

Bonhams

COLLECTORS'
MOTORCYCLES AT THE
BARBER MUSEUM

Birmingham, Alabama | October 5, 2019



DBN 998





COLLECTORS' MOTORCYCLES AT THE BARBER MUSEUM

Birmingham, Alabama | Saturday October 5, 2019 at 12pm

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/barber

PREVIEW & AUCTION LOCATION

Barber Vintage
Motorsports Museum
6030 Barber Motorsports Pkwy
Leeds, Alabama 35094

PLEASE SEE PAGE 6 FOR
IMPORTANT ENTRY INFORMATION

PREVIEW

Friday October 4, 8.30am to 5pm
Saturday October 5, 8.30am to 11.30am

AUCTION NUMBER: 25580

Memorabilia: Lots 1 - 22
Motorcycles: Lots 101 - 215

INQUIRIES

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BIDS

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From October 2 to 7, to reach
us at the Barber Museum:
+1 (415) 391 4000
+1 (415) 391 4040 fax

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

Please see pages 4 to 5 and 94 to 95 for
bidder information including Conditions
of Sale, after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

ILLUSTRATIONS

Front cover: Lot 155
Inside front cover: Lot 152
Inside back cover: Lot 146
Back cover: Lot 158
Motorcycle Session Page: Lot 159

Bonhams

220 San Bruno Avenue
San Francisco, California 94103
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Bond No. 57BSBGL0808

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 Alabama Vehicle Dealer Fikes Chevrolet Inc., License No. 49-00019-20. Please note that following the auction, history documents and accompanied items may ship from Bonhams offices. Titles will be mailed via FedEx from our Los Angeles office, but please allow up to 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time. Alabama State Board of Auctioneers Auction Company License for Bonhams & Butterfields Auctioneers Corporation (License No. 244) Alabama State Board of Auctioneers Auctioneer License for Malcolm Barber (License No. 5481).

BIDDER REGISTRATION FEE

\$50 for new registrants attending in person. This fee includes an Auction catalog and allows for one guest of the registrant.

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.

For MEMORABILIA (lots 1-22) and other non-motor vehicle property, the premium is 27.5% on the first \$3,000 of the bid price, 25% on the amount above \$3000 up to and including \$400,000, 20% on the amount above \$400,000 up to and including \$4,000,000, and 13.9% of any amount which exceeds \$4,000,000.

Any motor vehicle lot sold and shipped to a resident in the 34 states in which Bonhams has Nexus 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 possess a valid sellers permit/resale certificate number and must be a licensed motor vehicle 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 Alabama 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, Mississippi, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Texas, Utah, Virginia, Washington DC, Washington State, Wisconsin and Wyoming.

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 11am on Monday October 7, 2019.

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.

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.

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 Information

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 Barber Museum at +1 (415) 391 4040 beginning Wednesday October 2 until auction day, Saturday October 5.

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/barber 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 11am on Monday October 7. 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 BARBER MUSEUM

Bonhams will be accepting payment during and after the auction on Saturday October 5. Memorabilia purchases can be collected during the auction. Purchased motorcycles will not be released until after the auction. Our payment and collection hours continue on Sunday October 6 from 8am to 5pm, and again on Monday October 7 from 8.30am to 11am. Please notify us of your collection plans upon payment.

COLLECTION OF LOTS

All lots must be paid for and collected from the sale venue by *11am on Monday October 7, 2019*. 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 11am on Monday October 7. 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 Memorabilia Lots will be removed to Bonhams' Los Angeles office location for shipping or collection by the buyer or the buyer's authorized agent. Instructions for collection from Bonhams Los Angeles location will be given to buyers at the time of payment. Bonhams Shipping Department is available to assist with shipping quotes at +1 (323) 436 5453.

Uncollected Memorabilia lots will not be available for collection after 11am on Monday October 7 until Wednesday October 16 at 9am. Lots that are removed to Bonhams' Los Angeles location are subject to a \$50 uplift charge and are subject to a storage fee of \$10 per day per lot beginning on Monday October 28, 2019.

Uncollected Motorcycle Lots that remain after 11am on Monday October 7 will be removed by Schumacher Cargo Logistics to a storage facility 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.

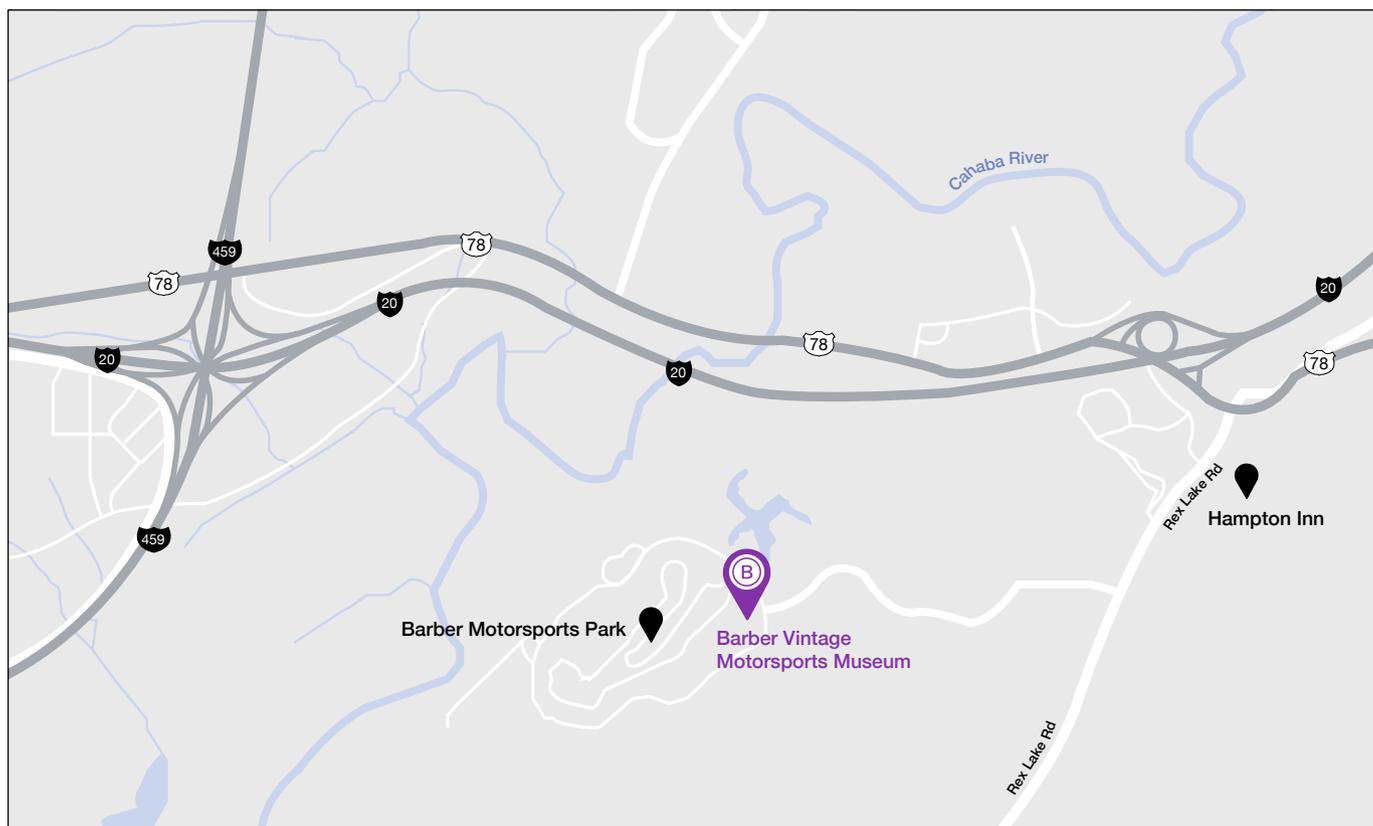
TRANSPORT ARRANGEMENTS

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 11am Monday October 7.

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

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

Directions and Entry Information



BONHAMS AT THE BARBER VINTAGE MOTORSPORTS MUSEUM

Museum Atrium
6030 Barber Motorsports Parkway
Leeds, Alabama 35094

Telephone numbers for October 2 - 7
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

FOR ENTRY TO BONHAMS' PREVIEW AND AUCTION AT THE BARBER VINTAGE MOTORSPORTS MUSEUM:

For Friday October 4 and Saturday October 5,

- Bonhams' clients who have received or purchased in advance a Collectors' Motorcycles Auction catalog, may show the catalog for access to the parking shuttle and again at the Museum entry for access to the Bonhams' preview and Museum. One catalog permits two guests.
- Guests who already have a ticket to both the Barber Vintage Festival and the Barber Museum, may attend Bonhams' preview free of charge.
- For clients who do not yet have an Auction Catalog and who only plan to attend the Bonhams events (not the Festival), please proceed first to the Hampton Inn at 310 Rex Lake Rd, Leeds, AL 35094 on Friday and Saturday between 8am and 5pm, where a catalog can be purchased to show for the parking shuttle and entry to the preview at the Museum.
- Should a Bonhams' guest wish to attend the Barber Vintage Festival, separate tickets for this event must be purchased directly from <https://www.barbermuseum.org/events/barber-vintage-festival> or call +1 (877) 332 7804.

- To attend the auction on Saturday, October 5 at 12pm, bidder registration or the purchase of a catalog is required. Both options permit two people entry.

PARKING INSTRUCTIONS

For Friday October 4 and Saturday October 5, complimentary parking is directly across from the Motorsports Park on Rex Lake Road. Continuous shuttles will bring guests to the Museum for entry. ADA parking and ADA accessible shuttles are also available in this lot.

Motorcycles can park onsite for free during all three days of the Barber Vintage Festival. For the safety of you, your motorcycle, and the other guests, please be respectful and park within the designated (or otherwise marked) areas.

For Sunday October 6, during buyer payment and collection hours, parking at the Museum will be available.

1937
**Related Spares
& Memorabilia**

October 5, 2019 at 12pm
Lots 1 - 22

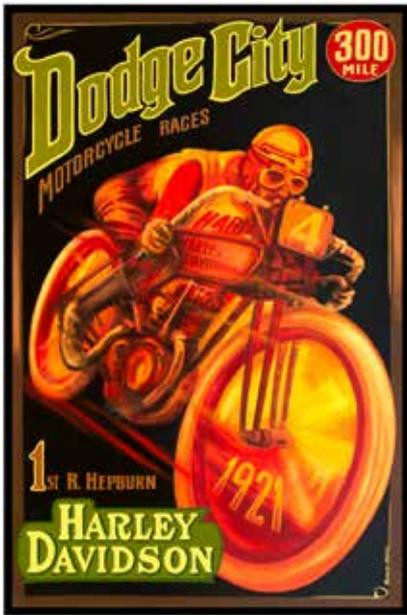
Additional images of each lot can be found at:
www.bonhams.com/barber/memorabilia

Indian



HAP JONES RACE TEAM

235 VALENCIA STREET SAN FRANCISCO



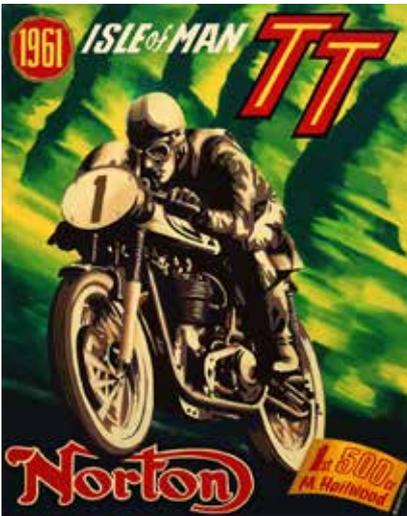
1



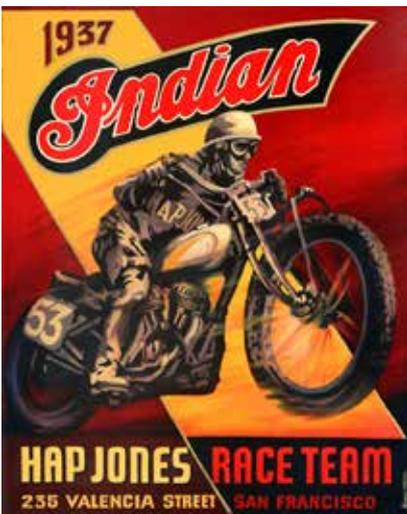
2



3



4



5

1
ROBERT CARTER 'DODGE CITY 300 MILE'
depicting Ralph Hepburn winning the Dodge City 300 Mile race in 1921 on a Harley-Davidson, 36" x 55", canvas print, number 1/25.

\$900 - 1,100
£740 - 900
No Reserve

2
ROBERT CARTER 'WORLDS FASTEST MOTORCYCLE'
depicting a Vincent Black Shadow at Montlhery shattering 8 world records in 1952 which included becoming the worlds fastest motorcycle, number 5/25, 36" x 58", canvas print.

\$800 - 900
£660 - 740
No Reserve

3
ROBERT CARTER 'LIBERATI WINNING AT MONZA'
depicting Libero Liberati winning the 1957 Italian GP to win the 500cc World Championship, 48" x 60", oil on canvas.

\$5,000 - 6,000
£4,100 - 4,900

4
ROBERT CARTER 'MIKE HAILWOOD WINNING THE TT'
depicting Mike Hailwood's victory at the 1961 Isle of Man Senior TT race on a Manx Norton, 48" x 60", oil on canvas.

\$5,000 - 6,000
£4,100 - 4,900
No Reserve

5
ROBERT CARTER 'FRANCIS CLIFFORD'
depicting Francis Clifford riding for the Hap Jones racing team in 1937 and is in commemoration of the San Francisco Indian dealership, 48" x 60", oil on canvas.

\$5,000 - 6,000
£4,100 - 4,900
No Reserve

6
A HONDA RC165 PISTON
mounted on a wooden base, signed by former Honda mechanic Nobby Clark, close inspection advised.

\$300 - 400
£250 - 330
No Reserve

7
A DUCATI 750SS REPRODUCTION GAS TANK SIGNED BY PAUL SMART
other signatures include Reno Leoni, Cook Nielson and Jon White, close inspection advised.

\$700 - 1,000
£570 - 820
No Reserve

8
A TEAM SUZUKI JACKET SIGNED BY GARY NIXON
autographed in the early 90's, close inspection advised.

\$250 - 350
£210 - 290
No Reserve



12

9
2 LUCAS KVFTT MAGNETOS
 condition and completeness unknown, close inspection advised.
 (2)

\$800 - 1,200
 £660 - 980
 No Reserve

10
A QUANTITY OF BELIEVED VINCENT FENDERS
 close inspection advised.
 (Qty)

\$1,200 - 1,500
 £980 - 1,200
 No Reserve

11
A SMITHS TACHOMETER
 believed for use on a Vincent Black Lightning, condition and completeness unknown, close inspection advised.

\$800 - 1,000
 £660 - 820
 No Reserve

12
A SMITHS 120MPH SPEEDOMETER
 believed unused, offered with the 1980 purchase receipt, condition and completeness unknown, close inspection advised.

\$800 - 1,200
 £660 - 980
 No Reserve

13
A QUANTITY OF CLOCKS AND GAUGES
 of various makes, condition and completeness unknown, close inspection advised.
 (Qty)

\$1,200 - 1,500
 £980 - 1,200
 No Reserve

14
A QUANTITY OF AMAL CARBURETORS
 various model types, condition and completeness unknown, close inspection advised.
 (Qty)

\$800 - 1,200
 £660 - 980
 No Reserve

15
A VINCENT GAS TANK
 close inspection advised.

\$1,500 - 2,000
 £1,200 - 1,600
 No Reserve

16
A VINCENT RAPIDE CRANKCASE
 numbered F10AB/1/175, crankcase mating numbers B78, condition and completeness unknown, close inspection advised.

\$600 - 900
 £490 - 740
 No Reserve

17
A SET OF BELIEVED BRAMPTON FORKS
 condition and completeness unknown, close inspection advised.

\$600 - 900
 £490 - 740
 No Reserve

18
A SET OF VINCENT CYLINDER HEADS
 condition and completeness unknown, close inspection advised.
 (2)

\$1,200 - 1,500
 £980 - 1,200
 No Reserve

19
A SET OF VINCENT CYLINDER HEADS
 condition and completeness unknown, close inspection advised.
 (2)

\$1,200 - 1,500
 £980 - 1,200
 No Reserve

20
A SET OF VINCENT CYLINDER HEADS
 condition and completeness unknown, close inspection advised.
 (2)

\$1,200 - 1,500
 £980 - 1,200
 No Reserve



21

C.1915 NATIONAL SIDECAR

The sidecar presented here was attached to an Indian originally purchased on 7/24/1925 by Ross Overholser from Cottage Grove Auto Wrecking Co. in Cottage Grove, OR. The sidecar was never used and has been kept in storage since 1925 and is offered from the family that purchased it originally in 1925. The original bill of sale from Cottage Grove Auto Wrecking Co. to Ross is offered with the sidecar.

\$3,000 - 5,000

£2,500 - 4,100



22

C.1967 HARLEY DAVIDSON SIDECAR

The sidecar presented here was attached to an Indian originally purchased on 7/24/1925 by Ross Overholser from Cottage Grove Auto Wrecking Co. in Cottage Grove, OR. The sidecar was never used and has been kept in storage since 1925 and is offered from the family that purchased it originally in 1925. The original bill of sale from Cottage Grove Auto Wrecking Co. to Ross is offered with the sidecar.

\$2,500 - 5,000

£2,000 - 4,100

No Reserve

23 - 100

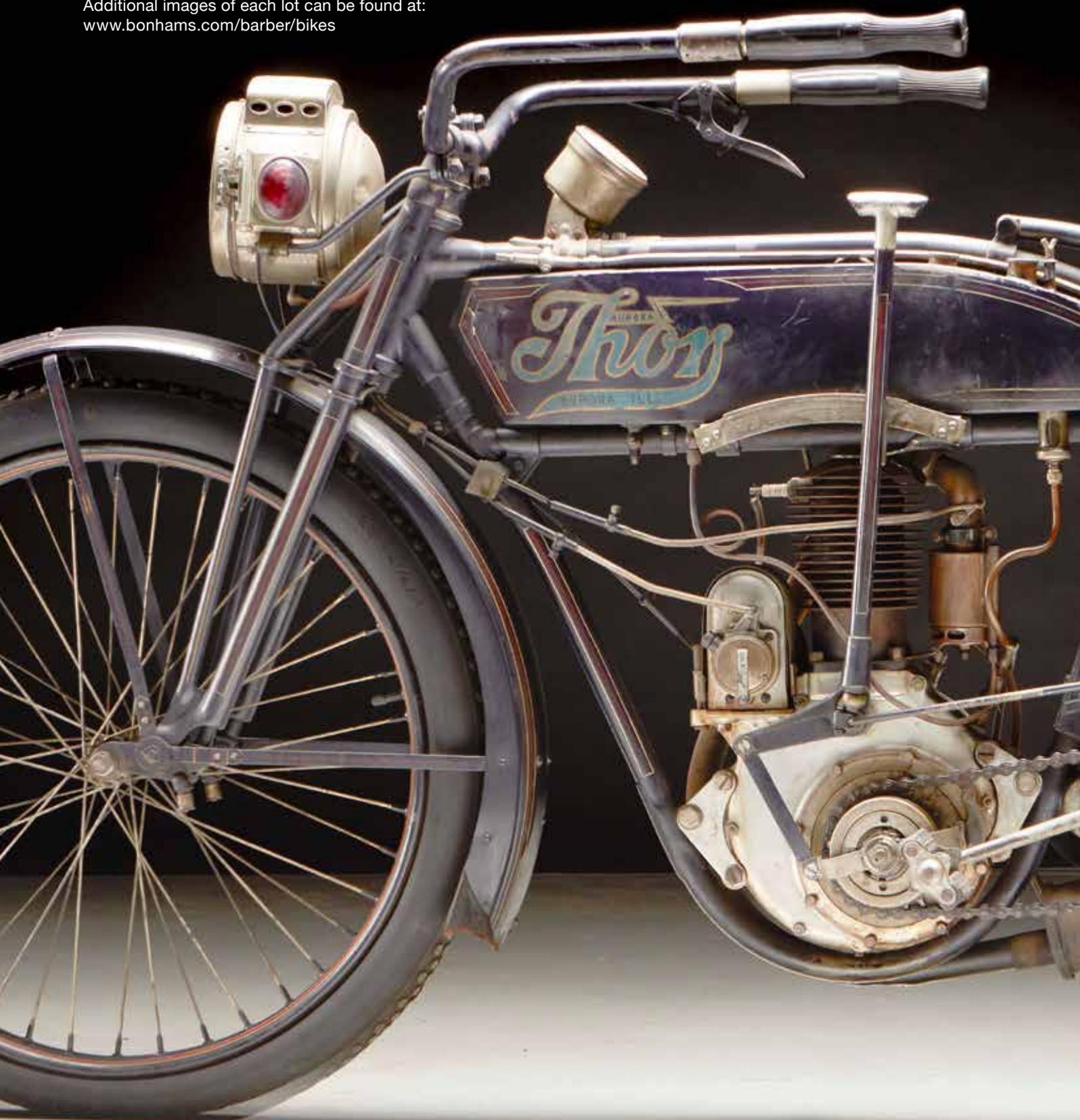
NO LOTS

Motorcycles

Saturday October 5, 2019 at 12pm
directly following Related Spares & Memorabilia

Lots 101 - 215

Additional images of each lot can be found at:
www.bonhams.com/barber/bikes



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



101
1920 SIRRAH 200CC UNION
Engine no. A287

A Mr. Harris designed the Sirrah motorcycles that were manufactured by Alfred Wiseman Ltd of Glover Street, Birmingham together with a further upmarket Verus range, and the Weaver Motor-Cyclette. There's no question that the name choice is strange for the archaic word 'sirrah' - related to 'sir' even though each word has an opposing connotation - was used to address inferiors, sir superiors! Just how this motorcycle got named this way is a mystery. Wiseman, self-described as 'Mechanical and Electrical Engineers, Ironfounders, Machinists and Contractors', built motorcycles for a few years in the early 1920s using a variety of proprietary engines from the likes of Blackburne, Bradshaw, JAP and Union as well as some of its own manufacture. A single frame design capable of accommodating various different power units was a Sirrah hallmark, and its manufacturer claimed that their bikes would 'stand up against bad weather, bad roads, bad treatment, and win through every time.' The example offered here is powered by a 292cc Union two-stroke engine, which drives the rear wheel directly via a belt. Clearly this Sirrah is in a time capsule and yet in spite of its very rough appearance it is thought to be substantial and complete enough to be restored, or just recommissioned. Done right it could well be a star attraction in anyone's collection. When have you seen another one? It is offered strictly 'as-is.'

\$1,000 - 2,000
£820 - 1,600
No Reserve

Offered on a Bill of Sale



102
1954 INDIAN PAPOOSE FOLDING SCOOTER
Frame no. 25452
Engine no. 7170/4

Despite its innocuous name and unimposing appearance, the Indian Papoose - complete with 98cc, air-cooled single - actually started out as an instrument of war, and a clandestine one at that! In the early days of World War 2, the UK's Special Operations Executive, charged with supporting resistance cells throughout occupied Europe, called for development of a lightweight motorcycle that could be air-dropped with an operative behind enemy lines. The work was farmed out to a secret SOE facility, codename Station IX, in the town of Welwyn just north of London. By happy circumstance Station IX was commanded by Lt. Colonel John Dolphin, an experienced rider, and among the staff was Harry Lester, a former race bike engineer. The Corgi's emigration to America was more by coincidence than any great marketing strategy. Brockhouse Engineering of Southport, on the northwest coast of England, manufactured the bikes for Corgi - the same Brockhouse that by 1951 had purchased the rights to Indian and was looking to broaden the model line. Which is how the Welbike became the Corgi became the Papoose complete with unique decals along with an 'Indian-brand' repaint. Some 27,000 were built before production ceased in 1954. This scooter comes 'as-is' and will require recommissioning with the option of a full restoration before operating again; noted are the incorrect handlebar grips and the wheel rim color. Once restored, the Papoose will be an excellent little machine that can be ridden and displayed just about anywhere 'not too far from home.'

\$1,500 - 3,000
£1,200 - 2,500
No Reserve

Offered on a Bill of Sale



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103

2001 SUZUKI BANDIT GSF1200

Frame no. JS1GVA912100847

Engine no. V720-105057

Creating motorcycle model brand names is often heralded as a dream job. Whoever it was who created 'Bandit' for Suzuki in 1989 clearly did genius work for this 'edgy, if not comedic' brand is still in use today. Bar one model (the 2018 GSX150, a DOHC 4-stroke single) all Bandits use DOHC, 4-valve, in-line, cross-the-frame, 4-cylinder motors - 248cc through 1,255cc - all dressed in naked or semi-naked sports-tourer guise. Notwithstanding this focus the Bandit has earned a 'hooligan' reputation in the UK and the big one, the GSF1200 - this bike - remains popular with stunt riders. The 1200 motor is a SACS-equipped unit (short for Suzuki Advanced Cooling System). This super-cooling system - jets of oil are shot at the bottoms of the pistons - have earned the motor's reputation as super-durable. From 2001 the 1200 Bandit received a thorough revamp, not dissimilar to that of one of the 600s. New rear bodywork, fully electronic instrumentation, new carburetors, PAIR (Pulsed Air Injection - feeding clean air into the exhaust), six piston Tokico front brake calipers, and several more detail changes. This 2001 Suzuki Bandit has the new aerodynamic fairing complete with projector-beam headlights installed. The air/oil-cooled 1157cc 4-cylinder still has great low rpm torque and a strong powerband, making this touring machine once a blast to ride and it has an upgraded seat and Two Brothers exhaust system, although the original comes with the bike. This machine will need a new wiring harness and extensive additional recommissioning before being ridden again.

\$1,000 - 2,000

£820 - 1,600

No Reserve



104

2000 CAGIVA 1,000CC RAPTOR

Frame no. ZCGM200AAYV000793

Engine no. T501-115957

Comparative newcomers to the Italian motorcycle scene, the Castiglioni brothers' Cagiva concern established itself in the late 1970s when it purchased the Harley-Davidson-owned Aermacchi factory at Varese. Its first motorcycles were 2-strokes, but in 1985 it purchased long-established Ducati in a move which ensured the latter's survival. Sports bikes continued to be badged as Ducatis in Panigale, while Cagiva made use of Ducati powerplants in Varese. Cagiva also bought engines from Suzuki. Built in 125, 650 and 1,000cc versions, Cagiva's Raptor series was designed by Miguel Galluzzi, designer of the Ducati Monster. The series was originally named M2 - for Monster 2. Comparatively unknown in the USA because they were never seriously imported, the v-twin Raptors were, indeed, successful hybrids for the world readily recognizes the quality of Suzuki's powerplants. It helps, perhaps, to think of both the big Raptors as head-on competitive with Ducati's Monster: Monster 600 vs. Raptor 650 and Monster 900 vs. Raptor 1000 although to be fair, it was Ducati's S4 Monster launched in 2001 that could 'put away' the biggest Raptor. This rare - only a few hundred were made and many fewer imported - 1000 Raptor, complete with its 'grand slam' DOHC, liquid-cooled, 996cc, 90-degree Suzuki v-twin and Italian chassis, will excite any canyon ride or dragstrip blast. And turn heads at the same time. Sold 'as-is' with the recommendation it be put through the usual safety checks before riding.

\$2,000 - 4,000

£1,600 - 3,300

No Reserve



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105
1985 YAMAHA 1,198CC V-MAX
Frame no. JYA1FK0007FA005466
Engine no. 1FK-005466

Few motorcycles attain cult status as soon as they are announced. Introduced in 1985, the liquid-cooled, 1198cc, 70-degree, double-overhead cam, 4-valve, V4 Yamaha V-Max is one of those rarities but given the fact that it was conceived as a street-legal dragster perhaps that is not so surprising. 'Ballistic Muscle' was how the UK's *Bike* magazine entitled its first road test of the 143 horsepower monster, declaring: 'When it comes to straight-line street rods, the V-Max is It.' What we have all forgotten is that Yamaha already had a big V4 motor in their Venture model in 1985, an almost soft touring bike. The genius came in conceiving a 'torque monster' naked bike that was all 'force and little finesse', not that anyone objected, which hesitated at turns in the road, going in (inadequate brakes) and through (flexible chassis) but coming out was all about acceleration. In the May 1985 issue of *Cycle World* they wrote, 'When you cruise the streets on a V-Max ... you aren't innocently looking for someone to race with, you're trolling for fresh victims, for poor unsuspecting souls to chew up and spit out your exhaust pipes.' Thirty-five years later it will still inspire you. This example was manufactured in 1985 and thus is a desirable first-generation V-Max, the most sought-after by collectors. It is also offered with both keys and its operational manual however it will need recommissioning as it has sat in storage for several years.

\$4,000 - 6,000
£3,300 - 4,900
No Reserve



106
1994 HONDA VFR750F
Frame no. JH2RC360XRM401169
Engine no. to be advised

Honda had an awful lot riding on the VFR750F when it arrived in 1986, not the least of which was having to live down the preceding VF750F's appetite for camshafts and cylinder heads... And to emphasize the effort that had been expended on sorting out the V4 engine, every VFR750F carried the legend 'GEAR DRIVEN CAMS' on the fairing. The VFR750F had been introduced as a sports bike to compete with Suzuki's GSX-R750 and Yamaha FZ750, but with the passage of time found itself reclassified as a 'sports tourer', a role in which it very much excelled. The new engine was slotted into a state-of-the-art aluminum beam frame, replacing the VF750F's steel chassis, while the latter's shaft drive was dropped in favor of a lighter and more efficient chain. The 750cc liquid-cooled four cylinder was made for high speed and very reliable handling. It takes much of its engineering from the 'road racing' RC30 with a single-sided swingarm and powerful lines. Although this bike – complete with Vance & Hines exhaust - was ridden hard and often, it will likely need only careful recommissioning before being put back on the street. With 1990s machines coming into vogue this VFR750F will be a perfect addition to a new or established collection, or as a great daily rider. The bike has a little wear which is typical for its age and use.

\$2,600 - 3,200
£2,100 - 2,600
No Reserve



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

107

1993 HONDA VFR750

Frame no. JH2RC3600PM300154

Engine no. to be advised

The VFR750F was introduced in 1986 as a sports bike to compete with Suzuki's GSX-R750 and Yamaha FZ750, but with the passage of time found itself reclassified as a 'sports tourer', a role in which it excelled. The new V4 engine was slotted into a state-of-the-art aluminum beam frame, replacing the VF750F's steel chassis, while the latter's shaft drive was dropped in favor of a lighter and more efficient chain. Early VFR750Rs featured a conventional two-sided swinging arm while later (1990 onwards) models have used a single-sided swinging arm, arguably mimicked by Ducati with their 916 in the mid-1990s. An evolution of the Interceptor, the VFR750 combined race-track standards of performance – the model was directly related to the 'race famous' RC30 and subsequent RC45 production road racers - with touring comfort. The single-sided cast aluminum rear fork and aluminum frame were certainly oozing with 'race-cred' in excess for street bike. With many revised versions of the VFR750, the 1993 4th generation is one of the most capable touring machines still today. This bike was ridden and loved by its original owner and with a little recommissioning will be a great daily rider or distance touring vehicle. This bike, complete with Yoshimura exhaust, has some wear and tear consistent with its age and use. This bike comes 'as-is' and any buyer would be well advised to undertake the normal and necessary safety, recommissioning checks.

\$2,200 - 2,800

£1,800 - 2,300

No Reserve



108

1981 KAWASAKI GPZ750

Frame no. JKAKZFD15BA001950

Engine no. KZ550DE002019

Derived from the Z500, Kawasaki's first offering in the '550' category was the GPz550 of 1981, which in typical Kawasaki fashion immediately set new performance standards for the class. That first twin-shock D1 model lasted for only a single season before being superseded by a revised H1 version boasting mono-shock (Uni-Trak in Kawasaki parlance) rear suspension. Another major revision occurred in 1983 and in this restyled form the GPz550 lasted in the range into 1988, despite the fact that its place as Kawasaki's top sports middleweight had been taken by the GPz600 a few years previously. Before then, in 1983, a touring version equipped with shaft drive – the Z550GT – had been added to the line-up and this immensely successful model would enjoy one of the longest production runs of any Kawasaki motorcycle, lasting into 2002. In the USA the Kawasaki GPZ550 was 'the' middleweight sport bike of the eighties, the words 'hot rod' were often bandied about. It was light, fun and affordable, and was the bike to compete with in club level road racing. It did not hurt it that its big brother was popularized in the hot shot movie *Top Gun* thus making all GPz motorcycles popular given their similar appearance. This bike is in stock configuration, sold 'as-is' and with the recommendation that the buyer undertake all necessary recommissioning tasks, plus safety and operational checks, before riding.

\$5,000 - 7,000

£4,100 - 5,700

No Reserve



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109

1970 RICKMAN METISSE-SUZUKI 500 TITAN

Frame no. R190

Engine no. T-50063468

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. A marriage between a reliable motor, the Suzuki T-500 Titan, and a British racing chassis, the Rickman Metisse, resulted in a competitive club racer. Restored and run in 1992, this bike carries a Yamaha racing front brake from the TZ250/350 models. This modified machine holds a 'healthy' 493cc air-cooled, twin cylinder, 2-stroke. With the necessary recommissioning, this bike could be a great entry in AHRMA racing and/or a solid collector's item. It is in 'as-is' condition.

\$6,000 - 10,000

£4,900 - 8,200

No Reserve

Offered on a Bill of Sale



110

1973 SUZUKI 500 TITAN

Frame no. T500 66696

Engine no. T500-66703

Formally known as the Cobra, the Titan 500 of 1970 was Suzuki's first foray into large displacement 2-stroke motorcycles. Equipped with an extremely reliable drivetrain and a clever, automatic lubrication system, the T500 was a model of reliability. Unlike many other 2-strokes of the time, the Titan was capable of 40 or even 50 miles per gallon and still yielded a top speed of over 110mph. The 47hp power plant delivered a wide power band, peaking at a 7,000rpm redline. The T500 ultimately found favor with racers culminating with an Isle of Man TT class win in 1970 and 1972. Additionally, Suzuki used a derivative of the T500 engine as a basis for its TR500 Grand Prix racers. A pioneer in the development of the 2-stroke, Suzuki introduced the Posi-Force lubrication system that eliminated premixed gasoline and oil. With a fairly long wheelbase, and engine mounted far forward, the T500 proved to a competent commuter as well as a comfortable and fast long-distance machine. The distinctive sound of the efficient exhaust with its pleasant burble announced its arrival. By 1970 Suzuki's greatly improved styling was evident in a tank design much more comfortable for the American eye. The T500 was strong and reliable with a modified version being the first 2-stroke to win an AMA National Road Race. This repainted machine has been in storage for some time with the usual careful recommissioning and safety checks it could soon be a 'Zooming Titan' again.

\$4,000 - 6,000

£3,300 - 4,900

No Reserve



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111

1971 HONDA SL350K2

Frame no. SL350-2007395

Engine no. SL350E-2007427

'The Honda SL350 was a bike that defied all odds. By 1969 the formula of a street-scrambler didn't cut it anymore, so in 1969 Honda responded with a new design of its beloved 350 twin, the SL350. The production bike was overweight, over styled and had a tendency to spit riders off like watermelon seeds, but the Honda SL350 had one thing going for it: The motor. Sharing the frame and electric start motor of the CB/CL series, the first SL350 brought out in 1969 was nothing more than a CB350 with off-road down pipes, and cross braced handlebars.' In 1970 the SL350 got a new twin downtube frame and a kick-start only motor, unique to the model. the electric start was deleted, making the motor unique to the SL series. A 19inch front wheel was added and, somehow, the weight was reduced to 368lb, wet. And the SL's power came down to 30hp (from the CB's 36 at 9,000rpm.) Over 300,000 CB350-series bikes were sold in the USA alone. This SL350 is a solid, original bike that has been in recent dry storage and thus is sold 'as-is' with the advice that it be run through the standard safety checks before it is ridden again.

\$1,800 - 2,500

£1,500 - 2,000

No Reserve



112

1977 MOTO GUZZI V1000 G5

Frame no. VG-200783

Engine no. VG-200783

'The G5 was introduced in 1978. It was almost identical to the Convert, which was the first large displacement shaftie with an automatic transmission. It sold poorly, so Guzzi reincarnated it as the G5, but with a manual transmission. It had funky forward footpegs (and one of the longest side stands I've ever seen... but the G5 has established a reputation for being a very reliable motorcycle.' The G5's predecessor, the V1000 Convert, was a motorcycle made by Moto Guzzi at Mandello del Lario, Italy which was targeted at the US police motorcycle market as the first big capacity automatic motorcycle with shaft drive, for which Guzzi had increased their familiar pushrod-operated V-twin's bore and stroke to give a displacement of 949cc. 'Convert' referred to the torque converter which fed engine power to a conventional clutch. The clutch had to be used to shift between (only) two gears but the torque converter enabled the bike to stop in either gear and accelerate smoothly again without using it. In the G5, the Sachs-built torque converter and 2-speed gearbox was replaced with a conventional 5-speed. A G5 is a classic Italian cruiser. Its transverse V-twin motor won over a raft of loyal fans for not only was it a very capable long-distance bike but also an easy-going daily rider. Today it stands firm as a collectable vintage Guzzi model in its own right. This machine comes with both keys and will need recommissioning as it has sat for a few years.

\$2,000 - 3,000

£1,600 - 2,500

No Reserve



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113
1972 DUCATI 450 DESMO RACING MOTORCYCLE
Frame no. 858
Engine no. 461842

In the 1950s metallurgy had yet to catch up to improving engine designs, so at the 10,000rpm and above Taglioni wanted to spin his race singles, valve springs began to fail, leading to 'float' and the resulting inaccurate combustion, or worse, the valve head and piston top coming into contact, with predictable dire results. In a 'desmo' system an engine's valves were both opened and closed mechanically, no need for conventional springs, so Taglioni was free to shorten his piston's stroke and rev it into five figures without harm. On the track Dr. T's desmo was a winner first time out, but it would take another decade before desmodromics made it the street in the 1968 250s and 350s. The first 450 desmos came as both a scrambler and a street roadster. This street 450 Desmo single with a 5-speed was built for what the English would call 'club racing.' Your writer well remembers being chased by a bike just like this one – albeit then in fine fettle – for the full length of an AHRMA road race at Mid-Ohio in the early 1990s. Your writer, no mean rider, was aboard a mighty fast 750 Italian twin! The brave 450 would scratch by in the tight turns to be blasted by the rumbling twin once past the apex. Fortunately, perhaps, it was just behind at the finish line. A 450 Desmo can, indeed, be mean. This bike is sold 'as-is' and will need proper recommissioning before being used in anger again.

\$4,500 - 6,500
£3,700 - 5,300
No Reserve

Offered on a Bill of Sale



114
1999 DUCATI 996CC ST4
Frame no. ZDM1TB8S3XB000803
Engine no. to be advised

Ducati's first real stab at a touring model to complement its modern, leading edge sports bikes was the ST2 in 1997, which deployed the sport bike 907 Paso's air-cooled, fuel injected 2-valve motor in the Bologna firm's trademark trellis frame. The ST2 was soon followed by a more upmarket model using a modified version of the superbike 916's water-cooled, desmodromic 4-valve engine (by then from the 996) - the ST4 - in 1999. It was, in truth, a slightly detuned 996 Superbike dressed as a fully-faired, 6-speed Super (OK, Sport) Touring (ST!) machine. Although stylistically similar to its predecessor, the ST4 was considerably more powerful, scorching to a top speed of fractionally over 160mph when tested by the UK's *MCM*. With the ST4 was an ST4S with slightly improved ride and performance, not that you would notice, and this in turn was followed by the ST3 which used a clever SOHC 3-valve motor. The ST series were fine sport tourers, perhaps overshadowed in their day by the world's most beautiful superbike, but what cannot be denied is that they saved Ducati's bacon with the succeeding Multistrada series – a masterstroke – based on this solid platform. This bike has over 38,000 miles on it and reportedly still feels like new. With minor wear and tear which is commensurate with its age and mileage, this ST4 is sold 'as-is.' The buyer is advised to undertake any necessary recommissioning together with all safety checks before riding into the sunset once again.

\$1,000 - 2,000
£820 - 1,600
No Reserve



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115

1964 AERMACCHI HARLEY-DAVIDSON 175CC RACING MOTORCYCLE

Frame no. 120267

Engine no. AB1038

In 1960, an unlikely alliance between the Italian Aermacchi concern and Harley-Davidson resulted in the former's lightweight motorcycles being sold in the USA alongside H-D's traditional big v-twins. Marketed as Harley-Davidsons in the USA and as Aermacchi Harley-Davidsons elsewhere, the first models offered were re-badged versions of Aermacchi's 250cc and 350cc 4-stroke horizontal singles. The latter remained in the Harley range until the end of the 1974 model year, falling sales forcing their discontinuation. Aermacchi's 2-strokes also formed part of the line-up between 1973 and 1978, at which point H-D's new owners - AMF - sold off their share of the Italian concern to Cagiva. In recent years there has been an upsurge in interest in these Italian-built Harley singles, some 50,000 of which were sold in the USA during the two firms' 14-year (in total) association. Italian motorcycles are known for their beauty and clean lines and this rare Aermacchi is no exception. Its non-traditional paint scheme makes it all the more interesting. The Aermacchi single cylinder horizontal engine can be traced back to a Moto Guzzi design of the 1930s. Good cooling from the bike's airflow and low center of gravity aided the good looks. This 175 was originally exported to Chile and was soon stripped of its street equipment and set up for road racing, albeit in an amateur field. Little is known of its history and condition and so must be offered strictly 'as-is' with the advice that it should be thoroughly recommissioned before any use.

\$2,500 - 3,500

£2,000 - 2,900

No Reserve

Offered on a Bill of Sale



116

1949 NIMBUS 750CC MODEL C

Frame no. 13344

Engine no. 13344

The result of diversification by the Danish vacuum cleaner manufacturer, Fisker & Nielsen, the 4-cylinder Nimbus motorcycle first appeared in 1919. The unusual, advanced design used shaft final drive and pressed steel frames and they pioneered a 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 greater producing of its Nilfisk vacuum cleaners, and when the new Nimbus appeared in 1934 it was with a power unit that showed strong car-industry influence with an integral cast iron crankcase/cylinder block and 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 3-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 came by the end of the 1930s. Nimbus was ahead of its time, introducing its first telescopic front fork in 1934, and adopting closed-circuit crankcase ventilation long before the automobile industry. This Nimbus was last restored in 1991 but now, due to long term storage, it will need recommissioning before returning to the road.

\$10,000 - 15,000

£8,200 - 12,000

No Reserve



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117

1982 BMW R65

Frame no. WB1036409C6386274

Engine no. 6386274

Since its debut in 1923, BMW has been synonymous with hi-tech, comfortable and extremely durable motorcycles. The opposed twin cylinder 'boxer' twin layout has been steadily evolving for more than half a century, and this 'airhead' R65 represents some 60 years of refinement. A lighter weight version of its 1000cc siblings, the R65 is surprisingly sporty in performance, agile and virtually maintenance free thanks to quality components and metallurgy as well as frugal gas consumption. A great around town bike but also competent for weekend jaunts, solo or two-up. While its odometer reads some 62,000 miles, that's just getting warmed up for a well-maintained "Beemer." This BMW R65 is a light touring vehicle with side bags and front disc brake. These bikes are relatively light, nimble, and incredibly reliable bikes. Often these machines end up transformed into custom café racers, but this fine example comes in original styling and specifications. The 650cc air-cooled, twin is a staple in the BMW line up and will make a great addition to any garage. Whether riding around town or a cross-country journey the R65 is capable at handling whatever is thrown at it. In the late 'seventies, the BMW range was extended by two modernized flat-twins, the R45 and the R65. Lighter in appearance than their predecessors, and well equipped, they proved to be good to ride and wholly reliable. This bike is sold 'as-is' and will require recommissioning after long-term storage.

\$2,500 - 3,500

£2,000 - 2,900

No Reserve



118

'Battle of the Legends'

1994 BMW R1100RS RACING MOTORCYCLE

Frame no. WB104160R0311300

Engine no. 00012360AF

Just to be clear, the R1100RS, type R259 1085cc flat-twin engine has a maximum output of 90 horsepower and it was branded as 'Oilhead' because although it had air-cooled cylinders but it also had oil-cooled heads—even though the heads were obviously stuck out further into the air flow. In restricted or zero air flow the oil cooling of the heads makes enormous sense. The sport-touring BMW R1100RS used a frameless design, using the engine as a stressed member, an approach used by BMW for all subsequent Oilheads (except the R1100S). And instead of having conventional telescopic forks, the R1100RS used BMW's own Telelever suspension which bolted directly to the front of the engine. The Telelever design has a superficially similar appearance to telescopic forks but braking forces are taken back horizontally minimizing conventional 'fork dive' under braking. One of the most popular American Historic Racing Motorcycle Association (AHRMA) race series with fans was the Battle of the Legends, a partnership with BMW that had motorcycling legends face off against each other on identically prepped BMW bikes. It ran from 1993-1997, and in 1994 the series utilized the R1100RS sport-tourer in a pearl white. The bikes were very similar to the production bikes but had different paint and exhaust. This 1100cc, liquid-cooled twin is a fine example ridden in this series – signed by former Daytona 200 winner Don Emde. It will require recommissioning before it can be used safely again.

\$2,000 - 3,000

£1,600 - 2,500

No Reserve



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119

1950 VINCENT 499CC COMET

Frame no. RC/1/8412

Engine no. F5AB/2A/5290

'Vincent HRD' originated in 1928 when Philip C. Vincent acquired the name, jigs, tools and patterns of the liquidated HRD Company. Vincent moved production from Wolverhampton to Stevenage and commenced with an innovative sprung frame that would remain a feature until closure in 1955. Vincent relied on proprietary engines until increasing dissatisfaction with suppliers led to the creation of Vincent's own motor in 1934. An overhead-valve 500cc single, this all-new power unit was designed jointly by Vincent and Chief Engineer Phil Irving. The duo brought fresh thinking to what would become the Series A motor, opting for a relatively short stroke of 90mm coupled to an 84mm bore, a high-set camshaft and two guides for each valve with the rocker arm engaging between them. Production was stopped for WW2, then restarted soon after with the short-lived Series B Comet, soon to give way to the successful Series C single, built from 1948 to 1954. Effectively a Rapide V-twin minus its rear cylinder, the Comet offered the same degree of refinement, but less oomph, as its bigger brother. Even so, the Comet combined a 90mph potential with excellent fuel economy, to become the ideal touring mount for the discerning solo rider. This Comet was substantially modified for vintage road racing probably in the late 1980s; it was then displayed in a private collection from 1991 to reappear recently and thus will require substantial recommissioning.

\$15,000 - 20,000

£12,000 - 16,000

No Reserve

Offered on a Bill of Sale



120

1951 NORTON 490CC INTERNATIONAL MODEL 30

Frame no. 13166

Engine no. 39352 F11

One of the most charismatic model names in motorcycling history, 'International' was first used by Norton in 1932 for its top-of-the-range sports roadster. Nicknamed the 'Inter,' its overhead-camshaft engine had been developed in the works racers for the preceding two years, and although it retained the classic 79x100mm bore/stroke dimensions and shaft-and-bevels cam drive of the existing CS1, was otherwise entirely new. Based on the works bikes and intended for racing, the International could nevertheless be ordered with refinements such as lights and a kick-starter equipped gearbox. By the time production halted in 1939 it was being built with a 4-speed foot-change 'box and plunger rear suspension (then known as the 'Garden Gate' frame), reappearing after WW2 in similar guise save for the adoption of the hydraulically-damped Roadholder front fork, which replaced the pre-war girder. The Inter remained fundamentally unchanged until 1953 when it gained the race-developed Featherbed frame, all-alloy engine and 'laid down' gearbox. Expensive to make and challenged by cheaper parallel twins of comparable performance, the Inter ceased to be catalogued after 1955 but could still be obtained to special order until 1958, many of these later machines incorporating Manx components. As a desirable Clubman model this Inter has come from a private Californian collection having been fully restored in the 1980s and on display since 1992. Its meticulous restoration nicely retained as much of its originality as was feasible. This lovely air-cooled, 490cc British single is set up to the Clubman/production racing specification which includes the optional alloy cylinder and Manx brakes.

\$9,000 - 12,000

£7,400 - 9,800

No Reserve



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121

1960 BSA 500CC GOLD STAR ROAD RACING MOTORCYCLE

Engine no. DBD.34.GS.2508

In 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands circuit on its way to a debut race victory and award of the Gold Star - hence its evocative name. First displayed at the Earls Court Show in 1948, the B32 Goldie boasted the telescopic front fork and came equipped with a new alloy cylinder barrel and cylinder head. For 1950 the 500cc B34 was added to the range. The pair continued as the 'BB' Gold Stars after the new swinging arm frame was introduced in 1953, changing to 'CB' designation for 1954. This change marked the introduction of the classic 'big fin' engine top end but the designation lasted only until the arrival of the 'DB' series in the autumn of 1955. While its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition, for the majority of enthusiasts the 500cc DBD34 in Clubman's trim is the epitome of the 'Goldie'. This 1960 Gold Star improved with an Amal Concentric Mark II carburetor and a BSA/Triumph twin leading shoe front brake - a period modification - was built for AHRMA racing in the early 1990s. It was last prepped in 1995 and has been garage-kept ever since. Thus, it is sold 'as-is' and in need of full recommissioning.

\$7,000 - 10,000

£5,700 - 8,200

No Reserve

Offered on a Bill of Sale



122

1957 BSA 500CC GOLD STAR ROAD RACING MOTORCYCLE

Frame no. CB34.529

Engine no. DBD.34.GS.5565

First displayed at the London Earls Court Show in 1948, the B32 Goldie boasted a telescopic front fork and came equipped with a new alloy cylinder barrel and cylinder head. For 1950 the B34 - a 500 - was added to the range. The pair continued as the 'BB' Gold Stars after the new swinging arm frame was introduced in 1953, changing to 'CB' designation for 1954. This change marked the introduction of the classic 'big fin' engine top end but the designation lasted only until the arrival of the 'DB' series a year later. While its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition, for many an enthusiast the DBD34 in Clubman's trim is the epitome of the 'Goldie'. The ultimate road going 500 appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's sporting single changed little until its demise in 1963. Today, the Gold Star remains highly sought after.

A road race machine, this 500 Gold Star was last re-built and race prepped in 1989. Regrettably it then sat in a private collection for the next 30 years and thus likely requires a full cleaning, strip down and refurbishment before it can be started and run safely again. Fortunately, the Gold Star is a high-quality machine and so should prove well worthwhile. It carries an Amal GP carburetor and an aluminum gas tank. Also included is a BSA maintenance manual.

\$7,000 - 10,000

£5,700 - 8,200

No Reserve

Offered on a Bill of Sale



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123

1970 BSA 650CC A65 LIGHTNING

Frame no. to be advised

Engine no. CD06584A65L

BSA turned to unit construction for its range of parallel twins as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 in January 1962. The basic architecture of the preceding A7/A10 was retained, so the new engine remained an air-cooled parallel twin with 360-degree crankshaft and single camshaft mounted at the rear of the cylinder block. The first high-performance variant, the A65R Rocket, arrived in October of 1963, aimed squarely at America's speed-obsessed throttle jockeys. It was superseded the following year by the yet-faster Lightning 650, first of the BSA unit-construction twins to be equipped with the new splayed-port cylinder head fitted with twin carburetors. *Cycle World's* editors really liked the Lightning out on the open road. 'It is a sumptuous, torquey machine suited to a wide, open highway where it can stretch its legs, they wrote. 'Its smooth, quiet gearbox, good muffling and excellent powerband all contribute to fatigue-free riding for hours on end.' This air-cooled 'dry-frame-design' 650cc Lightning, made in the last year before 'oil-in-the-frame' launch in 1971, is a fine, original example of a red-blooded British vintage motorcycle. The bike has sat since 1986 and so it will need significant re-commissioning. Once recommissioned, but perhaps left unrestored - the original paint and chrome is in excellent condition and thus overall its patina is most appealing - it perhaps might provide an excellent opportunity to enjoy riding a classic motorcycle without the expectation of excessive future expense.

\$4,200 - 5,200

£3,400 - 4,300

No Reserve



124

1970 BSA 441CC B44 VICTOR

Frame no. HD13535E44VS

Engine no. HD13535B44VS

In 1966 the Victor Enduro joined the world-beating Victor Grand Prix moto-crosser in BSA's extensive range of off-road models. Displacing 441cc, the Victor's air-cooled power unit was developed directly from the works 420cc motocross engine, itself a distant cousin of the first of the line that had debuted in the humble C15 250 roadster back in 1958. Of rather less exotic specification than that of the Grand Prix, the Enduro's de-tuned engine employed a cylinder liner and the same camshaft as the SS80 roadster. The compression ratio was reduced, and the GP's battery-less ignition retained, while a 6-volt (later 12-volt) alternator supplied current to the lights. Instead of the Grand Prix's oil-in-frame chassis the Enduro employed that of the C15T trials bike. The front fork was of the new shuttle valve type developed for the motocrosser, but front wheel diameter was down to 19-inches from the latter's 20-inches. Production of the Victor Enduro ended in 1970, early 'round barrel' examples being much rarer. This last year Victor Special was on display in a private collection from 2006 until recently and it suffered some minor neglect and thus it will need serious re-commissioning before it can be made to operate safely and reliably once again. Once refurbished it will be a delight to ride. Visible defects are the split fork gaiters and rust forming on the chrome fork stanchions and there is a small indentation on the right side of the aluminum gas tank.

\$4,000 - 6,000

£3,300 - 4,900

No Reserve



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125
1915 AJS 749CC MODEL D
Frame no. 1914
Engine no. 5954

Formerly suppliers of proprietary engines, the Stevens brothers of Wolverhampton diversified into manufacturing complete motorcycles, setting up A J Stevens & Co in 1909. The first AJS motorcycle was a single-cylinder sidevalve-engined lightweight displacing 292cc and rated at 2½hp, which came in two versions: one with direct belt drive (Model A), while the other (Model B) featured a two-speed countershaft gearbox. The latter combination was advanced in its day, especially for a lightweight, and an advantage enjoyed by few contemporary rivals. For 1912, the engine was enlarged to 315cc, and the following year to 349cc, this increase in capacity being reflected in its new taxable rating of 2¾hp. The company first entered the Isle of Man TT in 1911, making an historic breakthrough in 1914 when it won the Junior event, the first such victory by a single-cylinder machine. From then onwards, the 2¾hp (350cc) sidevalve-engined model remained a fixture of the AJS range. The bike was bought by the seller about ten years ago from the National Motorcycle Museum in Birmingham, UK. The bike was claimed to be running at the time, but has never been started since then.

\$15,000 - 20,000
£12,000 - 16,000



126
1913 JAMES 4¼HP COMBINATION
Engine no. J2190

Like many famous and not so famous motorcycle firms, the one founded by Harry James in 1880 started out as a bicycle company. Based initially in Sparkbrook and then Greet in Birmingham, the James Cycle Company built its first motorcycle, a Minerva-powered machine, in 1902. The first model to be powered by James's own engine followed in 1908; this was the 'safety' James, a radical design featuring wheels carried on stub axles, scooter-fashion. More orthodox designs followed, with two-stroke, sidevalve, overhead-valve, single-cylinder and twin-cylinder models featuring in the range before the end of the 1920s. In 1912 a conventional and well-made 4¼hp machine with a 557cc engine appeared. It was on this model that the so-called 'pineapple' cylinder finning was first seen, where each successive fin was staggered at 90 degrees. According to the handbook, this arrangement provided more efficient cooling, with the extremities having more air available than with conventionally arranged fins. From 1912 a Villiers hub clutch was available (Model 2) or a three-speed Sturmey Archer hub (Model 3). James's connection with Villiers would become important in the future. The bike was purchased by the seller in the early 1990s and has not run since about 15 years. It has been stored since then.

\$8,000 - 12,000
£6,600 - 9,800



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127

1927 AJS 349CC H6

Frame no. H10013

Engine no. H10013

The 1927 AJS H6 'Big Port' was truly race-bred in every sense. After a convincing victory in the 1920 Isle of Man Junior TT, AJS's new overhead-valve 350 racer scored a memorable double the following year, Tom Sheard winning the Junior race and Howard Davies (later of HRD fame) the Senior, the first time such a feat had been achieved on a 350cc machine. Capitalizing on these significant racing successes, the production version 350 made its debut in November 1922, delighting clubmen everywhere with its 'racer-on-the-road' performance. A right-first-time design, destined to achieve countless successes in the hands of privateers, the overhead-valve 350 AJS - latterly known as the 'Big Port' - changed only in minor detail before being superseded by a much-revised M6 model for 1929. In 1927 the H6 was by far the most expensive 350cc model marketed by AJS, reflecting not only its quality but its high technical specification. The bike we present to you here is matching numbers and was imported in Chicago, IL. It was bought by the seller in 2005 via James D Julia auctioneers. The bike comes with the original UK registration document.

\$10,000 - 15,000

£8,200 - 12,000

Offered on a Bill of Sale



128

1966 MATCHLESS G80CS

Frame no. C11115

Engine no. G80CS/5257

Long before its G80CS scramblers scorched across the Southern California desert, Matchless had a storied history. Founded in 1899, it didn't take long for the company to make racing history when Charlie Collier, one of the founder's sons, became the winner of the very first Isle of Man TT in 1907. As years passed, Matchless motorcycles lived up to their 'Matchless in Name and Reputation,' advertising slogan, the firm producing unique models such as the Silver Hawk roadster, a 600cc narrow-angle V four, and great road racing machines such as the G45 and G50. Off road, the Matchless of choice was the 500cc G80CS, developed from the workhorse 350cc G3L, a favorite mount of British Army dispatch riders during WWII. The G80 proved very competitive in British scrambles, which of course evolved into the sport of motocross. The engine was constantly upgraded, eventually becoming an oversquare, all-alloy design. By the time *Cycle World* magazine tested a G80CS scrambler in 1963 it was a pretty impressive piece despite its advanced years. "A jewel beyond price," CW gushed. "The very soul of reliability. We were most impressed with this big Matchless – it had a lot of power over a phenomenally wide engine speed range, and the handling is absolutely without fault...we can understand how these bikes command such owner-loyalty. The G80CS is a most impressive all-around performer."

\$6,000 - 8,000

£4,900 - 6,600

No Reserve



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129

1963 BSA ROCKET GOLD STAR

Frame no. GA10 987

Engine no. DA10R 9226

- 1960s Factory- built 'cafe racer'
- Only 1200 Rocket Gold Star produced in two years
- Last of the 'pre-unit' BSAs
- Period Correct modifications
- Recent ground-up restoration



Widely recognized as one of the most desirable of all 1960s factory-built 'café racers', the Rocket Gold Star arrived in 1962 along with the first of BSA's new unitary, or unit, construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old 'pre-unit' line rather than a new departure and thus was destined for a relatively short life. The idea of making what was effectively a twin-cylinder Goldie originated with Banbury (near Oxford) motorcycle dealer Eddie Dow, who had built up a considerable body reputation in looking after BSA's high-performance singles.

The Super Rocket's compression ratio was raised to 9.25:1 for a claimed 46hp. But the RGS frame was unique as was the wider dual seat.

Motor Cycle's test in November 1962, summed it as a 'scintillating high-performance road burner: good brakes, excellent rider comfort and docile traffic manners.' Top speed? 105mph. Around 1,800 were made over a two-year period and today genuine examples are highly sought after. Often as much the Goldie single itself.

This lovely example was the subject of a recent ground-up restoration. It shows superbly. The twin headers and mufflers, alloy wheel rims, and air cleaners fitted to this bike were on the factory option list - BSA called it their 'extra fittings' list - as was a 2- and 4-gallon aluminum gas tank to replace the stock, steel 4-gallon unit and a 190mm front brake. BSA's 1963 sales brochure stated the obvious, 'This time BSA have hit the jackpot - really hard. The new Rocket Gold Star is a jet-age genius.'

\$30,000 - 35,000

£25,000 - 29,000

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130

1956 BSA 499CC GOLD STAR CLUBMAN

Frame no. CB322892

Engine no. DB34GS354

BSA reputation finds its origins in the late 1930s with the Empire Star and Wal Hendley at the handlebar. At a 3-lap race in Brooklands, Wal managed to take his bike to an astonishing 107.5mph and was therefore attributed a "Gold Star" pin. Proud of this, BSA decided to name their top of the line bike that way; the Gold Star was born. With a lightweight frame, alloy engine and Electron gearbox, the first Gold Star version, the BSA M24 started to be produced until the war got in its way, and only about 500 bikes were got out of the factory. In 1948, the Gold Star production was restarted with hand built, fully customizable engines. The 350cc bikes were called B32 and 499cc bikes B34. On top of having engines made following customers' preferences, the Gold Star was sold in different version from Touring to Racing. All along the 1950s, the bike's components were upgraded, including engine and frame. The model we have on sale here is a 1956 Clubman version of the Gold Star. After the engine was rebuilt in 1983, most of the work on the bike was done in the mid-2000s, notably with a rebuilt transmission, and a new paint on both the frame and the tank. Hardware and fenders were replaced with NOS and a new wiring harness was installed along with new switches. All the receipts will be delivered to the buyer following the sale.

\$10,000 - 12,000

£8,200 - 9,800



131

1970 TRIUMPH T120R BONNEVILLE

Frame no. ND30662 T120R

Engine no. ND30662 T120R

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

\$10,000 - 13,000

£8,200 - 10,200



As built by NYC Norton

1973 NORTON 750 COMMANDO ROADSTER

Frame no. 235155

Engine no. 235155

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



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

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

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

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

The 4-speed gearbox was thoroughly re-built with new bearings, stainless fasteners and a reverse cam plate. Tri-Spark electronic ignition, Podtronics solid state 200w rectifier, Mikuni VM34 carburetor, LED battery status monitor in the headlamp shell, and again much more accompanies a full frame, suspension, and brake upgrade (mostly hidden) together with a stainless re-spoke of the original Akront flanged alloy 19-inch rims and Avon AM26 RoadRider tires. A new steel gas tank – the proper Roadster replacement – was painted in what had, in the 1970s, become 'Norton's traditional black and gold.'

No step in the reconstruction process was left undone. Let's give former Norton Motors employee, and now the Barber Museum's technical consultant, Brian Slark, the last word, 'Really, the Roadster was a hot rod, and that's what American riders bought it for.' And this beautiful example may just be the best one ever built.

\$15,000 - 18,000

£12,000 - 15,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

133

1973 NORTON 850 COMMANDO

Frame no. 301058

Engine no. 301058

The Commando's vibration beating Isolastic frame enabled Norton Villiers successfully to prolong the life of their ageing parallel twin. Launched in 1967, the Commando used the preceding Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. Introduced in 1973, the 850 (actually 829cc) featured a larger bore, through-bolted cylinder block, stronger gearbox casting and an all-metal clutch among a host of other, more minor improvements. The extra capacity provided the 850 with even more mid-range urge, and the model would continue as the sole Commando after 1975 when the MkIII was introduced. An electric starter was the major MkIII innovation, while other upgrades included a rear disc brake, left-side gear lever, right-side rear brake lever and an automatic primary chain tensioner. The previous owner of the Commando we have here made the engine and transmission rebuilt by Thunder Road classic Cycles in Georgia. Since the rebuild, the engine ran for about 3100 miles. Over \$8000 of engine rebuild receipts will be given to the buyer. The bike also features a 12 volt 'Boyer-Bransden' ignition and some new English Roadmaster Avon tires.

\$8,000 - 11,000

£6,600 - 9,000



134

1969 TRIUMPH TRIDENT T150

Frame no. CCO2455T150T

Engine no. CCO2455T150T

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 (using the BSA-type inclined engine). *Bike* magazine achieved a top speed on 128mph with the BSA version back in 1971, demonstrating that the triple gave nothing away in performance terms to the Honda CB750. Although ultimately upstaged in the showroom by Japanese rivals, the Triumph and BSA triples did more than enough on the racetrack in Formula 750 events to ensure their place in motorcycling history, while the important production race victories achieved (notably by the works Triumph 'Slippery Sam') is eloquent testimony to how effective a high-speed road-burner a well-fettled triple can be. The bike presented here was built as a café and was never ridden since after.

\$9,000 - 12,000

£7,400 - 9,800



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135

1953 TRIUMPH 500CC T100C

Frame no. 41881

Engine no. T100.C. 41881

- *Matching Numbers*
- *Street legal factory racer*
- *Only 600 built*
- *Fully restored to Concours Condition in 2015*
- *Copy of the bike's build-sheet from the VMCC*



Rarity and race heritage add mightily to the collectability of any vehicle, making this 1953 T100C one of the most desirable Triumphs ever. It can trace its roots back to the 500cc factory competition-shop 'special' that rider Ernie Lyons took to a surprise, rain-soaked victory at the 1947 Manx Grand Prix on the Isle of Man. This used a Tiger 100 bottom end, albeit with a roller-bearing crank, married to the lightweight alloy top end taken from a wartime generator the company had supplied to the RAF as part of their 'war effort.'. In 1948 through 1949 Triumph made over-the-counter replicas of the Lyons bike available to licensed racers which they called 'GP' in honor of the Lyons' win. Total production is estimated at less than 200 units. How many are left intact today, some 70 years later, is anyone's guess. From 1950, T100 riders looking for an additional racetrack advantage were advised to order a comprehensive Speed Kit from the factory, and install the parts themselves.

However, for one year only, in 1953 the Triumph factory got back in the hot-rod business themselves announcing the T100C Tiger that year. It turned out to be a street-legal motorcycle but with all the Speed Kit go-fast parts already in place.

Among these was a new twin-port manifold for the diecast aluminum cylinder head, which allowed use of the Kit's two Amal carburetors and single remote float bowl. Engine internals were highly polished and high-compression pistons and racing camshafts were fitted. In all, the mods brought output to 42bhp, a useful 10bhp increase over the standard T100. Even the 'sprung hub' frame was slightly different from the regular T100's, having lugs fitted for use with optional factory rear-set foot pegs.

Works records show this particular matching-numbers T100C is one of less than 600 built and was dispatched to Johnson Motors – Pasadena, California – on June 24, 1953. In 2015, it was restored from the crankshaft up, a totally rebuilt to factory-correct concours condition using NOS parts as needed throughout. It triumphed at an Oregon show with a 98.5-points score! A copy of the bike's build sheet from the VMCC is included in the sale. Indeed, it's very worthy of your serious consideration

\$25,000 - 30,000
£20,000 - 25,000

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136

1956 TRIUMPH 499CC TR5R

Frame no. 76157

Engine no. TR5R 76157

- *Matching Numbers*
- *Factory street-legal racing bike*
- *One of only 13 examples still in existence*
- *Build Schedule from Vintage Rebuilds and Restorations of Oregon City, OR*
- *'Near perfect restoration'*



For the model year 1956 Triumph offered the Shell Blue TR5/R in very limited numbers and only to those racers who were committed to running in the 500cc class. The factory records show that 112 TR5/R engines were produced - 104 complete bikes and eight spare engines - between January 12 and April 27, 1956. Standard TR5 engines were pulled off the production line and sent over to the Meriden race shop in some secrecy because of Edward Turner's avowed aversion to purpose-built race bikes. Each engine was stripped and rebuilt to 'red seal' T100/R spec. with the latest racing camshafts and tappets, high compression pistons, dual racing Amal carburetors with remote float bowl affixed to the tool box and oil tank, racing exhaust system with dual inverted cone megaphones, competition Lucas magneto, folding rear set foot pegs and other racing components.

The swingarm frame came with fenders already narrower, the tank smaller, and fork legs with gaiters, 8in front brakes, and QD lighting. Standard was a Smiths speedometer, while a Smiths rev counter was an optional extra! Also standard was a fixed, left side foot peg that needed to be ditched immediately for a folding peg to meet AMA road racing rules of the day. All of which reflected the 'production-based' build sheet required by AMA's Class C rules.

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

Research reveals this is one of only 13 examples to be still in existence, perfectly restored by a long-time Triumph enthusiast come expert restorer. There is a build schedule in the bike's history file from Vintage Rebuilds and Restorations of Oregon City, Oregon. Its first line, under the headline 'Specifications are as follows is *Remanufactured to concours condition.' This is then followed by a lengthy and comprehensive list of each restoration task to be completed.

And so this TR5/R is offered post 'a near perfect restoration.' It is a motorcycle that should be viewed seriously by all students of British postwar, limited production, competition machines for it is both beautiful and capable. And dangerously rare.

\$32,000 - 40,000

£26,000 - 33,000

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137

1961 TRIUMPH 650CC T120R BONNEVILLE

Frame no. D13188

Engine no. D13188

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

\$12,000 - 15,000

£9,800 - 12,000



138

1960 TRIUMPH 649CC TR6

Frame no. D3275

Engine no. TR8841

In a need of more power for the American market, Triumph decided to bore and stroke their famous 500cc engine to 649cc for their 1950 model, the Thunderbird. By 1956, Triumph improved that engine installing the famous 'Delta' alloy cylinder head, especially made to enhance cooling capacities of the bike, and threw it in a new frame to give birth to the Triumph TR6 'Trophy'. Directly inspired by the trending desert racer motorcycles, the bike embodied the idea of a dual-purpose tool as good in the street as on the dirt. Being one of Steve McQueen's favorite bike, the TR6 was notably used in *The Great Escape*. But not everybody is Steve McQueen and not everybody is as off-road intentions, so Triumph also released a street version of the TR6 featuring lower pipes and street tires. The bike presented here had its engine rebuilt in 2005, just one year after the 4-speed transmission received the same treatment. The frame was repainted, suspension rebuilt and some new brakes were installed. The motorcycle was repainted in 2010 in a Ruby Red/Silver color and inherited some new chromes. Finally, the electrical system was also worked on with a NOS wiring harness and new switches. All the receipts will be delivered to the buyer by the seller.

\$8,000 - 12,000

£6,600 - 9,800



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139

36 miles from new

2006 TRIUMPH 900CC BONNEVILLE SCRAMBLER

Frame no. SMT925RN56J257706

Like any market, Motorcycle runs as a cycle. What was trendy few decades ago and slowly faded with time, finally runs back to us, barely having the time to forget about it. Also, like any business, moto makers need to listen to customers' need and wishes in order to success. In the 60s, 70s, riders wanted to make their bike unique and specialized to their needs, part of the reasons why we started seeing British bike modified for desert races with high pipes and wide bars. The custom wave that has fallen on the moto market since few years now brought back these ideas, making scramblers, flat trackers and café racers trendy again. From there, makers had to offer riders what they wanted. Ducati has a wide range of different Scramblers, BMW has the Nine-T scrambler, even Indian is bringing the style back with the new FTR1200, but one of the most popular one probably remains the 900 Scrambler from Triumph. Triumph benefits from their long experience in Scramblers and might appears as the most legit maker in that segment. Wanting to keep a style as close as possible to an original 60s TR6C, the bike features high pipes, a twin cylinder engine now developing 865cc for 59hp. Another nod to the past was done making throttle bodies look like original carburetors from the time. The 900 Scrambler for sale here is in original condition featuring only 36 miles.

\$4,000 - 6,000

£3,300 - 4,900

No Reserve



140

1963 TRIUMPH 650CC 6T THUNDERBIRD

Frame no. F5264

Engine no. DU855

One of the most important developments in the history of Triumph's long-running parallel twin was the introduction of unitary construction of the engine and gearbox in 1957, commencing with the 350cc 'Twenty-One' (later 3TA). The 500s went unitary the following year but it was not until 1962 that this more modern form of construction was extended to the 650s. A new alloy cylinder head was adopted at the same time and the engine/gearbox unit went into a new single-downtube frame with bolt-on rear subframe. Three 650s were offered initially: The Thunderbird tourer, Trophy trail bike and Bonneville sports roadster. Improvements were made on an annual basis: new forks and 12-volt electrics (the latter on the Thunderbird only at first) arriving for 1964 and a new frame with revised steering geometry for 1966. Mid-way through '66 the Thunderbird was dropped from the range together with the 3TA and 5TA tourers, their passing marking the final disappearance of Triumph's characteristic headlamp nacelle. The Thunderbird offered for sale is in good cosmetic condition, featuring what appears to be period correct tank rack and side panels.

\$4,000 - 6,000

£3,300 - 4,900

No Reserve





141
1968 TRIUMPH 650CC TR6C
Frame no. DU70034
Engine no. E6305

The most important tweak to the Bonneville/Trophy frame was made for the 1967 model year, when a shallower steering head angle was adopted in the interests of better high-speed stability, and road testers duly reported a marked improvement in that respect. By this time Triumph's two 650 sportsters had been updated with 12-volt electrics and a full-width 8 inch front brake, while other significant improvements for 1967 included a new oil pump and an increase in the Trophy's compression ratio to 9.0:1, same as the Bonneville's. For 1968, the Trophy inherited the Bonneville's new front fork and longer, strengthened swing arm, and (one) Amal Concentric 900 carburetor. Otherwise it stayed much the same. *Cycle* magazine summed up the Trophy by saying, "The plain truth is we like the Triumph Trophy because it does well what it was made to do." "We ruled the desert for many years. It was amazing the way the Desert Sleds performed. As late as 1970, a TR6 Sled ridden by Bob Ferro won the Checkers World Championship Hare and Hound, one of America's last big desert races." Triumph Motorcycles in America by Lindsay Brooke and David Gaylin (Motorbooks 1993). The Trophy offered here seems to be in good condition with its period correct Amal carburetor and pancake filter.

\$8,000 - 11,000
£6,600 - 9,000
No Reserve



142
1956 TRIUMPH 650CC 6T THUNDERBIRD
Frame no. 72361
Engine no. 72361

Always a step ahead of their rivals, Triumph followed up the trend-setting Speed Twin 500 of pre-war days by being first in the field with a 650cc parallel twin. Announced in September 1949, the 650 Thunderbird was Triumph's response to demands for more power coming from American racers and British sidecarists alike. When displayed at the Earls Court Show in October, the new 650cc twin featured the headlamp nacelle and fuel tank with luggage grid, first seen on Triumphs the previous year. An interesting change to the Thunderbird for 1952 was the adoption of an SU carburetor in place of the original Amal, a specially prepared machine managing a staggering 155mpg at a steady 30mph on a factory organized economy run. The model remained in production fundamentally in its original form, with progressively updated cycle parts, until the arrival of the unitary construction 650 range in 1962. One of the most significant developments along the way was the introduction of a swinging arm frame for 1955, but prior to that time Triumph twins could be ordered with the optional 'sprung hub' - designed by the Speed Twin's creator Edward Turner - that offered a limited amount of rear suspension movement. The bike featured here appears to be in good overall condition with a matching frame and engine number.

\$8,000 - 11,000
£6,600 - 9,000
No Reserve



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143

1966 TRIUMPH T120TT

Frame no. T120TT DU39671

Engine no. T120TT DU39671

- *Matching Numbers*
- *High performance factory off-road race bike*
- *Only 900 built*
- *Bike was apparently barely ridden*
- *Refinished tank, but nice patina on the rest of the bike*



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 TTs, scrambles, desert, hare and hound. In 1967, at the end of its limited production run, only 900 TT Specials had been 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 6,500rpm.

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, when found languishing in a storage facility in New Mexico in 2018 having sat indefinitely, showed no signs of wear and tear that would indicate ever having been ridden off road; ever having been ridden much at all. The bike was subsequently recommissioned over a two-year period – the tank was refinished but the frame and cycle parts were not, instead its existing lovely patina was left. The engine did not need re-building apart from the ignition and the carburetors. The suspension and brakes were 'serviced and sorted,' the tires replaced. Barely broken in, it demands admiration and careful inspection.

\$12,000 - 16,000

£9,800 - 13,000

Offered on a Bill of Sale

1930 MONTGOMERY JAP 750CC SIDEVALVE

Frame no. T093

Engine no. MT/W868/S

- *The 'Super machine' - William Montgomery*
- *Mighty JAP engine*
- *Fantastic cosmetic restoration*



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

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

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

This 1930 Montgomery being offered is both handsome and elegant with a black primary finish highlighted with a white panel on top of the petrol tank and the bike discreetly lined in gold pin striping. On the sides of the tank, the Montgomery name appears artistically in gold script while rubber John Bull knee pads protect the finish.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



This J.A.P. engine is a sidevalve motor of 750cc displacement with air-cooled covers over the exhaust valves. The highly polished engine cases are a delight to enjoy. Ignition is provided by magneto located forward of the engine. An Albion gearbox with a 3-speed hand shift completes the package. It can be described as a touring motorcycle capable of extended use at a high rate of speed. Unfortunately, World War II forced the small English company to shut down and production ceased in 1939.

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

\$30,000 - 40,000

£25,000 - 33,000



Offered on a Bill of Sale

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

145

1955 VINCENT 998CC BLACK SHADOW SERIES D

Frame no. RD12803/B
Rear frame no. RD12803/B
Engine no. F10AB/2B/10903

- Matching numbers
- Excellent candidate for restoration



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

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

The prototypes incorporated flowed cylinder heads, Comet cams, polished con-rods and larger carburetors, these changes being good for a maximum output of 55 horsepower despite a compression ratio limited to 7.3:1 by the 72-octane petrol that was the best available in the UK at the time. Twin ribbed brake drums were fitted to cope with the increased performance, while in a marketing masterstroke Vincent specified a 5in.-diameter 150mph speedometer and black-finished engine cases for his new baby – the 125mph Black Shadow.

Some 144 Series Ds were made just as the Stevenage works was shutting down bike production for good. First and rarest of the three Shadow series was the Series B with less than 80 built. The largest number of Shadows was the Series C with 1,500-odd coming off the production line.

This Series D Shadow has matching upper and rear frame, plus engine, numbers as reported by the seller who in turn consulted the VOC for confirmation. This project bike was formerly the daily rider of the instigator of the Chicagoland collection (where found after 30 years of dry storage.) It carries no guarantee as to its completeness, originality and condition. Any potential buyer must satisfy themselves as to the status of this lot. The motor will, the seller warns, require a complete rebuild.

\$40,000 - 65,000

£33,000 - 53,000

No Reserve

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

146

1952 VINCENT 998CC BLACK SHADOW SERIES C

Frame no. RC8161B
Rear frame no. RC8161B
Engine no. F10AB/1B/6261

- *Matching numbers*
- *Iconic motorcycle*
- *Found in a dry warehouse after 30 years sitting*



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.

Indeed, when it was introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of 110mph. The basic design clearly had even greater potential though, as was demonstrated by the tuned Rapide known as 'Gunga Din', ridden by factory tester George Brown, that proved unbeatable in UK motorcycle racing in the late 1940s. Vincent pressed ahead with his plans and together with Chief Engineer Phil Irving, clandestinely assembled a brace of tuned Rapides.

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

Deliveries commenced in the spring of 1948 and only around 70-or-so Series-B Black Shadows had been made before the Series-C's introduction at that year's London Earl's Court Motorcycle Show.

This Series C Shadow has matching upper frame and engine numbers as reported by the seller who in turn consulted the VOC for confirmation. It comes from a collection of Vincent motorcycles found in 2019 after 30 years in a dry warehouse in Chicagoland. However, it is known that it was originally shipped to Siser, Turin, Italy on March 7, 1951. This project bike, thought to be complete, carries no guarantee as to that completeness, its originality and condition. It will require a complete restoration. Any potential buyer must satisfy themselves as to the status of this lot.

\$35,000 - 50,000

£29,000 - 41,000

No Reserve

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147

1955 VINCENT 998CC BLACK PRINCE PROJECT

Upper frame no. RD12894B/F

Rear frame no. RD12794/B

Engine no. F10AB/2B/10994

- Matching upper frame and engine numbers
- Last models made by Vincent
- Found in a dry warehouse



Ever since the Series-A's arrival in 1937, the Vincent v-twin had been synonymous with design innovation, engineering excellence and superlative high performance. In September 1955 when it was revealed that production of the Stevenage-built machines would cease, the news stunned the motorcycling world. It had been decided that the firm's future lay in more profitable lines of manufacture, and just 100 more of the fabulous v-twins would be completed. By the time its demise was announced, Vincent's final twin - the Series-D - had been in production for just six months. It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox, would make the Vincent Series-D the ultimate 'gentleman's motorcycle' and to reflect this change of emphasis the enclosed Rapide and Black Shadow were known as Black Knight and Black Prince respectively. In actuality, delayed delivery of the fiberglass panels - plus continuing demand for traditionally styled models - resulted in over half the production leaving the Stevenage factory in naked form.

Other Series-D innovations included a new frame and rear suspension; a steel tube replaced the original fabricated upper member/oil tank while the paired spring boxes gave way to a single hydraulic coil-spring/damper unit offering a generous seven inches of suspension travel. In place of the integral oil reservoir there was a separate tank beneath the seat. The user-friendly hand-operated center stand was a welcome addition, and there were many improvements to the peerless v-twin engine including coil ignition for easier starting and Amal Monobloc carburetors. Sadly though, the Shadow's magnificent 5 inch-diameter Smiths speedometer had been replaced by a standard 3-inch unit.

Notwithstanding the fact that, as far as Philip Vincent was concerned, the Series-D was his finest design, the motorcycle-buying public greeted the innovative new models with suspicion. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family saloon was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering Stevenage v-twins. Its creator's vision of the Series-D as a two-wheeled Grande Routiere just did not conform to the public's perception of the Vincent as the ultimate sports motorcycle. The firm lost money on every machine made, and when production ceased in December 1955 only 460 Series-D v-twins had been built, some 200 of which were enclosed models like the example offered here.

From a collection of Vincent motorcycles found after 30 years in a dry warehouse in Chicagoland, this Black Prince – last registered in Iowa in 1960 - is disassembled. Now a project bike with no guarantees as to completeness or originality, however the seller does state that the engine and upper frame number are matching according to VOC records. The accompanying photographs catalog the components.

\$30,000 - 40,000

£25,000 - 33,000

No Reserve

Offered on a Bill of Sale

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148

1952 VINCENT 498CC COMET

Frame no. RS/1/10788

Engine no. F5AB/2A/8493

- *Single-cylinder Vincent*
- *90mph top-speed*
- *Comes with two engines*
- *Found after 30 years sitting in a dry warehouse*



Unlike in pre-war days, when the first Vincent-HRD v-twin – the Series A - had been created by, in effect, combining two of the existing singles, post-WW2 Vincent's approach was reversed, with the Series-B twin appearing first, in 1946, and the single-cylinder version in 1948. The latter was offered in two forms initially: Series-B Meteor and Series-C Comet. Apart from its Burman gearbox and 'missing rear cylinder,' the Comet followed Series-C twin lines, featuring the newly introduced Girdraulic front fork and hydraulic dampers at front and rear, while the Meteor retained the old Brampton girders.

The Meteor was soon dropped but the Comet continued in production until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced but still spirited performance. Even so, the Comet combined a 90mph potential with excellent fuel economy and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the Comet did not sell as well as its maker had hoped and was dropped when the Series-D range was introduced.

The Motor Cycle tested a Comet towards the end of 1950 reporting that the 'road-holding which is a sheer delight especially at high speeds,' that the brakes were 'light, powerful and progressive' and that it would cruise happily at 60mph with an 'absence of vibration.' Vincent announced price reductions from September 1st, 1952 with the Comet now at €215 plus purchase tax in the UK against a Rapide at £272 and a Black Shadow at €305, both plus purchase tax.

This Series C Comet is offered for restoration. A second engine is in the bike currently but its original, matching numbers, engine comes with the bike. Thus, it is described as a project. It is substantially complete and original – somehow missing its seat stays - and its front brake is not a Vincent item, but is sold strictly as viewed. It comes from a collection of Vincent motorcycles found after 30 years in a dry warehouse in Chicagoland.

\$20,000 - 25,000

£16,000 - 20,000

No Reserve

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149

C.1968 EGLI-VINCENT 1300CC BLACK SHADOW PROJECT

Frame no. EV5

Engine no. EV13AL F10/AB/1/1821

- Fritz Egli frame work
- 'Bean' gas-tank
- Appears to be *Cycle World* test bike back in 1968
- Found in a dry warehouse after sitting for 30 years



One of the world's best-known independent motorcycle frame makers, Swiss engineer Fritz Egli built his first frame in 1965 in what would turn out to be a highly successful attempt to tame the wayward handling of his Vincent v-twin race bike. The Vincent used a spine-type frame and so did Egli, though his was tubular rather than box-section and all-welded rather than bolt-up in construction. Widely copied, this trademark large-diameter spine has been a feature of virtually all Egli's frames made since, proving adaptable to almost all types of motorcycle engine layout from British singles to across-the-frame Japanese fours. It proved to be the complete answer to the Vincent racer's handling problems, and Fritz duly took the Swiss hill climb championship in 1968, winning every round.

These days widely regarded as a marque in its own right, it is the Egli-Vincent v-twin, with its exciting combination of classic power and modern chassis technology, that has proved to be his most enduring legacy. As Fritz Egli moved on to other projects, the machines continued to be produced in limited numbers by other specialists, some licensed by Egli, and some not.

This Egli, complete with a 1300cc Black Shadow engine, carries frame no. EV5 and was probably constructed in 1968. It is one of several *Cycle World* 1968 test bikes which was shipped in Egli's favorite orange but there is a record of it being painted black soon after it had arrived in the USA.

This very early example of a genuine Fritz Egli-built frame suffered a front-end collision while road racing in the 1970s. It retains its 'US' or 'bean' gas tank and front Campagnolo cable-activated disc brakes. Thus, it is sold without any guarantee as a project. It's strictly 'as-is' and without warranty as to its exact specification and parts originality. It does roll. It comes from a collection of Vincent motorcycles found in 2019 after 30 years in a dry warehouse in Chicagoland.

\$15,000 - 20,000

£12,000 - 16,000

No Reserve

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150

VINCENT BLACK SHADOW PROJECT

Frame no. RC6021B
Rear frame no. RC7608B
Engine no. F10AB/1B/3284

Found after 30 years in a dry warehouse in Chicagoland, Illinois, we have here a project for a Vincent Black Shadow series C. The project includes an engine with number F10AB/1B/3284 with correct mating numbers CC79, as well as one upper frame numbered RC6021B and one rear frame numbered RC7608B that are not matching.

\$10,000 - 12,000

£8,200 - 9,800

No Reserve

Offered on a Bill of Sale



151

VINCENT RAPIDE PROJECT

Frame no. RC10738
Rear frame no. RC10738
Engine no. F10AB/1/101

Part of the collection found after 30 years sitting in a dry warehouse in Chicagoland, Illinois, we have here a Vincent Rapide project. The project includes a matching upper and rear frame with number RC10738 as well as an engine with number F10AB/1/1011 with correct mating number K27.

\$8,000 - 10,000

£6,600 - 8,200

No Reserve

Offered on a Bill of Sale



152 Ω

1949 VINCENT 998CC BLACK SHADOW SERIES C

Registration no (UK). DBN 998

Frame no. RC4240B

Rear frame no. RC4240B

Engine no. F10AB/1B/2340

Crankcase mating no. W57

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



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

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

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

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

Deliveries commenced in the spring of 1948 and only around 70-or-so Series B Black Shadows had been made before the Series C's public debut at that year's Earl's Court Motorcycle Show.



The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers.

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

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

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

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

However, it was not until 2016 that Andrew Kenningley of Southport was commissioned to carry out a high-quality restoration to 1949 Earls Court London Motorcycle Show specification. The latter included stainless steel and chromium plating for parts normally cadmium plated, as well as stainless fastenings. The compression ratio on standard-size bores has been raised to 8.5:1 to improve performance, and the engine is reported to be an easy starter. In addition, a Dave Hills centre stand and V2 clutch was fitted to make the Shadow more user-friendly. The previous owner took delivery of the fully restored 'DBN 998' on the 3rd February 2017 and has covered a mere 96 dry 'shakedown' miles on the Vincent to ensure that everything is in working order. Accompanying paperwork consists of a copy of the Works Order Form, a VOC Dating Certificate, sundry restoration invoices, an old-style continuation logbook, and old-style UK V5 and current UK V5C registration documents. Since being purchased by its current owner in December 2017, the motorcycle has been kept in a climate-controlled garage as part of a private collection.

\$110,000 - 130,000
£90,000 - 110,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

153

1951 VINCENT 998CC BLACK SHADOW SERIES C

Frame no. RC8030B

Engine no. F10AB/1B/6130

- *Iconic motorcycle*
- *Comes from private collection*
- *Never been restored*



'Well into the 1960s and even today, when it is wrapped in a mystique carefully cultivated by thousands of fanatically enthusiastic owners, the big Vincent retained that commanding air about it when you met one on the road, and many a rider of avowedly super-sporting machinery would be humiliated by having some much older Black Shadow come past at the canter...' - L J K Setright.

Arguably Britain's foremost motoring journalist of his generation, the late Leonard Setright, himself a keen motorcyclist, was writing in the 1970s but what he said about the Vincent v-twin, and the Black Shadow in particular, remains every bit as true today.

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

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family saloon was barely capable of reaching 70mph, and 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 years since production ceased, the esteem in which this iconic motorcycle is held has only increased, fueling the demand among discerning collectors for fine examples of the marque, such as that offered here. The Series C we have here got out of the manufacture on August 23rd 1951. It has never been restored and shows 9,852 miles on the odometer.

\$70,000 - 80,000

£57,000 - 66,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

154

1913 INDIAN 4HP MODEL E

Engine no. 75E330

- Restored by the late vendor with believed original parts
- Part of a museum collection for the last 20 years



In 1897, as he created Hendee Manufacturing Company, George Hendee actually created the oldest American motorcycle company. It took less than 5 years for the former bicycle racer to decide motorcycle could be fitted with gasoline-powered engine. In that vision, George Hendee decided to hire a highly qualified engineer, Oscar Hedstrom. Together, they built their first prototype Indian "motorcycle" in 1901. That first machine was powered by a single-cylinder "F-Head" (intake over exhaust) engine that formed part of the "diamond frame" that sloped rearwards to act as the seat tube. An advanced feature in motorcycling's early pioneering days, chain drive was used by Indian right from the start. The Indian single proved immensely successful and provided the basis for the first of the powerful, large-capacity V-twins for which the marque is best known.

Indian's first 38.61ci (633cc) V-twin appeared in 1907 with an engine clearly derived from that of the single, though mechanical inlet valves – introduced for 1908 – were an early improvement. The twin's rear cylinder continued to form part of the frame until 1909 when a loop frame of the type favored by rivals Harley-Davidson was adopted. The Springfield company's first "Big Twin" debuted that same year displacing 60.32ci (988cc).

In 1911 Indian broke new ground yet again with its OHV four-valves-per-cylinder racers. The firm achieved its famous 1, 2, 3 finish at the Isle of Man TT that same year, a remarkable achievement made possible by the advantages conferred by the use of all-chain drive. The twin models were updated in 1913 with Indian's innovative, leaf-sprung, swinging-arm Cradle Spring Frame, but at the end of 1915 the new "Flat Head" V-twin – the Powerplus – was introduced, thus bringing to an end the noble, pioneering line of F-Head Indians.

By 1913 Indian was the largest motorcycle manufacturer in the world, producing nearly 32,000 machines. There were 2,000 dealers worldwide and Indian controlled some 42% of the American motorcycle market.

The seller bought the bike in parts about 20 years ago and rebuilt it with original components. The kick starter is not functional, so the bike has not been started since being worked on. It is essentially used as a display piece.

\$25,000 - 30,000

£20,000 - 25,000

1940 CROCKER BIG TANK V-TWIN

Engine no. 40-61-114

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

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

Six-figure asking prices did not always accompany Crockers. The current owner has researched this 1940 Big Tank, tracing its history back to the 1950s and an L.A. salvage yard rather ingloriously named Jungle Jim's, where the bike traded hands after an owner's mishap for a measly \$50.

Further delving into the Crocker's provenance unearthed a previous owner, Elmo Looper, who it turns out was an important player in the postwar history of the brand, known as "Mr. Crocker" to Southern California's hot-rod motorcycle community.

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





CROCKER

CROCKER motorcycles are noted for their clean cut design, simplicity and extreme accessibility. It is not necessary to remove numerous parts to get on case adjustments or parts to be inspected. Simply remove carburetor and exhaust pipes and the cylinder heads come free for servicing. Cylinders removable without disturbing piston. Entire case action under one cover plate. Transmission entirely accessible through right side of cover plate. Generator removed by loosening one clamp bolt and two cap screws. Clutch and primary chain under one cover plate. Oil pumps on case can cover in the open for easy adjustment. Valve adjustment accessible by removing head cover cap held by one cap screw.

1941 "61" CROCKER O.H.V.

MOTOR—61 cc. overhead valve... bore 3 1/4" ... stroke 3 1/2" ... compression ratio optional up to 8 1/2 to 1. Standard is 6 to 1. ... 47" V-type, air cooled... Valves arranged vertically in cylinder head and operated by rocker arms through push rods from cam case... Entire overhead valve mechanism is enclosed in housing integral with cylinder head... Removal of one bonded aluminum cover plate gives access to valve adjustments... Head and cylinder deeply finned... Cylinder head bolts secured in crankcase... Finned metal aluminum alloy piston bearing one roller throughout... Crankcase heat treated aluminum alloy especially strong (heavy ribbed for tire strength)... Crank pin 1 1/2" diameter carbide.

TRANSMISSION—Constant mesh type... All shifting by dogs... Transmission 100% stainless for strength. Transmission case is steel and integral part of the frame.

WHEELBASE—35 1/2 inches
TANK CAPACITY—Gas 3 gals. 3 qt. Oil 1 qt. ... Tanks are cast aluminum.

WHEELS—Mounted on Torker bearings... drop center rims... Front tire 18x60.

BRAKES—Heavy special alloy drums (Kelsey) giving several smoothness and wear. Brake returns its pedal over when hit... Fronts being provided best known wearing qualities.

CLUTCH—Multiple disc, operating in light oil, and in an oil-tight housing... Adjustable from outside... extremely smooth.

CHAINS—Front, four row Baldwin-Dickwood, operating in same oil-tight housing which encloses the clutch assembly. Adjustable from outside. Final drive, on right hand side, 14" Baldwin-Dickwood.

CONTROLS—Left grip controls spark advance, with front brake hand lever within finger reach and horn button under left thumb... Right grip controls throttle, with adjacent thumb operated switch for high and low headlight beam.

ELECTRIC SYSTEM—Auto. The generator mounted over transmission drives direct off of primary shaft... Brushes mounted in front of crankcase for greater accessibility, operate Edison-Splintrol coil which is mounted between tanks, protected from weather... No distributor used... Headlight is Guide-Lite... Combined stop and tail light is stainless aluminum casting, polished and housing gracefully into case and guard... Willard storage battery.

LUBRICATION—Dry sump... Oil fed in passage in crank pin by gear type high pressure pump which also delivers oil to front cylinder and to overhead rocker arms and valve guides... Litter assembly is enclosed in oil-tight housing cast integral with cylinder head... Oil from rocker arm returns to crank case sump through push rod covers, where it is picked up by separate gear type scavenger pump and returned to tank... Tank has oil-tight cap, the vent from tank to motor being by means of small pipe... Whole oiling system sealed... Oil capacity 3 qt. ... Tank strays throughout at points needing occasional servicing.

FRAME—Of Kaymoor type with the loop completed by one steel "side" plate which ties frame together and protects crankcase from breakage... Cast steel transmission case is integral part of the frame.

FORKS—English type construction, road shock absorbed by a pair of main springs and enclosed bumper springs... Rebound absorbed by second pair of springs and bumper springs... Ride control is built in and hand operated by means of telescoping rods... Steering damper also incorporated and operates by wiggling through fork stem.

HANDLEBARS—Are adjustable, an exclusive CROCKER feature.

FINISH—Frame and fork are standard in black... Tanks, fenders, chain guard in optional color... Exhaust pipe, muffler, handbars are chrome... Instrument panel polished aluminum... Chrome is generously used at many points throughout the machine.

STANDARD EQUIPMENT—Corkin-Burns 120 m.p.h. maximum speed electric lighted speedometer, mounted in instrument panel which also contains lock switch for ignition, locking switch for headlight and instrument... Side stand and rear stand.



Beautiful Tank, Instrument Panel

LOS ANGELES, CALIF., U.S.A.
232 WEST PICO STREET



A member of the 13 Rebels motorcycle club, period photos show Looper aboard his Crocker looking very much the real-life counterpart to Brando's "Wild One" biker. Another snapshot shows the bike at a speed run on a SoCal dry lake bed. Besides riding and racing Crockers, Looper undertook rebuilds for customers, and supplied others with parts and advice to keep their bikes on the road. Of the remaining Crockers in those postwar years, very few weren't influenced by Looper in one way or another. One suspects, however, that the satisfaction of keeping the Crocker flame alive was not accompanied by a bulging bank account, so when Looper's machinist skills were increasingly called upon to set up printing presses, that's the direction he went. His Crocker was put up for sale.

The first buyer, a neophyte rider, forked over the \$135 asking price but soon crashed the Crocker in the rain and swore off motorcycles forever, hence the trip to the scrappers where he was happy to take \$50 for the wreck and be on his way.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



Over the next 50 years the Crocker found itself with a series of new owners, each with good intentions of bringing the bike back to life but none willing or able to take on the considerable task of restoration. The bike made its way from sunny California to Long Island on the East Coast and eventually to Maryland, where in 2004 the current care-taker acquired the parts and undertook a rebuild that would consume the next 15 years.

In tackling the work, two overriding precepts were adhered to: 1) Replacement parts, whether restored original or NOS, were chosen for their extreme correctness; and 2) only skilled artisans would lay hands on the Crocker. A list of those involved reads like a "Who's Who" among Crocker specialists. In the past Buchanan's Frame Shop had spliced two frames together to come up with a straight-and-true foundation for the project, and a replica fork assembly commissioned from Gordon Salisbury was attached. Mike Lange rebuilt the engine and gearbox, using Carrillo connecting rods in the former and NOS gears in the latter. A cast-aluminum toolbox, complete with inset Crocker logo, is from a batch of 50 made by Richard Morris using original blueprints. So too, the lovely cast-aluminum gas/oil tanks are reproduction from Crocker Toronto.

Restoration ace Steve Huntzinger crafted the gas and oil caps. Chuck Vogel supplied the repop fenders that dropped perfectly into place. Chuck Vernon, Daniel Statnekov and Mike Madden, among others, chipped in with various NOS parts.

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

In his life Albert G. Crocker was a degreed engineer, a racer, an Indian dealer, a producer of ohv conversion kits for flatheads and a maker of speedway racers, but he will always be remembered as the man responsible for a great American motorcycle, a V-twin hot rod so potent he promised to refund the purchase price if ever one of his machines was outrun by an Indian or Harley – and never had to make good on the offer. After way too long in parts hidden behind closed doors, this 1940 Big Tank is back together and on the road again, a welcome addition to the Crocker registry.

\$495,000 - 595,000
£410,000 - 490,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

156

1916 EXCELSIOR 61CI SUPER X BOARD TRACK RACING MOTORCYCLE

Engine no. 83659

- Iconic 'Big X' bike
- Excelsior was the first brand to officially reach 100mph in 1912
- Bike said to have belonged to an Uruguayan racer from the 1940s



"For sheer good looks, Excelsior motorcycles had no rivals, but production costs were high. Additionally, company president, F. C. Robie had signed a twenty-year lease on the big Randolph Street Bridge factory in Chicago which had an annual rent of \$23,000, and this absorbed a large portion of the company's income. The nation's economy took a slight downturn in 1911, and it was rumored that Excelsior was having financial difficulties. The Excelsior company was officially signed over to Schwinn on October 16, 1911 for the purchase price of \$147,500. The new Schwinn management forecast the production of 10,000 motorcycles for the year 1912." From the late Stephen Wright's *The American Motorcycle 1869-1914* (Megden 2001).

The Excelsior Motor Manufacturing & Supply Company, founded in 1907 quickly produced some successful bikes: winners on the board track. The stock market crash of 1929 and the following Great Depression caused motorcycle and bicycle sales to plummet. In the summer of 1931 Ignaz Schwinn walked into the boardroom and bluntly told the assembled directors and managers, without warning, "Gentlemen, today we stop". Schwinn saw no end in sight despite a full order book and he chose bicycles over motorcycles. Excelsior was gone by September.

For America's earliest motorcycles both speed and endurance were promotional necessities and Excelsior had plenty of both. Example: In 1912, an Excelsior was the first motorcycle to be officially timed at a speed of 100 mph.

Ignaz Schwinn took Excelsior beyond just "good racing bikes" to become the stuff of legend. Ease of use and comfort become as important. Racing successes were replaced by "The Kumfort Kusion seat post and cradle spring fork absorb jars".

Excelsior furnished motorcycles to the American military's World War I effort and soldiers nicknamed them "Big X" due to the large letter X emblazoned on the fuel tank. The mainstay of Excelsior production through the 1910s and into the 1920s was the 61ci (1000cc) Big X. This had an inlet-over-exhaust v-twin engine, firstly with belt drive then with 2-speed, and then 3-speed gearbox. There were three frame options and big-valve motors – this is a "standard" 3-speed road model. Colors were grey with red panels in the early teens, the Military Model of the late teens was in khaki and 1920s models were in a very dark blue with fine gold pin striping. Production was in limited quantities compared to the giant Indian Motorcycle Manufacturing Company, and many were exported - Europe and Australia receiving a number of shipments.

According to the seller, the bike belonged to a famous Uruguayan road racer called Nelson Ardinghi who raced in the 1940s. He bought the bike as a project from Nelson's brother and found the parts to rebuild it as original as possible. It seems like only the seat and tires are not original.

\$25,000 - 30,000

£20,000 - 25,000

No Reserve

Offered on a Bill of Sale

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157

1914 INDIAN 7HP BOARD TRACK RACING MOTORCYCLE REPLICA

Engine no. 34F015

- *Early life of motorcycling*
- *Some of the first Indian Motorcycle racers*
- *Claimed to be running*



In a matter of only 10 years from its humble beginning as simple bicycling company, Hendee Manufacturing became the largest motorcycle producer in the world with its line of Indian single cylinder and twin cylinder motorcycles. It is in 1901 that Hendee Manufacturing managed to finish its first prototype, especially thanks to the hire of Oscar Hendstrom as Chief Engineer and Aurora Automatic Machinery Company for the production. They then became world beaters on the tracks around the globe with a selection of production-based race bikes and one-off factory exotics. The famous Hedstrom engine had an inlet over exhaust valve configuration that was quite powerful in its day although prone to wear from the complicated engine design.

In 1914, one of the popular as well as spectacular attractions was board track racing. Velodromes using long wooden planks for a base made racing somewhat like a Roman circus where spectators could view the entire track from the comfort of their seats. Meanwhile the motorcycle competitors would speed around the highly banked surface on machines that had neither brakes nor throttles. It was equally dangerous as it was fast with speeds reaching 100 mph. In that sense, it was unfortunately not rare to have death of racers and spectators.

As an example of a production based Indian racer, this motorcycle lacks a clutch, gearbox and brakes. Machines such as this bike replicates were push started to roll and were full throttle until the end of the race where the rider would cut out the magneto to stall the engine. The engine is based on Indian's 30.50 cubic inch i.o.e. motor but features ported cylinders. Power is transmitted directly to the rear wheel from the engine. The engine is braced in a conventional Indian loop frame however it is skewed to the front to bring the engine closer to the front wheel thus improving the handling of the motorcycle at high speeds and cornering. Atop the rigid forks, Indian's signature board track handlebars were the rider's center of concentration.

The bike presented here is a replica of those Indian Board Trackers of the time. Seller reports that some parts are original while some others are copies or reproductions, and that the bike is in running condition.

\$25,000 - 35,000

£20,000 - 29,000

No Reserve

Offered on a Bill of Sale

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158

1910 FLYING MERKEL 884CC TWIN

Engine no. V 2857

- *Rare example of an early Flying Merkel V-twin*
- *Technically advanced for the day with front/rear suspension*
- *Mike Hanlon restoration, bench-tested engine*
- *Built from a largely original and complete bike*



Like Halley's Comet, which purportedly inspired its name and streaking logo graphics, The Flying Merkel motorcycle burned brightly and was quickly gone. In business from 1902 until World War I, the brand set engineering standards, won considerable glory on racetracks, and today is rated among the rarest and most highly collectible of American classics.

The man behind the machines was Joseph Merkel, considered to be one of the finest engineers in early U.S. motorcycling. He came up with dozens of innovative designs, many of which were copied by other motorcycle makers. A Michigander who apprenticed on the railway of his father's logging outfit while barely a teenager, at 15 he was honing his metalworking skills in a machine shop, followed by enrollment at Michigan Agricultural College to study mechanical engineering. At 24, Merkel found himself in Milwaukee, Wisconsin, employed as a draftsman at the E.P. Allis Co., makers of industrial steam engines. Circa 1900, Merkel struck out on his own, designing and producing bicycle components initially, before moving on to internal-combustion engines and then complete motorcycles. His first 316cc singles were recognizable by their "loop" frames which situated the mass of the engine in line with the axles to enhance handling on the primitive roads of the day.

Always chasing funding, Merkel moved the operation to Pottstown, Pennsylvania in 1909 to merge with the Light Manufacturing Co. Here Merkel's reputation for advanced engineering was further enhanced when he added a truss-style telescopic fork and cantilevered swingarm suspension to the chassis – this at a time when most other bike makers made do with crude girder forks and rigid rear ends. "All roads are smooth to The Flying Merkel," became the advertising slogan.

As admirably represented by the first-year example on offer here, Merkel was quick to embrace V-twin powerplants, introducing his take on the more-powerful configuration in 1910, a year before Harley-Davidson made the move to V's. The new 884cc engine only added to Merkel's reputation for reliability, already at a high level due to use of German-made ball bearings, rather than the more common bronze or babbitt bushings, plus fitment of a throttle-dependant engine oiler before either Harley or Indian adopted that feature. "Technology was changing pretty rapidly at that time, and competition was fierce," says Mark Mederski, special projects director at the National Motorcycle Museum in Anamosa, Iowa. "Merkel was an innovator. He wanted his bikes to stand out."

The company rightfully played up build-quality in its showroom brochures, telling prospective buyers, "In presenting The Flying Merkel we believe we are offering you the world's finest motorcycle. No effort or expense has been spared to place The Flying Merkel on the top rung of mechanical achievement and it is today, without doubt, America's premier machine for comfort, speed and reliability. It is a machine to depend upon – a machine whose reliability is a thousand times a proven fact."

\$100,000 - 150,000
£82,000 - 120,000

Offered on a Bill of Sale

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159

1913 THOR 500CC SINGLE

Engine no. 13M28

- *Same family ownership for nearly 40 years*
- *Believed original example*
- *Great patina*
- *Stored since 2005*



Such was the immediate success of Messrs. Hedstrom and Hendee's Indian motorcycle, that the firm was overwhelmed with orders and had to turn for assistance to the Aurora Automatic Machinery Company, of Aurora, Illinois, which from October 1902 was contracted to build the Hedstrom-designed engines under license. It was natural for Hendee to ask Aurora, since they were already producing castings for their motorcycle.

This deal permitted Aurora to build its own motorcycles and sell surplus Indian engines under its 'Thor' brand name, and the availability of these high-quality proprietary motors enabled a number of independent firms to commence motorcycle manufacture, among them Reading-Standard, Manson and Warwick. Aurora simply had to pay royalties to Indian if they sold surplus and had to make sure they were not providing engines to Indian competitors. By 1902, we estimate that Aurora produced about 150 motors for Indian.

In 1903, Thor had a catalog of parts allowing anyone with a bicycle to turn it into a motorcycle, and thus began the Thor Moto Cycle and Bicycle Company.

The Thor motorcycle remained essentially identical to the Indian until the agreement's expiry in 1907, after which the two makes diverged. Thor's single-cylinder engines were mounted vertically in 1909, and in 1910 the company introduced a new 'F-head' engine of its own design. This was doubled up in 1911 to make the Model O v-twin featuring mechanically operated inlet valves, although the single retained the 'atmospheric' type for another year or so. From the start of production, Thor had mounted its v-twin engine with the rear cylinder vertical, but from 1912 onwards adopted the more conventional placement. That same year the twin was extensively redesigned, becoming the Model U, and in 1914 its capacity was increased from 61ci to 76.25ci. In 1920, the Board of Directors decided to stop the motorcycle production and focus on power tools and home appliances like irons, dishwasher and washing machines.

The Thor presented here was bought in the late 1980s and is in fully original and unrestored condition. Everything from the paint to the components is original. The bike has been stored since 2005 and was apparently displayed only two times on some Christmas Runs in Irwindale.
\$25,000 - 30,000
£20,000 - 25,000

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160

1947 INDIAN 74CI CHIEF

Frame no. 3474109

Engine no. DG4109

- *Iconic skirted seat*
- *Art-Deco style*
- *Roadmaster trim*



Is there a more iconic shape in American motorcycling than a skirted Indian Chief? Those big Art Deco-styled, valanced fenders are unmistakable; then as now, they set the bike apart from anything else on the road. Back in 1922 the Indian range was extended by the introduction of a new, Scout-based 61ci (1,000cc) flat head 42-degree long stroke (83x113mm bore and stroke) v-twin called the Chief – the first of a line that would endure for 31 years. A year later a 74ci version was introduced, and both were offered until 1928 when the smaller motor was dropped. Similarly, the 74ci (1,210cc) was finished in 1949 with the introduction of an 80ci (1,300cc) version in 1950.

Constantly developed over its tenure, from new frame, forks, dry-sump lubrication, coil ignition, rear suspension and the like, the Chief quickly became one of the most legendary motorcycles in the world, particularly after 1940 when it was clothed in those now iconic Art Deco-style valanced fenders. For a style so associated with a brand, it's surprising that the fenders didn't make their appearance until 1940, some 39 years after the company's founding. Indian went all-in on the design, outfitting Scouts, Chief and Fours with the new tinware. After World War 2 only the Chief made a return – in 1947 they did make 11,849 of them - supposedly a stop-gap measure until lighter, more advanced models came online.

Three different trims were available at the time for the Chief, the Clubman, the cheapest version, that still came with chromes everywhere, from the gas tank caps to the rear bumper, as well as the iconic 'War Mascot' front fender light; the Sportsman that featured slightly more chrome than the one before, essentially on the handlebars, crash bars and headlamp.

Finally, the Roadmaster that added a sport windshield, saddlebags with chrome rivets, chromed twin spotlights, chromed handlebar cross-tube and of course the famous Indian seat with adjustable spinning to welcome a passenger. But a series of financial and engineering missteps doomed the company and Chiefs were still being sold when the Springfield, Massachusetts factory shut its doors in 1953.

The Chief we have here is a Roadmaster and comes in the famous Indian Red color and skirt seat.

\$35,000 - 45,000

£29,000 - 37,000

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161

1952 INDIAN CHIEF ROADMASTER

Frame no. CS 6050

Engine no. CS 6050

- *Matching numbers*
- *80ci engine*
- *Bench-type seat*



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 chrome work 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, an "Eighty" tank decal, a right-side engine cowl, and the adoption of a bench-type seat. Less obvious were the British-made Amal carburettor and handlebar controls. In this, its final form, the Chief weighed 520lbs and in stock form had a maximum power output of 50bhp, which was good enough for a top speed of 92mph. Most owners though, would have preferred cruising at a gentler pace to allow onlookers greater opportunity to admire their magnificent 'Iron Redskin'.

The Chief we are having for sale here has been the sellers for 15 years. The bike is matching number and appears to be in very good condition.
\$35,000 - 45,000
£29,000 - 37,000

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162

1940 HARLEY-DAVIDSON WL45 COMBINATION

Frame no. ZE36T
Engine no. 42WLA21669

- Extensive history file
- Subject to a mechanical restoration



In 1937, Harley Davidson introduced a new series model called W that featured a 45 cubic inch engine and more importantly a recirculating oil system that was supposed to reduce maintenance and increase reliability. This was specifically convenient for the rider that did not need to check the oil, adjust the oil pump or even lubricate the engine while riding anymore. Harley quickly received an order from the US Army to replace its fleet of RL models.

In 1939 the US Army purchased the 39W model and then in 1939 two prototype 39WL(A) Models were sent to the Mechanized Cavalry Board at Fort Knox, Kentucky. These were the first true 'WLA' Models having the typical military look. The 39WL(A) was a straight adaption of the civilian Model, still retaining the I-beam type front forks.

As soon as the war started in Europe in 1939, US Army started to run some tests putting different motorcycle manufacturers in competition. Between HD, Indian and Delco, Harley managed to gain Army's trust thanks to their WLA prototype.

In the first trimester of 1940m about 400 WLA40 models were ordered by the army. In total, 70 000 WLA and WLC were ordered during the war, by the US and the allies.

Spare parts for nearly half of all these bikes were also produced. These bikes were usually called 'Liberators' in European occupied countries, as they were usually ridden by the troops liberating cities from the German occupation.

Thanks to the WLA reliability and intense use during the war, Harley Davidson Motorcycle Company received the Army-Navy E Award in 1943. This E Award was given to companies that participated to the wartime effort. Harley Davidson workers were called 'Soldiers of the Production Line' and employees of the time could wear an 'E' Pin on their jackets.

The award would be especially mentioned in all future advertising as a sign of support to the War Effort. Thanks to that history, the WL model, civil equivalent to the WLA, is one of the most important bike in the US motorcycling history. In 1946, Harley Davidson even introduced a racing bike using that flathead 45 called the WR which was compliant to the Class C AMA rules.

Offered with a substantial history (viewing recommended), the motorcycle offered here has been subject to a mechanical restoration with the history file containing the invoices for the work carried out.

\$27,000 - 35,000

£22,000 - 29,000

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163

1930 HARLEY-DAVIDSON VL COMBINATION

Frame no. 3474109

Engine no. 30VL10916

- *VL is the sport version of the V models*
- *Army green color*
- *74ci Side-valve high compression engine*



Introduced for the 1930 model year, the Harley-Davidson V series was the first of the Big Twins to have sidevalve engines. In the prior year, the company brought out a brand new 45ci motorcycle which also adopted the sidevalve engine. Harley-Davidson was always about F-head engines ever since their first motorcycle hit the roads twenty five years earlier. Ever the conservative company, they were probably influenced by the success of Indian with their own flathead engines and the demands by public pressure.

Everything about the motorcycle was new. Virtually nothing was shared from the old models. The new V models were lower thanks to new frames and the engines very tractable. That same softness however brought complaints from riders that the bikes lacked spunk. Additionally, there were reliability problems that actually halted production after only 6 weeks. The major issue was the installation of light flywheels to help perk up the engine performance. A change to larger flywheels actually required larger crankcases which the company was able to retrofit. Larger crankcases however also required new frames. While Harley-Davidson salvaged their reputation during this recall, the dealers had to absorb the labor costs for the retrofits.

Harley-Davidson faced challenges other than engineering issues from their new venture into sidevalve engines in the 45 and 74 models. The country was in the midst of the Great Depression. Projected production had to be lowered as many people and community services just couldn't afford to spend on such a commodity. The company persevered by pulling back and helping their employees and dealers survive. They were also well funded and able to survive the economic downturn.

The new Harley-Davidson was a handsome motorcycle, low and stylish with its traditional livery of Olive Green with vermilion striping. The 74ci sidevalve came in four variants. Two were lower compression engines destined for sidecar and commercial work. Another was the VL, which had a high compression engine and Dow metal pistons and was considered the Sport Solo version. The motorcycles were smooth running and well-balanced despite being a bit on the slow side. Unique for the introductory year of the 74 were twin bullet headlights and a round toolbox mounted ahead of the fork springs.

Although it did not originally come with a sidecar, the VL we have for sale here features a Harley Davidson sidecar. The odometer shows a bit over 38,000 miles.

\$17,000 - 20,000

£14,000 - 16,000

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164

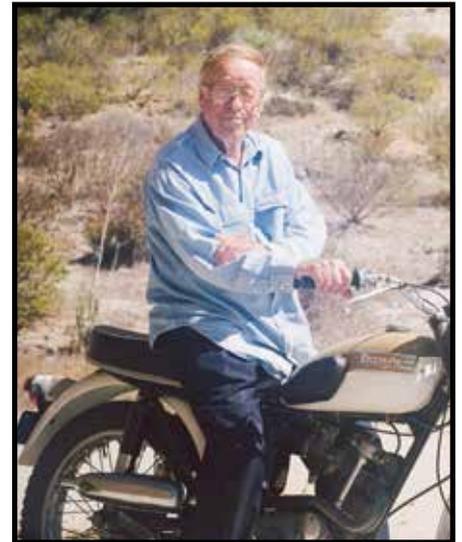
Formerly owned by *On Any Sunday* director Bruce Brown

1967 TRIUMPH 197CC T20M MOUNTAIN CUB

Frame no. T20M 2895

Engine no. T20M 2895

- Ex-Bruce Brown bike
- The bike took part in the genesis of *On Any Sunday*
- Just 1,377 miles on the odometer
- Matching numbers
- Original condition



While it would be a stretch to say Triumph's 200cc Mountain Cub was wholly responsible for the making of everyone's all-time favorite motorcycle movie, there's no doubt the trail bike played a role in the concept stages of *On Any Sunday*, director Bruce Brown's cinematic ode to motorcycle sport.

A self-taught filmmaker and avid surfer, Brown was eking out a living showing his surf flicks at rented gymnasiums when he hit it big in 1966 with *The Endless Summer*, a tale of two surf bums who travel the globe in search of the perfect wave. Made for a modest \$50,000, the film has raked in \$20 million at the box office to date and helped expose the sport of surfing to a worldwide audience. For his efforts in popularizing surfing, Brown was named as the fifth most influential surfer of all time by *Surfer magazine* and was later inducted into the Surfers' Hall of Fame.

With an unaccustomed flush bank account, Brown traded in his Honda 50cc step-through for a Triumph Mountain Cub, which led to cowtrailing, enduro riding, desert racing, a friendship with actor/rider Steve McQueen and eventually to *On Any Sunday*, the semi-documentary about the pastime both men loved. The movie remains a favorite of motorcyclists almost a half-century after its debut. Filming began in late 1969, funded by \$300,000 from McQueen through his Solar production company.

Anchored by Mert Lawwill's ill-fated 1970 AMA title defense and by the ever-smiling Malcolm Smith's far-flung off-road adventures, the movie was ahead of its time in the use of super-slow motion and tightly cropped telephoto shots. McQueen was featured, too, blasting to a 10th place finish in the Elsinore Grand Prix off-road race. *On Any Sunday* opened in July of 1971 in Los Angeles where it broke all-time attendance records. It was nominated for the Best Documentary Academy Award that year. "Whatever you do, don't miss it," *Cycle World* magazine told readers. "It is, without question, the finest motorcycle movie ever made."

As with his surf film, *On Any Sunday* is credited with fueling the sport it portrayed. "The movie helped spur the explosive growth of motorcycling in the 1970s," said the AMA in naming Brown to its own Hall of Fame. "Brown's movie conveyed the fun and enjoyment that motorcycling added to people's lives."

This Mountain Cub, previously owned by Brown and showing just 1,377 miles on its odometer, was acquired by a friend of the family shortly before the filmmaker's death in 2017. As it has been sitting for some time, it will require a recommissioning but appears complete with an engine that turns over freely. A copy of the bill of sale signed by Brown will accompany the motorcycle.

\$15,000 - 20,000
£12,000 - 16,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

165

1970 HUSQVARNA 250 CROSS

Frame no. MH2595

Engine no. 252511

- Ex-Bruce Brown bike
- Bike restored mostly with original parts
- Iconic Husqvarna 'red tank' model
- Sent to Bruce Brown during the production of *On Any Sunday*



Husqvarna was originally a military arsenal founded in 1689 to produce muskets for the Swedish Army. The company has since grown over nearly 330 years and its production has changed from weapons to sewing machines, kitchen equipment, bicycles, motorcycles, lawn mowers, chainsaws and a whole raft of construction products. That original company has been divided and sub-divided over the years – the motorcycle division, for example, is now owned by Austrian KTM, via Italian Cagiva/MV Agusta then German BMW. In the 1960s, the Husky lightweight, small capacity, 2-stroke, off-road bikes helped make the once dominant British large capacity, 4-stroke motorcycles quickly obsolete. Husqvarna was, during the two decades of the '60s and '70s, the dominant force in the dirt bike world, winning 14 motocross world championships, 24 enduro world championships and 11 Baja 1000 victories across the 125, 250 and 500 classes.

American Edison Dye of San Diego took notice and started importing Husqvarna's line into the United States. Shortly after the stateside debut, a Husky 250 was shown carrying a talented young racer by the name of Malcolm Smith across a perfect California beach in the seminal movie *On Any Sunday*. Then Steve McQueen on the cover of *Sports Illustrated*, as he charged his Husky, albeit a 400, through the Mojave Desert. And the popular explosion of the sport of dirt bike riding began. It is thus the Swedish Husqvarna, perhaps, that made motocross, desert racing, and then Supercross de rigueur.

This particular 1970 Cross model - an iconic 'red tank' 250cc, 4-speed - was sent to Bruce Brown (Films) of Dana Point, California for 'your use of your filming of your new motorcycle movie' – so states a letter dated April 21, 1970, on file, sent by Edison Dye of Med-International, La Mesa, California, the then exclusive US Husqvarna importer. There is no definitive evidence that this bike was used in the movie, *On Any Sunday*, but it is the bike that Bruce Brown raced for some years after the movie was first launched a year later in mid-1971.

The bike was retained by Bruce stored alongside his house until a few years ago when it went through a full restoration by the seller who is well-steeped in such work. All its original, 'as found,' parts were retained on the bike with the only non-originals being a seat cover, number plates and tires. And the brand-new OEM tank that came with the bike in a box.

This tough yet sublime dirt bike – one of only 5,076 motorcycles made by Husqvarna in 1970 - not only has that special pedigree but also its unique provenance to make it one of the most desirable Husqvarnas second only, perhaps, to those ridden by Steve McQueen and Malcolm Smith.

\$20,000 - 25,000

£16,000 - 20,000

Offered on a Bill of Sale

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



166
1969 HARLEY-DAVIDSON 883CC XLCH
Frame no. 69XLCH1241
Engine no. 16581-57

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. t 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.' The bike presented here is in original condition with its brown paint and sandy seat.

\$8,000 - 12,000
£6,600 - 9,800



167
1976 HARLEY DAVIDSON SS250

In the 70's, while Harley Davidson sportsters and cruisers were playing in a reduced-size market, they had to face the competition on smaller engine bikes, especially Japanese makers. Thankfully, few years before, H-D bought half of Aermacchi, an Italian manufacturer producing low powered bikes. Using similar designs at what was existing on the market, the partnership produced at first 4-stroke bikes, but then turned to the two-strokes notably with 175cc, 250cc and 350cc engines. Although produced by Aermacchi, the bikes were basically rebranded Harley Davidson for the American market. While the SX models represented the on/off road models of the brand, the SS were the street models. Harley being bought by AMF in the middle of the 70s, the company kept producing these small-size-engine bikes, especially the SS250, equipped with a 20hp single cylinder two-stroke engine. The SS250 presented here is in original condition with a little more than 3k miles on the odometer.

\$2,500 - 3,500
£2,000 - 2,900
No Reserve



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168

2010 HARLEY-DAVIDSON 'WHITEY' BY ROLAND SANDS

- Customised by Roland Sands
- Special paint job by Chris Wood

Frame no. 1HD1BV5177Y076158

Engine no. BV57076158



Early in his life, Roland Sands was working for his father's company, Performance Machine, where he literally swept the floor while evolving in a racing atmosphere. This developed its passion for motorcycle and road racing which led him to learn as much as he could about motorcycles and how they work, so he could always fix problems with his own bikes when racing. He eventually became a professional motorcycle racer for about 8 years and managed to be the AMA 250 GP Champion in 1998, but unfortunately had to stop after too many injuries. Also, he managed to become Director of R&D at Performance Machine, where he made an appearance on Discovery Channel program, Biker Build-Off, which would develop his popularity among viewers and motorcycle community.

Although his body was hurt, his passion was intact, so he decided to use all these experiences and to get into motorcycle building and branding. With audacious designs and well-engineered parts, Roland Sands participated to the development of the custom market and its attractivity among the rider's community.

Now partnering with some of the most important bike manufacturers, especially BMW and the recent release of the McKenna Custom, RSD is getting in a new dimension. Roland Sands has the same vision and passion for motorcycle, but he has always been able to adapt to what people wanted and expected, especially organizing more and more collaborations and events to promote motorcycle lifestyle. Although working on any type of bike and any made, RSD developed an expertise for Harley Davidson customs, especially thanks to the development of well-designed parts. On top of the house-built bikes, Roland Sands wanted to make bike modifications easy with almost plug and play parts. To illustrate this, RSD reconverted their Full Metal Jacket bike into the Whitey.

Thanks to a new white glossy paint made by Chris Wood at Airtrix and a new motocross handlebar, RSD managed to give a completely different look to the bike. The custom notably features RSD Slam Wheels, Turbine air cleaner, tracker grips and footpegs and a 2 into 1 exhaust.

\$20,000 - 30,000

£16,000 - 25,000

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169

2007 HARLEY DAVIDSON FXD DYNA STREET TRACKER XR124

Frame no. 1VK5FXD19LBA28070
Engine no. XCE0304X

- *Reinterpretation of Harley Davidson flat track racer*
- *S&S 124ci Evo engine*
- *Aluminum tank by Evan Wilcox*



In 1983, Harley-Davidson decided to recreate the mighty XR750 flat-track from the 1970's by releasing the XR1000, a flat-track evolution of the original Sportster. 25 years later, the idea emerged again with the XR1200. The bike was a great success among Europeans that wanted a Harley Davidson with sport capabilities and when American riders saw this, they had to have it too. So, in 2009, Harley-Davidson gave it to them. The 'Steroid' Harley, based on the Sportster, featured the 1200cc engine with a more aggressive tuning, a different tank, tail and of course exhaust pipes.

But for some people, Harley Davidson did not go far enough. Among these people two decided to get together and reinterpret Harley's idea of a flat track, Mike Wilson from Dyno Mike's Dynamic Chassis and Sandy Cosman from Kosman Specialties.

Both used their knowledge and engineering skills to recreate the XR, mounting an S&S 124 cubic inch Evo engine in a twin shock frame equipped with a Buell XB12 front, in other words, upside down fork, front fender and six-piston caliper.

With an Aluminum tank made by Evan Wilcox, house made exhaust and wheels the bike managed to get just under 500lbs.

\$9,000 - 12,000
£7,400 - 9,800

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

170

2017 MOTUS 1650CC MTS

Frame no. 1B9SM4161JB975025

- American-designed and made bike
- V4 engine comparable to LS V8
- Comes with side-cases



In their history, Car and Motorcycle Industry had the chance to see unsatisfied people. Indeed, if everybody had been satisfied, market would not be the same, and we probably would not have the same quality of product today. Some people are never satisfied, but luckily audacious enough to do something about it. Motus story is a great illustration of this.

Motus started with two men, Lee Conn and Brian Case, that had a passion for riding as big as their boldness. Being unable to find what they wanted on the market, they took the simplest decision about it: let's do it ourselves!

They went through the design of their own engine, found some help to build a brand new chassis, got part from the best suppliers, etc... After many adjustments, upgrades and compromises, as well as few prototypes, they then had to adapt their bikes to NHTSA and EPA rules and managed to produce their first bike in less than a decade, with final assembly and HQ located in Birmingham, Alabama.

Other than their dedication, another reason that could explain that fast-developing bike is that they already had the heart of it. In fact, Motus is primary a motor company. And if the MST or any of their bikes is full of well-made parts all around, what really makes the bikes is the engine.

The MV4 is a 90-degree V4 engine, liquid-cooled, developing 1650cc for about 165hp. Motus quickly gained that image of real American bike because of that engine. This V4, by its internal structure and external design is extremely similar to these big LS V8 engine that made American Cars' legend. Moreover, during its development, that V4 went through a company named Katech, essentially known for building crate race engine built on the LS model.

Lee Conn says it himself "When selecting parts to build the engine, we looked for parts that can do their job better than you'd expect. It turns out some automotive parts are a fantastic match for that requirement, because even average use for most automotive parts would be suitable for severe or heavy-duty usage for a motorcycle."

Overall, the two founders wanted the bike to remain simple. Or at least simple for the rider. Indeed, a Motus mixes car technology and principles with motorcycle simplicity. Everything is made so the bike is easy to be inspected / serviced.

As a not-so-behaved wild horse, the Motus does not carry ABS, traction control, or assistance of any sort. It is a 590lbs raw powered machine that surely makes heads turning. The bike we have here is sold new by a dealership.

\$18,000 - 28,000
£15,000 - 23,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

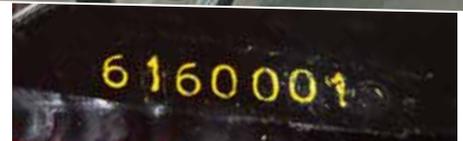
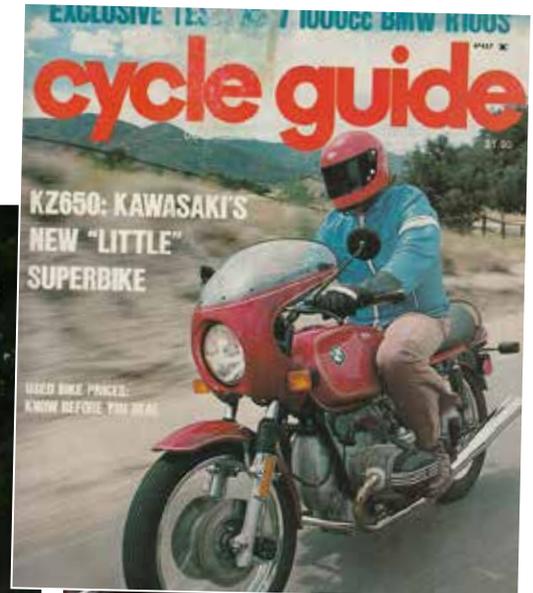
171

1977 BMW R100S

Frame no. 6160001

Engine no. 6160001

- Fully matching numbers
- BMW R100S prototype
- Serial number 6160001
- Restored about 2,000 miles ago



In the 1970s, while the motorcycle trend was 4-cylinders powered bike, especially with the huge presence of Japanese makers on the market, BMW engineers stayed true to themselves and kept developing their famous boxer-twin. The main instrument of engine development for the Bavarian company was to increase the bore diameter. The 750cc engines had a bore of 82mm, the 900, a bore of 90mm and finally, in 1977, to release their new 980cc engine, they took the bore to 94mm.

Not only did the new BMW R100 line was offering a bigger power to BMW riders, it was also fixing some mechanical-safety issues from the R90. Indeed, one of the biggest problem BMW had was linked to the increase of power while keeping the same engine structure. It gave a tendency to the R90 to blow its oil an obviously cause some important safety issues. To address this, BMW developed a whole system made of a spring-loaded flapper disc and a small baffle chamber in the crankcase, so oil would be contained inside the engine instead of just blowing everywhere. Other than this, the clutch was upgraded too, and more importantly, the frame was strengthened.

The 38mm Dell'Ortos from the R90S were replaced by 40mm Bing constant-vacuum carburetors, offering a little less throttle response but a much better fuel economy and efficiency in terms of emission and riding. Just like the R90S, the R100S was offered with the small 'bikini' fairing, offering protection and aerodynamism so the rider could choose between a relaxed or spirited ride.

Although the R100 was obviously mass produced, the motorcycle we are presenting here is unique. In fact, that R100S is the model prototype. Built in May 1976 and gifted with the serial number 6160001 (both frame and engine), the bike kind of had many lives. First sent to the US for publicity and display, and featured in many motorcycle magazines, the bike was then race-prepped to compete in the Battle of the Twins in Daytona, where it finished 20th. After being switched back to a street bike, at around 64k miles, the 2nd owner started a restoration for the bike, but had to cancel the project due to a fire in his garage. From there, a line mechanic from BMW San Jose acquired the bike and performed an exacting cosmetic and mechanical restoration. It has been ridden for about 2000 miles since then. The fully matching numbers bike comes with a collection of related magazines, race programs and receipts.

\$14,000 - 18,000

£11,000 - 15,000

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172

1978 BMW R100SRSS

Frame no. 6183444

Engine no. 6183444

Just a few years after introducing the R90/6 and "luxury" Daytona Orange and TT Silver Smoke R90S, BMW upped the capacity of its range-topping flat-twins to 980cc for the 1977 season in the form of the R100/7 series, the flagship of this new line-up being the fully-faired R100RS "superbike." Although styled like a super-sports machine, the R100RS was more of a sports-tourer, which did it no harm whatsoever in BMW's traditional market sector. "BMW's have always managed to give you a unique and almost uncanny feeling of complete security and stability at speed," observed *Bike* magazine's Peter Watson. "The ability to maintain cruising speeds of over 100 mph for as long as your licence holds out must be one of the machines' most attractive features. The RS even manages to improve on this reputation."

Extensive wind tunnel testing took place to get the fairing right – it ultimately set a standard the industry copied – in the Stuttgart Technical University and in Pinifarina's tunnel in Italy. Originally made for Europe, it was finally imported to the US because the European order had been canceled during mid-production. Butler & Smith Inc. that were based in Norwood, NJ purchased the motorcycle with a discount and the choice of the colors and equipment. Some R100RS were fitted with the 'bikini' fairing of the R100S, which is the case of the BMW on offer here with it also being painted in the famous "585 Weiss MotorSport" color. It's believed a small number (c.90) R100RS/S bikes were imported to the US. Since being purchased in 2008, the BMW has had little use and will require recommissioning to a greater or lesser extent.

\$15,000 - 20,000

£12,000 - 16,000



173

1984 BMW R100RT

Frame no. WB1044905E6243755

Engine no. 83 378236/EBM 098042 42

Just a few years after introducing the R90/6 and R90S, BMW upped the capacity of its range-topping flat-twins to 980cc for the 1977 season in the form of the R100/7 series. The following year a touring version of the R100RS superbike appeared boasting a more generously proportioned fairing, taller windshield and higher handlebars. This was the R100RT, unquestionably the finest touring motorcycle of its day. 'It is so incredibly easy to ride that it doesn't distract you from any of the pleasures of biking - just complements them,' enthused *Bike* magazine. The R100 offered here has been in the car of only a few long-term, meticulous, enthusiastic owners. Originally purchased in April 1984 in Huntington Station, New York, the Stratossilber (Metallic Silver) machine was then sold to a San Diego BMW devotee, and between them, enjoyed to the tune of 28,000 miles until being purchased by the owner's friend, our in 2010. It was acquired by the present owner in January of 2015. "The appeal of the bike was its originality," says the penultimate owner. "down to original keys for all the locks, including the luggage, manuals, tire pump, and toolbox." After some fettle the bike was enjoyed almost daily as a commuter machine and then for weekend trips, until the winter of 2012. Then a minor mechanical repair started the unstoppable ball of a full restoration rolling. The bike was dismantled to the frame, which was powder coated. The engine was rebuilt, as was the final drive, and a new exhaust was installed, together with a new and upgraded electrical system, LED lights, new battery etc. Attention was given to brakes and suspension, replacing bearings, etc. as needed. And then there was the question of paint scheme. Should it be standard metallic silver? Or something a little more custom? And then a memory from a trip to Munich inspired the PolizeiWeiss and PolizeiGruen livery it is offered in today! This bike is a great opportunity to acquire a solid Bavarian touring machine, meticulously cared for, with restoration receipts that far exceed the value, in a custom paint scheme that garners attention everywhere it goes. Especially on the Autobahn.

\$8,000 - 10,000

£6,600 - 8,200

No Reserve



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174
1965 BMW 494CC R50/2
Frame no. 6481148
Engine no. 641148

In the early 1950s, BMW concentrated on refining what were essentially pre-war designs, but by 1955 was ready with a brace of new machines, the R50 and R69. Of (nominally) 500cc and 600cc respectively, the newcomers inherited the up-dated flat-twin engine introduced on the R51/3 a few years previously but deployed this in all-new cycle parts, the most notable innovations being the Earles-type leading-link front fork and swinging-arm rear suspension enclosing the drive-shaft in the right leg - developments first seen on the works racers. Luxury tourers, the R50 and R69 sold to discerning enthusiasts to whom expense mattered little when set against the excellence of BMW engineering. At the end of 1954, BMW dropped its existing trio of flat twins - the R51/3, R67/2 and R68 - replacing them with the R50 and R69. The engines were little altered, significant changes being concentrated on the frame and cycle parts, which now featured an Earles-type leading link front fork and swinging-arm rear suspension enclosing the drive-shaft in the right leg - developments first seen on the works racers. Luxury tourers, the R50 and R69 sold to discerning enthusiasts to whom expense mattered little when set against the excellence of BMW engineering. Production finished in 1969 - in model year 1964 BMW built some 3,817 R50s. Believed to be in original condition, the vendor purchased the machine in 2008 and has covered little mileage in their ownership, therefore it will need recommissioning to a greater or lesser extent.

\$12,000 - 15,000

£9,800 - 12,000

No Reserve



175
1978 MOTO GUZZI LEMANS MK1
Frame no. VP74848
Engine no. VE*074848*

An engine design that originated in the late 1940s, Moto Guzzi's venerable 90-degree v-twin - 2-valve, four-stroke, air cooled and shaft drive - is still around today powering the latest generation of superbikes from Mandello del Lario. The first motorcycle to use this remarkable engine, the 703cc V7, appeared in the late 1960s. Enlargement to 757cc soon followed but the first sports model, the V7 Sport, was of 748cc capacity. Hitherto an acquired taste enjoyed by a discerning minority, the big Guzzi suddenly began capturing the imagination of a wider public when the 850cc Le Mans burst on the scene in 1976. Described by *Bike* magazine as 'the sleekest, horniest thing you've ever seen on two wheels,' the sensational Le Mans looked like it was doing 100mph while stationary and on the open road delivered 130mph-plus performance. Without doubt the first series Le Mans is one of the definitive superbikes of the 1970s and today highly collectible. With the 40th anniversary of the Le Mans' introduction just past, there can be very few, if any, survivors that have had but a single 'dedicated' owner like this example. All its miles were put on by that original owner as he rode to 48 states! It is bone stock, never restored apart from the handlebar switch gear and the exhaust, and in remarkably original showroom condition. It appears to be nicely patinated, just perfect for its mileage...a rare find in 2019. Even the seat is 'soft' as it should be!

\$8,000 - 12,000

£6,600 - 9,800



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176

1973 DUCATI 750-S

Frame no. DM750S 753343

Engine no. 753124 DM750

- *Iconic motorcycle from the 1970s*
- *Only 1625 made*
- *Period correct fairing*



Essentially known for their small-bore singles, Ducati entered in a new era thanks to its engineer and designer Fabio Taglioni who managed to develop a 90 v-twin that would bring unprecedented success to the company on the track and on the roads. Created in 1971, that engine will know its first success a year later in Imola with Paul Smart's victory at the Formula 750 race. Based on the original 750 GT tourer, the 750 Sport was an altogether more exciting looking beast and backed up its stunning looks with improved performance courtesy of a maximum power hike from 50 to 56bhp.

Built only until 1974, the Sport underwent minor changes to its front fork and disc brake but otherwise changed little, and was only ever sold in the classic yellow/black livery shared with the Desmo singles. First of a noble line of sporting Ducati v-twins, the 750 Sport is a true landmark machine; much rarer than, for example, the later Mike Hailwood Replica, it is one of the most sought-after of all Ducatis. Only 1,625 were made – the majority between 1973 and 1974, with a handful built for Australia in 1978 – of which only 200 were officially imported into the USA (in 1974).

The 750 Sport's arrival coincided with the 'café racer' movement catching on in the USA, and the 'Duke' gained an instant following with, among others, the editors at *The Wonderful World of Café Racers*: 'The motorcycle's handling is so stable that ineptitude becomes mere mediocrity, mediocrity in turn graduates to competence and competence blossoms into sheer corner-swooping finesse.'

The 750-S presented here is in very nice cosmetic condition. The bike was imported by the previous owner in 2011 from Canada to California. The seller reports that the bike was restored in Canada, and was gifted with dual Scarab brakes as well as an electronic ignition. The bike also comes with a color matching, period correct fairing, a later steel tank, correct 'Oval' contis and Borrani rims and 32mm carburetors.

\$40,000 - 50,000

£33,000 - 41,000

1974 DUCATI 750SS

Frame no. DM750SS*76387*
 Engine no. 075067 DM750.1
 Homologation no. DM11871OM
 Crankcase mating no. 26/26

- Iconic 'green frame' 750 SS
- Ducati street-legal race bike from the 1970s
- Front brakes upgraded with Brembo (originals come with the bike)
- Bike was restored during its previous ownership



'Even more than the MV Agusta, the 1974 Ducati 750 Super Sport epitomizes the Italian sporting motorcycle of the 1970s. Whereas the production MV four-cylinder bike was intentionally designed to be as far removed from the genuine Grand Prix racers as possible...the Ducati was as close a replica to the Imola 200 winning racer of 1972 that could be built and still be street legal.' *The Ducati Story (2018)* by Ian Falloon (Veloce).

It was, without question, Paul Smart's famous victory at Imola, Ducati's 'local' racetrack just south-east of Bologna, in April 1972 that really put Ducati (itself) and its new v-twin on the map. It was a particularly sweet occasion for hitherto un-fancied Ducati, as the Bologna factory defeated not only the race-proven Triumph Tridents of British scratchers Percy Tait, John Cooper and Ray Pickrell, but also the works 750 MV Agusta of Giacomo Agostini and several more quasi works teams. With such an outstanding pedigree, the 750 Super Sport was a natural choice for racing's Superbike category, and later on proved highly competitive in 'Battle of the Twins' (BoTT) and club racing events around the world.

Ironically, winning rider Englishman Paul Smart had only reluctantly agreed to race the new Ducati 750 at the inaugural Imola 200 road race, goaded into taking the job by his wife. He was not overly impressed by his converted roadster as it sat in the paddock, nor during his first practice laps.

All that changed when he arrived back in the pits to much fanfare to learn that he had just smashed Imola's lap record! The handling and torque were so smooth that the feedback through the bike belied its actual performance. Smart and fellow rider Bruno Spaggiari went on to a 1-2 finish, and just like that Ducati had begun a new chapter in its history.

Smart's bike was based on the 750 Sport roadster introduced that same year. The racer's cycle parts remained close to stock - even the center-stand lugs were retained - merely being up-rated with triple Lockheed disc brakes while the engine gained desmodromic cylinder heads, high-compression pistons and stronger con-rods. When the definitive production version - the 750 SS - appeared in 1974 it differed little in overall conception from the Imola 1972 bikes, among the most obvious external differences being the adoption of a center-axle fork and Brembo front brakes. The big 'Imola' fuel tank and humped racing seat both featured on the road bike, which wore a cockpit fairing rather than the racer's full streamlined affair.

The 750 SS received rave reviews in the motorcycling press, being hailed by *Cycle magazine* as 'a bike that stands at the farthest reaches of the sporting world - the definitive factory-built café racer.' Only 401 examples of the original 'round case' version were built and today is regarded as the true landmark model and is arguably the most widely sought-after of all Ducatis, of all time.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



Those 400-odd of the resulting 750 SS 'green frame' street versions were produced in model-year 1974 – although the color of the frame is closer to blue than green, it has always, somehow, been described as green - though how many have survived the ensuing 40 years is unclear. It didn't take long for attrition to thin the numbers as racers utilized the lusty horsepower delivered by the unique desmodromic valvetrain and massive 40 mm carburetors. In the United States, the exploits of *Cycle* magazine's 750 SS road racer, tuned by the late Phil Schilling and ridden by then editor Cook Neilson, were detailed in the pages of the magazine, helping spread the word. Similarly, importer Berliner regularly publicized the exploits of Neilson, Jon White and others as they gained numerous successes at club level events. This culminated in 1977 when Neilson smashed all comers in the hotly contested Daytona Superbike race on the 750 SS, now highly modified (and painted a dark blue), displacing 883cc and nicknamed 'Ol' Blue.'

Subsequently, Ducati dealers were urged to put these units in the hands of people who would profile them on racetracks. Race kits and cams were available over the counter to heighten performance. Consequently, racing took its toll as all quests for speed do, and it soon became difficult to find a stock example. Crankcases were destroyed or altered, frames got updated to gain a handling edge, fiberglass fuel tanks deteriorated under the stress of racing and were replaced. And don't think this process of 'green frame elimination and metamorphosis' was confined just to the USA, it was prevalent around the world.

This beautiful 750 SS is a US market bike which has been listed on the www.bevelheaven.com database – number 80 - for some time. This list was last updated in July 2019. There it confirms that from 1998 it was in the care of one Jim Lattin. A well-known Southern California enthusiast, Lattin gave up boat racing to become a hot rod and motorcycle collector and is best known for hooking up with fellow racer Bud Ekins, the pair of them 'going overboard buying, building and riding motorcycles.' He is the 'former president of the Southern California Timing Association and former chairman of the Bonneville Nationals Board.' In 2018 this 750 SS was acquired by Michael Kiernan of St. Louis, Missouri. Otherwise little is known of the history of this bike. Suffice to say the engine is believed to be original to the frame and the odometer reading is, equally, believed to be accurate; it has been most successfully restored (when in Jim Lattin's care) to be very close to its original specification; the tank has been repainted, and the front master cylinder is a more modern Brembo variety (the original comes with the bike.). It starts and runs well and is clearly ready for riding or show – it's of that quality – or both.

As with all lots in the sale, this lot is sold 'as is/where is' and bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

\$130,000 - 160,000
£110,000 - 130,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

178

1974 DUCATI 750 GT

Frame no. DM750S756184

Engine no. DM750 756006

- *Known as the bike that made Ducati*
- *The bike 'everyone wanted to ride home'*
- *Original condition with nice patina*



It's been called the motorcycle that made Ducati. Before the 750 GT, the Italian company was best known for its small-bore singles; but after fabled Ingegnere Fabio Taglioni arranged two cylinders in a 90-degree vee in 1971, the modern Ducati sporting V-twin was born. It was a blueprint for success the company follows to this day.

The engine's 90-degree layout made for exceptional smoothness but a lengthy wheelbase, a handicap more apparent than real, and which failed to stop the fine-handling Ducatis from notching a succession of wins in Formula 750 events, commencing with Paul Smart's famous victory at Imola in 1972.

The GT's impact in the U.S. was immediate. Editor Phil Schilling recalled that the Ducati "simply astonished *Cycle* magazine staffers," who ballyhooed the Ducati roadster as "The Most Startling 750 Yet!" on the October 1972 cover.

Later that year, the GT finished fifth in the magazine's performance-oriented shootout but, said Schilling, it was the bike "everyone wanted ride home, point totals or no." The Ducati offered we are advised by the vendor has been well looked after during the years of ownership and retains a nice patina.

\$20,000 - 25,000

£16,000 - 20,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

179

1972 DUCATI 750 GT

Frame no. DM750S751391

Engine no. DM750 751465

- 'The most startling 750 Yet!' *Cycle Magazine*
- Kept in climate-controlled environment
- Well preserved condition



Designed by the legendary Fabio Taglioni, Ducati's first road-going v-twin - the 750 GT - arrived in 1971. Lacking the resources of larger Far Eastern rivals, Ducati had made the most of what it already possessed to create one of the all-time great post-war motorcycles.

A 90-degree vee, the engine looked like two of the Bologna firm's bevel-drive overhead-cam singles on a common crankcase (which in essence it was) though the coil valve springs represented a departure from Ducati's traditional hairpins.

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

The October of the same year, the GT750 made a great impression to the *Cycle magazine* writers, considering the GT as "The Most Startling 750 Yet!". This Ducati has been kept in a climate controlled garage for a number of years and appears to be in a well preserved condition.

\$20,000 - 25,000

£16,000 - 20,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



180

1978 DUCATI 900SS ROAD RACER PROJECT

Frame no. DM860SS*0869229*

Engine no. 087151 DM860

By 1970 Ducati had developed a 750 v-twin, becoming the 750GT, and thus began a line of, arguably, some of the most beautiful motorcycles of the 1970s. The GT was joined by the 750 Sport in 1972; with its streamlined looks and high-performance engine, it was one of the most visually balanced of all time. Hard to beat it may have been, but Ducati managed it with its next creation, the 750SS, with even more power and, arguably, better looks. The obvious next step was an increase in cubic capacity with the introduction of the 860 engine, but the new machine's 'angular' appearance was initially unpopular by comparison to the sublime 750s. Fortunately, Ducati adapted the 860 engine for the new 900 Super Sport which carried on the great Ducati looks into the next generation, initially in a silver and blue color scheme then in 1978, black and gold. Incorporating cast alloy gold-painted wheels, the styling was kept up-to-the-minute, but still with the traditional lines which had served the model range well. The engine had been improved, as had the gearbox which had undergone a move to a left-hand change. This example comes from a large collection of Vincents and a few other sundry motorcycles found in 2019 after 30 years in a dry warehouse in Chicagoland. This 900 SS left the factory in January 1977 and was never titled when new having been road raced from day one. It still carries a slick tire at the rear. 137 – it is believed - 900 SSs came to the USA in 1977. The fuel tank has gone missing as have a number of other parts such as the carburetors, headlamp and front disc brakes but there are other parts that do come with it. Ducatis of this era do not have matching engine and frame numbers but this bike does have both numbers within the right range. It is sold 'as-is' and 'where is' without any guarantees as to completeness, originality and condition.

\$10,000 - 15,000

£8,200 - 12,000

No Reserve



181

1978 DUCATI DARMHAH 900 SD

Frame no. DM900SD*950880

Engine no. 904536 DM860

Ducati's second-generation v-twin engine - the 900cc 'square case' (actual capacity 864cc) - debuted in the 860 GT tourer. More than just a simple over-bore, the square case engine incorporated a new camshaft drive arrangement, improved oil pump, cartridge-type 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. The model was soon available with electric starter. An improvement on its predecessors in many ways, the 860 GT took a step backwards in styling – courtesy of Giorgetto Giugiaro's Italdesign - a mistake Ducati rectified with the introduction of the Darmah range in 1977. Superbly restyled by Leo Tartarini, the Darmah re-established the lithe, streamlined look of the original Ducati v-twin while offering better performance courtesy of the 860 motor with the high(er) lift 900 SS camshaft. Build quality was much improved by using a mixture of Bosch, Lucas and Nippon Denso electrics and controls. Ducati developed the Darmah alongside the 900 SS, GTS and, in 1980, the Mike Hailwood Replica...the model series (SD and soon the SSD) being fed the mechanical improvements as and when they might fit and aesthetic changes as the marketing department's forecast might demand. And these changes did not come just at the beginning model year. This 900 Super Sport Desmo, homologation no. DCM 191390M for 1980, was acquired by the seller from Ohioan Bill Herring, a well-known Ducati enthusiast, ready for restoration. Said restoration was not yet completed at the time of catalog photography – in June this year – with much work was still to be done. The tank and bodywork were already out for preparation and re-finishing at that time, too. The seller assures Bonhams that the bike will be fully finished well prior to the auction. Beautiful and both to original and stock specification, correct in Silver and Blue. And thus we must assume that after your close inspection, this rare US model 900 SSD Darmah will be ready to show or ride, or best of all, both.

\$12,000 - 16,000

£9,800 - 12,500



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

182

1971 HUSQVARNA 400 CROSS

Frame no. MI3778

Before the era of big celebrity endorsements, Husqvarna Motorcycles had two heavy hitters already in its corner. Malcolm Smith, arguably the best-ever all-around rider, and Steve McQueen, actor and uncontested arbiter of what was hip and cool, both rode Huskies. A shirtless McQueen could be seen bounding across the cover of Sports Illustrated on his 400 Cross, and Smith's exploits aboard a 250 Cross were featured in everyone's all-time favorite motorcycle movie, *On Any Sunday*. Husqvarna is surely one of the most famous and respected off-road brands in history. With 14 World Motocross championships, 24 World Enduro titles and 11 Baja 1000 victories to its name, Husky's reputation is beyond reproach. In the late 1960s most dirtbikes were simply modified versions of bulky British and American four-stroke streetbikes. While powerful, these machines were heavy and cumbersome and only agile in the most talented of hands. Soon Sweden-based Husqvarna - a name unheard of across the Atlantic at the time - introduced a series of two-stroke machines, first with a 360cc and then a 400cc featuring a breathtakingly lusty single-cylinder engine suspended in a lightweight steel frame. As this was before plastics, the bike came fitted with alloy fenders front and rear, and a painted steel gas tank with the brand's signature chromed panels, intended prevent a rider's knees from marring the paint. This beautiful, comparatively airy, big-bore motocross combined fearsome power, superior handling and rakish good looks - a winning combination that quickly made headlines. The 400 Cross presented here is in very nice cosmetic condition with period correct color paint. The bike received a complete nut-and-bolt restoration by marque expert, Vintage Husky Restorations. The bike is in showroom condition and has never been started since the restoration.

\$6,000 - 8,000

£4,900 - 6,600

Offered on a Bill of Sale



183

1982 HUSQVARNA CR 500

In late 1960s, Edison Dye, a Husqvarna distributor, began an American racing series for the previously European-dominated discipline of motorcycle racing called Motocross. Dye brought over European champions who crushed the American competition for a while, but the American kids were fast learners. Two strokes were taking over from the British singles like BSA, Matchless and AJS in the US, as they had previously in Europe, and by the time Mark Blackwell won the US section of the Trans-Am series in 1971, he was on a Husqvarna. By then, Husqvarna had won nine World Motocross Championships and U.S. riders like Malcolm Smith, Bud Ekins and Steve McQueen were aboard. The 500 CR was released in mid-1982 and was the only motocross racer ever to feature a 44MM Mikuni carburetor. Also, 1982 was the last year that saw a Husqvarna with factory polished side panels on the tank and the traditional paint scheme, whereas the 83 models had white paint, and the 84 got a white plastic tank. The 500 CR presented here appears to be in very nice condition with period correct black tank and polished side panels. The bike received a complete nut-and-bolt restoration by marque expert, Vintage Husky Restorations. The bike is in showroom condition and has never been started since restored.

\$5,000 - 7,000

£4,100 - 5,700

Offered on a Bill of Sale



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



184

1965 HONDA CB77 SUPERHAWK

Frame no. CB77 1024321

Engine no. CB77E 1024396

Although probably less prestigious, back in the 1960s, having a 250cc or 300cc Japanese bike rather than a 500cc or 600cc British bike nearly always meant going faster, further and easier. This became true in the early 1960s, and the Honda Super hawk was probably one of the reasons why. The Super hawk was alimented by Honda's 305cc overhead cam parallel twin engine – an evolution of the 247cc one, that belonged to the CB72 Hawk – that was used as a stressed member of the frame. At a time where the market was mainly made of under 500cc bikes, the Super Hawk was actually considered as a sport bike, and a serious one. Indeed, only very well-tuned British bikes could be faster than these. On top of that, the CB77 had a narrow flat bar and adjustable foot pegs, so the rider could adopt a 'sporty' position. Another plus to the bike was its double leading shoe front brakes offering very high performing braking power for the time. With a weight of 345lbs and its dual shock absorbers swingarm, the CB77 handled very well and still felt safe. Some tests even claimed that the bike could reach about 105mph as a top speed. The bike we have here for sale is in very good condition, just getting out of restoration.

\$3,000 - 5,000

£2,500 - 4,100

No Reserve



185

1967 HONDA CB160

Frame no. B160-1046891

Engine no. B160E-1046800

Make no mistake, Soichiro Honda will go down in history as the man who truly changed the face of motorcycling forever. Honda founded his enterprise in 1947, using war-surplus Tohatsu generator motors clipped to bicycles. After his supply of engines dried up, he designed his own 50cc 2-stroke clip-on motor, the first Honda Cub. Sales boomed, but Honda wanted more, and in 1954 he made the unheard-of plan of visiting the European industry. and learning as much as he could, directly from the best motorcycle factories in the world. He met with Triumph's Edward Turner and then visited the Isle of Man to see the TT races, and spoke with other helpful emissaries from Europe. Realizing that fine production tolerances could only be achieved using European and American tooling, Honda was granted enormous government grants and bank loans to create two state-of-the-art factories. He had deeply studied the world's best lightweight racing motorcycles and taken them as his template for a new series of production motorcycles. That was 1956, the first twin, the C70 Dream. Launched in 1964, the CB160 followed the pattern of previous Honda parallel twins - though its crankshaft was of the 360-degree layout rather than the larger twins' 180-degree type - and used the recently introduced tubular spine frame and telescopic forks. Small as a '125' yet packing a 16.5b horsepower punch, the CB160's excellent power-to-weight ratio and fine handling endowed it with performance at least equal to that of most British 250s. With a 161cc overhead-camshaft engine, electric starter, 4-speed, rev counter and twin-leading-shoe front brake, the CB160's specification and degree of refinement was unmatched by any of its home-grown rivals. It is now one of the most desirable of early Japanese classics. This CB160 Sport comes from a large collection of Vincents and a few other sundry motorcycles found in 2019 after 30 years in a dry warehouse in Chicagoland. It requires restoration and thus is sold 'as-is' and without warranty as to completeness and condition. But note its odometer reading of only 480 miles.

\$2,000 - 3,000

£1,600 - 2,500

No Reserve



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

186

1973 HONDA CB750 CUSTOM

Frame no. 9510162H8

Engine no. CB750E-2250162

Honda's legendary CB 750 SOHC "superbike" has to be in motorcycling's most significant top three machines. Four cylinders. 750cc. A disc brake. Handsome styling. Excellent reliability. Serious performance. GP-esque engineering. Electric starting. And those four beautiful pipes. Its look and sound captured everyone's attention in the late 1960s, and the way it roared down the road shook their souls to their foundations. "From the moment the public first laid eyes on it at the 1968 Tokyo Show," wrote *Motorcyclist* when it crowned the CB 750 Motorcycle of the Century in its 100th Anniversary edition, "the CB 750 was an unqualified success. With its visually imposing inline engine and four gleaming headers, the CB 750 looked like a street-legal GP bike. And with a 125-mph top speed, it had the performance to match."

The model presented here went through a deep modification including notably some Marchionni Magnesium racing wheels, Brembo brakes and stainless steel brake lines. Was also added a Ducati fiberglass replica gas tank lined for Ethanol gas. Some 29mm Kehin racing carbs were installed as well as a 4 into 1 header.

\$6,000 - 9,000

£4,900 - 7,400



187

C.1973 HONDA CB550 "THE MENTLEPIECE"

Frame no. DMV42985CA

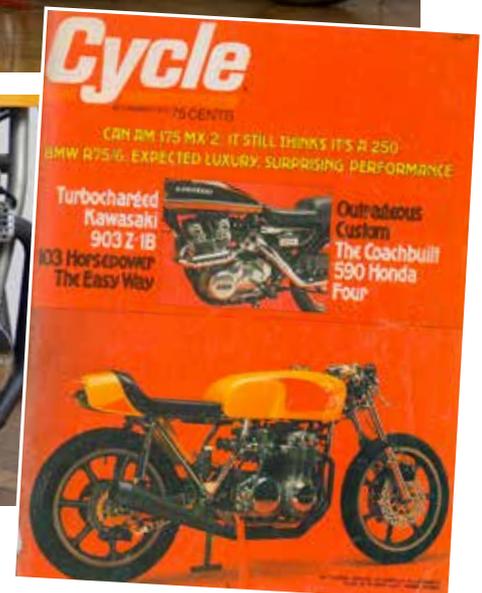
Engine no. CB500E-1025485

Released in 1974, the Honda CB550 was an updated version of the CB500, with the specific goal of fixing some of the problems that the bike was having. Stakes were important since the 500cc segment was probably one of the most important, being the perfect balance between the heavyweight 750cc and the low-powered 350cc bikes. Sharing the same in-line four cylinders' engine as its predecessor, the CB550 had its capacity increased to 544cc, now producing 50hp. Already in the 1970s, some people saw an opportunity to re-create bikes in an artistic way; this CB550 'Mentlepiece' is a perfect example of this. Being a unique piece, the bike was notably featured in *Cycle* magazine in November 1975. The engine and safety components were modified and hand-picked by the owner himself, Howard Blau and made the 550cc engine a real racing machine bumping the capacity to 590cc. From there, Blau also wanted to get a unique look and frame. He decided to ask Chet Page, a design engineer based in Huntington Beach, CA, to help him in that quest. Page basically produced a frame, tank, seat, and nearly everything visible on the bike other than the engine. From there was born the Mentlepiece. The bike belonged to a Private Collection after that, kept as an art piece, and is now for sale in a supposedly unrestored condition. An original copy of the November 75 *Cycle* magazine will be given to the buyer.

\$6,000 - 9,000

£4,900 - 7,400

No Reserve



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188

1984 YAMAHA RZ350 KENNY ROBERTS EDITION

Frame no. JYA48H00XFA010249

Engine no. 48H-010249

- *Rolling tribute to an American racing legend*
- *Last of the two-stroke pocket-rockets*
- *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."

The RZ350 presented here is reported by the vendor to be in excellent running order, and carries a desirable aftermarket Fox adjustable rear shock. A large number of documents, including a Service Manual and original Owner's Manual are included. The motorcycle will also be delivered to the new buyer with a Stage II gind Ed Toomey cylinder head as well as a fresh decal for the front fairing.

\$6,000 - 8,000
£4,900 - £6,600

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

189

1978 KAWASAKI Z1R-TC BLACK MOLLY

Frame no. KZT00D003309

Engine no. KZT00DE003424

- *'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)*
- *Only 4,200 miles*



'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.

The Z1R-D1-TC we have for sale here is in fully original condition with an odometer showing about 2400 miles.

\$25,000 - 35,000

£20,000 - 29,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

190

1983 KAWASAKI KZ 1000R EDDIE LAWSON REPLICA

Frame no. JKAKZCR16DA001255

Engine no. KZT00JE040448

- *Eddie Lawson tribute bike*
- *Very limited edition*
- *Collector bike*
- *Original / NOS condition*



Thanks to his four wins in the Motorcycle 500cc World Championship during the 1980s, Eddie Lawson is considered as one of the greatest motorcycle road racers of all time. Starting in dirt track racing, Eddie was showing his exceptional riding skills riding Shell Thuet Yamaha's against the mighty Harley Davidsons of the time. While he was having some pretty decent results, he started in 1979 to intensify his road racing activity with Kawasaki, where he managed to finish second behind young Freddie Spencer at the AMA 250 GP Series.

1979 was also the year where Lawson gave a try at Superbikes, and by 1980 started his Superbike career. That year saw some great battles between the three titans that were Freddie Spencer (Honda), Wes Cooley (Suzuki) and Eddie Lawson (Kawasaki). In the end, after much controversies, Wes Cooley and his Suzuki managed to win the championship. By 1981, Lawson came back even more hungry, which gave again some great battles between him and Honda racer Freddie Spencer. That will be his first championship win before the next one in 1982. Before that, Lawson was also winning the AMA 250 GP Series with Kawasaki in 1980 and 1981. Thanks to these successes, Lawson was hired by Yamaha in 1983 to compete in the 500cc World Championship.

After a first year discovering tracks, he won the 1984 championship for the first time before the three others in 1986, 1988 and 1989. Eddie was given the name 'Steady Eddie' because of his capacity to be consistent, nearly always on the podium and never crashing.

In 1982 and 1983, as a tribute to Lawson's victories, Kawasaki decided to release 750 Eddie Lawson version of the KZ1000R using the colors of Lawson's winning bike. The 998cc inline-four produced 79hp for 543lbs. The bike notably featured a black engine, Kerker four-into-one exhaust system and Showa shocks. With its fairing and recognizable colors, the Eddie Lawson Replica was a very high-end piece and the time and a great collector today.

The bike presented here is all original or at least 'NOS'. Tires have been replaced by period correct ones. In 2018 it won 1st place for Best Kawasaki at the Dania Beach Vintage Motorcycle Show.

\$25,000 - 30,000
£20,000 - 25,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

191

1974 KAWASAKI H2

Frame no. H2F39721

Engine no. H2E39951

With the motorcycle evolving quickly in the 1960s, Kawasaki tried to beat everyone else by creating a real stop light drag race winner. Their first try at this formula was the 1969 H1 Mach III. It was an under-400 pound, 60-horsepower, two-stroke, 500cc three-cylinder model that achieved its intended purpose, but not without some serious baggage. Gas mileage was horrible. Under acceleration, the H1 trailed a plume of oil smoke; the brakes could hardly handle the speed and handling was very approximative. Kawasaki had to think about the next step. It arrived in 1971, in the form of the 750cc H2. Kawasaki made sure that the American press got the message with a U.S. launch on the Queen Mary, and then anchored in Long Beach harbor. Not only was the H2 more anti-social than its smaller brethren when it came to noise and pollution, but it added another 14 horsepower to the equation. Nicknames like 'The Widowmaker', were employed and phrases like, 'Zero to death in three seconds', were coined. The bike's ability to run the quarter mile in the low 12-second range put Kawasaki at the top of the straight line, street racer heap until they introduced their original Z-1. The owner of the H2 presented here claims that the engine has been rebuilt and restoration done in 2010. Only 6 miles have been presumably done since engine rebuilt. It participated in the Dania Beach Vintage Motorcycle Show in 2019 and took 3rd place for the Best Kawasaki.

\$12,000 - 15,000

£9,800 - 12,000



192

1985 KAWASAKI ZX750 TURBO

Frame no. JKAZXDE18FB502693

Engine no. ZX750EE007072

'It is also the best turbo (and quite possibly the best Japanese 750). It beats Honda's CX650T by virtue of its purer sporting intent and Suzuki's XN85 by virtue of its performance and ground clearance.' – Brecon Quaddy on the Kawasaki GPz750 Turbo, *Bike* magazine, May 1984. Spurred on by publicity surrounding Honda's CX500 Turbo, the rest of Japan's 'Big Four' lost no time in jumping on the forced induction bandwagon. By far the most successful offering came from Kawasaki who, by bolting a turbocharger to their existing GPz750, created one of the 1980s' most exciting sports motorcycles. By placing the turbo close to the exhaust ports Kawasaki ensured that throttle lag was minimized, while substituting electronic fuel injection for the original carburetors enabled combustion to be finely controlled. The result was 100-plus horsepower at the rear wheel and a top speed of around 140mph. A subtly strengthened frame and swinging arm helped enthusiastic owners keep the Turbo shiny side up. The bike featured here is in all original condition showing 7526 miles on the odometer.

\$11,000 - 13,000

£9,000 - 11,000



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



193
1972 SUZUKI GT750J
Frame no. GT75024783
Engine no. GT75025196

Launched at the Tokyo Motorcycle Show in 1971, Suzuki's new GT750 flagship was, as its name suggests, more Gran Turismo than outright sports bike. First of a family of Suzuki 2-stroke triples, the newcomer retained the cylinder dimensions of the existing T500 air-cooled twin, but with the added refinements of water-cooling and an electric starter. Top speed was around 115mph, but more important was the effortless cruising capability. This first-year model also has Suzuki's ECTS (Exhaust Coupler Tube System,) that connected left- and right-side exhausts to boost low-speed torque and SRIS (Suzuki Recycle Injection System) that 'captured' most of the visible exhaust smoke. Modifications were not long in coming, the GT750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973. 'It's solid and utterly secure at the ton and comfortably relaxing in a way that only a heavyweight cruiser can be, but it's also perfectly manageable trickling along at walking pace,' declared *Bike magazine*. Subject of a painstaking 'last nut and bolt' restoration undertaken by Eastside Motors of Scottsdale, Arizona, including a engine rebuild and repaint of the cycle parts, it is described as being to the original specification apart from the aftermarket, but period correct, Allspeed exhaust system. This beautiful example of a 'kettle' or 'water buffalo' – you choose your own nickname – is ready to ride. Superb starter and smooth runner however any buyer would be wise to deal with the 'normal' oil 'misting' below the motor as a result of sitting unused for some months.

\$8,000 - 11,000
£6,600 - 9,000



194
1971 KAWASAKI H1 SAND DRAGSTER
Engine no. KAE37373

'Only the shotgun acceleration of a Kawasaki can make you feel that good, throttle screwed round as the corner opens up into the next bit of straight as you hit the apex, 'bars shimmying slightly as the front lightens under the power, back end flexing as the engine tries to pull the wheel sideways against all those G's forcing it into the road, oh boy!' – *Bike magazine* on the H1. From the Z1 to the ZX10R, Kawasaki has long enjoyed a reputation for building uncompromising - often outrageous - high performance motorcycles. However, the machine that started it all was not a four-stroke like the forgoing but a two-stroke – the awesome, legendary 'Mach III' (H1). Light weight combined with a peaky 60bhp and indifferent handling made the two-stroke triple an exciting machine to ride but one that nevertheless had the legs of just about everything under 750cc when launched in 1968. The H1 triple was regularly revised and updated, gaining a front disc brake, revised steering geometry and rubber engine mounts among other changes before production ceased in 1976, by which time it had become the KH500. The model displayed here received a paddled rear tire, custom pipes and a few modifications from which it took the name of Sand Dragster.

\$5,000 - 8,000
£4,100 - 6,600



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195

1978 SUZUKI GS1000 'WES COOLEY REPLICA'

Frame no. GS1000504730

Engine no. GS1000110909

Shortly after its release in 1977, the Suzuki GS1000 saw its big sister emerging on the market. Named GS1K in Europe, it came as GS1000S in the US. Despite an engine that looked similar to the GS 750, it was actually very different internally. The 997cc inline four engine produced 90hp, and tookweight of 524lbs. Despite this heavy weight, it was still good for a good 130 mph. Although the GS was one of the first multi cylinder bike producing 1000cc and more, it was still able to fight bravely - and win - against more recent manufacturers like Ducati, BMW, Laverda or Honda. The bike earned its name of Wes Cooley Replica thanks to Wes Cooley's win at the AMA Superbike championship in 1979 and 1980 aboard the GS1000. A test report in the March 1978 *Cycle Magazine* read: "The GS1000 is not the fastest of the new Big Four — the CBX is — nor is it the most comfortable (the Eleven holds that distinction). But while the other three [including the Kawasaki Z1-R] offer extraordinary specific capabilities paid for in the coin of specific shortcomings, the GS1000 has similar capabilities with no shortcomings at all." The vendor purchased this motorcycle from an important private collection and has been kept in a climate-controlled environment. We are advised it hasn't been started since being purchased and would benefit from being recommissioned.

\$5,000 - 7,000

£4,100 - 5,700



196

1990 YAMAHA FZR1000

Frame no. JYA3LKE02LA007776

Engine no. 3LK 007776

Almost 30 years ago, Yamaha's FZR1000 was as good as it gets in big-bore sportbikes. Introduced in 1989, the second-generation FZR boasted variable exhaust tuning, a then-new feature called EXUP which usefully broadened the four-cylinder's powerband. The engine was also potent, 0-60mph coming in 2.9sec., on the way to a top speed of 164mph. So impressed was *Cycle World* with the overall machine that the magazine named the Yamaha "Bike of the Decade," noting it was "one of those rare motorcycles that made a better rider out of everyone who threw a leg over it." As seen here, the 1990 version of the FZR was identical save for new graphics, so it should be no surprise that CW's opinion was little-changed. "One of the most remarkable sportbikes ever made. It handles with grace, has one of the most powerful yet civilized engines of all time, and is quite comfortable," gushed the editors. "Last year we were so impressed with the FZR that we said it was the cutting edge of sportbikes. It still is." The vendor advises the motorcycle has been kept in a climate controlled environment and is to be running well.

\$5,500 - 7,000

£4,500 - 5,700



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197
1990 HONDA XRV750 RD04
Frame no. RD042002665
Engine no. RD04E2002269

By the end of the 1970s, the French motorcycle adventurer Thierry Sabine came with one of the greatest racing ideas motorsport has even known: the Paris-Dakar. For the motorcycle competition, the event gathered the boldest riders and pushed manufacturers to develop some bikes that could put up with that intense rally. The Paris Dakar was a great endurance test for the manufacturers and their bikes, but also a powerful communication tool to support that new dual sport segment to the typical rider. In the middle of the 1980s, the Honda Racing Corporation started working on a new bike that could bring success to the brand via the Paris Dakar which led to the birth of the NXR750V. This bike and its evolution the NXR800V permitted Honda and their riders to win 4 Paris Dakar in a row between 1986 and 1989. Backed by this success, on the 20th of May 1988 Honda released the Africa Twin XRV650, presenting it in the same colors as the winning Rally bike in blue, white and red. The first version, RD03, featured a 647cc water-cooled V-twin producing 56hp, while its evolution, the RD04, had its engine bumped to 742cc now producing 62hp. The 1990 Africa Twin RD04 we present to you here has about 49K miles and looks well preserved with its original paint and decals. Only few scratches can be found on the tank.

\$6,000 - 8,000
£4,900 - 6,600



198
1970 HONDA CB750 K0
Frame no. CB750 1041865
Engine no. CB750E-1042273

Fifty years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the Tokyo Show in October 1968. True, there had been plenty of 4cylinder 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. A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after today by collectors. The original owner bought this K0 in Elkhart, Indiana and then moved his family to Phoenix, Arizona where he kept it for 30 years. The second owner was a collector who stored it with 29 other Hondas. The seller undertook a ground up restoration... just finished. Magnificent! Well worth very close scrutiny. The K0 model, the second series, is considered to be the rarest of all the SOHC CB750 series - even more so than the iconic first series 'sand cast', then 'die cast', CB750-without-a-K-number-suffix. Production and sales history for the K0 is not well documented. It is said that Honda made only 120-odd of the intermediate - even described as 'production prototype' - series with little evidence that any came to North America. However, one must have done.

\$9,000 - 19,000
£7,400 - 16,000



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199

1972 HONDA CB750 K2

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

£4,500 - 6,000



200

1982 HONDA CBX1000

Frame no. JH2SC0600CC400173

Engine no. SC03E-2100105

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

\$8,000 - 12,000

£6,600 - 9,800



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201

1990 HONDA RC30

Frame no. JH2RC300XLM200128

- *Mythical Honda Supersport model*
- *WSB winner*
- *Limited number available in North America*
- *Model ridden by Carl Fogarty and Fred Merkel*
- *7,040 miles*



One of the modern era's few immediately collectible classics, the Honda VFR750R - better known as the 'RC30' - was created for just one reason: to win the World Superbike Championship, a feat it achieved in the nascent series' first two seasons of 1988 and 1989. And while American Fred Merkel was bringing Honda its first two WSB crowns, Britain's Carl Fogarty used an RC30 to win the TT F1 World Championship in 1988 and 1989, and the equivalent FIM Cup in 1990.

No mere short circuit scratcher, the RC30 and its derivatives proved durable enough to win a hat-full of Endurance Classics too. That this latter requirement was also part of the design brief may be determined from the fact that a quick-release front fork and single-sided swinging arm - essential for speedy wheel changes - were part of an unrivalled specification that included a twin-spar alloy beam frame, 16-valve V4 engine with gear-driven cams, close-ratio six-speed gearbox and four-pot front brake calipers. All of which did not come cheap: at the time of its launch in 1988 an RC30 cost near double that of other super-sports 750s.

Despite the passage of time and progress of motorcycle technology, the RC30 remains a match for the latest generation of sports bikes but possesses an exclusivity that none of them can approach. "No other bike from the late-Eighties is lusted after like the RC30", reckoned Bike, and few would disagree. And then there's the exhaust note - loud, of course, but soulful enough to bring a pit crew to tears.

The seller is the second owner of the bike. First owner was Nick Helyer who purchased it in Orlando, FL in 1990. Nick was a British gentleman that apparently did some WEC racing in the late 1970s, early 1980s. The bike notably includes the factory stand, owner's manual, tool kit and two keys. A Florida Vanity plate 'Bol d'Or' will also be given to the buyer, as well as a limited-edition Joey Dunlop Arai Helmet.

\$35,000 - 45,000

£29,000 - 37,000

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202

1983 HONDA CB1100R

Frame no. SC08-2100879

Engine no. SC05E-2200954

Built only between 1981 and 1983, CB1100R were made in very small quantities. More than a regular sportbike, the CB1100R represented the evolution of Honda's famous inline 4 to endurance racing. Based on the CB900F, the 1062cc engine received many upgrades, as well as the frame and suspensions to make it competition ready. Unlike the CB900F, the engine was installed as a stressed member of the bike which helped handling at a cost of few more vibrations. Honda also implemented some performing braking components, especially the front dual-piston brakes with vented discs, and the TRAC anti-dive system which made the bike stable even in braking situation. The bike on sale here went through a full restoration between 2014 and 2018 showing a total of 23210 miles. The owner took it to BHP Powersports in Roseville, California where the restoration took about 4 years due to the rarity of the parts. All the receipts will be given to the buyer. The bike belongs to the same owner since 1994 and got it from a family friend who was the first owner.

\$12,000 - 15,000

£9,800 - 12,000



203

1974 HONDA CB750 K4

Frame no. CB750-2327138

Engine no. CB750E-2330734

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

\$5,500 - 6,500

£4,500 - 5,200



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204

1981 HONDA CBX

Frame no. JH2SC0601BC301974

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

\$8,000 - 12,000

£6,600 - 9,800



205

1981 HONDA CBX TOURING

Frame no. JH2SC0602CC402314

Engine no. SC08E2402293

Just as Honda had startled the market with their hi-tech 1960s CB450 twin and the first 'superbike,' the CB750 four, so they set the late seventies alight with their six-cylinder CBX1000 in 1978. No doubt originally a riposte to Benelli who had drawn first blood with their 'Sei,' the new Honda set out to be the ultimate superbike, a category Honda regarded as their own. The six was certainly the first road motorcycle with more than 100bhp on tap and would do a standing quarter in around 12 seconds. Unlike the simpler Benelli, the CBX was a complex, six-carburetor motor with four valves per cylinder, echoing Honda's extraordinary 250cc RC165 racing 'six.' In service, the new Honda proved reliable with only infrequent adjustment. As if to point out this reliability, the second and last incarnation of the CBX in its five-year lifespan was as a distance touring machine fitted as standard with a windjammer-style fairing, hard panniers, a mono-shock rear and new color schemes, the whole a sophisticated nod in the direction of BMW who had done the same but only with a 'four.' On offer here is a beautiful example of the later touring machine and is one in quite outstanding and original condition. In pearl-white and blue with black highlights, and retaining, undamaged, all of its original touring fairing and pannier equipment it is a rare example of possibly the most charismatic and noticeable Honda yet, already a motorcycle highly sought-after amongst collectors. Since being purchased in 2008, the Honda has had little use and will therefore need recommissioning to a greater or lesser extent.

\$8,000 - 12,000

£6,600 - 9,800

No Reserve



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206

1970 HONDA CB750 K0

Frame no. CB 750 1059606

Engine no. CB750E1060074

In a single decade, Soichiro Honda's Tokyo factories had gained a worldwide reputation for the production of lightweight two-wheelers of high performance and excellent quality, moving smoothly, with hardly a hiccup, from mopeds to high-performance twins. In 1969 they announced what seemed impossible at the time, a mass-production – for Honda didn't do low-volume – overhead-camshaft, transverse 'four' for the mass-market. The new CB750 was no ground-breaker in terms of technology since the motor was a simple single-cam, eight-valve with less than 70bhp and standard running-gear for its time. Indeed, the handling favored the straight road rather than the curves and the four, it was gleefully said, could be seen off by the best 750s from Norton or BSA. So it could – but turbine-smooth up to around 9,000 rpm, it didn't make loud noises or leak oil and the handling and braking shortcomings did not concern the majority of its riders who found it a thriller. Made in hundreds of thousands it forced the other Japanese makers to follow suit and was the kiss of death for long-established firms. This example, from the first full year of production, had been fully rebuilt to standard, other than an upgraded rear suspension, and is finished in Honda Aqua Blue to a very high standard before the vendor bought it in 2008. Since then the Honda has had little use and will therefore need recommissioning to a greater or lesser extent.

\$8,000 - 12,000

£6,600 - 9,800

No Reserve



207

1968 HONDA CL450

Frame no. CL4501008458

Engine no. CL4501008458

Honda's big twin, the '450,' was announced in 1964. Compared to most of the British machines, this was indeed a high-tech affair, using all of Honda's racing expertise. The 180 degree, over-square, parallel twin used double overhead camshafts, the valves closed by steel torsion bars and with a bi-metal cylinder head, a steel 'skull' housing the valves while the massive alloy main casting dissipated the heat. The unit was bulletproof and an electric starter was standard, neither of which attributes featured on rivals' machines. Following on from the initial road-equipped twin, the 'Black Bomber,' the 450 appeared in disguises more suited to the American market, one of them being to 'Street Scrambler' specification. Higher 'bars, a spectacular upswept muffler system in full chrome, shorter seat, different colors and revised five-speed gearing were integral to the design and the result was a fast, dual-purpose bike, admittedly with a fairly modest off-road capability in standard trim, but arguably much more exciting. This example has been extensively restored to a very high level in the original dark red livery before the vendor bought it in 2008. Since then, it has seen little use and will require recommissioning to a greater or lesser extent.

\$4,000 - 6,000

£3,300 - 4,900

No Reserve



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208

1969 TRIUMPH 749CC T150 TRIDENT

Frame no. CC02564T150T

Engine no. CC02564T150T

The Triumph T150 Trident could have come from a Charles Dickens novel, because it certainly knew the best of times and the worst of times. Introduced when the US motorcycle market had increased by 50 times in a short 15 years, the model's prospects looked unlimited. Trident sales got off to a slow start and were kept there as Triumph's parent BSA spiraled into the financial maw after spent millions of borrowed dollars on endeavors outside their core business of making better motorcycles. Nonetheless, the basic mechanical package of a three-cylinder pushrod engine barely wider than a twin, in a great handling Triumph frame resulted in the first - and last unfortunately - British multi-cylinder Superbike. While sales objectives may not have been met, the chief engineer on the project, Doug Hele, certainly did his job. The biggest race in the world for production bikes at the time was the Isle of Man Production TT. Tridents won it six years in a row, 1970-75. The last five were won by one exceptional Trident, affectionately named, Slippery Sam. Modified Tridents also won the F750 races at the Isle of Man in 1971-2. This Trident example wears the colors and modifications of the desirable mid-1970 restyling kit, which includes a TR6 tank, more attractive side covers and pea shooter mufflers. The result is a Triumph with traditional looks and handling and considerably upgraded performance. Having been owned by the vendor since 2008, the Triumph has had little to no use and will therefore require recommissioning to a greater or lesser extent.

\$6,000 - 8,000

£4,900 - 6,600

No Reserve



209

1976 TRIUMPH 750CC T140V BONNEVILLE

Engine no. T140VXN66139

landmark motorcycles on our side of the mid-twentieth century, the Bonnie's combination of looks and performance has seldom been equaled. The original T120 was continually improved over the years, and even the entry of the more modern, reliable and cheaper Japanese bikes didn't seem to dent Triumph's grip on the top end of the import market.. Triumph then came with the new Bonneville T140V in 1973. It was a refreshing return to more classic styling and there were bona fide technical advances like a front disc brake, an engine upgraded to 750cc and a five-speed gearbox. Unfortunately, back in England matters were spiraling out of control and the workforce seized the Triumph factory. Few Bonneville's made it to American shores for almost two years. Hope was renewed when the 1976 line included an updated version of the 1973 T140V. It now had a rear disc brake and the shifting mechanism had been switched to the left side to comply with US safety regulations. The T140V offered is from the 1976-77 production run. It has an accurate older restoration and features the original color scheme of Cherokee Red with White scallops. This lot represents one of the last great technical achievements of a proud nameplate that was entering the twilight of the entire British motorcycle industry and will require recommissioning to a greater or lesser extent. Since bought in 2008 the bike was barely ridden so it kept its good condition of the time, as well as the same mileage.

\$6,000 - 8,000

£4,900 - 6,600

No Reserve



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210

1963 TRIUMPH 650CC TR6SR

Frame no. DU3588

Engine no. TR6SSDU3588

Triumph's success in the 1950s brought the cash flow to update their line and 1963 saw major changes. The gearbox and crankcase were combined, creating the unit construction 650 engine with redesigned heads featuring increased fin area. To carry the new engine, a completely new frame was designed with a single front down tube and top tube, eliminating the tuning fork vibration tendencies of the previous duplex front down tubes. While the 1963 bikes were substantially improved, Triumph had the vision to make sure that former styling cues remained, and the new models looked little different and every bit as sleek as their predecessors. The unit construction engine presented a cleaner look and was more integrated with the new frame. By now Triumph was aware that the sun shone more brightly in the US, than in the UK and paint quality had improved dramatically. This TR6SR was the street version of the single-carburetor 650 TR6. It was almost as fast as the twin-carb' Bonneville and the TR6 was less fussy. The TR6SR was popular among the local TT (Tavern to Tavern) riders, and usually unmatched in informal stoplight drag races. It is finished in the proper 'Regal Purple' over Silver. Since purchase in 2008, the Triumph has had minimal use therefore will require recommissioning to a greater or lesser extent.

\$6,000 - 8,000

£4,900 - 6,600

No Reserve



211

1990 HARLEY DAVIDSON FXSTS SPRINGER SOFTAIL

Frame no. 1HD1BLL38LY022581

Harley Davidson's Softails are so named because although they are styled to look as if they have rigid frames, they do of course have rear suspension. An important event in the lengthy development of Harley's perennial v-twin occurred in 1984 with the introduction of the new all-alloy Evolution engine together with a diaphragm clutch, air-assisted shock absorbers, and toothed-belt final drive. By this time Harley-Davidson had freed itself from the American Machine & Foundry group, and one of the more significant developments of the immediately post-AMF era was the introduction in '84 of the traditionally styled Softail. The Softail featured a cleverly disguised rear end looking like that of a pre-war 'rigid'-framed Harley but was, in fact, sprung, as its name suggests, with the two dampers mounted beneath the frame. Completing the 'vintage' retro look was a girder-type front fork with bottom link and center spring. This was the look the die-hard Harley traditionalists had been waiting for, and the Springer Softail and its derivatives would prove an enduring success.

\$5,000 - 8,000

£4,100 - 6,600

No Reserve



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212

2004 INDIAN CHIEF

Frame no. 5CONNCAJ33G009438

Engine no. 130802

Following the demise of the original Indian company in 1953, there were sporadic attempts to revive what had been one of America's foremost motorcycle marques. Royal Enfields were badged as Indians for sale in the USA up to 1959 and there was a succession of mini-bikes and ultra lightweights in the late 1960s/early 1970s, but undeniably the most stylish and worthy effort was Floyd Clymer's Italian-framed, Velocette-engined Indian of 1969. The original company had been split in the early 1950s, resulting in a legal tangle that frustrated efforts to revive production and would not be resolved until 1999 with the formation of the Indian Motorcycle Corporation. The latter resumed production with, naturally enough, a v-twin, though in order to meet modern-day power and emissions requirements an overhead-valve engine was used instead Indian's traditional 'flat-head' motor. The new Chief's air-cooled power unit displaced 87.99ci (1,442cc) and produced 75bhp at 5,200rpm. While the engineering was up-to-the-minute, the styling was unashamedly 'retro'. Sadly, although the bikes were good, the company's financial foundations were less secure and production ceased in 2003 after only 40 examples of the 2004 model had been built. This particular Chief was used in the development of the T3 Limited Edition model that was released to celebrate Indian's involvement with the 2003 motion picture, Terminator III: The Rise of the Machines, in which Chiefs featured as police motorcycles. Since being purchased in 2008, the Indian has had little use and will require recommissioning to a greater or lesser extent.

\$7,000 - 10,000

£5,700 - 8,200

No Reserve



213

1973 HONDA XR75

Frame no. XR75 1010942

Engine no. XR75E1010992

Honda's long line of successful off-road models commenced in 1972 with the launch of the SL250 trail bike, though the nomenclature soon changed to the more familiar XL250. At that time Honda was Japan's biggest motorcycle manufacturer (it still is, of course) but the smallest producer of off-road models. Honda was soon building the XR range of four-stroke off-road models in a variety of capacities, including smaller versions intended for schoolboy competition or for use as paddock bikes. The XR75 was introduced in 1973 and received its first major updates, including a more powerful engine and longer-travel suspension, for 1976. Since being purchased by the vendor, it has seen little use and we are advised by the vendor that it is in running order.

\$3,500 - 5,500

£2,900 - 4,500

Offered on a Bill of Sale



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214

C.1969 BENELLI 50CC DYNAMO TRAIL

Frame no. 645658

Italy's oldest surviving motorcycle manufacturer, Benelli, was founded in Pesaro in 1911 by the six Benelli brothers. For nearly 100 years it has manufactured motorcycles of virtually all sizes and purposes. Its road racing successes are second to none even when stood next to its Italian cousins Gilera, MV Agusta and Ducati. Let alone its foreign competitors Norton, Honda, Yamaha and others. Benelli offered a 2-stroke 'clip-on' power unit for attachment to a bicycle just after WWII, and it was this 98cc engine, installed in a purpose-built set of cycle parts, that was used for the first proper Benelli motorcycle of 1921. By the late 1950s and early 1960s Benelli was pumping out a large range of machines, from small to large, many of them 2-strokes. It was Honda's Mini Trail 50, the cute little 'monkey bike' that taught so many Americans how to ride. Starting in 1968 it would go on to become one of the company's best sellers, with in excess of a half million units sold. In North America Honda's 'monkey bike' would soon have many competitors, good and bad. One of the good ones was the American-market Benelli Dynamo Trail, a 50cc 2-stroke kick-start single, this one with 4-speeds and knobby tires. It remains in excellent running condition – a new rear tire was installed in 2019 – with just under 1,300 lifetime miles on its odometer. Its finish is good and very nicely patinated. It reportedly starts readily, and idles and runs well. A rare moto scimmia.....no, you didn't guess it's Italian for 'monkey bike.'

\$1,000 - 2,000

£820 - 1,600

No Reserve



215

1969 WILIER MINI

Frame no. 8712

Engine no. 4815

While it may not be strictly accurate, Honda is thought to have been the inventor of the mini-bike, the bike 'which taught so many Americans how to ride.' In reality there were many manufacturers of the two genres from around the world in the late 1960s; the mini-bike (road) and the mini-trail (off-road). Pietro Dal Molin started Wilier Triestina, a bicycle shop, in the summer of 1906, on the banks of the Brenta in San Fortunato near the city of Trieste. The company name was an acronym for 'W l'Italia liberata e redenta.' (the 'W' is an abbreviation for 'Viva!') As in 'Long live Italy, liberated and redeemed.' When Wilier was founded, Trieste was not part of Italy thus its name reflected a patriotic desire for it to be rejoined. The Wilier trademark, bought by the Gastaldello brothers of Rossano, Veneto, in 1969, remains today as one of the world's foremost carbon fiber bicycle frame builders with a Tour de France victory under its belt courtesy of the late Marco Pantani. Virtually nothing is left of Wilier's exploration into the motorcycle market - no Bonhams specialist has ever seen a Wilier Mini-Bike before. This bike was first registered on 9/6/1968 by an Earl C. Hardy of Granada Hills, California and was last registered in 2012 to an Earl Rodrigues of Lake Hughes, California, who is thought to be the second owner. Its mileage was then recorded as 661 and it has not been ridden since that time. Thus, what is offered is an extremely rare, mystery mini-bike, complete with Morini Franco Motori 2-stroke (believed to be) of 50cc, which has seen minimal mileage and thus has very little wear and tear. It's an original survivor, a genuine Mini-Strada!

\$1,500 - 2,000

£1,200 - 1,600

No Reserve



END OF SALE

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 Bonhams acts as agent. By registering to bid and/or by bidding in the Sale the Buyer/bidder agrees to be bound by these terms and conditions.

1. DEFINITIONS

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

1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local auctioneer or affiliated entity Bonhams may engage to assist with the Sale.

1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (see paragraph 7.1).

1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed saleroom notices or any other published or posted notices or any verbal announcements during the Sale.

1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.

1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.

1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.

1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.

1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.

1.10 'Sale' means the auction held at the Barber Vintage Motorsports Museum in Birmingham, Alabama, on Saturday, October 5, 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 Bonhams shall have the right, in its sole discretion, to cancel the sale of any Lot if (i) the Buyer is in breach of the Buyer's warranties (see paragraph 7.3); (ii) Bonhams, in its sole discretion considers that such transaction might be unlawful or might subject Bonhams or the Seller to any liability to any third party; or (iii) there are any other grounds for cancellation under these Conditions of Sale.

4.3 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor until reaching the Reserve to protect such interest. Sellers are not allowed to bid on their own Lots.

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

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third-party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on

view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

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

6. BIDDER REGISTRATION

6.1 No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'Buyer Information'.

6.2 New bidders and bidders who have not recently updated their registration details with Bonhams must pre-register to bid at least two business days before the Sale. Individuals will be required to provide government-issued proof of identity and proof of residence. Entity clients will be required to provide certificate of incorporation or equivalent documentation showing the name and registered address, documentary proof of officers and beneficial owners, and proof of authority to transact.

6.3 Bonhams reserves the right to request further information in order to complete bidder identification procedures and at its sole discretion to decline to register any person as a bidder and to reject any bid.

6.4 Bonhams may also request a financial reference and /or deposit from bidders before allowing them to bid.

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

7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.

7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

7.3 The Buyer/bidder warrants that:

(a) It is not subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Person");

(b) It is not owned, whether wholly or in part, or controlled by any party who is subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Entity");

(c) If acting as an agent (subject to Bonhams' prior written acceptance) for a principal, the principal is not a Sanctioned Person or Sanctioned Entity (as defined above in sections 7.3(a) and (b)), and Buyer/bidder has conducted appropriate customer due diligence into the principal and agrees that Bonhams shall be entitled to rely upon such customer due diligence, and in connection with such reliance Buyer/bidder further agrees to retain adequate records evidencing the due diligence for a period of 5 years following the consummation of the sale and to make these records available for inspection by an independent auditor upon Bonhams' request;

(d) The purchase of the Lot and the payment funds are not connected with any criminal activity including money laundering, tax evasion or terrorist financing, and the Buyer/bidder (and if applicable, the principal), is not under investigation and has not been charged with or convicted of such criminal activity.

8. BUYER'S PREMIUM

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

8.2 Buyer's Premium for Memorabilia & Other Non-Motor Vehicle Property:

If a purchased Lot consists of memorabilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-SEVEN AND A HALF

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

9. CONTRACT OF SALE

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

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

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, debit card transaction made in person with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency, no later than 11:00a.m. Central Standard Time on Monday, October 7, 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 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

CONDITIONS OF SALE – MOTORCYCLES (CONTINUED)

(including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

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

15. NON-PAYMENT OF PURCHASE PRICE

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

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

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

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

17. BONHAMS' COPYRIGHT

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

18. MISCELLANEOUS

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

Mediation and Arbitration Procedures

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with

commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

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

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

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

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

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

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

18.6 These Conditions of Sale shall be binding on the successors and assigns of all bidders and Buyers and inure to the benefit of Bonhams' successors and assigns. If any part of these Conditions of Sale is deemed invalid or unenforceable, such invalidity or unenforceability shall not

affect the remaining provisions of these Conditions of Sale, which the rest shall remain in full force and effect.

18.7 Time is of the essence of this agreement.

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

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

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

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

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

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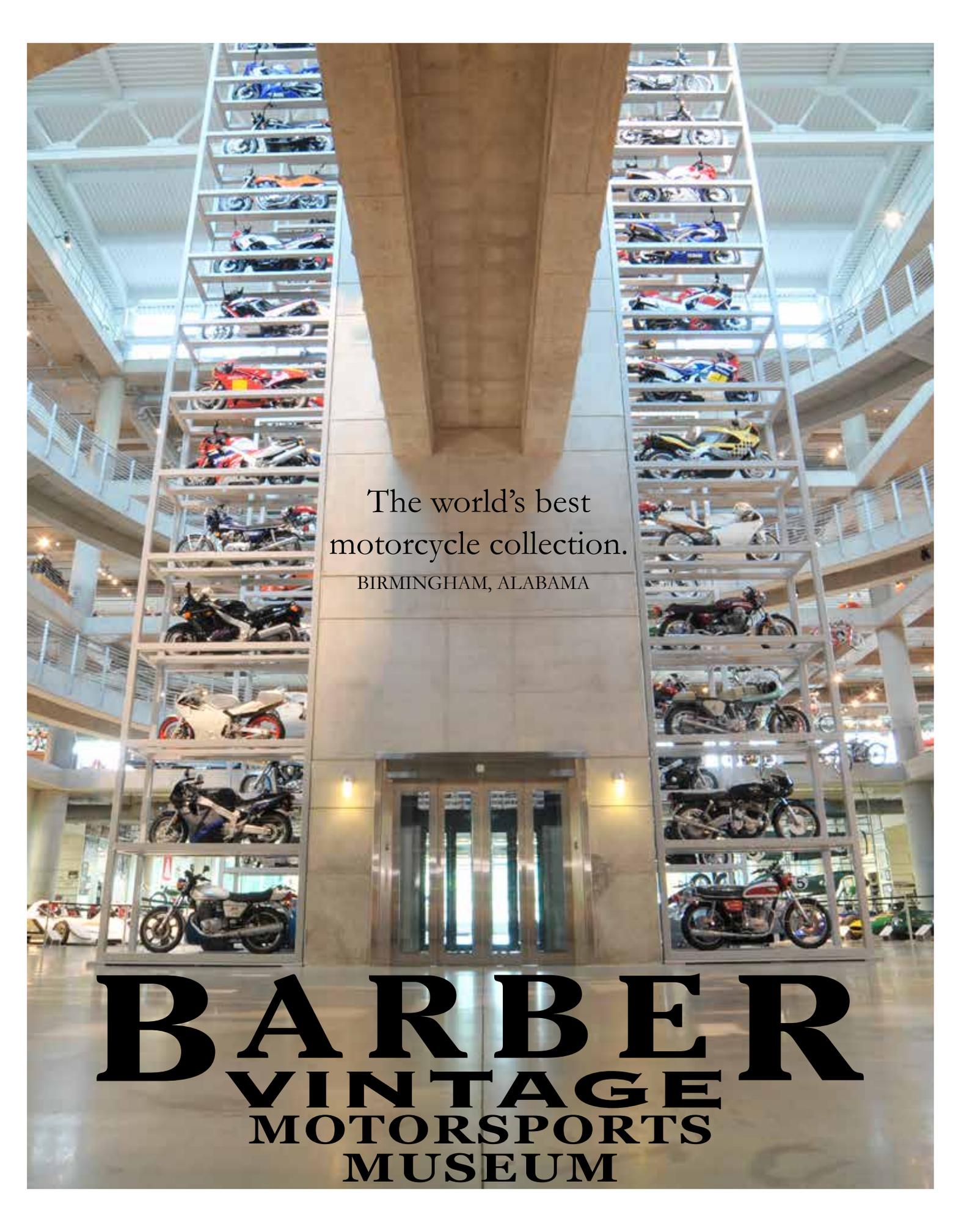
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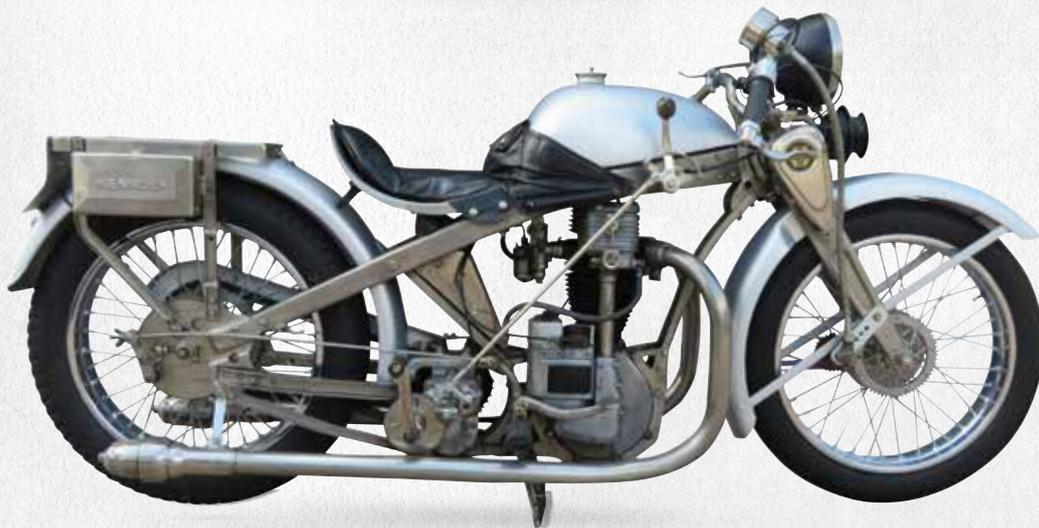
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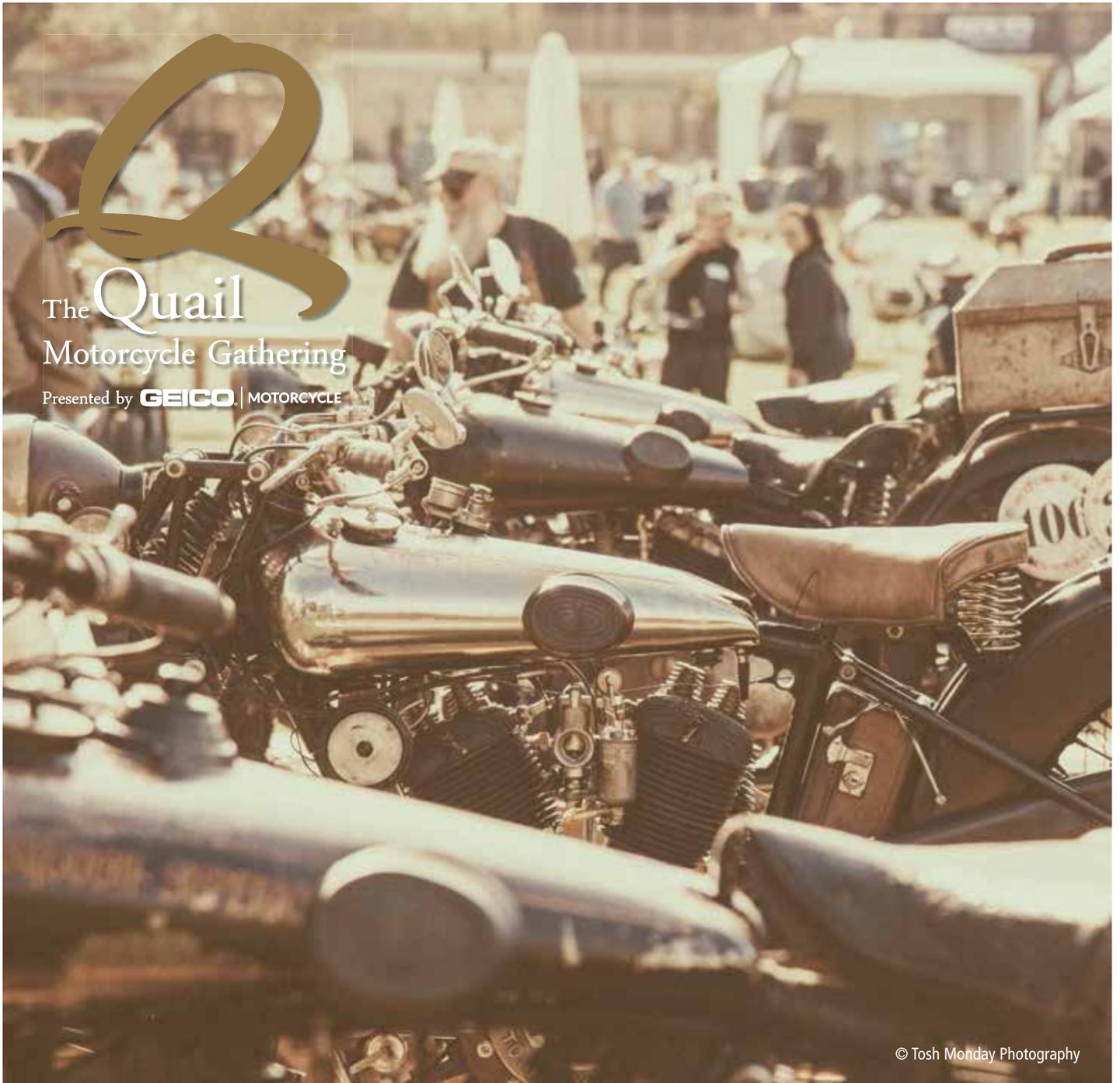
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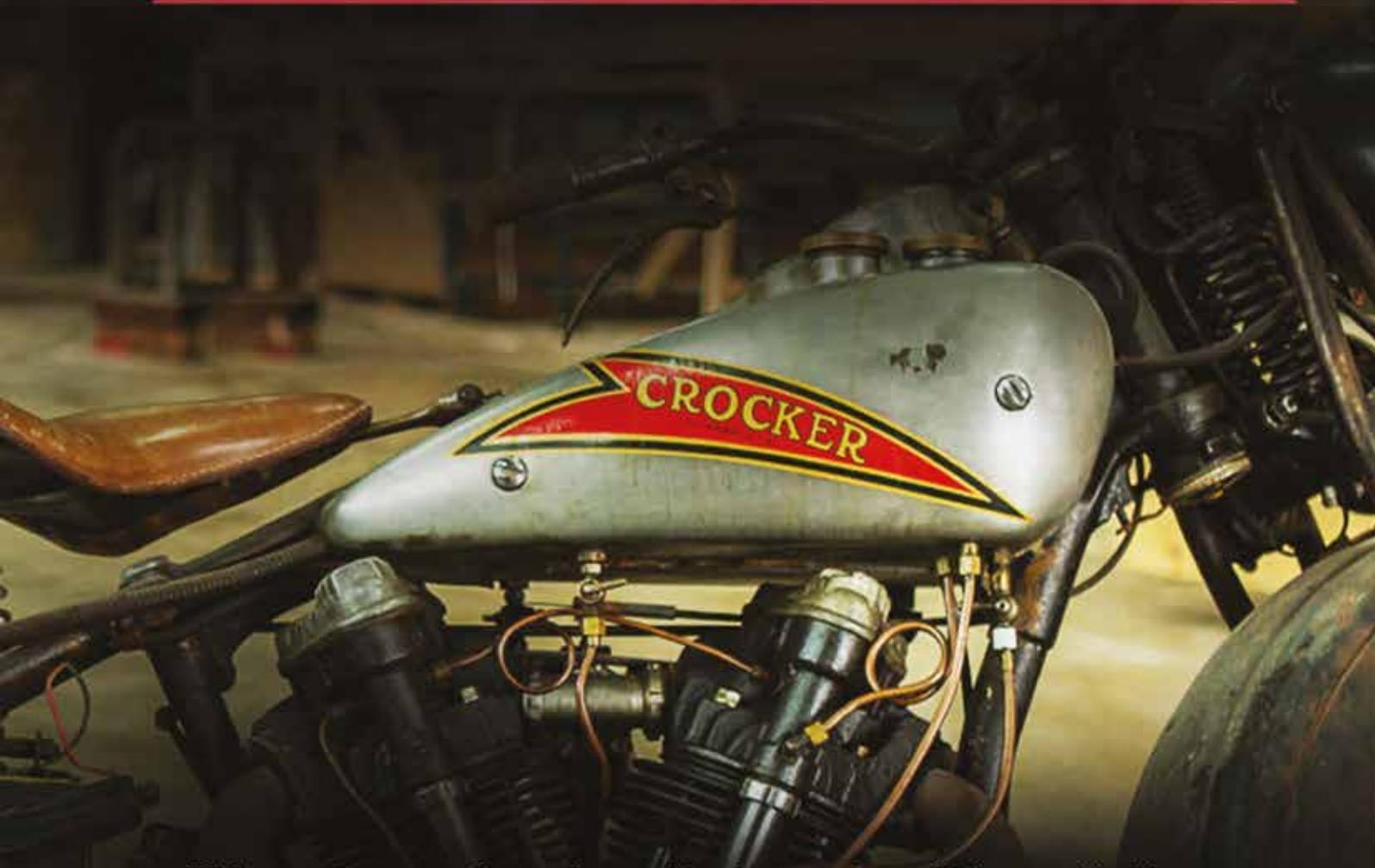
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Special thanks to Scott G. Toepfer for *Iron & Air Magazine* for the period photo of Bruce Brown on his Triumph in lot 164.







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