours trophies garnered is a First Place in the Superbike class at the 2013 Quail Motorcycle Gathering and a prestigious Winner's Circle award at the Antique Motorcycle Club of America's 2016 Dixon meet, where in judging the Honda scored 99.5 points. In the rare event the K0 didn't take home a top placing, it was usually because one of the shop's other restorations had also been entered! The bike was also the subject of a 2017 feature story in *Motorcycle Classics* magazine.

When not serving as a rolling business card for the shop, the CB750 is used on backroad rides, where the sound wafting from the four-pipe HM300 exhaust always brings a smile. Aiding the bike's all-around usability is the fitment of a Dyna electronic ignition, coils and spark plug wires, one modern, if hidden, deviation from stock. Since these photographs of the bike were taken, a proper black-anodized front brake master cylinder has also been fitted.

\$25,000 - 30,000

£20,000 - 24,000

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



72
1972 HONDA CB750
Frame no. CB750-2012148
Engine no. CB750E-2019838

Soichiro Honda began motorcycle production in 1946, with a batch of Japanese army surplus engines which he built into motorcycles; he then started to produce his own engines along similar lines. Unusually, compared to later Honda practice, these first engines were two-strokes, and amazingly, for a company which also later became so associated with technical innovation, the machine was effectively a throwback, in terms of its frame layout, girder forks, and belt drive, to the machines of the early twentieth century. The model range evolved throughout the 1960s and then in 1969 they released what most consider the first 'superbike' – their ground-breaking, four-cylinder, overhead camshaft 750. This machine ran through the seventies, achieving much publicity and, although copied by others, was arguably never bettered. Titled with the model number CB750, the first fours ran from their introduction in 1969 into 1971. At that point there were some changes to the model and, after a few intermediate K0 models, the new K1 appeared with improvements to the carburetor linkages, side panels, and airbox. The side panel badges were altered, and there were other minor changes. On the following K2 models, which appeared in 1972, there were more changes; mainly to fork shrouds, silencers, and switchgear. Little is known about this machine in its former life. What we do know is that it is unrestored, is still in its original, stock specification, is very clean and shows off its patina very well, better than its mileage might suggest and has been subject to a full service.

\$5,500 - 7,500
£4,400 - 5,900



73
1976 HONDA CB750
Frame no. CB750-2560412
Engine no. CB750E-2349233

Forty-plus years on, it is hard to imagine the impact the Honda CB750 had on the world when it was unveiled to a stunned public at the Tokyo Motorcycle Show in October 1968. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc. - made the opposition look obsolete overnight. Bike magazine summed up Honda's achievement thus: 'Like BSA/Triumph's parallel twin and Ducati's desmodromic single, the Honda inline four is one of those engines which created a standard out of an ideal. The list of Honda's technical achievements is impressive but the appearance of a production four-barrel roadster at a Mr. Everyman price was probably their greatest coup.' A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after today by collectors. Never restored, this CB750 can be described as in very good condition, its paint and seat carrying their patina well. Recently fully serviced and just over 14,000 miles on the odometer, this is no mileage at all for such a machine.

\$3,500 - 4,500
£2,800 - 3,600



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74

1971 HONDA CB350

Frame no. CB350-3004785

Engine no. CB350E-6005162

Value for money was a big selling point. For their \$735 in Nixon-era dollars, CB350 customers got an electric-start, oil-tight, overhead-cam 325cc parallel-twin that revved to a 10,500rpm redline and did everything well – from commuting to backroad blasting to solo touring. "It is a definitive machine," wrote the editors at *Cycle World* magazine, noting the CB had "the appeal of a sophisticated four-stroke engine, reserved semi-classic styling and a remarkable reputation for reliable running, as well as good maintenance back-up. All this is offered at a competitive price." Because CB350s were so affordable and so user-friendly, virtually all were ridden until they were thoroughly used up, passed from one owner to the next, with many being chopped, café'd or otherwise modified along the way. Today, finding an all-original, unmolested example is indeed a rare happenstance. This 1971 CB350 is just such a machine. Another offering from the Honda specialists at Vintage Motorcycle Rescue, it was found as a true survivor, owned by one man from new, relegated to storage in his garage showing less than 7,000 miles. A simple suds-n-sponge cleaning revealed original Candy Gold paint and mufflers in excellent shape, and a quick oil change and tune-up had the engine ticking over reliably and quietly. A thorough detailing, ultrasonic cleaning/overhaul of the carburetors and replacement of the usual consumables like control cables and tires, had this original CB350 back on the road again, looking just as it did when parked many years ago. On a recent ride the original speedometer proved balky so an NOS replacement now is fitted; the original speedo will also be included in the sale. A final touch was to repaint the centerstand, accomplished after these catalog photos were taken.

\$6,000 - 7,000

£4,800 - 5,500



75

1975 HONDA CB400F SUPER SPORT

Frame no. CB400F1004225

Engine no. CB400F-E1004277

Back in the day, *Cycle* magazine was especially enamored, noting, "The Honda CB400F is a marvel: It handles remarkably well, stops with authority, snaps through the gears precisely – and motors along smartly. The bike feels all of a piece, as if a hundred separate design systems fell into perfect synchronization. Yet the attraction of the 400 transcends its obvious competence. Even a card-carrying Anglophile would agree that the CB400F has real character. If you can't respond to the CB400F's electrifying mechanical presence, you should immediately switch your sport to checkers." High praise indeed for a motorcycle that has since become a true Japanese classic. This first-year, all-original CB400F is a low-mileage three-owner bike, the current title-holder being Mark Tuttle, longtime Editor-in-Chief of *Rider* magazine. In his care since 2006, the Honda was treated to new tires, a professional carburetor overhaul and quite recently a front brake caliper rebuild. Tuttle has added only about 700 miles to the odometer's c.3600 total, mostly short weekend jaunts, he says, to keep things current and revel in the exhaust's beautiful wail while working through the slick-shifting six-speed gearbox. Bodywork is in exceptional condition for its age, especially the signature fuel tank with its near-perfect paint and rust-free interior – even the 1975-vintage warning sticker remains in place. Likewise, the original café-style seat is free of rips, with all upholstery buttons and passenger strap intact. In fact, only the usual minor weathering of its cadmium-plated spokes and aluminum fork sliders hint that this CB400F is 44 years removed from a Honda showroom. Included in the sale is the original owner's manual still in its plastic pouch, plus early title/registration-related documents.

\$5,000 - 7,000

£4,000 - 5,500



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76

1989 HONDA GB500 TOURIST TROPHY

Frame no. 2001363

Engine no. JH2PC1612KK000141

- *Modern classic sporting single, highly sought after*
- *Appealing British styling, reliable Japanese technology*
- *Owned by Mark Tuttle, Editor-in-Chief, Rider magazine*
- *Low-mileage bike with NOS replacement parts as needed*



Predicting which model will become a future collectible is a risky business, but Honda's GB500 always seemed like it had a shot. Rolled out in 1989, the bike's styling was unashamedly retro, a factory café-racer, looking very British with its coachlined paintwork, clip-on handlebars, rearset footrests, chromed headlamp shell and alloy-rimmed, wire-spoked wheels. The dry-sump radial four-valve motor featured electric starting and delivered its 42hp via a six-speed gearbox. The GB500 struck a chord with riders who hankered after the past but disliked the associated oil leaks, dodgy electrics and perceived unreliability of genuine Anglo classics.

At the time, *Cycle World* writer Peter Egan, a certifiable Britbike fan, explained the GB's appeal: "Riding an older British motorcycle can be, at times, somewhat like going dancing with your great aunt. You have to take it just a little slow, show some respect and hope to God she remembered her heart pills. The GB500, on the other hand, takes you backward in time, to when your great aunt was young and beautiful and could go all night and drink you under the table. In other words, it's a new motorcycle and you can ride the hell out of it."

As often happens with these non-mainstream models, sales were slow and GB500s were imported to the U.S. for just two years, 1989-90, adding rarity to the Honda's list of desirables. Today, the GB500 has reached near-cult status with steadily increasing asking prices.

"I like the GB500 a lot," Egan continued. "The British motorcycle industry had a long time to develop these proportions, just as the Greeks had a long time to refine the shape and spacing of pillars and lintels in their architecture, and I think it's a look that bears reinterpretation. Simplicity and grace are never out of style, and the GB is a simple, handsome bike."

This clean two-owner example, showing just 3,654 miles, is being offered by Mark Tuttle, longtime the Editor-in-Chief at *Rider* magazine. The original owner had dropped the bike in a simple lay-over resulting in purely cosmetic damage, but citing the high cost of parts and labor his insurance company insisted on totaling the bike. The owner repurchased the GB from the insurer, made some immediate fixes and continued to enjoy the bike, now with a "salvage" title. Under Tuttle's stewardship, an NOS fuel tank and front fender have all but erased any evidence of that long-ago tip-over – only a small dent in the rear fender and a hairline crack in the right passenger footpeg hanger remain.

We're informed the GB500 runs beautifully and always turns heads. Not long ago a new lithium battery was installed, and included in the sale is the original owner's manual, toolkit and various title-related documents.

\$6,000 - 8,000
£4,800 - 6,300

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77

1972 HONDA CB460 TRACKMASTER RACING MOTORCYCLE

Engine no. CB350E-4006674

- Ex-Gary Davis AHRMA vintage road racer, 1 of 1
- One-off Trackmaster nickel-plated chromoly frame
- Special Powroll-built CB350 race motor bored to 460cc
- Yamaha TD3 four-leading-shoe front brake, Ceriani forks



Vintage racing has given many old motorcycles a vibrant second act long after their usual lifespan is over, Honda's CB350 being a prime example. The popular roadster responds well to simple track mods, though – racers being racers – more is always better. That philosophy was taken to the extreme with this very special CB road racer, so much so that very little of the original machine remains. The frame is a custom job by Trackmaster, crafted in the mid-1990s from 4130 chromoly, then nickel-plated. The engine was assembled by Pete Fisher, owner of the famous Powroll speed shop, said to be the last he built before retiring. Bored to a healthy 460cc, it inhales via a pair of 34mm Mikuni carburetors with gaping velocity stacks. At Daytona the bike was reportedly clocked at 154mph, which has to make it among the fastest CB350-based machines ever. Such velocities require good stoppers, and here a massive 4LS front brake from a Yamaha TD3 road racer is more than up to the task. Rear brake is also TD3. Other trick bits include Ceriani forks, shouldered Akront alloy rims and a shapely Drixton aluminum gas tank.

The bike's original owner/builder is as noteworthy as the motorcycle. Gary Davis first gained fame in the motorcycle world in the early 1970s when he and partner Rex Blackwell toured the country jumping motorcycles ramp to ramp, rushing toward each other from opposite ends and passing in mid-air within inches, much to the crowd's delight. In stark contrast to Evel Knievel, Davis made 326 public jumps in all and did not crash once, never breaking a bone – in 1972 he even outjumped Knievel's distance world record by clearing 21 cars.

Davis parlayed that notoriety in a successful Hollywood career as stuntman, stunt coordinator and second-unit director with more than 300 feature movies, TV shows and commercials to his credit. Ironically, one of Davis' first film jobs was doubling for the title star in *Viva Knievel!*, where the script called for him to crash!

In time away from stunt work, Davis amassed a motorcycle collection that eventually numbered 240-plus, including many race bikes – the Trackmaster Honda among them – which were campaigned on the AHRMA vintage circuit. A talented all-around rider, Davis entered road race, flat track, MX and trials events. In 1998 he was awarded AHRMA's highest honor, the Sportsman of the Year, and this past December Davis was inducted into the AMA's Hall of Fame.

Acquired by Vintage Motorcycle Rescue, the Davis Honda needed only a simple recommissioning. The bike runs very well, we're told, accompanied by a glorious racket from its twin stainless megaphone exhausts, needing only updates to current AHRMA regulations and a fresh set of tires to be race-ready once more. It wears Davis' old #890 number plates and he has autographed the gas tank.

\$12,500 - 15,000
£9,900 - 12,000

Offered on Bill of Sale.

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78

2007 METRAKIT GP125 RACING MOTORCYCLE

Frame no. MTKPGP00000300339

Engine no. A7190129

- Husqvarna 125cc engine, 32hp at 12,500rpm
- Purpose-built road race frame, 17in. wheels
- Great track day bike for younger/smaller riders
- Same as used in selection races for Red Bull Rookies Cup



The best way to learn the craft of road racing is to ride a genuine road racing motorcycle – that was the thinking behind the Metrakit Pre GP125. Originally a provider of speed parts for 50cc scooters and mopeds, Spanish company Metrakit made the jump to bike-maker with 50-80cc models purpose built for youth road racing. That naturally led to the Pre GP125, a larger machine intended to be a stepping stone for riders intent on making it to the MotoGP ranks.

Introduced in 2005, the Pre GP125 used a modified Husqvarna 125cc two-stroke liquid-cooled single for power, working through a special road racing gearset. Inhaling deeply via a 38mm Mikuni carburetor all the way to 12,500rpm, the motor's power output was a claimed 32hp, good for speeds in excess of 120mph. The engine was hung from a tubular-steel main frame, with large aluminum side plates that provided a pivot for the alloy swingarm and a perch for the rear subframe. Rolling on 17in. wheels, claimed dry weight was 176lb.

For several years Metrakit provided identically prepped GP125s for a season-end runoff race in Spain where hundreds of qualified riders from around the world battled it out for 20 spots in the next season's Red Bull Rookies Cup, a prestigious feeder series for MotoGP.

A joint effort between series organizers Dorna and major sponsor Red Bull, the Rookies Cup has proven successful in bridging the gap between national racing series and the world GP stage. Inaugural series winner Johann Zarco is a good example. The French rider was 17 when he won the Rookies Cup in 2007 and has parlayed that into a stellar career. With a total of 16 wins, he was Moto2 World Champion in 2015 and '16. In 2017 he finished sixth overall in MotoGP and was named Rookie of the Year, leading to a full factory ride on this year's KTM squad. American rider JD Beach, the 2008 Rookies Cup champ, has also done well, winning 40 times in AMA racing on his way to a pair of MotoAmerica Supersport titles. In 2019 he will contest the AMA Superbike series.

Hoping for more American participation, a number of Pre 125GPs were imported to the U.S., the total believed to be about 25. This machine, in working order and recently repainted, was ridden by 14-year-old Damian Jigalov, winner of two WERA championships, and by 11-year-old Kayla Jaakov, who used it in some of her 185 race wins and 25 class championships.

\$5,000 - 7,000
£4,000 - 5,500

Offered on a Bill of Sale.

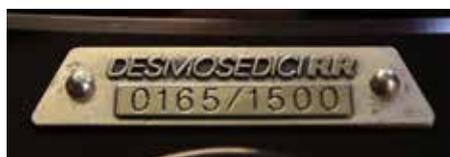
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79

2008 DUCATI D16RR DESMOSEDICI

Frame no. ZDM1ZDFW68B000165

- *The ultimate Ducati sportbike, #165 of 1,500 built*
- *One owner, regularly maintained*
- *Performance exhaust, new rear tire fitted*
- *Öhlins suspension, Brembo brakes, carbon fairing*



It is surely every sportbike super-fan's dream to own a genuine Grand Prix motorcycle, though in reality only a handful of the most wealthy and well-connected would ever have that chance. Until the arrival of the Ducati D16RR Desmosedici, that is. Yes, it listed for a whopping \$72,500, and sure, it could be argued that being road legal, the RR was not quite the real racing deal, but that did not stop the 1,500-unit production run from selling out in 2008.

At the Misano circuit in 2004, Ducati had astonished the motorcycling world by announcing that it intended to offer for public sale a low-volume, street-legal replica of its MotoGP racer. Two years later, in June 2006, Ducati unveiled the D16RR Desmosedici at the Mugello Grand Prix weekend. Ducati cut remarkably few corners in creating its racer-for-the-road, which used basically the same 90-degree 990cc V-four as the works GP6 race bike. As delivered, the RR came with a catalytic converter, was emissions compliant, and had 188hp on tap, though when the supplied race pipe was fitted this climbed to 200hp. The RR's engine was carried in a truncated trellis frame, just like the GP6's, with the aluminum swingarm pivoting directly in the crankcase and the seat formed by a structural carbon-fiber subframe – a first for a road bike. There was Öhlins suspension at both ends, offering a mind-boggling range of adjustability, with brakes supplied by Brembo, the fronts featuring radial monoblock calipers. Wheels were lightweight magnesium Marchesinis, manufactured by the forging process – another streetbike first. Carbon-fiber was used for the bodywork while the fuel tank was aluminum; the result of all this weight savings enabling the RR to tip the scales at just 376lb.

At Mugello the motorcycling press at last got its hands on the production Desmosedici. *Bike* magazine's Mike Armitage was suitably overwhelmed: "Driving urgently and cleanly from low revs to the 14,200rpm limit, the snarling V-four is a masterpiece of internal combustion," he wrote. "It shoots the digital tacho round the clock in a quick-fire frenzy, building revs with unrivaled velocity, picking up the front wheel in third gear, and blurring the edges of your vision. It's dominating, intoxicating, beautiful." With the tachometer showing 13,900 revs in top gear, Armitage saw 301kph registered on the speedometer, which equates to a real-world 182mph. Had maximum revs been reached, the Desmosedici would have been doing 193mph!

This D16RR has been owned by the same mature gentleman from new and has covered less than 3,000 miles. Upgrades include a flashed CPU and performance exhaust system. It has been meticulously looked after by the same Ducati technician since purchase, with all service work carried out even when the bike wasn't being regularly ridden. Recently a new rear tire was installed.

\$50,000 - 60,000
£40,000 - 48,000

1974 MÜNCH MAMMOTH TTS-E 1200

Frame no. 405X246

Engine no. 405X246

- *Three-owner bike in original condition*
- *Verified by Münch Club, matching numbers*
- *Long-wheelbase chassis, mechanical fuel injection*
- *Just 15,000 miles covered from new*



The motorcycle world is a richer place for the likes of Friedl Münch. Starting in 1966, working out of his shop in West Germany, he gave us one of the most interesting, charismatic motorcycles ever to roll a wheel. His Münch Mammoth – Mammut in German – can rightfully lay claim to being the world's first superbike. "It was simply the fastest, most powerful, most expensive bike of its time," wrote moto-historian Hugo Wilson of the outrageous machine.

Not content with the twin-cylinder motors powering most bikes of the day, Münch went to the automotive arena and plucked the engine from an NSU 1000 TT Prinz. In retrospect, this engine seems almost perfectly suited for motorcycle use. Four cylinders in line, 1,000cc, air-cooled, with a single overhead cam and a rugged five-main-bearing crankshaft. The Münch-designed frame was a robust twin-cradle affair, obviously inspired by the stellar Norton Featherbed, best of the day. Two years before Honda's blockbuster CB750, Münch produced the world's first modern inline-four.

Not that it was a simple drop-in operation. Münch would need to fabricate an oil pan, primary cover and gearbox case – the latter carrying a modified four-speed cluster from the defunct Horex operation. He wanted more horsepower than stock, so camshafts had to be developed, dual-throat Weber carburetors fitted. No problem for Friedl, engineer and inveterate tinkerer.

Everywhere your eyes fall on a Münch, you see components designed without regard to cost. Friedl Münch was an indefatigable one-man design team, not hemmed in by norms in his pursuit of weight savings, power or speed. Münch's metal of choice for his castings was electron, a magnesium-alloy lighter than aluminum, though harder to work with. Besides various covers and cases, he used electron for the one-piece seat base/rear fender, the double-leading-shoe front brake of his own design and the vaned rear wheel, also his own design and the first cast motorcycle rim to make production. Like the rest of the bike, the exotic metal was not cheap: At a time when a top-of-the-line BMW sold for \$1,895, buyers had to part with \$4,000 to acquire one of those first Münch Mammoths.

Only a handful of the Series 1 Mammoths were built, as few as 14, with just nine making their way to America, where they were sold as Clymer-Münch Mammoth IVs, thanks to a partnership with publisher and wheeler-dealer Floyd Clymer. Clymer's ad slogan for the bikes was, "Built up to a Standard, Not Down to a Price." Upon Clymer's death in 1970, importation of subsequent Mammoths passed through a variety of hands. Worldwide it's estimated that perhaps 500 bikes were built before operations ceased in 1975 – though as has been pointed out, bookkeeping was never Friedl's strongpoint.

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As production continued into the Seventies, in effect every machine was a special order, no two alike. This 1974 TTS-E, built for Ford of Europe engineer Helmut Bickenbach, illustrates the point perfectly. With the Alps in his backyard, Bickenbach liked to sport tour, so ordered frame no. 246 as the foundation of a long-wheelbase chassis, some 2-3in. longer than the usual short-coupled Münchs. By '74 stock displacement had grown to 1200cc, but in search of 100bhp he specified the engine be bored to 1286cc, requiring separate cast iron cylinder barrels. Also added to the work order was a high-lift cam, bigger valves and a quad-port Kugelfischer mechanical fuel -injection sytem – making the bike an Einspritzer, hence the E in its model designation. In those days before electronic onboard computers, fuel injection had to mechanically mapped, accomplished here by a quaint ramp-and-ball setup.

By request the TTS-E was outfitted with a long-distance fuel tank holding almost 9gal., plus a well-padded solo seat complete with lidded tool compartment. The optional single 200mm Sportlich headlight was selected over the usual dual-beam arrangement. Leading the TTS down the road was a stout fork assembly made to Münch's specs by the UK's Rickman Brothers to accommodate Friedl's massive 250mm four-shoe racing brake. Also on Bickenbach's wish-list were twin oil coolers and a chromed luggage rack that also served as mounting point for a pair of saddlebags.

Second owner of this TTS-E was Perry Bushong, master mechanic, Münch aficionado and formerly the longtime BMW dealer in Fort Worth. He purchased the bike in 1986 from Bickenbach, who had been transferred to Detroit and taken the Münch with him. Bushong actually met Friedl Münch in the mid-'60s on a trip to Germany. The two remained in touch and became friends; in fact, on a visit to the U.S. Münch made a point of visiting Texas to see Bushong – and to lay hands on the bike's timing, which had been acting up.

Bushong enjoyed the Münch for 25-plus years and put on most of the 23,000 kilometers now showing. In 2012, John Landstrom of Blue Moon Cycle in Norcross, Georgia became the third and current owner of Münch TTS-E no. 246. In his care it was shown at the exclusive Hilton Head Concours in 2017, and now, with a new battery and fresh tune-up, is ready for a new owner to enjoy. Included in the sale are an owner's handbook, service records/receipts going back to 1974, original advertising poster and sales brochure, original German and Texas titles, and hand-written notes by Friedl Münch.

Mr. Münch is no longer with us, but his motorcycles remain – rare, quirky, charismatic, technically advanced, historically significant, a fitting reflection of the man who made them.

\$115,000 - 135,000
£91,000 - 110,000

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81

1948 NIMBUS 750CC MODEL C

Frame no. 6226

Engine no. 3901

- *Believed less than 200 Nimbus models exported to America*
- *Restored by previous owner*



The result of diversification by the Danish vacuum cleaner manufacturer, Fisker & Nielsen, the Nimbus motorcycle, the A-model first appeared in 1919. Unusually, only inline four-cylinder models were built. To be precise it was an air-cooled 746cc in-line four-cylinder power unit with 22, eventually more, horsepower. These engines were of advanced design, using shaft final drive and pressed steel frames right from the start of production, and pioneered the use of the telescopic front fork in the mid-1930s. The early models featured a distinctive tubular spine frame that doubled as the fuel tank, soon gaining the nickname 'stovepipe'. The low-compression Nimbus engine was noted for its smoothness and flexibility.

In 1928, motorcycle production was suspended to enable the company to concentrate on producing its Nilfisk vacuum cleaners, and when the new C-model Nimbus appeared in 1934 it was with an overhead cam power unit that showed strong motor-industry influence, being constructed along car lines with integral crankcase/cylinder block in cast iron and a detachable alloy sump. The cast-iron one-piece cylinder head was topped by an alloy housing for the single overhead camshaft, which was driven by shaft-and-bevel gears. A single-plate clutch transmitted power to the three-speed gearbox.

The original 'stovepipe' frame had been superseded by one made from flat spring steel, while foot change for the gearbox, a beefier front fork, and larger brakes had been added by the end of the 1930s. Nimbus was ahead of its time in many ways, introducing its first telescopic front fork in 1934 and adopting closed-circuit crankcase ventilation many years before the automobile industry.

From then onwards the Nimbus changed little until series production was ended in 1954, once again to free up resources for the vacuum cleaner business. An additional few machines were assembled from spares between 1954 and 1959 but none have been made since then. Production was always on a limited scale, even though they were popular with the Danish military and post office through 1972, but such is the build and materials quality of the Nimbus that many remain in service today. It is thought that less than 200 Nimbus motorcycles have been imported to the USA.

This C-series was restored in Germany having been with the same owner for the last 20 years. It was started and run in December 2018 and the vendor advises easy to start and a brisk runner – all that one might expect. Its overall condition is that of a well-executed and maintained restoration, its 20-year patina proudly wearing well.

\$15,000 - 20,000
£12,000 - 16,000

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82

1935 NSU 494CC OSL 501

Frame no. 886544

Engine no. 253874

- *Desirable high pipe model*
- *Restored example*



Yet another motorcycle manufacturer with its roots in the bicycle industry, NSU built its first powered two-wheeler in 1900. The firm had originally been founded in Neckarsulm, Germany by Christian Schmidt to manufacture knitting machines, its initials standing for Neckarsulm Strickmaschinen Union. Zédel proprietary engines were used initially but within a few years NSU was making its own power units and was one of the first manufacturers to fit two-speed transmission. Designed by its late founder's son, Karl Schmidt, the first all-NSU model of 1903 was powered by a 329cc engine rated at 2½hp and would turn out to be a huge success by the standards of the day, in excess of 2,000 being sold up to 1905. The marque established a strong presence in the UK market, ranking second only to Indian among imported makes prior to WW1. NSU recommenced motorcycle manufacture at the war's end, rapidly returning to full production. In 1929 the German firm succeeded in recruiting designer Walter Moore from Norton. Moore had been responsible for Norton's first successful overhead-camshaft-engined machine, the CS1, so it came as no surprise when distinctly Norton-esque 'cammy' NSU Super Sport models appeared a short time later. In 1932 NSU introduced the Moore-designed 'O' series of overhead-valve singles, which would form the mainstay of production in the mid-1930s.

However, it was not for his contribution to the design of its medium and large-capacity four-strokes that NSU had most reason to thank Moore, but for his 98cc two-stroke ultra-lightweight Quick, almost a quarter of a million of which were manufactured between 1936 and 1953.

This was followed by the Quickly moped, 1953 through 1966, of which more than a million were sold, 60 per cent of them around the world outside Europe.

This beautiful 1935 501 OSL 'high pipe' was restored ten years ago and has retained its freshness very well...it's as though it was only completed yesterday. It last started and ran in December of 2018. The 501s are very rare bikes in the USA – come to that all NSUs are rare here – but a 'high pipe' is almost never seen. Make no mistake, NSU build quality is very high for what was a high production numbers company. Remember that NSU was the world's largest motorcycle producer in both the 1930s and then again in the mid-1950s, its peak year, 1955, saw some 350,000 units leave its factories.

The 501 is actually 494cc. It's a long stroke (80mm x 90mm, bore x stroke) air cooled, twin-port, bevel drive overhead valve, four-stroke that produces a quoted 22 horsepower at 5,150rpm breathing through a Graetzin KE 27/45 carburetor. It runs a four-speed transmission and weighs in at near 330 pounds dry.

Any NSU is distinctive, this 501 especially so. It deserves your serious consideration.

\$15,000 - 20,000

£12,000 - 16,000

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

83

2012 EBR 1190S RACING MOTORCYCLE

Frame no. 546AAAG2XCE000080

- Rare chance to own a factory Superbike racer
- Finished seventh place in 2014 AMA Championship
- New V-twin race motor installed
- As raced, with red/white/blue Team Amsoil livery



Racing is never very far from Erik Buell's thoughts. Even fresh out of engineering school, working at Harley-Davidson on streetbike chassis design in the 1980s, his spare time was consumed with prepping the Formula 1 Yamaha TZ750 and Ducati SS Superbike that he raced as an AMA Expert. When he struck out on his own, it was to build the RW750, a fearsome, 178mph square-four road racer. Later, when Buell Motorcycles was turning out more than 100,000 streetbikes that used Harley's venerable air-cooled Sportster V-twin as a base powerplant, there were always hotbed-up race versions on track.

In 2007 Buell's racing fortunes took a huge step forward with the introduction of the 1125R sportbike, which used a Rotax-developed engine, a thoroughly modern 1125cc V-twin with liquid cooling, four valves per cylinder and packing a wallop of almost 150 crankshaft horsepower. Unfortunately, before the 1125R could hit its stride on road or track, the economic downturn of 2008-09 spelled doom for the Buell factory, which was forced to close its doors after 22 years of producing sporty, innovative American motorcycles.

For most people, that kind of devastating setback would be difficult to handle, but within a year Erik Buell had formed EBR (for Erik Buell Racing), to provide parts and support for racers campaigning 1125Rs.

This was followed in 2012 by the EBR 1190RS, a revamp of the 1125 with a 3mm overbore, bigger airbox and a more effective front brake. In naming it as their Bike of the Year, *Motorcyclist* magazine wrote, "Many of us have been dreaming about this bike – a world-class, American-made superbike – for our entire riding lives. The first ground-up creation from newly formed Erik Buell Racing, the 1190RS is the ultimate realization of the namesake designer's American sportbike vision."

Buell could now go AMA Superbike racing. Produced at a cost exceeding \$100,000, liberally outfitted with carbon-fiber and titanium components, each 1190RS Superbike reportedly made 200-plus horsepower at the rear wheel. Multi-time AMA champ Aaron Yates rode one in 2013, claiming it was the best-handling bike he had ever ridden. Two machines were fielded for the 2014 season, one for veteran pilot Larry Pegram, and this one, ridden by Cory West, formerly the AMA Superbike Rookie of the Year. West finished seventh overall in the series that year.

Finished in Team Amsoil livery with West's #13 number plates, the EBR has a fresh race motor installed after the 2014 season. It is sold with title and a factory parts list with annotations from the bike's builder.

\$25,000 - 35,000
£20,000 - 28,000

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84

1916 HARLEY-DAVIDSON MODEL 16F

Engine no. 15169M

- *A wonderfully unrestored example*
- *Featured on the programme 'Chasing Classic Cars'*



Boyhood friends William S Harley and Arthur Davidson began experimenting with powered transport in the early 1900s, producing their first complete motorcycle in 1903. Little more than a motorized bicycle, the prototype Harley-Davidson proved fragile, prompting a major redesign and the establishment of a reputation for ruggedness that endures to this day. Like many of their contemporaries, Harley-Davidson laid out their first engine along De Dion lines. A single-cylinder four-stroke displacing 25ci (400cc), the latter remained in production essentially unchanged until superseded by a 35ci cubic-inch (575cc) version in 1909. Of greater significance though, was the appearance that same year of the firm's first v-twin. Dropped at the year's end, the twin returned for 1911 in redesigned form boasting mechanically operated inlet valves (replacing the 'atmospheric' type inherited from the single) and production really took off. Known by the sobriquet 'pocket valve', this inlet-over-exhaust engine - built in 61ci (989cc) and 74ci (1213cc) capacities - would remain in production for the next 20 years.

The Harley single's transmission arrangements – leather belt direct drive - were continued at first on the twin, but the need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, mandating chain drive and a proper clutch be adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range twin, with full electrical equipment, listed from then on as the Model J.

Two important developments in the twin's evolution occurred in 1916: the most immediately obvious being the adoption of a gently curved fuel tank replacing the slab-side. Inside the engine, the cams were altered from two-lobe to four-lobe, making alterations to valve timing - previously achieved by reshaping the followers - that much simpler. The Harley-Davidson twin in this general outline would endure for the next eight years.

A true survivor that has sat untouched for many decades. A superb discovery this Harley Davidson is a time capsule machine even rolling on a period tire. Parked many years ago and never tinkered with this fine machine sat in indoor storage and has only just recently seen the light of day when it was discovered by car sleuth Wayne Carini. Featured on an episode of Chasing Classic Cars this Harley has not been touched in that time and is offered straight from the barn.

To find such a significant Harley in this sort of condition is so rare and that it remained hidden away for so long is remarkable and survives in a fine state of preservation.

A wonderful machine and a great discovery. A superbly preserved important Harley model and one that one who's discovery has been immortalized on television. For any serious collector interested in originality this one surely ticks all the boxes.

\$80,000 - 100,000

£63,000 - 79,000

No Reserve

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85

1910 AMERICAN-YALE

Engine no. 5891

- *Single family ownership for over 100 years*
- *An unrestored example*



Still visible on the side of the tank, notwithstanding the green paint, is clearly a large rendering of the word 'American'. Beneath it, smaller, are the words American Motor Cycle Co. On the steering head is a screwed-on plate that repeats those same words and adds 'Chicago' together with a German-style eagle on a shield, surrounded by a wreath, and a cap-A in the middle. Clearly in 1910 there was intent from A. J. Musselman's American Motor Cycle Co. to be 'the' American motorcycle. Ironically within two or so years the brand name was gone as he had taken over the Armac Motor Company plant on Carroll Avenue, Chicago, forming the company into the Allied Motors Corporation, AMC.

'Bicycle and motorcycle hub and brake manufacturer, A.J. Musselman, founded the American Motorcycle Company in 1910. Operating from its company headquarters, not a manufacturing plant, in Chicago, the company purchased motorcycles and bicycles wholesale from established manufacturers; the made cosmetic changes and then sold them with an American tank decal. At that time, Yale, Armac, and Thiem were supplying machines to Musselman. He sold his motorcycles and bicycles through advertisements in a wide variety of national publications which were read by millions. Interested readers were invited to write to the American Motorcycle Company for the location of their nearest dealer.' Stephen Wright, *The American Motorcycle 1869-1914*.

Remember that 'American' or 'America' was a popular brand name in the early part of the 20th century. There were at least two companies; in Connecticut the Pope family shared American alongside Columbia, Crescent, Imperial and three more brand names, and company another in Louisville, Kentucky. 'America' hailed from La Porte, Indiana. Motorcycle building and marketing was nationwide with Yale coming from California, with both Armac and Thiem located in St. Paul, Minnesota.

This remarkable example has been in the same family owner ship since before 1915. A 1915 Illinois registration document confirm this amazing unbroken ownership chain. Surviving today in lovely un molested condition that truly is untouched. The extremely rare original American owners handbook accompanies this bike. Highly complete, this is a superbly preserved pre-world war one machine. A charismatic brand and superb history and originality this American is an opportunity not likely to be repeated.

\$30,000 - 50,000

£24,000 - 40,000

No Reserve

86

1936 HARLEY-DAVIDSON EL KNUCKLEHEAD

Engine no. 36EL1180

- *First year fully restored Knucklehead*
- *Nicely accessorized with rider's saddle backrest and luggage grill on the rear fender*
- *Leather saddlebags*
- *Gorgeous Sherwood Green and Silver paint with Gold pinstriping*



Leading into the 1936 model year at the Harley-Davidson factory, the new 61 OHV project was having teething issues and potentially could have been cancelled. What they were not aware of at the time was the new motorcycle was poised to reshape the motorcycle industry. Stylistically, the new design was modern and aggressive in appearance. Technologically, the Harleys were ahead of everyone, both in the United States and abroad. The new 61ci overhead valve became a sensational sales winner.

The success of the Harley-Davidson EL was largely due to it being a completely fresh design from the ground up and not a rehash of old trusted machines from the past. It was not a side-valve, nor an old F-head motor, but a brand new, overhead valve configuration, for the 'future.' The engine utilized a single cam with four lobes that ran quieter, reduced backlash and allowed for better valve timing. The transmission was brand new with a 4-speed constant mesh cluster instead of sliding gears on a shaft as used by the 'other American manufacturer' and worked through a new clutch design. The lighter chassis was all new with strong double loop frame rails and offered better handling. Up front the fork was now made from chrome molybdenum extruded tubing and was lighter than the former I-beam front forks. The oil tank was moved behind the engine, between the rear fender and the seat post, for a dry sump oiling system. The gas tanks were welded instead of being 'leak prone' soldered together. Atop the tanks set a novel and stylish instrument panel and speedometer. The same styling remains today on modern Harley-Davidson Big Twins.

Without question one of the most handsome and readily recognizable motorcycle power units of all time, the Harley-Davidson 61ci overhead-valve v-twin - known as the 'Knucklehead' after its distinctively shaped rocker boxes - arrived powering a stylish all-new motorcycle, with 37bp in 'E' form and 40hp in high-compression 'EL' form. By 1937 the Milwaukee factory quickly set about establishing the EL's performance credentials, Joe Petrali setting a new speed record of 136mph at Daytona Beach on March while Fred Ham later averaged 76mph for 24 hours at Murco Dry Lake in California.

This 61ci Knucklehead was restored in 1999 by one Paul H. Dickinson. He had bought a what he thought was a complete motorcycle 'in a basket' and found it had a 1936 motor and mid-1937 frame. Yet he did everything right. For example, he computer matched the original paint the result being this beautiful Sherwood Green with Silver. Regrettably the history file full of receipts has been lost. It is believed that the cylinders were re-bored. The bike has been dry stored for the past five years and thus will require mild re-commissioning; it was running well when put away.

\$40,000 - 50,000
£32,000 - 40,000

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87

1953 INDIAN 74CI CHIEF

Frame no. CS61041

Engine no. CS61041

- *Displayed since acquisition in private museum*
- *Final year production model*



Nowadays Indian is remembered mainly for its powerful, large-capacity v-twins, which first appeared in the 1900s and lasted in production right up to the original company's demise almost half-a-century later. Based on Indian's highly successful 'F-head' (inlet-over-exhaust) single, the twin arrived in 1907 and continued in this form until 1916 when a new 61ci (1,000cc) 'flat head' v-twin - the Powerplus - was introduced. A smaller model, the 600cc Scout, joined the Powerplus in 1920 and then two years later the range was extended to encompass a new, Scout-based 1,000cc Chief model - the first of a noble 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, that year's models being notable as the first to feature plunger rear suspension and the deeply skirted fenders of the quintessential Chief. With war looming, Indian increasingly turned to the production of military models, the Army version of the Chief emerging stripped of its skirted fenders and chromework and finished in drab olive green. Indian's first significant post-war development was a change to girder forks for the 74ci (1,200cc) Big Chief, by then Indian's only model. In 1950 the Chief's engine was stretched to 80ci (1,320cc) and a telescopic front fork, left-foot gear shift and right-hand throttle twist-grip adopted, the latter for the first time on a production Indian.

Changes made to the last-of-the-line 1952/53 Chiefs were relatively minor, the most obvious being a smaller front fender and the adoption of a bench-type seat.

One of relatively few Chiefs completed in 1953, the final year of production, the example offered here was purchased at a Chicago auction in September 1999. At that time it was stated that the Indian has been restored and painted by Bollenbach Engineering, whose proprietor Pete Bollenbach had sold the machine to the then owner, Schaumburg Toyota Inc of Schaumburg, Illinois in November 1993. Since acquisition by the current vendor the Chief has been kept on display in his private museum in the UK and will require re-commissioning before returning to the road. The machine is offered with an old State of Illinois Certificate of Title, assorted auction paperwork (including the Bill of Sale), shipping/importation documents and an ignition key.

\$26,000 - 30,000

£21,000 - 24,000

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88

1917 CLEVELAND 13.5CI A2 LIGHTWEIGHT

Frame no. 5571
Engine no. 4283

- Winner at the 2018 Pre-War Central Coast Classic Motorcycle Show
- Fully restored example



The Cleveland Motorcycle Manufacturing Company facility was located at 7209 Platt Avenue, Cleveland, Ohio from 1915 to 1929. Their production started with a single-cylinder, two-stroke lightweight before progressing and finishing with a mighty 61ci, F-head 100mph four cylinder - with perhaps as many as 40,000 units coming through their doors in total (according to Antique Motorcycle Club of America co-founder the late Ted Hodgdon.) Built between 1915 and 1924, the 13.5ci (221cc) two-stroke single, from a 2-1/2-inch x 2-3/4-inch, bore x stroke, came with an avant garde 'Swiss cheese' deflector piston, was unusually mounted with the crankshaft in-line with the frame, a logical arrangement for a shaft-driven motorcycle but one that necessitated a worm gear to turn the drive through 90 degrees on the chain-driven Cleveland. Early models lacked a kick-starter – the rider using a compression release when push starting the machine for the compression ratio was low enough to enable a 'walk-start.' A kick starter was adopted for 1917, while subsequent improvements included a combined fuel/oil tank, battery electrics and foot-boards instead of pegs. All models had a two-speed transmission and a front fork copied from the British 'baby' Triumph.

After various gradually upgraded models over the years the two-stroke's replacement for 1925 was a 21.25ci (348cc), single-cylinder, four-stroke 'flat head' with a three-speed – still in the same frame and with the same cycle parts - that failed miserably.

Harley-Davidson and Indian, both much larger than Cleveland, had both launched similar models as Cleveland launched theirs. It was no contest.

Next Cleveland 'came back' with a 36.6ci (600cc) T-head four - a close copy of the then defunct Pierce, itself having been influenced by the Belgian FN – which was followed by 45ci (750cc) and 61ci (1,000cc), more F-head models. For its ultimate incarnation, the Tornado and its more powerful, high compression brother the Tornado Century, Cleveland's biggest fours, the Century claiming a genuine 100mph and telling you that with its brass certification plate riveted to a valve cover, but their arrival in 1929 ahead of the Wall Street Crash came too late.

The bike offered is an A2 that has been fully – from the ground up - restored to a very high standard. Apart from the wheel rims and spokes all parts are thought to be the originals including the Mesinger seat – which if it is the case, is in truly remarkable condition for its age. The bike was the pre-war class winner at the 2018 Central Coast Classic Motorcycle Show. Some receipts come with the bike which was restored as a 'static' exhibit and thus will require re-commissioning before starting and running.

\$9,000 - 12,000
£7,100 - 9,500
No Reserve

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89

1965 HARLEY-DAVIDSON ELECTRA GLIDE FLH PANHEAD

Engine no. 65FLH11857

In 1965, Harley-Davidson introduced an electric-start, courtesy of Delco-Remy, version of the big FL series - which made the bike accessible to a much wider range of customers - that led to a name change from Duo-Glide to Electra Glide, and Harley had another winner. The 'Electra' part included a well-received upgrade from 6 to 12-volt electrics. While very popular, there was a call for more ponies and in '66 the updated 74ci was debuted. The design included mating new aluminum Shovelhead cylinder heads to the iron barrels increasing horsepower to 60 for a smoother, more powerful engine. It would be Harley-Davidson's prime mover over the next two decades, until introduction of the Evolution series in 1984. But that's another story. Believed to have been first sold in Michigan to a Michael Gardner, this Panhead was purchased by the vendor in June 2007, having been professionally restored for a John McMullen in the 1990s. The vendor purchased it with 500 miles on the odometer; he was told at the time that those miles were put on by the restorer as break-in miles. The current reading is approximately 1,700 miles which reflects its light usage since. Reportedly the compression is good and the motor is 'quick and responsive.' The vendor fitted dual exhausts replacing the single exhaust that came with the bike. The carburetor was reconditioned by Liberty Motorcycle Specialists of Lacon, Illinois, north of Peoria, and a voltage relay for the starter button was installed in the headlight shroud (the relay installed in the headlight to dampen voltage to the starter button; otherwise, the wiring is excellent). Otherwise it is unchanged from its completed restoration.

\$15,000 - 20,000

£12,000 - 16,000



90

1962 TRIUMPH 500CC 5TA SPEEDTWIN

Engine no. 5TA-H23816

In motorcycling, as in life, not all ideas are good ones. Take this partially enclosed Triumph 500 with its encapsulating rear bodywork, meant to shield the rider from road grime on England's constantly damp roads. In drier America, Triumph's biggest export market, the sheetmetal structure that covered the oil tank, battery tray and tool box before continuing on to form the rear fender was seen as less than manly. It was derisively referred to as a "bathtub" for its likeness to an upside-down water closet fixture. Mechanics weren't keen about having to remove the panels to work on the rear of the bike either. As a result, many of the bathtubs were jettisoned, so it is now uncommon to find a complete machine like this one from a Florida collection. The model was gone after 1964 - rumor has it the point was driven home to the Brits when Bud Ekins took Triumph design chief Jack Wickes behind his California shop and showed him rows of stripped body shells. It has to be said, though, that viewed through today's eyes the design comes across as "of a piece," from the flared front fender to the teardrop headlight nacelle to that expansive bodywork with its multiple curves. Factor in the type's rarity and it's easy to see why Bathtub models have become more appreciated and quite collectible. Full restoration of this matching-numbers 1962 example consumed an inordinate amount of the correct Amaranth Red paint. It is complete and authentic, right down to the ultra-rare underseat tool holder with all tools in place.

\$11,000 - 15,000

£8,700 - 12,000



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91

1951 EGLI-VINCENT 499CC COMET

Frame no. RC/1/5872

Engine no. F5AB/2A/5144

- All-welded Egli-pattern frame
- Comet 500cc single, 4-speed Burman gearbox
- Polished alloy cases, covers, caps, etc.
- Telescopic forks, twin rear shocks



At first, it's fair to say, Fritz Egli did not endear himself to the Vincent faithful. A Swiss racer, Egli was putting life and limb at risk in hillclimb events popular in Europe. These did not take place on the dirt slopes familiar to "slant artists" in the U.S., but rather were flat-out timed runs up closed-off public mountain roads. His Vincent Rapide's sketchy handling on the limit, he had to admit, was keeping Egli from better placings – blasphemous thoughts for fans of the vaunted Stevenage classics. Fitment of Matchless telescopic forks helped a little, but the real problem was the Vincent's frame, especially the bolted-on rear section. Serious speed would require an all-new frame.

Egli began with a large-diameter backbone that also served as oil tank, to which of short, straight tubes were artfully welded, incorporating a conventional twin-shock swingarm. Instant success, as Egli gunned his creation to the 1968 Swiss Hillclimb Championship! An Egli-Vincent would take the title the next three years on the trot, but with other riders in the saddle. Egli was too busy setting up a business to handle all the customer requests for replicas of his bike. Now fully accepted by the Vincent community, between 1968 and 1972 Egli turned out perhaps 100 bikes in both race and street trim, before turning his attention to Japanese four-cylinder engines

Demand for Egli-Vincents remained high so specialist shops filled the void, including CTG Racing, run by Cyril Malem out of Wimborne, Dorset in southwest England. This CTG Egli special is unique in that it uses a 500cc Vincent Comet single for power instead of the usually seen Rapide or Shadow V-twin. Besides the "missing" cylinder, the singles differed from the twins in their use of a gearbox separate from the engine, here a four-speed Burman. This had the advantages of allowing easy changes of transmission for competition use, and also resulted in a lighter, narrower package. A further advantage of the Comet design was its use of engine internals from the twin; as a result, bottom-end problems are markedly less common with the single.

In a nod to the engine's heritage, this Egli's frame, sculpted steel gas tank and other cycle parts were painted Chinese Red, an optional Vincent color. A quick visual scan around the chassis reveals café-worthy items such as a BSA/Triumph conical rear hub, Norton Atlas front brake and Akront alloy rims. In the same collection as the Triumphs on offer here, it has always been well kept and gets ridden several times a year. Thanks to machines like this, today Egli-Vincent is widely regarded as a marque in its own right, a fitting and enduring legacy for Mr. Egli.

\$25,000 - 35,000
£20,000 - 28,000

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92

1938 TRIUMPH 500CC 5T SPEED TWIN

Engine no. 8-5T-9926

- *First-year example of Triumph's landmark twin*
- *Older, museum-quality restoration*
- *Formerly owned by Triumph historian David Gaylin*
- *Best of Show concours winner*



Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 National Motorcycle Show, few of its admirers could have guessed how influential the design would prove to be, establishing a formula adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. True, there had been vertical-twins before, but whereas previous designs suffered from excess bulk, the Triumph was lighter and narrower across the crankcases than the contemporary single-cylinder Tiger 90, whose cycle parts it shared – indeed, from certain angles it looked just like a twin-port single.

This was just what the conservatively minded British motorcycling public wanted and the Speed Twin proved an enormous success for Triumph, lifting the company out of the economic doldrums and setting it on the road to future prosperity. Performance proved exemplary for a road-going 500, with 85mph being attainable by the Speed Twin while the Tiger 100 sports version, on sale in 1939, could reach the "Ton" under favorable conditions.

Triumph made sure The Motor Cycle's Speed Twin test bike had a crisp tune before turning it over to the editors. It averaged an impressive 93.75mph at top whack past the publication's speed clocks, prompting the comment, "Truly an amazing performance for a fully equipped 500."

Just as important, the 5T was easy to start, its pair of 250cc pistons being easier to prod into life than the coffee-can sized slug in the usual big-bore British single. Power delivery was also smoother and more civilized than with the hulking one-lungers. That it was one of the most handsome-looking machines of the era certainly did not hurt.

In explaining the original Speed Twin's place in history, Motorcycle Classics told its readers, "The Triumph 5T was such a success it revolutionized the entire industry in a way that no machine had ever done before. Only one design since has had such a profound influence: Soichiro Honda's four-cylinder CB750." Summing up, the magazine said, "The Triumph 5T Speed Twin was exactly the right bike at the right time, and at the right price. It became an instant success and orders flooded in."

This first-year example of Turner's landmark machine, in its trademark Amaranth Red with hand-drawn gold pinstriping, is an older restoration, meticulously carried out keeping as many original parts as possible. It still presents beautifully, recently taking Best of Show honors at the prestigious Riding Through History concours, where it edged out 350 other classics. Currently part of private Florida collection, the Speed Twin has always been owned by discriminating enthusiasts, including noted historian and author David Gaylin (Triumph Motorcycles in America, Triumph Motorcycle Restoration Guide). We're informed the bike is mechanically sound and is an excellent runner. It is sold with various manuals and historical literature.

\$38,000 - 48,000
£30,000 - 38,000

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93

1959 TRIUMPH 650CC T120 BONNEVILLE

Frame no. T120-024603

Engine no. T120-024603

- *First-year model of a true British classic*
- *Older, authentic ground-up restoration*
- *Still presents as concours-worthy*
- *Always stored properly, maintained regularly*



Named after the famed Salt Flats in Utah, site of Johnny Allen's 214-mph record run in the Triumph-powered "Texas Ceegar" streamliner, the original Bonneville roadster ushered in one of the most beloved and longest-tenured model names in motorcycling. Taking a cue from speed-hungry American tuners, the new bike was outfitted with an alloy splayed-port cylinder head, performance camshafts and twin carburetors, giving a nice 7hp increase in power over the single-carb T110. Painted in a striking orange and gray, the original T120 came to be known as the "Tangerine Dream," and is today one of the most collectible British classics.

As well as the performance-enhancing top end, the Bonneville, together with the rest of Triumph's twins, incorporated a new, stronger crankshaft assembly that development had shown was necessary to cope with the increased power. To that end, the clutch assembly was also beefed up. Works tester Percy Tait had achieved 128mph at the MIRA proving grounds on a development bike, and even though this figure proved beyond the reach of the production version, the Bonnie was faster than the opposition, which is all that mattered. The "120" in its model designation was optimistic, sure, but a good-running Bonneville could sneak up on 110mph.

American Motorcycling magazine was quick to trumpet the 650's performance potential. "The new Triumph Bonneville 120 provides the highest known performance of any motorcycle sold in the world today and will be the choice of the expert rider," they wrote in a preview article. Not many first-year Bonnies survived their first few years intact, however. Envisioned by the Brits as a light touring machine, the bikes were soon being hot-rodded by Yanks, meaning fenders got trimmed, headlight nacelles was tossed, mufflers were jettisoned, gas tanks changed out, etc. Invariably ridden hard, the scrappage rate was high – and then the chopper and café-racer movements hit!

Happily, this first-of-the-line T120, a matching-numbers machine, began a meticulous restoration with many of its original parts intact, including the sheetmetal and Dunlop rims. Following disassembly, every nut, bolt and washer was re-cadmium plated. All alloy cases, covers and caps were professionally polished. Renewed throughout, the pre-unit engine breathes through a pair of Amal Monoblocs plumbed into the correct 14/617 remote float chamber. The atmosphere must have been cleaner back in '59 as air is funneled to the carbs via a pair of polished velocity stacks unsullied by any kind of filter. Special care was taken to get the signature Pearl Gray and Tangerine factory paint just right. Owned by a Florida collector for more than 10 years, this first-year T120 Bonneville has been pampered and religiously maintained; it would be a contender in any show entered.

\$19,000 - 25,000

£15,000 - 20,000

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94

1958 TRIUMPH 650CC TR6A TROPHY

Frame no. TR6-015797

Engine no. TR6-015797

- *Low-pipe A-model roadster version*
- *Complete cosmetic and mechanical restoration*
- *Polished engine covers and rocker boxes*



It's an illustration of the design's basic all-around goodness that the main differences between this TR6/A roadster and its TR6/B desert sled stablemate are low mufflers vs. high pipes, and treaded tires vs. semi-knobbies. Just how good was the Trophy 650? Veteran British moto-journalist Frank Melling is a man not short on opinions. "Because I have been riding bikes since before Columbus left Spain for a quick sailboat trip round the harbor, I have had the great pleasure of testing many motorcycles of virtually every type – from Grand Prix machines to humble commuters," he wrote for the MotoUSA website. "Even in this cornucopia of two-wheeled delights, the Triumph TR6 sticks out like a beacon."

In Melling's view – shared by many – main draw was the Triumph's earnest pre-unit 649cc parallel-twin with its rider-friendly powerband. "Not only was the power impressive for the day, but the manner in which it was delivered was fantastic," he explained. "Peak power was at 6,500rpm, but other than desperate passes there was never any need to rev the motor this hard. Right from tickover, a TR6 just oozes creamy-smooth torque, which makes life so easy for the rider."

For 1958, its third model year, the TR6's engine received a little engineering touch-up courtesy of issues some hard-riding Americans and their tuners were causing. When the twin was hotted-up and ridden unsympathetically (say in desert hare-n-hounds, or informal stoplight drags), the three-piece, pressed-together crankshaft might snap.

A new, one-piece forged crank was the answer. Throttle jockies were also seeing cracks in the Delta cylinder heads around the valve seats. Slightly smaller valves gave more meat around the seats, with combustion chambers altered to suit – though many racers stuck with the early heads, cracks be damned. A beefed-up clutch helped get power to the rear wheel more reliably. Finally, the so-called Slickshift gearbox made its debut in '58, capable of clutchless shifts, or more accurately "lever-less" shifts, as toeing the gearchange pedal activated the clutch pushrod and allowed shifting without pulling in the hand lever. In any case, it was not a popular feature and many were deactivated.

Informally dubbed Trophy-Bird (see lettering on this bike's "pedestrian slicer" front number plate) because the original TR6 was a combination of Trophy 500 styling and Thunderbird 650 engine, this fastidiously restored example is finished in factory-correct Ivory over Aztec Red paint – the latter more of an orange, really. For the past 15 years or so, it has primarily been on static display, first in a museum, then in a private Florida collection. Broken-in and adjusted to ensure good running order, with fluids then drained and the engine "fogged," little effort will be required to get this immaculate TR6/A ready for rides or shows.

\$19,000 - 25,000
£15,000 - 20,000

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95

1957 TRIUMPH 650CC TR6B TROPHY

Frame no. TR6-03133

Engine no. TR6-03133

- *Second-year model of Triumph's 650 'desert sled'*
- *Siamesed exhaust, 8in. front brake with scoop*
- *Older, correct ground-up restoration*
- *Ridden semi-regularly, stored properly*



Off-road competition, or at least the suggestion of dirt-worthiness, was always an important selling point for Triumphs. Success in the International Six Days Trial in the late 1940s prompted the company to adopt the Trophy name for its on/off-road 500cc TR5 twin, soon to be joined by a 650cc model when American riders predictably clamored for "more and bigger." Introduced for 1956, the TR6 Trophy featured the new Delta aluminum-alloy cylinder head borrowed from the Tiger 110 roadster. With a single Amal Monobloc carburetor and running 8.5:1 compression pistons, the TR6 engine churned out a tractable 42hp.

The 650 Trophy's introduction to America could not have gone much better when a trio of lightly modified bikes finished 1-2-3 out of 625 entrants in the famous Big Bear Run, a grueling 150-mile race from the floor of California's Mojave Desert to Big Bear Lake at 7,000ft. No wonder, then, that the new TR6/B was enthusiastically received by American off-road racers, and with further modifications soon became the definitive "desert sled," wielded to good effect by riders like Bud Ekins, Eddie Mulder and countless others, including an actor turned racer by the name of Steve McQueen.

Facilitating the TR6's use as a trail bike was fitment of a small fuel tank, a siamesed 2-into-1 exhaust system with mid-rise muffler, a multi-pin quick-detach headlight and a large-section rear tire.

For 1957 the Trophy got a distinctive two-tone paint scheme, adorned for the first time with the new "Harmonica" style tank badge. Up front the frame's steering-head angle was tucked in slightly for better turning in the dirt, while an enlarged 8-inch front brake with jutting air scoop looked the business and brought things to a halt. Hoping to ward off damage from big jumps, wheel spokes were now straight and butted, the rears larger in diameter. A hot Lucas "Red Label" Competition magneto was standard equipment.

Early Trophys are rare today, as they were generally well and truly thrashed. A complete frame-off restoration of a matching-numbers motorcycle, with fully rebuilt engine, transmission and magneto, this second-year TR6/B was purchased by the current owner, a Florida collector, about 10 years ago. Exhibiting authentically and great attention to detail, it has been stored properly in a climate-controlled facility, and occasionally taken out for rides. Recently, new trials universal tires were mounted.

In the past few years, scramblers have made a comeback, with several bike-makers listing retro-styled high-pipers. Originals like this Trophy 650 remain as desirable as ever, real deals with their macho good looks and promise of eternal fun in the desert sunshine.

\$19,000 - 25,000

£15,000 - 20,000

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



96
1964 TRIUMPH T120
Frame no. DU9282
Engine no. T120-DU9282

There's little argument that a mid-1960s Triumph Bonneville is just about the best-looking Britbike ever made, with just-right proportions and a jaunty, let's-go-riding attitude. Comedian and motorcycle collector Jay Leno has owned a 1964 Bonnie for 28 years – it's identical to the T120R on offer here – and says, "As far as being a good-looking bike, they don't get much better. Simple, classic, elegant, it looks like a real motorcycle." This was the second year for Triumph's unit-construction 650, relegating the arcane setup of separate crankcases and gearbox housing to the history books. The ignition system was also brought out of the Dark Ages, the ancient magneto/dynamo arrangement replaced with an alternator and points. The stiffer single-downtube chassis introduced in 1963 remained, though new-design forks were fitted. These had external springs covered by rubber gators, resulting in one of the best-handling road bikes of the 1960s. You could have your '64 Bonneville in any color scheme you wanted – as long as that was Gold over Alaskan White. Top color on the gas tank was now dominant, following the lines of the rubber knee pads rather than simply bisecting the tank. This immaculate 1964 Bonneville was fully restored by Bill Hoard, acknowledged as one of the standard setters in classic Triumph restoration. The work was accomplished in 2004, at which time the engine was run-in, then retorqued and readjusted. No additional miles have been logged since, as the bike has been on static display in a private Florida collection or before the public at the Motorsports Museum of Orlando.

\$14,000 - 17,000
£11,000 - 13,000



97
1963 TRIUMPH 650CC TR6SS
Frame no. DU4480
Engine no. TR6SS-DU4480

The year 1963 saw major changes for the Triumph 650, namely in the engine bay, where crankshaft, transmission and primary-drive components were all combined in the same cases, creating a so-called unit-construction powerplant. A redesigned alloy cylinder head featured increased fin area, and an extra stud was added between the cylinder bores to provide better gasket sealing. To carry the new engine, a completely redone frame was designed with strengthened swingarm pivots and a single front downtube, quelling the vibration and iffy high-speed handling exhibited by the previous duplex frame. While the 1963 models were substantially improved, Triumph made sure former styling cues remained, and the new bikes looked little different and every bit as sleek as before. The unit-construction engine presented a cleaner appearance and was more integrated within the new frame. By now Triumph was aware that the sun shone more brightly in the U.S. than in rainy old England, so paint quality had improved dramatically. The two-tone paint jobs used a silver base coat under the darker colors to give them more of a visual pop. The matching-numbers TR6SS seen here proudly wears its correct Flamboyant Regal Purple top color, just one aspect of an exacting nut-and-bolt restoration undertaken in the mid-2000s by renowned marque expert Bill Hoard, including a full engine overhaul to standards exceeding factory build quality. Maintained in show-worthy condition as part of a private Florida collection for the past decade, previously the bike was on display at the Motorsports Museum of Orlando.

\$14,000 - 17,000
£11,000 - 13,000



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98

1960 TRIUMPH 650CC T120C BONNEVILLE

Frame no. T120-030015

Engine no. T120-030015

A bonafide blue-chip collectible now, Triumph's first-year Bonneville 650 was not everyone's idea of a "Tangerine Dream" in 1959, especially not in the USA where the color scheme was seen as a little too loud. Likewise, the rather conservative T110-esque styling was not so well received, what with its headlight nacelle and valanced fenders. Over here customers preferred the stripped-down look of the "off-road" TR6 Trophy models. Unhappy with unsold stock stacking up in dealerships, Triumph responded with a pair of restyled Bonnies for 1960, a low-pipe roadster and a high-pipe scrambler initially named the TR7/A and TR7/B respectively, soon superseded by more conventional T120R and T120C nomenclature. Both models featured a chromed headlight shell and rubber fork gaiters in place of the original overdone nacelle and steel shrouds. Sleeker fenders were pulled from TR6 stock, while the paint scheme was a much more appropriate Pearl Gray over Azure Blue. The restyled bikes were instant hits in American showrooms. Another, not quite so obvious change was the new twin-downtube duplex frame, an upgrade over the 1959 model's T110-based frame, which wasn't quite up to the task of harnessing the T120 motor's extra oomph. This matching-numbers 1960 T120C from a private Florida collection was professionally restored to original specification in England circa 2000 and brought to the U.S. in 2002. From early in the production run, it is equipped with the correct rubber-mounted remote float bowl feeding its twin Amal Monobloc carburetors.

\$14,000 - 18,000

£11,000 - 14,000



99

1949 TRIUMPH 500CC 5T SPEED TWIN

Frame no. 5T-9104468

Engine no. 5T-9104468

For Edward Turner, designing Triumph's first successful parallel-twin would have seemed like a piece o' cake. After all, in 1931 working for Ariel he had penned something much more complex, an overhead-cam 500cc square-four – in essence, two twins situated one behind the other, with each pair of pistons having its own counter-rotating crankshaft geared to the other! In 1936 Ariel purchased 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 5T Speed Twin, powered by a stellar 500cc twin that while simple in comparison to the square-four, would have a profound effect on British motorcycling. Two years into its production run, however, World War II put the 5T on the back shelf. It wasn't too long after V-E Day, thankfully, before Turner had the assembly lines spitting out civilian models once 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. Triumph's now-familiar headlight nacelle made its debut on these postwar models. This 1949 Speed Twin with correct frame/engine numbers, was exactly restored approximately 15 years ago for museum display. For the past decade it has been part of a comprehensive Florida collection of Triumphs, always stored in a climate-controlled facility and taken out for occasional road rides.

\$10,000 - 15,000

£7,900 - 12,000



*The ex-Steve McQueen***1970 HUSQVARNA 250 CROSS**

Frame no. MI-4473

Engine no. 254319

- Formerly owned by actor/racer Steve McQueen
- Documentation via DMV paperwork and invoice
- Older restoration to largely stock condition
- Recent service by Husqvarna expert



Credit for introducing the sport of motocross to America goes to one motorcycle and one rider. In 1966 reigning 250cc World Motocross Champion Torsten Hallman flew from his native Sweden to the U.S., where he plucked a stock 250 Cross from a batch of 75 new Husqvarnas that had been sent to the fledgling American distributor. The plan was for Hallman to tour the country, enter races, hopefully playing up the bike's good points and driving customers to the nearest Husky shop.

At the time there was no such thing as European-style motocross in the U.S. We had what were called "rough scrambles" courses, basically long TT tracks with ruts and a few more jumps thrown in. Says Hallman of that first stateside foray, "At the time the sport was unknown in the United States, nobody knew anything about motocross. I had to spell the word 'motocross' every time I told someone what I was doing."

Soon that wouldn't be a problem. During his two-month stay, Hallman entered nine races – a total of 23 heats – and won them all, sometimes lapping the entire field! At the Hopetown Grand Prix, the biggest off-road race on the West Coast, Hallman bested 800 entrants on his way to the checkers. His smooth riding style, and the Husqvarna's light weight and punchy two-stroke motor were an unbeatable combination.

"He made the bike look like it was floating," says Mark Blackwell, who would go on to win the U.S. 500cc championship in 1971. "The top American riders, who couldn't keep him in sight, looked like they were riding on the ragged edge of disaster – they looked like they were going fast; he looked like he was going very slow."

For his work introducing motocross to America, Hallman was inducted into the AMA Hall of Fame in 2000, though his 37 GP wins, four world titles and founding of the highly successful Thor line of off-road riding gear didn't hurt either.

One rider who took notice of Hallman's performance in '66 was Malcolm Smith, a Greeves racer who had previously considered the Husqvarna too spindly for rough riding in the California desert. Soon Smith would become synonymous with the Husky brand, winning eight gold medals in ISDT competition plus numerous Baja 1000 and 500 victories, on his way to general acclaim as one of the world's best all-around off-road riders. Smith and his Husqvarna were also featured in everyone's all-time favorite motorcycle movie, *On Any Sunday*, which in no small way also fueled the popularity of dirtbikes in America.

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Smith shared screen time in the movie with actor Steve McQueen, at the time Hollywood's biggest box-office draw, but also an accomplished off-roader good enough to finish 10th overall in the Elsinore Grand Prix. McQueen financed the making of *On Any Sunday* through his Solar Productions company simply because he wanted motorcyclists portrayed accurately. "Most bike flicks in the past concentrated on the outlaw crap," McQueen told *Sports Illustrated* in 1971. "Hell's Angels and all of that stuff, which is about as far away from the real world of motorcycle racing as I am from Lionel Barrymore. Brando's movie *The Wild One* in the early 1950s set motorcycle racing back about 200 years."

In what may be the best product placement ever, the cover of that issue of *SI* showed a shirtless McQueen wheeling his Husqvarna 400 Cross through the wilds of the Mojave Desert. Previously a Triumph 650 desert sled fan who honed his riding skills under the tutelage of the great Bud Ekins, McQueen was a quick convert to the lighter, nimbler, superior-handling two-strokes. From then until his untimely death in 1980, he always kept a brace of Husqvarnas at the ready.

This 250 Cross was one of them, bought new by McQueen in 1971. Like most of his vehicles, it was purchased through Solar Productions, as attested to by a Transfer of Interest notice from Husqvarna distributor Med-International to the California DMV, plus a Manufacturer's Statement of Origin signed by Export Manager Edison Dye transferring ownership to "Solar Productions/Steve McQueen." Those documents will be included in the sale, as will a Med-International invoice for the \$898 cost of the bike, which includes a typed notation, "Ship to Valerian's for Steve to have picked up," referring to McQueen's favorite Husky shop in Los Angeles. Serial numbers listed on all of these documents correspond to the stampings on the motorcycle.

At some point in its post-McQueen existence the Cross was restored, though in the several times it has changed hands since, the details of who did the work and when have been lost. It's not known, for instance, if the painted plastic fenders are holdovers from McQueen or were added later. The bike has seen some light use in the ensuing years and shows a few paint nicks and scuffs. Recently serviced, the Husqvarna starts and runs, and is ready for even more action – something which the originally owner, no doubt, would heartily approve.

\$50,000 - 60,000
£40,000 - 48,000

Offered on a Bill of Sale.

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101

1971 RICKMAN METISSE-BSA 490CC MARK IV

Frame no. 48 IJ

'After years of racing motocross in the 1950s in England and Europe, brothers Don and Derek Rickman decided to design their own frame. At the time, most dirt bikes were simply stripped-down street bikes, which were too heavy and not ideal for racing in the dirt. They designed their first frame in 1959, the Rickman Metisse Mk I... They made improvements and came out with the limited-production Mk II Metisse in 1960, followed by the full production version...the Mk III in 1962.' Rickman produced a Mk IV model with a BSA B44 bottom end and a 490cc Weslake barrel and head. 'The Wessy or Rickman motocross head bears no resemblance to the Weslake speedway head and is actually a 'one cylinder' variation of Weslake's 6-cylinder Ford or 4-cylinder Austin/Morris heads.' Weslake Engineering was located in the south of England conveniently close to the Rickman 's. Their work on the BSA engine was ultimately wasted because BSA launched their B50 500cc engine in 1971. This Victor uniquely had dark blue/black livery with blue stripes and gold rims from the factory plus oil-and-air adjustable forks and Tomaselli Matador aluminum levers. It is thought to be one of 10 completed Weslake Victors ordered by Steen's with Rickman numbers stamped on both frame and engine – none are BSA. This motorcycle was serviced and test run by Frank Del Monte of Arizona British Bikes in 2017 and has not been run since.

\$6,000 - 9,000

£4,800 - 7,100

No Reserve

Offered on a Bill of Sale.



102

1967 BSA 650CC A65 HORNET

Engine no. A65 HA 8049-Y

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 this BSA 650 Hornet twin, 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 A65 engine was introduced for 1962 lasting until 1973The Hornet was one of many variants, an obvious answer to Triumph's 650 TT Special, another pruned-for-racing model. The Hornet had just a tachometer for instrumentation and its short, straight-through exhaust pipes let loose with a healthy racket. A lighting coil was part of the package, so some Hornets sprouted small headlights and made their way onto the street. Many others were modified even further for serious competition. Most famous weekend warrior of the day was actor Steve McQueen, who evaluated the Hornet for the November, 1966 issue of Popular Science. 'It's a keen bike,' he wrote. 'I always had to stay on top of it, but it sure had a good-functioning powertrain.' This Hornet is to original specification – unmodified and unrestored – save for NOS replacement fork gaiters and tach cup. Because it has no history file and no odometer it is not possible to know what use it has been put to or how many miles it has run. It's so clean but for faded Cherokee Red paint, it may never have been used in anger. It comes with a VMCC Extract from Works Records to establish its authenticity. Irreplaceable!

\$8,000 - 10,000

£6,300 - 7,900

No Reserve

Offered on a Bill of Sale.



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103

1968 RICKMAN METISSE-TRIUMPH 650CC MK III

Frame no. 1379

Engine no. T120R DU70349

British brothers Don and Derek Rickman were motocross champions and innovators. Both began their scrambles careers in the 1950s riding BSA Gold Stars, while the brothers' first 'special' consisted of a BSA duplex frame, Triumph T100 engine, BSA gearbox and Norton forks. It was given the French name Metisse, translatable as 'mongrel,' reflecting the bike's varied makeup. In 1959 came a purpose-built Metisse frame and within a decade their company would grow to become one of the biggest and best-known independent motorcycle frame-makers. An enormous success, the Mk III frame was produced in substantial quantities, proving popular for scrambles use, and as a desert racer in the Southwestern U.S. Eventually unable to compete with the Japanese factories, the Rickmans gave up frame making in the early 1980s. Actor/desert racer Steve McQueen was a satisfied Rickman Metisse customer, describing the nickel-plated, oil-carrying frame as a "revolutionary piece of equipment" in a 1966 Popular Science article. With the Triumph 650 engine installed, he said of the finished package, "The rig is the best-handling bike I've ever owned. And the power – it's like supersonic." This is a nice stock and complete Mk III that has been on display for about 13 years. It maintains good condition plating throughout. Fitted with aluminum wheels, Rickman hubs, Ceriani forks, Works shocks and serrated foot pegs it is well equipped. The single-carb motor has a low-profile chain case cover. The gas tank appears to be delaminating and will likely require resealing. Please inspect this bike carefully to satisfy yourself as to its condition.

\$7,000 - 10,000

£5,500 - 7,900

No Reserve

Offered on a Bill of Sale.



104

1966 TRIUMPH 650CC T120TT SPECIAL

Frame no. T120TT DU 31368

Engine no. T120TT DU 31368

Originally conceived for the 1963 model year, by west coast distributor Bill Johnson of Johnson Motors, the TT was a high performance, factory race bike, stripped down and performance tuned to fill the niche markets of off-road racing. Modified Triumphs were already finding considerable success – flat track and TT's, scrambles, desert, hare and hound. In 1967, at the end of its limited production run, only 900 TT Specials were built. Beginning with and improving upon their street legal motorcycles offered at the time, the Triumph factory racer came with higher compression pistons, hotter camshafts and a high output ignition system, to produce 54hp at 6,500 rpm. Closer ratio gears were installed in the four-speed gearbox, sprocket ratios were altered, and larger diameter exhaust pipes were tucked under the frame, without mufflers. Aluminum, or more durable stainless fenders, replaced the street items. Lights, fork lock and speedometer were deleted and only a tachometer was fitted. The forks received special springs and valving. These stripped-down bikes weighed 350 pounds. Additional developments for 1966 were the adoption of a 28-degree steering head angle, 12-volt electrical system and full-width 8-inch leading shoe front brake. This factory racer was made street legal with a headlight, stoplight and sound attenuators tucked inside open TT pipes. The bike was completely, accurately restored in 2008 and has since run less than 200 miles. The compression ratio was decreased to 9.5:1 to run on ethanol-free pump gas. The original Dunlop chrome rims were replaced with aluminum Borraris. Arizona British Bikes last serviced and ran this bike in 2016. It demands careful inspection.

\$12,000 - 15,000

£9,500 - 12,000

No Reserve



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105

1965/1968 TRIUMPH 650CC BONNEVILLE/TR6 TROPHY SPECIAL

Frame no. T120C DU 18798

Engine no. TR6C DU 82641

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

\$7,000 - 9,000

£5,500 - 7,100

No Reserve

Offered on a Bill of Sale.



106

1970 RICKMAN METISSE-TRIUMPH 500CC MK IV

Frame no. 1339

Engine no. T120 EE 23992

The Rickman brothers - Don and Derek - 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. Both commenced their scrambles careers riding BSA Gold Stars, and the brothers' first 'special' consisted of a BSA duplex-loop frame, Triumph T100 engine, BSA gearbox and Norton forks. It was given the French name 'Metisse', which is roughly translatable as 'hybrid'. For the 1960 season two (only) new Metisse Mk II machines were constructed along broadly similar lines, before being superseded by the first Rickman-factory-framed model - the Metisse Mk III - for 1961. An enormous success, the Mk III frame was produced in substantial quantities, proving a popular basis for large-capacity roadsters as well scrambles use. It was followed by the more compact Mk IV, which was intended for the unitary construction Triumph T100R and BSA B44 Victor engines, while there was also a frame for two-stroke singles (the 'Petite Metisse') and a road racing chassis. Its original customer was Rickman distributor Steen's of Alhambra, California. The Rickman Mk IV was the best-handling of the British four-strokes but came too late to stem the two-stroke invasion, but it still could dominate where power was paramount. This bike is a complete and original Mk IV with Ceriani forks, Rickman magnesium hubs, Rickman air filter system, Magura levers, serrated foot pegs and the clever Rickman exhausts with adjustable Supertrapp mufflers. This bike was mechanically restored in 2007 by Trident Motorcycles in Phoenix, Arizona and has not been run since.

\$8,000 - 11,000

£6,300 - 8,700

No Reserve

Offered on a Bill of Sale.



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107

1967 TRIUMPH 650CC T120TT SPECIAL

Frame no. T120TT DU 54057

Engine no. T120TT DU 54057

Originally conceived for the 1963 model year, by west coast distributor Bill Johnson of Johnson Motors, the TT was a high performance, factory race bike, stripped down and performance tuned to fill the niche markets of off-road racing. Modified Triumphs were already finding considerable success – flat track and TT's, scrambles, desert, hare and hound. In 1967, at the end of its limited production run, only 900 TT Specials were built. This motorcycle was meticulously restored in 2006 and 2007. The goal was to retain all the original parts with their original-style finishes. Every nut and bolt and other parts cad plated were newly cad plated. The tank was painted with acrylic lacquer mixed to the factory paint codes and the gold stripe is hand laid. (The Aubergine/Gold combination is correct to frame no. 48155.) For durability, the frame and the fender braces were powder coated gloss black. All other parts were painted with acrylic enamel as original. Any unpolished aluminum casting s were left unpolished. All chrome parts were re-chromed. The handlebar grips are correct and the seat cover is a NOS original. The engine was completely rebuilt with NOS parts, re-bushed and re-sealed, with new .040 over pistons for the original 11:1 cr. The transmission was inspected and in like-new condition, but it was re-bushed and re-sealed anyway. The ignition is all NOS Lucas. Wheels are original factory Dunlops that have been re-chromed and laced with stainless steel unpolished spokes. The front and rear tires are original Dunlop K70s with the script 'Made in Great Britain.' The bike comes with a VMCC Extract from Works Record confirming originality.

\$12,000 - 15,000

£9,500 - 12,000

No Reserve

Offered on a Bill of Sale.



108

1967 BSA 650CC A65 HORNET

Engine no. A65 HA 9320-Y

The 'street scrambler' had been part of BSA's line up since the 'pre-unit' days when the 'Spitfire' name was first applied to this United States-inspired model. When the concept was revived for the unitary construction range, the name 'Spitfire Hornet' was chosen for the new 650cc model, the 500cc version being called 'Wasp'. The 'Spitfire' part of the designation was soon dropped, being applied exclusively to the new sports roadster, while the 650cc street scrambler was re-christened 'Firebird' for 1968, by which time it had become a USA-only model. The Firebird continued as the street scrambler when the BSA range was updated with the new oil-containing frame for 1971. The most famous weekend warrior of the day was actor Steve McQueen, who evaluated the Hornet as a desert racer for an article in the November 1966 issue of Popular Science. 'It's a keen bike' he wrote, although the Beezer did seem a little heavy compared to his preferred lightweight Rickman Triumph special. 'I always had to stay on top of it, but it sure had a good-functioning powertrain,' he added. This Hornet has West Coast TT pipes, increased oil tank capacity, a wider front rim and wider fender stays, oh! and West Coast-style bars. Still with street tires installed it seems unlikely it would have hit the dirt - at least not like this - and retained its front fender and tachometer. The number of TTs made is thought to be under 100. This one comes with its VMCC Extract from Works Records 'certification.'

\$6,000 - 8,000

£4,800 - 6,300

No Reserve

Offered on a Bill of Sale.



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



109
1965 RICKMAN METISSE-TRIUMPH 650 MK III DESERT RACER
Frame no. 974
Engine no. T120C DU15504

British brothers Don and Derek Rickman were motocross champions and innovators. Both began their scrambles careers in the 1950s riding BSA Gold Stars, while The Rickman brothers' first 'special' consisted of a BSA duplex frame, Triumph T100 engine, BSA gearbox and Norton forks. It was given the French name Metisse, translatable as 'mongrel.' In 1959 came a purpose-built Metisse frame and within a decade their company would grow to become possibly the biggest independent frame-maker. An enormous success, the Mk III frame was produced in substantial quantities, proving popular for all kinds of dirt bike riding around the world. Adaptable to a wide variety of four-stroke singles and twins, the original MKIII frames seem tailor-made for the Triumph 650 twin, as seen here. John 'Buck' Smith, National Cross Country Champion and National Enduro Champion, acquired this disc-brake, large-tank Rickman in 1969 and then installed a modified Triumph front fork and a custom fork brace. The disc brakes had been previously installed by Howard Barnes using Hurst Airheart components and Akront and Barnes wheels. Buck and his son Gene were sponsored by Johnson Motors, the West Coast Triumph distributor and were members of the Sunland Shamrocks Motorcycle Club. Gene raced this bike in 1969 in Checker's Hare and Hound/The River Run and 'a few other places.' The present owner purchased this bike in 2011. In 2012, Arizona British Bikes completed a mechanical and light cosmetic restoration. The bike is equipped with a rare T120C (Competition) motor from an early TT Special, complete with magneto, exhaust sound attenuators and dual air intakes. The bike has not been run since 2012.

\$8,000 - 11,000
£6,300 - 8,700
No Reserve

Offered on a Bill of Sale.



110
1964 RICKMAN METISSE-TRIUMPH 650 MK III
Frame no. HR 1489

British brothers Don and Derek Rickman were motocross champions and innovators. Both began their scrambles careers in the 1950s riding BSA Gold Stars, while the brothers' first 'special' consisted of a BSA duplex frame, Triumph T100 engine, BSA gearbox and Norton forks. It was given the French name Metisse, translatable as 'mongrel,' reflecting the bike's varied makeup. In 1959 came a purpose-built Metisse frame and within a decade their company would grow to become one of the biggest and best-known independent motorcycle frame-makers. An enormous success, the Mk III frame was produced in substantial quantities, proving popular for scrambles use, and as a desert racer in the Southwestern U.S. Eventually unable to compete with the Japanese factories, the Rickmans gave up frame making in the early 1980s, the rights to their designs passing to Pat French's firm, MRD Metisse, which continued to cater for the increasing 'classic' market. Adaptable to a wide variety of four-stroke singles and twins, the original MKIII frames seem tailor-made for the Triumph 650 twin, as seen here. Actor/desert racer Steve McQueen was a satisfied Rickman Metisse customer and is quoted as saying, Mine 'is the best-handling bike I've ever owned. And the power - it's like supersonic.' This bike was assembled new by Jim McCrackin who worked for the Triumph dealer in Fresno, California, Wilson's Motorcycles. Jim had raced professionally and was a top expert in the Fresno area throughout the 1960s. In 1993 local Rick Zimmerman raced it through 2002 winning expert races at Tulare Cycle Park and Dixon, California. This bike has the makings of being a decent racer today - magneto, aluminum wheels, Yamaha YZ fork and front brake, a lightweight air box, custom primary cover and tuned exhaust. The fiberglass is still 'nice' and in its original gel coat.

\$7,000 - 10,000
£5,500 - 7,900
No Reserve

Offered on a Bill of Sale.



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111

1967 TRIUMPH 650CC T120TT SPECIAL

Frame no. T120TT DU 45856

Engine no. T120TT DU 45856

The café racer's favorite since its launch in 1959, the Bonneville continued as Triumph's top-of-the-range sports model after the switch to unitary construction of the engine/gearbox in 1963. An alloy cylinder head equipped with twin carburetors helped the 'Bonnie' motor produce 46bhp at 6,500rpm, and the model was reckoned good for a top speed approaching 120mph. The USA had long been Triumph's most important export market, and to cater for local tastes a 'TT Special' (also known as the 'Competition Sports') Bonneville was introduced in 1964. The Triumph twin was already a formidable force in American flat-track racing, and the TT Special's stripped-down look, smaller fuel tank and short, open exhaust pipes echoed the style of the racers. By this time a maximum output of 52bhp was claimed for the Bonneville, while the TT Special engine produced 54bhp courtesy of 11.2:1 pistons (up from the T120 roadster's 9.0:1). A crankcase under-shield, tachometer-only instrumentation, larger-section front tire and an absence of lighting further distinguished the TT, which came with lowered overall gearing reflecting its intended role as primarily a dirt bike. Dating from the final year of TT production, this example, an original matching-numbers machine, has been used. It does not have 'heavy' knobby tires so may have been used for trail riding rather than further afield in the desert. It is complete and unrestored. It is ready for restoration or can be ridden as is after some mild re-commissioning. It carries a VMCC Extract from Works Records as a factory T120TT Special and was last serviced in 2018 by Arizona British Bikes who report it runs well.

\$12,000 - 15,000

£9,500 - 12,000

No Reserve

Offered on a Bill of Sale.



112

1967 BSA 650CC A65 HORNET

Engine no. A65 HA 5146Y

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. 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 ex-racer A65 Hornet has restored close to its original spec. with East Coast-high pipes being stock. Gone is the front fender and the dash (with any gauge), and the ignition key now substituted with a toggle switch just behind the steering head on the left. The mounting tabs for the side covers were once removed but have been replaced and the ignition and coils are now by Boyer. Sound attenuators have been installed in the pipes. Looming large on both tank sides is a white BSA decal making the whole package 'look the business.'

\$5,000 - 7,000

£4,000 - 5,500

No Reserve

Offered on a Bill of Sale.



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113
1965 TRIUMPH 650CC T120C SPECIAL
Frame no. DU 14023
Engine no. DU 14023

Graced by one of the most evocative model designations in the history of motorcycling, the Triumph Bonneville owes its existence to record-breaking successes achieved on the eponymous Utah salt flats in 1958, when a Tiger 110 set a new 650cc production machine record of over 147mph. A new alloy cylinder head with inlet ports splayed wide to accommodate twin carburetors had become available as a tuning aid early in 1958 and it was, chiefly, this innovation that enabled the specially prepared T110 to so far eclipse the performance of the standard version. Triumph lost no time in capitalizing on its technical breakthrough, announcing a new model equipped with the splayed 'head and twin Amal carburetors in September 1958: the Bonneville. This early TT Special was one of a group of TT and flat track racers that were modified by Custom Engineering in Bakersfield, California. They were often painted pink, purple or yellow and dominated racing in central California. This bike started out as an early TT Special but most everything has been changed. Witness Hurst Airheart disc brakes, Borrani alloy wheels, Bates fiberglass tank and seat, Gunter magnesium hubs, a dual air filter system, alloy oil tank, custom rocker catch tank, clutch and brake levers and exhaust megaphones. The air filter system will accept Harley foam filters and the vertical oil tank will supply oil when the bike is tilted at extreme angles. Arizona British Bikes mechanically restored the bike in 2017 and it has not run since. No cosmetic restoration, or even cleaning, was attempted.

\$8,000 - 10,000

£6,300 - 7,900

No Reserve

Offered on a Bill of Sale.



114
1967 NORTON 745CC 'P11'
Engine no. P11/121264

'Norton-Villiers developed the P11 from the Norton Atlas as an export model for the growing sport of desert racing. Prototyped by Californian Norton distributor Bob Blair using the Atlas 750cc twin cylinder engine in a Matchless G85CS...Reynolds 531 lightweight steel frame. Blair might have been responding to requests from the importer, Joseph Berliner of Berliner Motor Corporation. The aim was to achieve the best possible power-to-weight ratio, so all the cycle parts were made as light as possible, with a small alloy fuel tank.' Built at the former AMC factory in south London, largely from spare parts, the first P11 was completed in March 1967 and the first batch were exported to the US and launched under the advertising slogan 'Dynamite on wheels.' They sold well with demand outstripping supply. The bike on offer uses an 'improved' 1967 Norton P11 engine installed in a custom copy of a P11 frame created by Frames by Glenn - in place of the frame number is stamped, simply, Frames by Glenn - he reportedly altered the steering head to match the rake of a '65 Triumph for more responsive handling. Complete with a custom fiberglass gas tank, Ceriani forks, Borrani aluminum rims and Magura, it is a real period piece and was restored in 2006 by Frank Del Monte of Arizona British Bikes. It's reportedly a very quick bike with 'lots of high-compression horsepower' and was last serviced in 2018. These big-engine dirt bikes take courage to ride and one should not underestimate the strength and sheer guts it takes to hit track, trail or desert.

\$4,000 - 6,000

£3,200 - 4,800

No Reserve

Offered on a Bill of Sale.



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115

1969 AMERICAN EAGLE 405 TALON 'TRIUMPH 500 SPECIAL'

Frame no. AM4051556

American Eagle was an ambitious late 1960s company, lead by the late Jack McCormack who had previously worked for Triumph and Suzuki, on a mission to set up what we would call, today, a chain of 'powersports' stores across the country. Jack sourced four-season products – motorcycles, go-karts, and snowmobiles – from manufacturers such as Laverda, Kawasaki and Sprite. The English Sprite company was clever producer of dirt bike kits at that time - the 405 motor came from either Husqvarna or an Italian cloner – sold separately in the UK to save 'sales tax.' In the US the bikes came fully assembled. It was not long in the 1970s that the company flopped. This bike started life as an American Eagle Talon 405 two-stroke single. The engine was removed and replaced with a Triumph 500 twin – thought to be a 1959 5TA motor - and the bike raced by members of the Sacramento, California Polka Dots Motorcycle Club. Today's bike is in what is thought to be its original 1970s racing configuration with a rare oil/gas combination fiberglass tank, Ceriani forks, aluminum wheels. And topped-off with TT pipes. This one-off special was 're-constructed' at enormous expense by Frank del Monte of Arizona British Bikes, using as many of the original pieces as possible, but the rebuilt motor – full disclosure - still blows blue exhaust smoke. A timepiece. Conclusion: The bike offered is a time-warp, homemade Triumph 500 off-road play bike with a handmade, artisan frame albeit with known origins. 'Unique' is the best adjective.

\$3,000 - 5,000

£2,400 - 4,000

No Reserve

Offered on a Bill of Sale.



116

1974 TRITON 750CC T150V BONNEVILLE

Engine no. T150V GJ43042

Launched in the UK in 1969, the BSA-Triumph 750cc triples were based on the existing Triumph 500cc twin-cylinder engine, being in essence a 'Tiger-and-a-half'. Differences between the Triumph Trident and BSA Rocket 3 were more than just cosmetic: the two models used different frames and in BSA guise the motor featured an inclined cylinder block. Only the Trident survived the group's collapse in 1972, continuing as the five-speed T150V and later the T160 (now using the inclined engine). Although ultimately upstaged in the showroom by Japanese rivals, the Triumph and BSA 750 triples did more than enough on the racetrack to ensure their place in motorcycling history. BSA-Triumph's Chief Engineer Doug Hele supervised engine development throughout 1969 while frame builder Rob North devised a chassis that would stand the test of time like few others. The team had many victories from Daytona to the Bol D'Or. Known for its legendary handling geometry, the Norton Featherbed frame, the basis of this bike, became a favorite of specials builders, who liked the wide-open engine bay. A Triton most often accommodated a 650cc Triumph engine but, as here, a Triumph triple could be persuaded into place. Top off the resulting chassis with an aluminum gas tank, alloy rims and premium rubber, and you had, in effect, the world's first sportbike. This Triton follows the script to a T. The bike ran at the Bonneville National Speed Week in 2007 ridden by Nick Bries. It comes with its full fairing. It was built by Bries using a copy, in chromoly 4130, of a Featherbed frame. The motor has a 11:1 compression, five-speed, and Mikuni carburetors. The custom aluminum oil tank 'matches' the Takasago wheels. An adjustable steering damper was also added. It was last serviced and test ridden in 2013.

\$8,000 - 10,000

£6,300 - 7,900

No Reserve

Offered on a Bill of Sale.



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117
1975 HONDA CR750 'DICK MANN' REPLICA
Frame no. CB750F-1006168
Engine no. CB750E-2500178

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, England-based Honda dealer Bill Smith. Riders were Smith, Ralph Bryans, Tommy Robb and American Dick Mann. Although the British machines started as favorites - the 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. This CR750 Replica was constructed by Leonard Ledoux over five years using a 1975 CB750F 750 Super Sport frame with a same year CB750K5 engine and transmission fully rebuilt at 836cc with Keihin CR carburetors, with some powder coating to finish. Dual drilled discs, hand-built exhaust and aluminum tank were necessarily added, plus graphics, to replicate the Dick Mann Daytona winner. 'Hidden' lights are installed front and back. Since it was completed it has run 25 test miles. Re-commissioning will be necessary before starting again.

\$9,000 - 12,000

£7,100 - 9,500

No Reserve



118
1972 HONDA CB750
Frame no. CB750-2027067
Engine no. CB750E-2034222

Soichiro Honda began motorcycle production in 1946, with a batch of Japanese army surplus engines which he built into motorcycles; he then started to produce his own engines along similar lines. These first engines were two-strokes, and amazingly, for a company which later became so associated with technical innovation, the machine was a throwback, in terms of its frame layout, girder forks, and belt drive, to the machines of the early twentieth century. Development and expansion continued apace throughout the 1950s, and in the latter part of that decade began to register in the consciousness of the British public, particularly when the factory sent a team to compete in the TT in 1959. The model range evolved throughout the 1960s, and, for most of the decade, the largest machine to appear in it was the CB450 twin. Then, in 1969, they released what most consider the first 'superbike' - their ground-breaking, four-cylinder, overhead camshaft 750. This machine ran through the seventies and, although copied by others, was arguably never bettered. Titled with the model number CB750, the first single overhead cam fours ran from their introduction in 1969 to 1971. At that point there was a change to the model and, after a few intermediate K0 models, the new K1 appeared with improvements to the carburetor linkages, side panels, and airbox. On the following K2 models, which appeared in 1972, there were more changes; mainly to fork shrouds, silencers, and switchgear. This is a stock bike mildly 'clubman-ized' with a fiberglass tank - 'ABSTAND 100M' is German for 'stand back 100 meters' - custom seat, clip-ons, exhaust, foot pegs, speedometer, and wheels. It has been re-wired and has a new chain, some seals and bearings installed in 2011.

\$4,000 - 7,000

£3,200 - 5,500

No Reserve



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119

**1971 HARLEY-DAVIDSON ELECTRA GLIDE 1200FL
POLICE SPECIAL**

Frame no. 1A26826H1

Engine no. 1A26826H1

Two important events in the lengthy development of Harley-Davidson's perennial v-twin occurred in the mid-1960s when the 74 cubic-inch (1,200cc) FH and FLH Duo Glide adopted electric starting (1965) and the revised 'Shovelhead' engine the following year. Now known as the 'Electra Glide' - without question one of the most evocative names in motorcycling history - Harley's updated cruiser featured a new frame to house the large 12-volt battery and a reshaped primary drive cover to accommodate the electric starter mechanism. H-D was unable to afford the costs of developing an entirely new engine, so made do instead with a revised top end (the 'Shovelhead') featuring a larger aluminum version of the Sportster cylinder head that liberated a further 5hp. The Shovelhead 'Glide continued in production for a further 18 years, gaining alternator electrics, electronic ignition, and disc braking as the years progressed, before bowing out in 1983 with the arrival of the Evolution-engine 'Glide. Harley-Davidson is acutely aware of its heritage and thus the Electra Glide has remained a cornerstone of the range to this day. Police forces throughout the USA have used Harleys since the marque's earliest days, the police-specification Electra Glide being designated 'FLP'. Dating from the first year of Shovelhead production, this example known as 'Lost Highway Patrol' - ex Columbia, South Carolina PD - has been carefully restored by Ronnie Durham and comes complete with a City of Columbia registration, a police helmet and both ignition and saddlebag keys. It will require re-commissioning before being ridden again.

\$9,000 - 12,000

£7,100 - 9,500

No Reserve



120

1965 HARLEY-DAVIDSON 883CC XLCH

Engine no. 65XLCH8798

Now approaching its 60th year of continuous production, the Harley-Davidson Sportster is one of the longest-running model lines in vehicular history, two wheels or four. The Sporty when introduced in 1957 was basically an 883cc overhead-valve conversion to the K-model flathead roadster, which it resembled in style and performance. Stripped-down, pumped-up models were soon to come, but the early Sportsters did their job well - offering sporting riders an alternative to the lightweight, nimble-handling imports from England then gaining favor. With its swingarm frame, unit-construction engine/gearbox, foot shift and hand clutch, the Sportster was definitely not your 'grumps' Panhead dresser. In fact, throughout most of the 1960s, the hotted-up XLCH Sportster was the meanest bike on the block, able to easily dust off British 650s in stoplight drag races. That reputation was still building in 1965 when this XLH rolled off the assembly line, but Milwaukee's ad writers weren't letting up. 'To handle this one, you have to have earned it,' bluffed the ad copy, 'Pull the trigger. Hang on!' Those puffy-chested claims did jive with reality, for the new Japanese four-cylinders or a good-running Norton 850 were still years away. This most attractive Sportster has been well restored, albeit a few years ago - it carries an S&S carburetor and optional aluminum rims and headlamp switch. The vendor bought the bike from a Greensboro, North Carolina Harley dealer who had had it on display for a while. It came serviced and last run from the dealer in 2006.

\$6,000 - 8,000

£4,800 - 6,300

No Reserve



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121

1969 HARLEY-DAVIDSON 883CC XLCH

Engine no. 69XLCH5938

The introduction of the K models in 1952 is generally acknowledged as the beginning of the Sportster era for Harley Davidson. With foot shift, hand clutch and swing arm rear suspension, these motorcycles appealed to those who desired a more sporting machine. In 1953 the K became KH with the increase in capacity to 54ci. By 1955, the addition of a roller bearing crank, polished ports, and hot cams, brought the KHK into existence. The next step in the Sportster evolution was the addition of the overhead valve XL engine in 1957, and officially adding the name Sportster. The line expanded in 1958 with the addition of the XL and the XLCH, the latter fulfilling hot rodders' requests for higher performance versions. The XLCH remained the street rod rendition of the Sportster, and by 1964 was about the fastest machine on the road, capable of 14 second quarter mile times, and touching 60 mph in six seconds. By 1968 the Sportster benefited from even more radical cam and head work and produced 60hp. 'During the years that the AMF corporation owned Harley-Davidson, from 1969 to 1981, the company produced a respectable lineup of Sportster models. There were detractors, however, who claimed that the overall quality of the AMF-era Harleys was less-than satisfactory. Some motorcycle enthusiasts and collectors think that the Sportsters produced under AMF's ownership were the most attractive of all Sportster models.' This 1969 original XLCH Sportster has been restored to the excellence it deserves. It was last serviced and run in 2013.

\$4,500 - 6,500

£3,600 - 5,100

No Reserve



122

1962 HARLEY-DAVIDSON 883CC XLCH 'FLAT TRACK RACER'

Engine no. 62XLCH4157

Almost from the model's debut, riders wanted higher performance and meaner looks for the XL Sportsters. Milwaukee quickly obliged, offering the XLCH in 1958, legend insisting that the last two letters in the model name stood for either 'Competition Hot' or 'California Hot Rod' when everyone knew it meant 'C for stripped bodywork and H for high performance.' Delivered as an 'off-road scrambler' with bobbed rear fender and the peanut gas tank borrowed from the 125cc Hummer, the CH was a good 40 pounds lighter than the road model. All XLs got bigger valves and more horsepower that year, but the CH's power-to-weight ratio was superior. Overnight the scramblers sprouted lights, giving riders one of the hottest bikes on the street. By 1962 lights had become standard equipment, the headlamp with its now-iconic 'eyebrow' mount. This '62 883cc XLCH is fitted with an aftermarket low-rise exhaust system, ignoring the model's scrambler roots. This XLCH was found this way, set up as a flat track racer, complete with stories of its prowess at flat track, TT and road racing in Ohio. Its aluminum rim laced to a spool hub with no front brake, cow horn bars and Ceriani fork, big 'aluminum' oil tank with a remote spin-on canister oil filter right above on the left side, and rear disc brake rotor and caliper laced to another aluminum rim, and more, all add credence. Then there's the leather-covered saddle and 'bum pad.' The previous owner reported that it 'runs and shifts well' but it has not been started since 2014.

\$3,000 - 5,000

£2,400 - 4,000

No Reserve



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123

1970 MAICO MC400

Frame no. 382235

Engine no. S400489

Founded in 1920, Maico built two-stroke lightweights at first but soon was forced to change direction to support Germany's war effort. The firm did not resume motorcycle production until 1947. But whereas before the war proprietary engines had been used, Maico now built complete machines using its own power units. Although its roadsters made little impact in markets beyond central Europe, Maico became one of the major players on the international moto-cross scene in both Europe and North America. While nowhere near as well financed as the Japanese factories, Maico mounted a serious challenge to them from the late 1960s throughout the 1970s thanks to stellar performances by the likes of Adolf Weil, Åke Jonsson, Willy Bauer, and Graham Noyce. Although the German firm did win the Manufacturers' World Championship in the premier 500cc class, it was never able to claim the individual title. To quote Dirt Bike editor Rick Sieman, 'The 1970 400cc version proved to be a devastating bike. While the 250 was mellow, the 400 was a proverbial rocket. I bought a 1971 version of this very same bike and went from a middle-of-the-pack racer to actually winning a few races. The bike turned like a demon, had tons of horsepower and tracked straight and true.' The 'square barrel' 400 on offer was rebuilt to original specification still with its wide-ratio transmission and Magura levers by 'Maicomeister' Ron King in 2015 except for the Sun rims and Circle F pipe.

\$4,000 - 6,000

£3,200 - 4,800

No Reserve

Offered on a Bill of Sale.



124

C.1968 MAICO MC360

Frame no. 381489

Engine no. S380355

Founded in 1926, Maico built two-stroke lightweights at first but soon was forced to change direction to support Germany's war effort. The firm did not resume motorcycle production until 1947. But whereas before the war proprietary engines had been used, Maico now built complete machines using its own power units. Although its roadsters made little impact in markets beyond central Europe, Maico became one of the major players on the international motocross scene in both Europe and North America. While nowhere near as well financed as the Japanese factories, Maico mounted a serious challenge to them from the late 1960s throughout the 1970s thanks to stellar performances by the likes of Adolf Weil, Åke Jonsson, Willy Bauer, and Graham Noyce. Although the German firm did win the Manufacturers' World Championship in the premier 500cc class, it was never able to claim the individual title. Cooper Motors of Burbank, California and Gray International of Detroit, Michigan shared Maico sales and marketing; in a contemporary advertisement they state, 'Most powerful and fastest 360cc, a consistent race winner' beneath a header that says, 'At last: factory "works" engines available to the American rider.' This Maico MC360 'X4 Square Barrel' was completely restored back to its original specification by 'Maicomeister' Ron King in 2014 – apart from the S&W rear shocks which, no matter, are a distinct improvement over the originals – and it has not been run since.

\$3,000 - 5,000

£2,400 - 4,000

No Reserve

Offered on a Bill of Sale.



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125
1967 NORTON 750CC P11
Frame no. 122890
Engine no. P11/122890

This iconic Norton-Matchless twin is rare, and in this condition, 'drop dead rare.' 'Norton-Villiers developed the P11 from the Norton Atlas as an export model for the growing sport of desert racing. Prototyped by Californian Norton distributor Bob Blair using the Atlas 750cc twin cylinder engine in a Matchless G85CS...Reynolds 531 lightweight steel frame. Blair might have been responding to requests from the importer, Joseph Berliner of Berliner Motor Corporation. The aim was to achieve the best possible power-to-weight ratio, so all the cycle parts were made as light as possible, with a small alloy fuel tank.' The P11 was Norton's response to the Triumph TT Special and was made for only one year – 1967. The Norton 750 engine was mated to a Matchless-built 4130 chromoly frame for a supposed desert racer, but the P11 really excelled as a track racer when fitted with high compression pistons. This bike comes with a VMCC Extract from Works Record to show that it is not the later P11A variant but rather the rare 1967 model. Frame and engine numbers match. The original steel Norton tank has been replaced with a Matchless aluminum tank. The bike retains the original and rare aluminum oil tank, original aluminum front and rear fenders, original skid plate rock guard and magneto. It is wired with a total-loss battery to power a small LED headlight and taillight. The compression ratio is higher than stock so the bike is quick. It was last serviced by Arizona British Bikes in 2018.

\$5,000 - 7,000
£4,000 - 5,500

Offered on a Bill of Sale.



126
1968 BSA 649CC A65 LIGHTNING CHOPPER
Frame no. 0000148419MO
Engine no. A65D6702

Choppers were around before 1968 but it was a year later that the chopper began its final ascent to the top of motorcycle 'cultural tree' with the launch of the Easy Rider movie. Peter Fonda as Wyatt rode Captain America into the (his) sunset. And should we forget, his 'partner in crime' was the late Dennis Hopper who rode another one, well known as the Billy Bike (sic.) Choppers' popularity faded, it's been ten years or more, but now they are slowly appearing again. Choppers built 'in period' are regaining their appeal. This BSA chopper uses a custom-made hardtail frame with chromed extended girder fork. The alloy rear rim is very wide to take the massive rear tire that bulges over it. Rear suspension comes courtesy of the rear tire and two chrome seat springs for the rider (and foam for the buddy seat pillion.) Its peanut tank is also custom; the same for the 'coffin-shaped' oil tank. The BSA unit motor is of 1965 vintage, originally from an A65 Lightning Rocket, with visible modifications such as a pair of open bell mouth Amal Concentrics, an 'oh-so-neat' Joe Hunt magneto conversion (tune up kits are still available from Joe Hunt Magnetos) and pair of headers – no muffler(s) – with 'aggressive' alloy exhaust pipe clamps. BSA's 650cc unit A65 sold across the globe in tens of thousands. By 1965 this machine had become the Lightning which was a natural design progression aimed at the American market. This period-style A65 chopper has recently been fully serviced, the vendor advises us that its starting and running well, and is ready to rock and roll once more.

\$3,000 - 4,000
£2,400 - 3,200



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

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1973 CZ 400CC TYPE 981-4

Frame no. 981-4-000888

Engine no. 981-2-000888

Petersen's Motorcycle Buyer's Guide, their '73 edition, described the CZ 400 Moto-Cross this way; 'Its handling is so responsive that only an expert rider will be able to take full advantage of it. It weighs in at just 234 pounds, a mere 7 pounds more than the CZ250 MX – but it pumps out a scalding 47 horsepower as compared to the 250's 33! This CZ is not for the feint-hearted!' And all for a quoted \$1,350 FOB West Coast. 'You get the idea...these '73 CZs are "rippin"' fast!' This CZ 400 was manufactured by Ceska Zbrojovka, once an arms manufacturer, a branch of the Skoda car company (now inside the Volkswagen Group) and once owned by the Castiglione brothers' Cagiva. Starting in the mid-1960s, CZ was the bike to beat in international motocross, the Czechoslovakian 2-stroke recording six Grand Prix world championships from 1964 through 1969. Little is known about this clean, tidy, well fettled and believed almost entirely original example other than that the seller bought the bike from the estate of the original owner, in Washington state, who apparently did little riding aboard. The bike, believed to be still to its original, stock specification, only shows minor signs of age, not wear. Its two most significant, aesthetic characteristics are well intact, the coffin tank and the porcupine cylinder head. The bike is fully serviced and ready to ride; it could serve as great play bike, run in vintage motocross – near the front of the pack – or live a life as a show bike. Your choice.

\$2,800 - 5,000

£2,200 - 4,000

Offered on a Bill of Sale.



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C.1952 WATSONIAN INTERNATIONAL COMPETITION ALUMINUM TRIALS SIDECAR AND CHASSIS

Frame no. C6574

The Patent Collapsible Sidecar Company Ltd. was founded in Birmingham in 1911 by a Fred Watson, changing its name to Watsonian in 1930. It became Britain's foremost sidecar manufacturer for many decades. Watsonian produced 'chairs' of all shapes and sizes to suit every kind of application – even for Vespas and Lambrettas – and not only included private and commercial road use, but also scrambles, trials, and even road racing. Stars of the day across all three disciplines used Watsonian products. In 1956, Watsonian took over the rights to the Swallow Sidecar brand name from Tube Investments. They had been an early supplier to the Swallow Sidecar Company, which after WW2 was renamed to Jaguar Cars. From 1956, Watsonian started to manufacture sidecar bodies from GRP (glass reinforced plastic.) In the 1970s, they used their expertise in GRP to diversify into production of roofs for Land Rover and for several sports cars. When the Land Rover contract ended in 1981, Watsonian was forced to scale back production. Watsonian and Squire sidecars merged in the late 1980s and as still production today. This alloy-bodied, lightweight International model trials 'chair' – clearly made for installing to the right side of the motorcycle (as in North America) - appears un-restored though worn yet pretty much complete. The Watsonian Sidecars manufacturer's logo is still attached to the sidecar body, and this chair is tagged with the date-related body number C6574. Factory records state that this is the last of the 1952 batch of six 'Comp' sidecars. The sidecar is in age- and use-related condition and is offered ready for a thorough cleaning and possibly restoration. Watsonian sidecars are rare in the USA today; their trials sidecar extraordinarily so. This one, one of six!

\$2,500 - 4,500

£2,000 - 3,600

Offered on a Bill of Sale.



Acknowledgments

We would like to thank the following for helping produce the 2019 Las Vegas Catalog:

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David Hawtin

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Vincent Owners Club

Jar1 Zaugg

Kate Hurst



The Bonhams Motoring Network

UNITED STATES

SAN FRANCISCO

Jakob Greisen
220 San Bruno Avenue
San Francisco, CA 94103
Tel: +1 (415) 391 4000
Fax: +1 (415) 391 4040
motors.us@bonhams.com

LOS ANGELES

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

NEW YORK

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

Eric Minoff

Tel: +1 (917) 206 1630
eric.minoff@bonhams.com

USA REPRESENTATIVES

SOUTHERN CALIFORNIA

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

Derek Boycks

+1 (949) 842 7828
derek.boycks@bonhams.com

MIDWEST AND EAST COAST

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

MIDWEST

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

NORTHWEST

Tom Black
2400 N.E. Holladay
Portland, OR 97232
Tel: +1 (503) 239 0227
tom.black2@comcast.net

SOUTHEAST

Greg Porter
+1 (336) 409 6636
greg.porter@bonhams.com

UNITED KINGDOM

101 New Bond Street
London, W1S 1SR
Tel: +44 (0)20 7447 7447
Fax: +44 (0)20 7447 7400
ukcars@bonhams.com

UK REPRESENTATIVES

COUNTY DURHAM

Stephen Cleminson
New Hummerbeck Farm
West Auckland, Bishop Auckland
County Durham, DL14 9PQ
Tel: +44 (0)1388 832 329
cars@orange.net

CHESHIRE & STAFFORDSHIRE

Chris Shenton
Unit 1, Wilson Road, Hanford
Staffordshire, ST4 4QQ
Tel / Fax: +44 (0)1782 643 159
astondb@hotmail.co.uk

SOMERSET / DORSET

Mike Penn
The Haynes Motor Museum
Sparkford, Nr. Yeovil, BA22 7UI
Tel: +44 (0)1963 440 804
Fax: +44 (0)1963 441 004

DEVON / CORNWALL

Jonathan Vickers
4 Union Place
Truro, Cornwall, TR1 1EP
Tel: +44 (0)1204 844 884
Fax: +44 (0)18 7222 2249
jonathan.vickers@bonhams.com

HAMPSHIRE

Michael Jackson
West Winds, Cupernham Lane
Romsey, Hants, SO51 7LE
Tel: +44 (0)1264 810 875
veryoldmj@gmail.com

EAST ANGLIA

David Hawtin
The Willows, Church Lane
Swaby, Lincolnshire, LN13 0BQ
Tel / Fax: +44 (0)1507 481 110
david.hawtin@bonhams.com

MIDLANDS

Bob Cordon-Champ
Highcliffe, 2 Cherry Orchard
Lichfield, Staffordshire, WS14 9AN
Tel/fax: +44 (0)1543 411 154
bob-cordon.champ@virgin.net

Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon, CV37 7YR
Tel/Fax: +44 (0)1789 414 983
richard.hudsonevans@bonhams.com

HOME COUNTIES

Colin Seeley
3 Whiteoak Gardens, The Hollies
Sidcup, Kent, DA16 8WE
Tel: +44 (0)2083 027 627
Eva_colin@btinternet.com

HERTS, BEDS & BUCKS

Martin Heckscher
April Cottage
Cholesbury, near Tring, HP23 6ND
Tel: +44 (0) 1494 758838
martin@heckscher.co.uk

LANCASHIRE & CUMBRIA

Mark Garside
Knarr Mill, Oldham Road
Delph, Oldham, OL3 5RQ
Tel: +44 (0)1457 872 788
Mob: +44 (0) 7811 899 905
mark.garside@bonhams.com

Alan Whitehead

Pool Fold Farm
Church Road, Bolton, BL1 5SA
Tel: +44 (0)1204 844 884
Fax: +44 (0)1204 401 799

GLOUCESTERSHIRE

Jim Reynolds
4 Childe Road, Cleobury Mortimer
Kidderminster, DY14 8PA
Tel: +44 90) 1299 270 642
jim.reynolds@bonhams.com

WALES

Mike Worthington-Williams
The Old School House, Cenarth
Newcastle Emly, Carmarthenshire,
SA38 9JL
Tel: +44 (0)1239 711 486 (9am-5pm)
Fax: +44 (0)1239 711 367

EUROPE

FRANCE

Paul Gaucher
4 Rue de la Paix
75002 Paris
Tel: +33 (0)1 42 61 1011
Fax: +33 (0)1 42 61 1015
eurocars@bonhams.com

EUROPEAN REPRESENTATIVES

BELGIUM

Philip Kantor
Boulevard Saint-Michel 101
B-1040 Brussels
Tel: +32 476 879 471
Fax: +32 10 68 10 72
philip.kantor@vbonhams.com

GERMANY

Paul Gockel
Reitacker 2
D-31177 Harsum-Asel
Tel: +49 5127/9026996
Mob: +49 160 94984316
paul.gockel@t-online.de

Hans Schede
An St Swidbert 14
D-40489 Düsseldorf
Tel: +49 211 404202
Fax: +49 211 407764
hans.schede@bonhams.com

Thomas Kamm
Maximilianstrasse 52
80538 Munich
Tel: +49 89 24205 812
Mob: +49 17 16209 930
Fax: +49 89 24207 523

ITALY

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

THE NETHERLANDS

Saskia Magnin
de Lairessestraat 123
1075 HH Amsterdam
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
saskia.simonis@bonhams.com

NORWAY/ SWEDEN

Pascal Nyborg
Tel: +47 9342 2210

REST OF THE WORLD

AUSTRALIA

9799 Queen Street
Woollahra
Sydney NSW 2025
Tel: +61 2 84122222
Fax: +61 2 94754110
Info.aus@bonhams.com

ARGENTINA

Daniel Claramunt
Catamarca 1538
(B1640FUP) Martinez
Buenos Aires
Tel: +54 11 479 37600
Fax: +54 11 479 34100
daniel.claramunt@bonhams.com

JAPAN

Akiko Tsuchidav
1-10-13 Tenjincho, Fujisawa-shi
Kanagawa, 252-0814
Tel: +81 466 82 6842
Fax: +81 466 82 6809

Conditions of Sale – Motorcycles

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 Rio All Suite Hotel and Casino in Las Vegas, Nevada, on Thursday, January 24, 2019.

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 commissions 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:

8.1 Buyer's Premium for Motor Vehicle Property: 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.

8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium of TWENTY-FIVE PERCENT (25%) on the first Two Hundred and Fifty Thousand Dollars (\$250,000.00) of the Hammer Price of such lot, TWENTY PERCENT (20%) on the amount of the Hammer Price above Two Hundred and Fifty Thousand Dollars (\$250,000.00) up to and including Four Million Dollars (\$4,000,000.00), and TWELVE AND A HALF PERCENT (12.5%) on any amount by which such Hammer Price exceeds Four Million Dollars (\$4,000,000.00), together with any fees or duty due on the Lot, and, unless the purchaser is exempt by law from the payment thereof, any Alabama, Arizona, California, Colorado, Connecticut, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Texas, Utah, Virginia, Washington, Washington, D.C., Wisconsin, Wyoming, or other applicable state or local sales tax (or compensating use tax).

9. CONTRACT OF SALE

9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.

9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, debit card transaction made in person with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency, no later than 3:00 p.m. Pacific Time on Friday, January 25, 2019. 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

Conditions of Sale – Motorcycles

at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.

11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

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

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

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

15. NON-PAYMENT OF PURCHASE PRICE

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

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) 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:

Conditions of Sale – Motorcycles

(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

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It is not uncommon in the life of a motorcycle for either the frame or the engine to be changed and as a consequence, the frame and engine numbers to be altered. Buyers must check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine. Buyers must also satisfy themselves whether the physical number stampings on a machine are consistent with original factory stamps for that lot.

Keys and Documents

Motorcycles are offered with and without keys and documents. It is the buyer's responsibility to inspect the lot at the sale to satisfy oneself as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not necessarily list such said items.

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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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.

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FEE INCLUDES ONE AUCTION CATALOG, AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTION.

Please mail or fax the completed Registration Form and requested information to:

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Los Angeles, California 90046
Tel +1 (800) 223 2854
Fax +1 (323) 850 6090
bids.us@bonhams.com

Bonhams

Sale title: The Las Vegas Motorcycle Auction		Sale date: January 24, 2019	
Sale no. 25192		Sale venue: The Rio All Suite Hotel and Casino	
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion 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 vehicle dealer and resale license number here			
Dealer: _____ / State: _____		Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 3pm January 25 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

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 \$ (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:

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 24, 2019.

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 24, 2019.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

Bonhams

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£100,000 - 120,000 *



1926 BROUGH SUPERIOR 981CC SS100
£140,000 - 180,000 *



1934 I.S.D.T., Ex-George And Mildred, Dads Army,
1933 BROUGH SUPERIOR 1,096CC 11-50HP AND CRUISER SIDECAR
£60,000 - 80,000 *

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The International Classic MotorCycle Show, Stafford | 27 & 28 April 2019

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To discuss any aspect of selling or buying collectors motorcycles at auction, please contact the London office or visit bonhams.com/motorcycles to submit a complimentary auction appraisal request.

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* Prices shown include buyer's premium. Details can be found at bonhams.com

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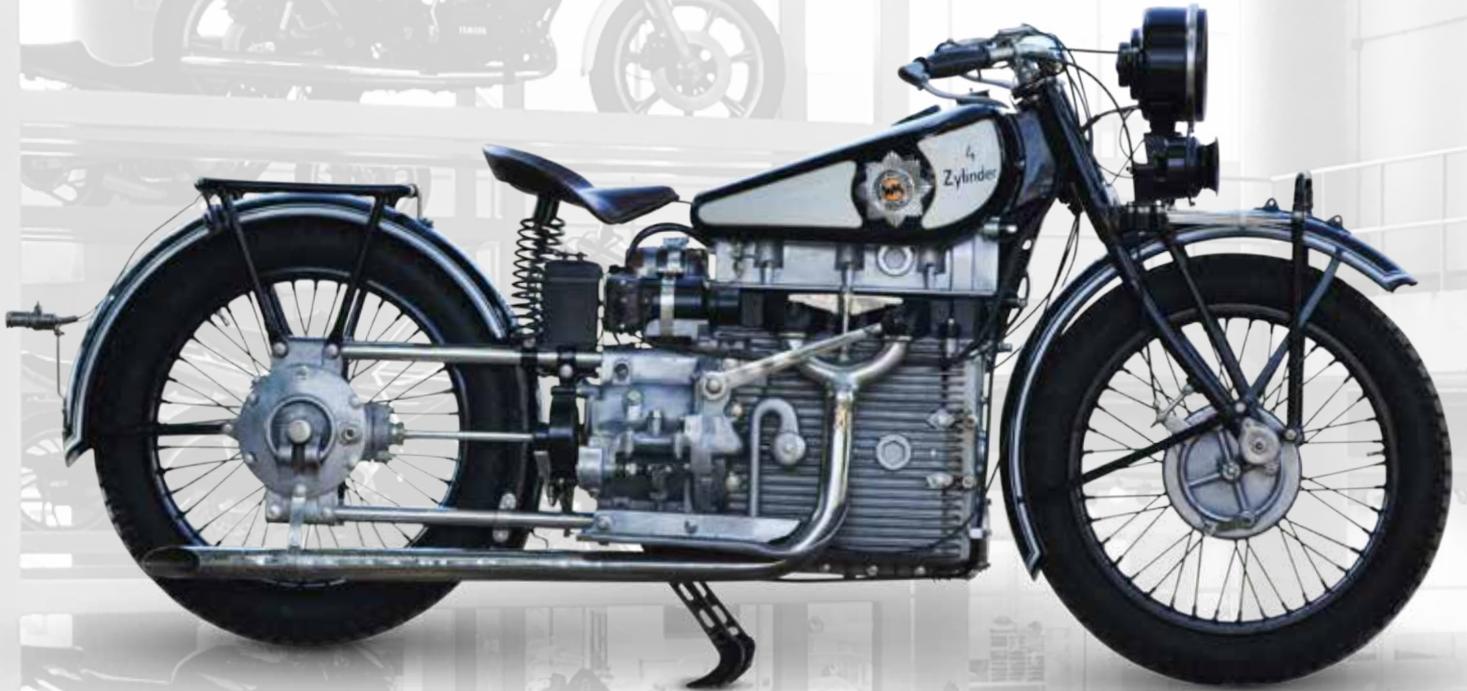
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AUCTIONEERS SINCE 1793

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Birmingham, Alabama | October 5, 2019

COMPLIMENTARY AUCTION APPRAISAL

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ENQUIRIES

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

1928 WINDHOFF 746CC FOUR
Sold for \$230,500



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Paulo Rosas Photography

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Tel: 310 626-7117



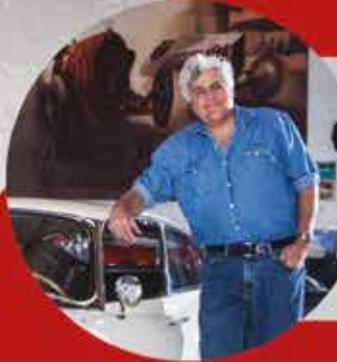
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Index

Lot No	Year	Model	Lot No	Year	Model
115	1969	American Eagle 405 Talon 'Triumph 500 Special'	30	1993	Ducati 900 Superlight II
85	1910	American-Yale	25	2008	Ducati D16RR Desmosedici
28	1968	Benelli 250	79	2008	Ducati D16RR Desmosedici
36	1987	Bimota DB1SR	83	2012	EBR 1190S Racing Motorcycle
61	1965	BSA 650cc A65 Lightning	91	1951	Egli-Vincent 499cc Comet
102	1967	BSA 650cc A65 Hornet	15	c.1955	FB Mondial 125cc
108	1967	BSA 650cc A65 Hornet	14	c.1956	FB Mondial 150 Sport Lusso
112	1967	BSA 650cc A65 Hornet	10	c.1960	Gilera 175 Sport Giubileo
60	1967	BSA 650cc A65 Lightning	31	1989	Gilera 500 Nuovo GBM Saturno
59	1967	BSA Spitfire Mk III Special	84	1916	Harley-Davidson Model 16F
126	1968	BSA 649cc A65 Lightning Chopper	86	1936	Harley-Davidson EL Knucklehead
8	1968	Bultaco Metralla 250 Mk2	122	1962	Harley-Davidson 883cc XLCH 'Flat Track Racer'
88	1917	Cleveland 13.5ci A2 Lightweight	120	1965	Harley-Davidson 883cc XLCH
51	1928	Coventry-Eagle 348cc	89	1965	Harley-Davidson Electra Glide FLH Panhead
4	1958	Cushman Eagle	121	1969	Harley-Davidson 883cc XLCH
3	c.1962	Cushman Super Eagle 349cc	119	1971	Harley-Davidson Electra Glide 1200FL Police Special
2	c.1970	Cushman Powered Child's Car	9	1971	Harley-Davidson MSR-100 Baja
20	1960	CZ 175cc Cezeta 501.03	6	c.1958	Heinkel Tourist 103 A-1
127	1973	CZ 400cc Type 981-4	71	1970	Honda CB750 K0
29	1978	Ducati 500GTV	74	1971	Honda CB350
45	1975	Ducati 860GT	70	1972	Honda 'Flying Dragon' CL350
33	1983	Ducati 846cc Mike Hailwood Replica	77	1972	Honda CB460 Trackmaster Racing Motorcycle
34	1985	Ducati 750 F1A	72	1972	Honda CB750
32	1985	Ducati 973cc Mike Hailwood Replica	118	1972	Honda CB750
35	1986	Ducati 750 F1B	75	1975	Honda CB400F Super Sport
44	1987	Ducati 750cc F1 Laguna Seca	117	1975	Honda CR750 'Dick Mann' Replica
27	1987	Ducati 851 'Superbike Edizione 11/1987' Racing Motorcycle	73	1976	Honda CB750
38	1988	Ducati 750 F1 Santamonica	7	1977	Honda CR125M Elsinore
37	1989	Ducati 750 F1 Laguna Seca	69	1982	Honda CX500 Turbo
42	1991	Ducati 851 SP3	76	1989	Honda GB500 Tourist Trophy
46	1991	Ducati 851 Strada	100	1970	Husqvarna 250 Cross
26	1993	Ducati 550cc Supermono Racing Motorcycle	41	1941	Indian 741B Scout



Lot No	Year	Model	Lot No	Year	Model
87	1953	Indian 74ci Chief	52	1926	Triumph 500cc Model P
21	1968	Jawa 250 Californian III	53	1938	Triumph 500cc 5T Speed Twin
66	1971	Kawasaki F8 Bison 250	92	1938	Triumph 500cc 5T Speed Twin
67	1975	Kawasaki 900 Z1-B	99	1949	Triumph 500cc 5T Speed Twin
68	1978	Kawasaki Z1R-TC/TC2	95	1957	Triumph 650cc TR6B Trophy
43	1974	Laverda 750SFC	94	1958	Triumph 650cc TR6A Trophy
39	1989	Magni-Guzzi 949cc Sfida	93	1959	Triumph 650cc T120 Bonneville
40	1990	Magni-Guzzi 949cc Arturo	98	1960	Triumph 650cc T120C Bonneville
124	c.1968	Maico MC360	90	1962	Triumph 500cc 5TA Speedtwin
123	1970	Maico MC400	97	1963	Triumph 650cc TR6SS
64		Marbles Motors Collection of Honda SL's	96	1964	Triumph 650cc T120R Bonneville
62	1960	Matchless 650cc G12 CSR	113	1965	Triumph 650cc T120C Special
78	2007	Metrakit GP125 Racing Motorcycle	104	1966	Triumph 650cc T120TT Special
5	1959	Mitsubishi C74 Silver Pigeon	54	1967	Triumph 649cc T120R Bonneville
17	c.1959	Moto Morini 125 Corsaro	107	1967	Triumph 650cc T120TT Special
80	1974	Münch Mammoth TTS-E 1200	111	1967	Triumph 650cc T120TT Special
13	c.1957	MV Agusta 125 SS	22	1969	Triumph 649cc T120R Bonneville
12	c.1958	MV Agusta 125 TRA	55	1969	Triumph T150 Cafe Special
16	c.1969	MV Agusta 250B	23	1970	Triumph 649cc T120R Bonneville
81	1948	Nimbus 750cc Model C	24	1971	Triumph 500cc T100R Daytona
114	1967	Norton 750cc 'P11'	56	1982	Triumph 744cc Bonneville 750 Electro
125	1967	Norton 750cc 'P11'	105	1965/1968	Triumph 650cc Bonneville/TR6 Trophy Special
58	1968	Norton Commando Fastback Dunstall 810 Kit	18	1957	TWN 141cc Tessy Super
82	1935	NSU 494cc OSL 501	57	1964	Velocette 192cc Vogue
11	c.1958	Parilla 250 Gran Sport	47	1949	Vincent 998cc Black Lightning Series-B
110	1964	Rickman Metisse-Triumph 650cc Mk III	50	1950	Vincent 499cc Rapide/Comet
109	1965	Rickman Metisse-Triumph 650cc Mk III Desert Racer	48	1950	Vincent 998cc Black Shadow Series C
103	1968	Rickman Metisse-Triumph 650cc Mk III	49	c.1950	Vincent 998cc Rapide
106	1970	Rickman Metisse-Triumph 500cc Mk IV	128	c.1952	Watsonian International Competition Aluminum Trials Sidecar
101	1971	Rickman Metisse-BSA 490cc Mark IV	1	c.1950	Whizzer 2½hp
19	1949	Salsbury Model 85	65	1975	Yamaha RD200
116	1974	Triton 750cc T150V Bonneville	63	1984	Yamaha RZ350 Kenny Roberts Edition





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