

Bonhams



COLLECTORS' MOTORCYCLES
& MOTORCARS AT THE
BARBER MUSEUM

Birmingham, Alabama | October 10, 2020



COLLECTORS' MOTORCYCLES & MOTORCARS AT THE BARBER MUSEUM

Birmingham, Alabama | Saturday October 10, 2020 at 12pm

BONHAMS

7601 W. Sunset Boulevard
Los Angeles, California 90046

580 Madison Avenue
New York, New York 10022

601 California Street
San Francisco, California 94108

bonhams.com/barber

PREVIEW & AUCTION LOCATION

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

Please see page 2 for additional
preview location information.

PREVIEW

Friday October 9, 8.30am to 5pm
Saturday October 10, 8.30am to 12pm

AUCTION NUMBER: 25837

Memorabilia: Lots 1 - 45
Motorcycles: Lots 101 - 176
Motorcars: Lots 180 - 190

SPECIALIST INQUIRIES

Motorcycles

Mathieu Guyot-Sionnest
+1 (323) 868 0945
mathieu.guyotsionnest@bonhams.com

Europe

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

Motorcars

Stephen Mancuso
+1 (901) 502 4265
stephen.mancuso@bonhams.com

General Information

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

Vehicle Documents

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

BIDS

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

From October 7 to 11, 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 2 to 4 for bidder information
including after sale payment and collection.
See pages 115 to 117 in the Simeone section
of this catalog for Conditions of Sale.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

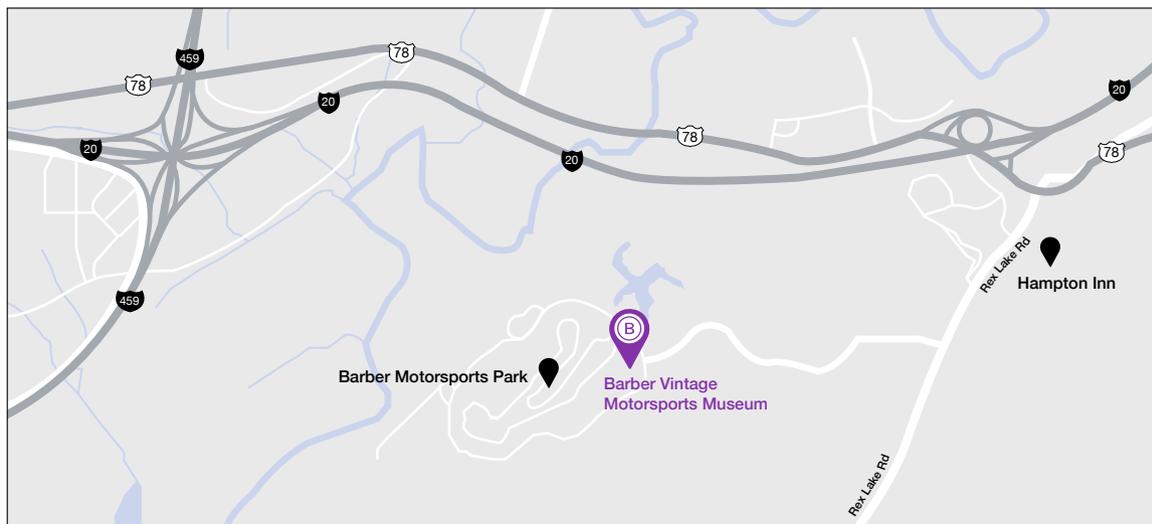
HISTORY FILES AND CONDITION REPORTS

History files are available for review
in digital format. Please contact
motorcycles@bonhams.com for either a
written condition report or to schedule
a video review of a car on offer.
Additional photographs of all lots can be
viewed online at bonhams.com/barber.

Bonded pursuant to California
Civil Code Sec. 1812.600;
Bond No. 57BSBGL0808



General Information



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

PREVIEW

The Collectors' Motorcycles and Motorcars preview is open to the public at the Barber Vintage Motorsports Museum in Leeds, Alabama. Some lots will be shown by appointment at several regional venues listed below. Clients who have already received their auction catalog, may enter the Barber Museum free of charge to attend Bonhams' preview. Guests who do not yet have a catalog can purchase a Museum entry ticket to proceed to Bonhams' preview. Catalogs will not be sold at the Museum entrance but will be available for purchase within Bonhams' preview. Catalogs can be purchased in advance of the preview in time for mailing by contacting Client Services.

Bonhams strongly encourages interested bidders to attend a preview or to schedule a virtual preview appointment with a specialist. Please contact Gordan Mandich for inquiries and scheduling: +1 (323) 436 5412 or gordan.mandich@bonhams.com.

Philadelphia, Pennsylvania Preview

Friday October 9, 10am to 5pm
Saturday October 10, 10am to 12pm
Simeone Foundation Automotive Museum
6825-31 Norwitch Drive, Philadelphia, PA 19153
Lots on View in PA: 107, 114, 115, 119, 121, 149

Toronto, Ontario Preview by Appointment

Friday October 9, 10am to 6pm
Saturday October 10, 9am to 2pm
Lots on View in Toronto: 130, 151-153, 161, 164, 165, 167, 170, 174-176

Los Angeles Preview by Appointment

Bonhams at 7601 W. Sunset Blvd, LA, CA 90046
Lots on View in LA: 132, 138-141, 154, 156, 157

Houston Preview by Appointment

Lots on View in Houston: 180, 181, 182

AUCTION

The live and online Collectors' Motorcycles and Motorcars Auction will be streamed live to the Barber Museum where registered bidders can view and bid in person. Bidder attendance will be subject to Alabama COVID-19 guidelines in effect on October 10, 2020.

COVID-19 REQUIREMENTS

In accordance with government guidelines, masks are required at all preview locations and at the auction location. Bonhams will have protective masks, hand sanitizer and gloves available for client use. Social distancing guidelines will also be followed.

BIDDER REGISTRATION

Registration for online, telephone and absentee bidders is complimentary. For clients registering to bid in person at the Barber Museum, a \$40 registration fee applies to new registrants.

Our Client Services team is available to assist prospective buyers with the registration process in advance of the auction. All registration requirements must be met and documentation provided timely prior to the auction in order for bidding to be authorized with an assigned bidder number. Registration requirements include completing our Registration Form, providing a current driver's license or passport identification, a secondary article with matching name, proof of residence and dealer license if applicable.

By registering to bid at auction, registrants agree to be bound by Bonhams' Conditions of Sale provided in the back of the auction catalog and online on Bonhams' website.

BIDDING METHODS

In Person Bidding: Registered bidders can bid in person at the Barber Museum while following current COVID-19 guidelines.

Online Bidding: Watch the auction online and submit real time bids. Advance registration is required. Please see the Legend on Page 3 for additional information.

Telephone Bidding: Bid via telephone during the auction with a Bonhams representative. To ensure availability, telephone bids must be arranged prior to the auction. Bonhams will phone the bidder several lots in advance and will execute bids upon instruction by the bidder.

Absentee Bidding: Bidders may submit an absentee bid, also called a commission bid, which is the bidder's maximum bid for a lot. After an Absentee Bid Form is completed in advance of the auction, a Bonhams' representative will execute the bid on behalf of the client, buying the lot either under or at the maximum bid and against other bidding and reserves.

To reach our Client Services Department for more information and for registration, please call +1 (212) 644 9001 or email bids.us@bonhams.com. To view the auction live, please go to www.bonhams.com/barber/live.

VIDEO RECORDING

Bonhams routinely records our live auction audience. Your presence on site and/or bidding activity may be captured on our internal video which is not shared with the public. If you do not wish to be recorded, please speak to a Client Service representative to arrange a different method of bidding.

Buyer Information

CONDITIONS OF SALE: DISCLAIMER OF WARRANTIES

We recommend you read carefully the Conditions of Sale 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.

Bonhams strongly encourages interested bidders to perform their own due diligence inspecting lots on offer by attending a preview or by scheduling a virtual preview appointment with a specialist. Please contact Gordan Mandich for inquiries and scheduling: +1 (323) 436 5412 or gordan.mandich@bonhams.com.

AUCTIONEER

Malcolm Barber of Bonhams, working in conjunction with Birmingham Auto Auction, Alabama vehicle dealer license number 0954

TITLE DOCUMENTS

Some of the motor vehicles in this auction are being offered with a Bill of Sale only. Please refer to the Conditions of Sale for further information and limitations regarding certificates of title and the registrability of motor vehicles offered at auction.

For registrable vehicles, following the auction, historical documents and accompanying items may ship with the vehicle or from Bonhams' offices. Titles will be mailed via FedEx from our Los Angeles office within 30 days. Titles that are announced as 'in transit' at the time of auction may take additional time. For inquiries and updates, please contact Bonhams' Dealership and Compliance Manager, Aleksandra Krypciak, +1 (415) 503 3322, aleksandra.krypciak@bonhams.com.

BUYER'S PREMIUM

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

- For MEMORABILIA and other non-motor vehicle property, the premium is 27.5% on the first \$3,000 of the hammer price, 25% on the amount above \$3,000 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.
- For MOTORCYCLE property the premium is 15% on the first \$100,000 of the hammer price and 10% on any amount of the hammer price exceeding \$100,000.
- For MOTORCAR property the premium is 12% on the first \$250,000 of the hammer price and 10% on any amount of the hammer price exceeding \$250,000.

TAXES AND LICENSE FEES

Buyers are required to pay any applicable state or local sales or use tax, import duty (see Legend below) and/or license and documentation fees on their purchases, 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.

In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold both a valid resale certificate and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

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

In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold both a valid resale certificate and be a licensed automobile dealer in the applicable state, and furnish documentation of the same to Bonhams' Cashier Department prior to or at the time of purchase.

LEGEND

Ω Import Duty:

Motor vehicle import 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. If the purchased lot is exported within certain criteria, the duty may be refundable.

◇ Not Available for Online Bidding:

Lots with this symbol are not available for online bidding. Please speak to Client Services about an alternative bidding method.

Buyer Information

PAYMENT AND LOT COLLECTION DETAILS

Payment and Lot Collection Deadlines:

Lots located at the Barber Museum, AL:
3pm on Sunday, October 11, 2020
Cashiering Hours: Saturday October 10,
during and after the auction
Sunday October 11, 8.30am to 3pm

Lots located at the Simeone Museum, PA:
3pm on Monday, October 12, 2020
Cashiering Hours: Saturday October 10,
during and after the auction
Sunday October 11, 9am to 5pm
Monday October 12, 8.30am to 3pm

For lots located in Toronto, Houston and Los Angeles, please speak with Client Services for payment and lot collection plans.

For buyers who plan to collect their purchases immediately, Bonhams strongly recommends paying by wire transfer or certified check (bank draft). Credit cards are accepted for payments of \$5,000 or less. Lots will not be released to buyers until full and final payment is received by Bonhams. Payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bidders may also pre-arrange suitable check or credit approval with Client Services.

For payments made by bank transfer, Bonhams' bank details are below. Please include your client identification number on the wire transfer instructions.

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

For motor vehicles, if no lot collection arrangements are made by the deadlines, Schumacher or Passport Transport will automatically collect and store the lot(s). Uplift and storage shall be at the buyer's sole risk and expense. Motor vehicle removal and storage charges will be charged by the Transporters according to their standard rates and ultimate destination of the vehicle(s). For applicable charges, please consult with the Transporters in advance of purchase.

Uncollected memorabilia lots will be removed to Bonhams' Los Angeles office for shipping or collection by the buyer or the buyer's authorized agent. Bonhams Shipping Department can provide shipping quotes at +1 (323) 436 5453. Lots transporting to Los Angeles will not be available for collection after 3pm on Sunday October 11 until Monday October 19 at 9am. Lots transported to Bonhams' LA are subject to a \$50 uplift charge and are subject to a \$10 per day storage fee per lot beginning on Monday October 26, 2020.

Purchased lots become the buyer's risk once the hammer falls. Storage, collection and uplift for paid and unpaid lot removal is at the buyer's sole risk and expense. Overseas buyers are strongly advised to make collection arrangements with Bonhams in advance of the auction.

Buyers may have an authorized agent collect their purchases according to the collection deadline. It is the buyer's responsibility to ensure that their designated agent has the auction venue details, bill of lading showing where the lot will be transported and proof of the buyer authorization for collection of the lot(s). Bonhams will release the lot only once all payment requirements have been met including payment of taxes and any applicable fees. Buyers and/or their agent are responsible for collecting all available parts, logbooks, title, keys and any other accompanying documents.

Transport Arrangements

Representatives of Bonhams' preferred carriers are available to provide shipping quotes and transport information.

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

Memorabilia

12pm, Lots 1 - 45

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



3



4



5



6

1
A MATCHLESS G50 TIE PIN
close inspection advised.
\$100 - 200

2
A CLOCK PRESENTED TO AMA INDUCTEE JIMMY HILL
inscribed 'To Jimmy Hill for 25 years of devoted service to motorcycling March 31, 1968', close inspection advised.
\$100 - 200

3
AN AMA FIRST PRIZE MEDAL
close inspection advised.
\$250 - 350

4
VINTAGE INDIAN MOTORCYCLES RIDING CAP
\$100 - 150

5
VINTAGE STANBAR LEATHER DUSTER
\$250 - 350

6
TWO VINTAGE STYLE INDIAN MOTORCYCLES SWEATERS
\$200 - 300

7
INDIAN MOTORCYCLES LEATHER JACKET
3XL
\$250 - 350

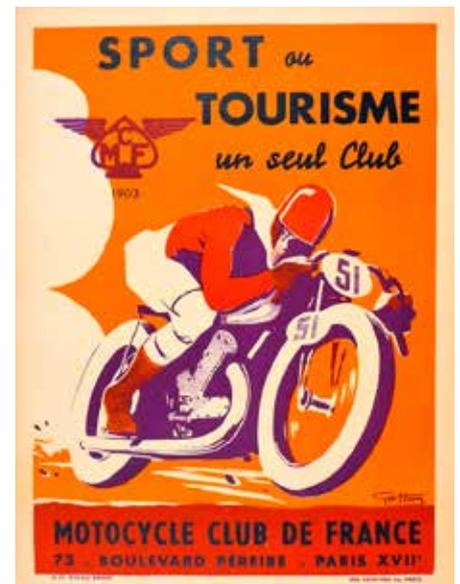
8
A 'MOTOCYCLE CLUB DE FRANCE DIPLOME' REPRODUCTION POSTER
13" x 19.6", close inspection advised.
\$200 - 400

9
A 'MOTOCYCLE CLUB DE FRANCE DIPLOME' REPRODUCTION POSTER
12.5" x 19.5", close inspection advised.
\$200 - 400

10
A 'MOTOCYCLE CLUB DE FRANCE' REPRODUCTION POSTER
11.9" x 15.8", close inspection advised.
\$750 - 900



7



10

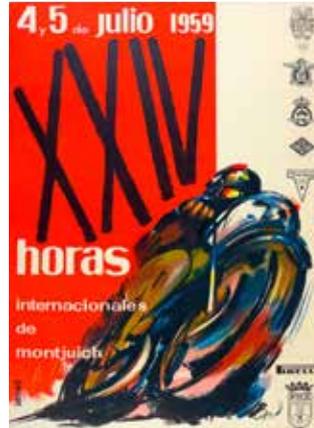
All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



11



13



14



15



16

11
A FIRESTONE REPRODUCTION POSTER
 8.25" x 10.75", close inspection advised.
\$250 - 500

12
A BOSCH SPARK PLUG COUNTER CARD
 in good believed original condition with some blemishes in the right hand corner, 7.8" x 19.5", close inspection advised.
\$150 - 300

13
A LAMBRETTA REPRODUCTION POSTER
 27.25" x 39.1", close inspection advised.
\$400 - 500

14
A '24 HOURS INTERNATIONAL MONTJUICH 1959' REPRODUCTION POSTER
 16.5" x 23.9", close inspection advised.
\$700 - 900

15
A NURBURGRING GERMAN GRAND PRIX REPRODUCTION POSTER
 12" x 17", close inspection advised.
\$300 - 500

16
A 1950S NORTON REPRODUCTION POSTER
 29.9" x 20", close inspection advised.
\$550 - 750

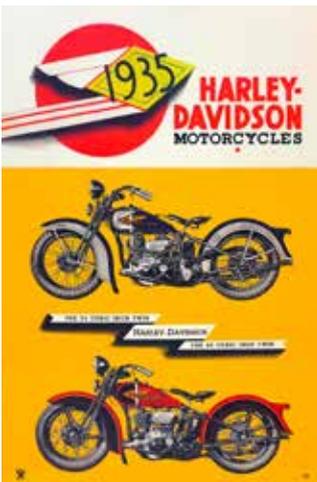
17
A 1935 HARLEY-DAVIDSON DEALER DISPLAY REPRODUCTION POSTER
 12" x 18", close inspection advised.
\$550 - 750

18
A 1935 HARLEY-DAVIDSON POSTER
 MFG; with creases to fold lines; 25" x 19.5", close inspection advised.
\$250 - 350

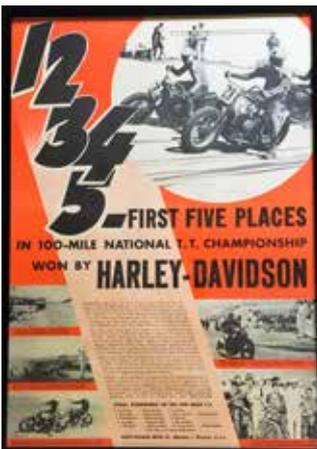
19
TWO HARLEY-DAVIDSON POSTERS
 one celebrating Ray Tanner's Victory in the 1947 100 Mile National T.T. Championship, the other celebrating Ed Rusk's victory in the 1947 50-mile National T.T. Championship race in Memphis, both MFG; 31.25" x 22.6", close inspection advised.
 (2)
\$450 - 650

20
A HARLEY-DAVIDSON DUAL ENGINE ELECTRA GLIDE ADVERTISING POSTER
 custom created poster made by Sukarai Printing, Fox Photography and KBR Graphics in 1990; 17.4" x 22.9", close inspection advised.
\$50 - 100

21
A HONDA MOTOR COMPANY POSTER
 featuring 52 Honda Motorcycles inscribed with Japanese text; 32" x 12.5", close inspection advised.
\$150 - 300



17



19

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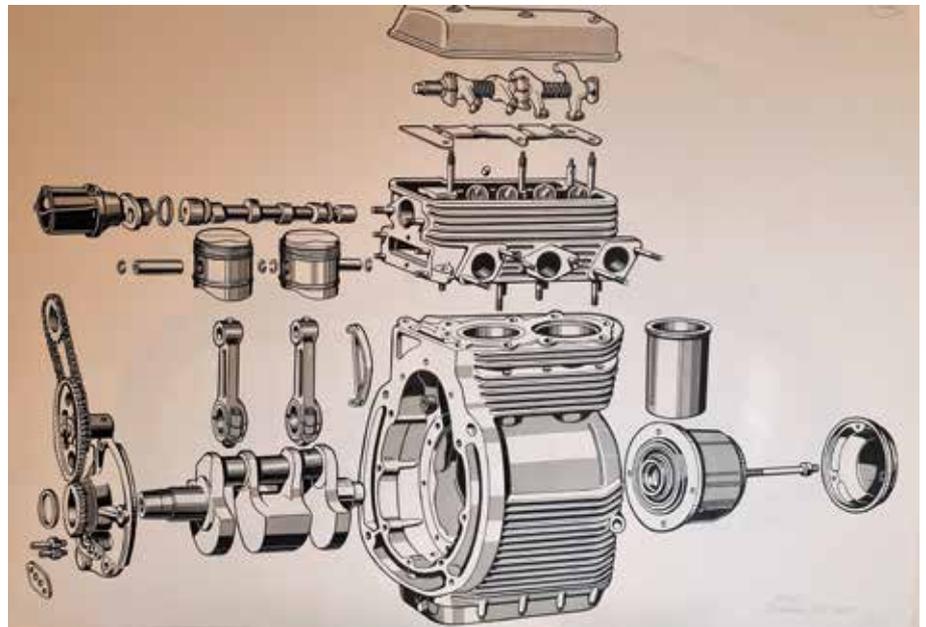
24

22
A TRIUMPH ADVERTISING POSTER
with creases in the folds, 20" x 30",
close inspection advised.
\$200 - 300

23
**FIVE CARLO DEMAND ORIGINAL
DRAWINGS**
including a blown up engine assembly;
a Moto Guzzi; a Motosacoche and others,
close inspection advised.
(5)
\$1,000 - 1,500

24
**CARLO DEMAND 'GILLET
MOTORCYCLES'**
an original painting; 17" x 38.5",
close inspection advised.
\$3,000 - 4,000

25
TWO NORTON PAINTINGS
depicting a Norton Manx racing
sidecar outfit and a CS1; painted by
Carlo Demand, close inspection advised.
(2)
\$1,200 - 1,500



23



25



26



27



29



33

26
CARLO DEMAND '1948 MOTO GUZZI DONDOLINO'
 painted on board; 11" x 26.5" inches,
 close inspection advised.
\$600 - 800

27
CARLO DEMAND '1921 NER-A-CAR'
 painted on board; 13.5" x 28.5", close
 inspection advised.
\$400 - 600

28
CARLO DEMAND '1901 INDIAN'
 painted on board; 14.5" x 25", close inspection
 advised.
\$600 - 800

29
A LUCKY THIBEAULT PRESENTATION
 containing a copy of an article from 1992
 signed by Lucky together with a handbill
 advertisement for a thrill show signed by Lucky,
 close inspection advised.
\$250 - 400

30
A 'NIGHT SPEEDWAY MOTORCYCLE RACES' ADVERTISING POSTER
 for racing in Sacramento, California; mounted
 and framed; 22" x 14.5", close inspection
 advised.
\$75 - 150

31
A FRAMED 'FONZIE' PRESENTATION
 containing a Fonzie look alike contest presented
 by Henry Winkler, an unverified autograph
 and a picture of the 'Fonz' on his TR5, close
 inspection advised.
\$200 - 400

32
A FRAMED 'ROUSTABOUT' POSTER
 featuring Elvis Presley riding a Honda 305
 Superhawk; 22" x 28", close inspection
 advised.
\$300 - 500

33
A CYCLES FAVOR MOTOS ADVERTISING POSTER
 believed original poster which is linen-backed
 and dates from 1937, 20" x 28", close
 inspection advised.
\$400 - 600

34
THREE NSU ADVERTISING POSTERS
 featuring different colored versions of the Prima
 model; some damage and foxing throughout,
 close inspection advised.
 (3)
\$200 - 400

35
A DOUBLE SIDED WOODEN NSU SIGN
 18" x 24", close inspection advised.
\$300 - 500

36
THREE MOTORCYCLE TROPHIES
 one inscribed with 'San Fernando Drag', close
 inspection advised.
 (3)
\$150 - 300

37
FOUR VINTAGE RIDING GOGGLES
 condition and completeness unknown, close
 inspection advised.
 (4)
\$300 - 500

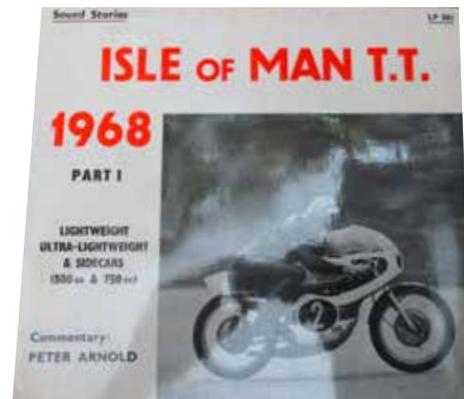
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34



35



42

38
A HANDCRAFTED BMW MOTORCYCLE COMBINATION MODEL
6.5" x 11.5" x 8", close inspection advised.
\$250 - 400

39
A MARX VINTAGE MOTORCYCLE TOY
with sidecar, 8.5" x 5", chips to the paint throughout, close inspection advised.
\$150 - 250

40
A AUBURN MOTORCYCLE TOY
together with a Champion motorcycle toy, condition and completeness unknown, close inspection advised.
(2)
\$75 - 125

41
THREE MOTORCYCLE SLUSH MOLD TOYS
condition and completeness unknown, close inspection advised.
\$100 - 150



37

42
THE 1968 ISLE OF MAN SOUND STORIES RECORD
together with the 1965 stories and 1957-1964 records, all within their sleeves, close inspection advised.
\$150 - 250

43
DUCATI 'THE WORLDS LIGHTWEIGHT LEADER' BANNER
in worn condition, 12ft x 2ft, close inspection advised.
\$100 - 200

44
A VINCENT ADVERTISING REPRODUCTION POSTER
depicting the 8 world records secured by Vincent motorcycles; created in the 1980s by Walnecks, close inspection advised.
\$30 - 50

45
A 1976 BMW SUPERBIKE 'DOUBLE SUCCESS' POSTER
close inspection advised.
\$30 - 50

46 - 100
NO LOTS

Motorcycles

Approximately 1pm, Lots 101 - 175

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



101
1977 BMW R100RS CUSTOM
Frame no. 6180897 R100RS

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. This early R100RS dates from 1977 and thus has the wire wheels fitted during the first year of production. The R100RS presented here got modified during its previous life, being stripped out from its fairing, and receiving improvement parts to make it even more performing on the road, such as Ohlins rear suspension and RB racing parts. The bike will need recommissioning before getting back on the road.

\$4,000 - 6,000
WITHOUT RESERVE



102
1969 BMW R60/2
Frame no. 1817474
Engine no. 1817474

Introduced in 1960, BMW's 'Slash 2' range of flat-twins was marked by a revised engine, which received a strengthened crankcase and crankshaft, hard-chromed piston rings, improved internal ventilation, new cam followers and a stronger clutch assembly. The 600cc R60's compression ratio went from 6.5:1 to 7.5:1, boosting peak power to a useful 30bhp. As always, BMW's shaft final drive and understressed mechanicals translated into a sophisticated, reliable ride for the long run. "A unique form of motorcycling," wrote *Cycle World* magazine in a 1968 test. "What other machine could be so silent, so free from vibration, so effortless at cruising speeds?" This R60/2 belongs to a famous classic cars and motorcycles collection located in Florida. The bike was kept in museum-like condition since the current owner bought it about 10 years ago. Already being in great condition at the time of the purchase, the bike just needed couple of services throughout the years to maintain its stunning condition.

\$7,000 - 10,000
WITHOUT RESERVE



103

1957 BMW R26 WITH STEIB

Engine no. 353618

Built to the same exemplary standards as the Bavarian company's famous flat-twins, the single-cylinder BMW first appeared in pre-war days. Indeed, BMW's first new post-war model was a single-cylinder design - the 250cc R24 - which arrived in 1948. By 1956, BMW's quarter-liter luxury lightweight had evolved into the R26 that boasted a more powerful (15bhp) engine, Earles-type leading-link front fork and a larger fuel tank among numerous improvements. Considerably more expensive than home-grown 250s, the R26 was a relative rarity outside Germany, appealing to mature, discerning riders for whom quality of construction counted more than mere outright performance. This BMW R26 is part of the stunning Gerhard Schnuerer Collection and just like any vehicle from that collection, the bike was taken care of as a museum piece, serviced, maintained and kept to the highest standard possible. A large history file retracing the bike's history up until the late-1990s and various correspondences between Mr. Schnuerer and BMW specialist will be handed to the buyer after the sale.

\$6,000 - 10,000

WITHOUT RESERVE



104

1941 BSA M20

Frame no. WM20.92027

The creation of one of the British motorcycle industry's most prolific and talented designers - Val Page - BSA's new single-cylinder range debuted in 1937. Intended mainly for the sidecar man, the two biggest sidevalve models were the 496cc M20 and 596cc M21, both of which came with rigid frames, girder forks and four-speed, hand-change gearboxes. Ruggedly built and endowed with copious low-speed pulling power, both models were highly successful in their intended role as sidecar tugs and many M20s did sterling service as despatch riders' mounts with Allied forces during WW2. The duo were regularly updated, important developments prior to WW2 including the adoption of a foot-change gearbox and, in the M21's case, a change to a longer-stroke engine and a capacity of 591cc. M20 production continued after the end of hostilities while that of the M21 did not resume until early in 1946. This BSA M20 has been consigned from a well-known private collection in the NE. The bike was housed in a private Museum type setting along with a stable of historic single-seater race cars. Just like this BSA, each bike from that collection represents the best example attainable at the time of purchase and appears as a fine grouping of bikes from the heyday of British and European motorcycle manufacture. Whilst some are suitable for the concours lawn, others are intended to be wound-up and ridden along sweeping country lanes - or on the racetrack!

\$5,000 - 8,000



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.



105

1970 BSA 650 FIREBIRD

Frame no. 010074 A65F

Engine no. GD 10074 A65F

Street scramblers were all the rage in America in the late 1960s and early '70s, never mind that most of the bikes never ventured very far off the road. It was the wild style that mattered and BSA's Firebird 650 Scrambler had lots to look at: Twin high pipes on the left side with a "barbeque-grille" heat shield; a sculpted fuel tank showing off teardrop-shaped BSA badges; a chromed, tire-hugging front fender; a comfortable roadrace-style dual seat. It was hard to ignore a Firebird Scrambler. Virtually all were exported to the U.S. or Canada. Beneath the quasi-dirtbike styling was an A65 unit-construction motor as introduced to the BSA range in 1962. Twin Amal carbs were standard equipment on the Firebird, as was a twin-leading-shoe front stopper considered by many to be England's best drum brake. Unfortunately, by 1972 it was all over for BSA. The Firebird for sale here comes from a private collection from the South of the US and appears to be in good original condition. The bike will need recommissioning before being able to get back on the road safely.

\$5,000 - 7,000

WITHOUT RESERVE



106

1965 TRIUMPH T100 SC

Engine no. T100SR H38611

While Triumph's hulking 650cc 'sleds' ruled the deserts of the Southwest, it was the company's lighter, nimbler 500cc twins that held sway in the tight woods of the Midwest and muddy conditions found on the East Coast. In fact, the talented Bill Baird won seven consecutive AMA National Enduro Championships from 1962-68 riding a largely stock Triumph T100. He retired from regular competition in 1968 after notching an overall win in the prestigious Jack Pine Enduro, run through rural Michigan's maze of densely packed trees, where 500cc Triumphs won outright seven times before lightweight, purpose-built two-strokes became the enduro bike of choice. Triumph's T100SC reflected that off-road influence and, in fact, was referred to as the 'Jack Pine Triumph' in brochures. It came equipped with high pipes and Energy Transfer ignition, which needed no battery. While intended primarily for the American market, the Brits also put the SC to good use, with six modified examples all nabbing gold medals at the 1966 International Six Days Trial for the UK team. The T100SC presented here shows a lot of patina and will need recommissioning before being able to go on the road safely.

\$4,000 - 6,000

WITHOUT RESERVE



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107

1973 NORTON COMMANDO 750CC

Frame no. 235155

Engine no. 235155

- *A beautiful Commando «done right»*
- *Virtually unused since the “custom build”*
- *Strong performance from a free-revving 750 version of Norton’s best twin*

Previewing at the Simeone Foundation
Automotive Museum Philadelphia, PA



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 offer here... the bike was stripped to its last nut and bolt and slowly but surely inspected and then rebuilt to the highest possible standard using the 50 years of accumulated knowledge shared among Nortonisti around the globe. Magnafluxed crank, Nikasil cylinder bores with new camshaft, lifters, pushrods, and much more.

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

\$10,000 - 14,000

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108
1988 MATCHLESS G80 ROTAX
Engine no. 223515

Licensed to produce Triumph Bonneville while the John Bloor-owned company developed an entirely new range of up-to-the-minute models, Les Harris also bought the rights to the Matchless name in 1988 and manufactured the G80 at his small factory in Newton Abbott, Devon. He quit 10 years later. Despite its "Made in England" label, the Les Harris Matchless used an Italian-made frame and most cycle parts – Paioli suspension, Brembo discs and calipers, Dell'Orto carburetor, Lafraconi mufflers (from Germany came the Varta battery and Magura switchgear) - and was powered by an Austrian-made Rotax SOHC 4-valve single with oil-in-the-frame lubrication. Designed by Brian Jones, production began in 1987 and continued into the early 1990s, towards the end to special order only. Reportedly some 850 units were produced in three colors; black, metallic burgundy and silver. With only 19 miles, this Matchless G80 Rotax is basically new. Consigned from a well-known private collection in the NE, the bike was housed in a private Museum type setting along with a stable of historic single-seater race cars. Just like this Matchless, each bike from that collection represents the best example attainable at the time of purchase and appears as a fine grouping of bikes from the heyday of British and European motorcycle manufacture. Whilst some are suitable for the concours lawn, others are intended to be wound-up and ridden along sweeping country lanes - or on the racetrack!

\$7,000 - 10,000



109
1998 TRIUMPH THUNDERBIRD
Frame no. SMT398DL6WJ056860

Built alongside the modern Trident, the Triumph Thunderbird offered by John Bloor's Triumph Motorcycles, Ltd. of Hinckley was unashamedly retro in styling, harking back to the glory days of the original T-birds of the 1950s and 1960s. Made between 1995 and 2004, the Thunderbird was powered by a liquid-cooled triple displacing 885cc and developing 68 bhp at 8000 rpm giving effortless performance and is a classic cruiser capable of meeting the best Harley-Davidson Sportsters head on. The naked Thunderbird used three 36mm flat slide carburetors and early versions featured a five-speed gearbox with chain drive and plenty of chrome embellishments, along with two-tone paintwork and wire wheels. The Thunderbird offered here seems to be in good overall condition while requiring recommissioning before getting back on the road.

\$4,000 - 6,000
WITHOUT RESERVE



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110

2003 BUELL XB9S LIGHTNING

Frame no. 4MZX57J633495014

Founded by Erik Buell, the company has established its own unique brand image, building a range of Harley-Davidson-powered sports bikes combining the Milwaukee twin's traditional 'stump pulling' torque with a state-of-the-art chassis possessing the dimensions and geometry of a Grand Prix 250. As Buell production steadily increased so did Harley-Davidson's stake in the company, which it now entirely owns. With H-D's resources behind him, Erik Buell was able to take his unique concept a stage further, introducing an entirely new aluminium-alloy beam chassis. Innovative as ever, the latter contains fuel within its main spars and oil in the swinging arm, and is found in the latest Firebolts and Lightnings. 'Although plenty of bikes make far more out-and-out power, the Buell has enough, when allied to its competitive 193kg (425lb) of weight, to give seriously useful roadgoing performance,' reckoned *Bike* magazine. Combined with Buell's assured styling touch, the result was a class-leading, streetfighter-style 'naked' that, as an early example of the marque, can only become increasingly collectible in the future. The Lightning presented here appears to be in good overall condition while needing recommissioning before hitting the road again.

\$3,000 - 5,000

WITHOUT RESERVE



111

1988 HONDA CBR1000F

Frame no. 1HFSC2105JA101918

Just like in the 1970s when the Japanese motorcycle manufacturers were constantly challenging each other to create the most powerful and comfortable bike while keeping a cheap selling price, the 1980s opened the door to a constant research of simply power. Bikes like the Honda CB750, Kawasaki Z1 or Suzuki GS750 were more and more seen as simple roadsters, while real sport bikes started to get aerodynamic fairings along with more powerful and technologically advanced engines. Naturally the 'sport norm' somehow shifted to the 750s to the 1000s. There, Suzuki quickly showed its hand with the mighty GSXR-1100. The other Japanese brands had to come with their response; Kawasaki came up with the Ninja 1000R, Yamaha with the FZR-1000 and Honda with the CBR1000 'Hurricane'. Yes, Hurricane, nickname probably lastly used on Vetter's Triumph X75. Interestingly enough, as Honda was having a true weight on the US market, the marketing team discovered that giving aggressive names to their sport bikes helped the sell, or at least riders' vision of a specific model. This is how the 'Interceptor', Honda sport bike from the early 1980s got replaced by the 'Hurricane'. The engine was installed as a stressed member of the frame, offering the Hurricane a great rigidity for spirited ride and track sessions. With 110hp at the rear-wheel, the bike was capable of speeds north of 160mph. The Hurricane offered here appears to be in original condition and will need recommissioning before being safely used on the road.

\$3,000 - 5,000

WITHOUT RESERVE



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112

2005 HARLEY-DAVIDSON CUSTOM

Frame no. ID46710COLO

Engine no. 93126255

This completely custom Harley Davidson has an 82 cubic inch Evo engine housed in a custom frame. The fiberglass rear fender is a one-off piece as well as the aluminum tank. The motorcycle has plenty of stopping power with eh Performance Machine 4-piston disc brakes in both front and back. A custom airbox cover the Mikuni carburetors and the bike is fitted with a Supertrapp exhaust for that extra horsepower. The custom billet oil pump, alloy rims, and Wire Plus instrument panel are a few of the custom pieces on this motorcycle. With plenty of chrome, a low-slung seat, and a fresh custom paintjob make this bike truly one-of-a-kind. This Custom Harley Davidson is in excellent condition as is sure to be a show winner. It will make an excellent ride on the road after some light recommissioning.

\$5,000 - 7,000

WITHOUT RESERVE



113

1999 URAL SIDECAR

Frame no. XTB3764AX1205538

"A brand new 1940s motorcycle" was how *Bike* magazine described the Ural back in 1985, a reference to how little the Soviet Union's BMW clone had changed since the design first saw the light of day on a Munich drawing board. *Bike* was, in fact, referring to the overhead-valve M-65, but what it said about that model's origins applies equally to the M-72, that was based on the BMW R71, a 750cc sidevalve model first introduced by the German manufacturer in 1938. One consequence of the Soviet system of centralised planning and direction was that there were no individual manufacturers or marques as understood in the West; rather, model names such as 'Dneiper' and 'Ural' were associated with the products of individual factories, but not generally applied until exports began after WWII. Used by the Soviet military throughout WWII in both solo and sidecar forms, the M-72 was manufactured at the Iskra Zavad plant near Moscow from circa 1939, although in 1941 the factory was dismantled and moved east of the Ural mountains to avoid being overrun by the German advance. The M-72 remained in production until 1956. When the neo-retro movement grew during the 2010s, many traditional manufacturers reborn some of their all-time classics and some old brands made reappearance, like Royal Enfield or Ural, to satisfy that demand. This Ural comes from the stunning Gerhard Schnuerer Collection and just like any vehicle from that collection, the bike was taken care of as a museum piece, serviced, maintained and kept to the highest standard possible. The bike engine received a complete rebuilt over the past 3 years and a large history file with maintenance receipts will be handed to the buyer after the sale.

\$5,000 - 7,000

WITHOUT RESERVE



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114

2005 ORANGE COUNTY CHOPPERS GILLETTE M3POWER NITRO CHOPPER

- Built by Orange County Choppers
- As seen in American Chopper TV show
- Gorgeous work

Previewing at the Simeone Foundation
Automotive Museum Philadelphia, PA



When the history of modern motorcycling is written, an entire chapter will be devoted to the reemergence of the chopper, a movement that started in the late 1990s fueled by a plethora of reality cable-television shows about bike builders. Longest-running and sole-surviving of those series is American Chopper, which in 2002 began chronicling the up and downs of the Teutul family – Paul Sr., Paul Jr. and Mikey – and their Orange County Choppers operation.

Based in Newburgh, New York City, Orange County Choppers is the most famous chopper-building specialist in the world, thanks to extensive coverage of its activities on the Discovery Channel show, 'American Chopper', which first aired in 2002. Built around a theme, the bikes OCC created for 'American Chopper' led to the introduction in 2007 of a limited series of production models incorporating design elements pioneered on the television show, while more recently the company has increasingly turned to the production of bespoke motorcycles for corporate and celebrity clients.

That OCC Chopper 'Gillette' Special Edition was made to celebrate the razor company newest product – the M3Power Nitro. The building of the chopper was notably chronicled on two episodes of the series broadcast on Discovery Channel. The design of the bike was clearly inspired by the design of the new razor, with a sleek and streamlined look featuring chrome metal with black and green accents.

"This is one of the most unique bikes we've ever built. It has the longest and leanest frame of all of our bikes and the wheels on the Chopper clearly reflect the three-blade system, all of which replicate the look and feel of Gillette's new razor" said Paul Teutul, Jr., Orange County Choppers.

\$35,000 - 45,000

HARLEY DAVIDSON EL KNUCKLEHEAD

- *Beautiful EL Knucklehead example*
- *Iconic Harley-Davidson Model*

Previewing at the Simeone Foundation
Automotive Museum Philadelphia, PA



The story of the debut of the legendary Knucklehead includes gunshots, friendly ones at least. During the 1935 Harley-Davidson Dealer's Convention an unnamed pistol-packing dealer, obviously impressed by the new offering from Milwaukee, fired the celebratory shots into the ceiling. He was looking at the motorcycle that would rescue The Motor Co. from the bleak days of the Great Depression, its new overhead-valve design also meeting the threat from long-time rival Indian. Here was a "musclebike"... 61 cubic inches pumping out 40 HPO...with looks to match that could open a whole new chapter in the story of the Milwaukee Marvel.

Leading into the 1936 model year at the Harley-Davidson factory, the new 61 OHV project was having teething issues and potentially could have been cancelled. What they were not aware of at the time was the new motorcycle was poised to reshape the motorcycle industry. Stylistically, the new design was modern and aggressive in appearance. While Indian was marketing some very gorgeous motorcycles thanks to their streamlined tanks and fenders, and DuPont paint color schemes, the Harley-Davidsons just looked right from a motorcyclist's point of view.

Technologically, the Harley-Davidsons were ahead of everyone in the motorcycle industry, both in the United States and abroad. The new 61 OHV became a sensational sales success once in the riders' hands.

The success of the Harley-Davidson EL was largely due to being a completely fresh design from the ground up and not a rehash of old trusted machines from the past. It was not a sidevalve, nor an old F-head motor, but a brand new overhead valve configuration, for the modern times ahead. The engine utilized a single cam with 4 lobes that ran quieter, reduced backlash and allowed for better valve timing. The transmission was brand new with a 4-speed constant mesh cluster instead of sliding gears on a shaft as used by the "other American manufacturer", and worked through a new clutch design.

The chassis was all new as well with strong double loop frame rails that were lighter and enabled the motorcycle to handle better. Up front the fork was now made from chrome molybdenum extruded tubing which looked better and was lighter than the former I-beam front forks. The oil tank now moved behind the engine, between the rear fender and the seat post, for a dry sump oiling system.

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.



The gas tanks were now welded instead of being soldered together which were prone to leaking. Atop the tanks set a novel and stylish instrument panel and speedometer, and idea ahead of the competitors. The same styling remains today on modern Harley-Davidson Big Twins.

In addition to being a winner in the looks and sales departments, the EL was also one of the best performing bikes of the day. In March 1937, Harley trumpeted Joe Petrali's new speed record clocked at Daytona Beach. At a speed of 136 miles per hour, the record bested even Indian's claim to top speed fame. The Knucklehead was on a roll, one that hasn't slowed even now as it's one of the most sought after Harleys.

This 1937 example, one of only 1829 produced that year, sports some tasteful personal touches including the hand-painted Harley-Davidson emblem on the gas tank rather than a decal, and a small fortune in additional chrome. What it's feel like to ride this bike...priceless.

\$60,000 - 70,000
WITHOUT RESERVE

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116

1948 INDIAN 73.6CI CHIEF MODEL 348 ROADMASTER

Frame no. 3488871

Engine no. CDH3871B

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



No motorcycle is as easily identifiable as a skirted Indian Chief. Penned by Indian designer G. Briggs Weaver, the streamlined art-deco fenders gave the Chief the most distinctive silhouette in motorcycling. For a style so associated with the brand it's surprising that the outrageously valanced fenders didn't make their first appearance until 1940, some 39 years after the company's founding. Indian went all-in on the design, outfitting Scouts, Chief and Fours with the new tinware. With WWII looming and Indian increasingly turning to production of stripped-down military bikes, though, all civilian models were phased out. Following hostilities, only the Chief made a return, as did those fenders, but the 1948 Model 348 was intended to be the last of the breed, supposedly a stopgap until the company's advanced Dyna-Torque ohv vertical singles and twins came on line. These were meant to blunt a postwar invasion of highly competent lightweights from England, and hopes were high at the bikes' rollout in 1949. "The world's most modern motorcycles!" brashly claimed the advertisements.

Unfortunately, when the new models hit showrooms there were niggly quality-control issues—ignition was faulty, fork seals leaked, primary chains stretched, some bikes left the factory without grease in their wheel bearings.

Financially strapped, with millions of dollars plowed into R&D, Indian had rushed the Arrow 220 and Scout 440 into production, and paid the price. And while the problems were all relatively easy to fix, when the British government devalued the pound sterling by 30% in late '49, effectively cutting the purchase price of Triumphs, BSAs, Nortons, etc. by one-third, it spelled the end for the new lightweights. That left the venerable Chief to soldier on, a flathead design in an increasingly overhead-valve world. Even a bump in displacement and switch to modern hydraulic telescopic forks could not stave off the inevitable. Chiefs were still being sold when the Springfield, Massachusetts factory shut its doors in 1953.

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

\$30,000 - 40,000

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117

C.1955 AJS MODEL 20

Engine no. GB26M5 9229

Albert John Stevens and his three brothers became involved in motorcycles before the turn of the 20th Century. By 1909, they were manufacturing motorcycles under the name AJS. In the industrial Midlands well north of London. The company failed in 1931 and was taken over by Matchless, the two later operating under the name, Associated Motorcycles in Plumstead, a suburb of south-east London. The company's first big postwar splash was with a civilian version of the G3/L in 1946. Both 350 and 500cc singles were available that year. The AJS version of the 500 was named the Model 18. These 500 singles, both AJS and Matchless brands, would be the mainstay of Associated Motorcycles (late-on together with Norton models) from their introduction until the company founded. The last AJS Model 18 was produced in August of 1965. These models had, indeed, had remarkable success in off-road racing in the U.S., in Great Britain and around the world. The offered bike is a Roadster from 1955 production. It is a customized example using mostly parts sourced from other AMC models' contemporary parts lists. It shows only 1,000 odd miles on its odometer. It appears to have a selection of 16MC (350) Trials and 18CS Scrambler parts: trials tires, aluminum fenders front and rear, a competition fuel tank (without the Roadster kneepads) to say a few. The rear shocks have lost their covers and the rear frame and swinging arm have been painted silver. The dual seat is of unknown origin. This British big banger single has no known history as to who built and whence it came. Handsome and charming though it undoubtedly is, it will require some careful recommissioning.

\$4,000 - 6,000

WITHOUT RESERVE



118

1922 TRIUMPH MODEL H

Frame no. 323780

Engine no. 83841 HHR

The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally bicycle manufacturers - were building its own power units. The company was soon involved in racing, and the publicity generated by competition success - Jack Marshall won the 1908 Isle of Man TT's single-cylinder class for Triumph - greatly stimulated sales. By the outbreak of the Great War, Triumph's reputation for quality and reliability was well established, leading to substantial orders from the military for its newly introduced 4hp model. This model was based on the 3½hp version that first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908, and finally to 499cc in 1910 before being superseded by the 550cc 4hp version - still sidevalve - in 1914. The 'H' came with a 3-speed Sturmey-Archer gearbox. More than 30,000 Model Hs had been produced by the end of the war in 1918. Triumph Engineering had been using the slogan Trusty Triumph since 1910 and so the 'H' became 'The Trusty.' It had proven to be very reliable in battle! The front fork spring was somewhat prone to break on rough ground and so dispatch riders would, reportedly, strap a leather belt around it to 'save it.' We're advised by the vendor that this lovely little Triumph is in running condition. Without lights or speedometer, it is an easy-to-ride lightweight that can be most entertaining on a sunny day with time on your hands. Welcome at shows, cocktail lounges, and race paddocks everywhere.

\$8,000 - 16,000

WITHOUT RESERVE



119

1934/46 NORTON MODEL 18 INTERNATIONAL

Frame no. A3 2753

Engine no. 58006

- A lovely example of a street overhead cam Norton
- Unique: first customized in the 1930s to be brought back to standard in the 1960s
- Most handsome, fully restored Inter ready to ride and show

Previewing at the Simeone Foundation
Automotive Museum Philadelphia, PA



Following its successful Senior TT-winning debut in 1927, the overhead-camshaft Norton had enjoyed mixed fortunes in the Isle of Man, and when the engine's designer, Walter Moore, left to join NSU, Arthur Carroll was charged with carrying out an extensive redesign. First seen in the works racers in 1930, the new motor borrowed features from the successful KTT Velocette, contriving to look very different from its predecessor while remaining unmistakably Norton in execution.

The Carroll engine retained the classic 79x100mm bore/stroke dimensions and shaft-and-bevels cam drive of the Moore unit but shifted the magneto drive to the right-hand end of the crankshaft where it was enclosed in a distinctive timing case. The new overhead-cam racer was not an immediate success - 1930 was Rudge's year in the Isle of Man - but came good in 1931 when works rider Tim Hunt kick-started a four-year period of Norton TT domination by winning both the Junior and Senior events. Towards the end of 1930, the Carroll engine was introduced on the CS and CJ road models, and in 1932 these were joined by a new top-of-the-range sports roadster - the 'International' - that bore a closer resemblance to the works racers and was equally at home on the racetrack. A 'racer for the road', the top-of-the-range 'Inter' was based on the works machines but could be ordered with refinements such as lights and a kickstart-equipped gearbox. By the time production halted in 1939 the Inter was being built with four-speed foot-change gearbox and plunger rear suspension, reappearing after the war in similar guise save for the adoption of the hydraulically damped Roadholder front fork which replaced the pre-war girder.

The model received Norton's race-developed Featherbed frame for 1953, an alloy cylinder barrel/head and the new 'laid down' gearbox being adopted at the same time. 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 the later machines incorporating Manx components.

This Model 30 International was bought by the vendor, a Canadian collector, in June of 1969 from Lucas and Wasling, a dealer in Hull on the English east coast. He was led to believe that it had been owned and modified by a Mr. E. W. Jackson of York, a motorcycle engineer who was a prolific modifier and builder of specials whose work was well featured in period in magazines and books. One of his Norton camshaft drives is illustrated in *Norton Singles* by Roy Bacon (Osprey, 1983.) On this bike, Jackson had built an ineffective swinging arm conversion which caused the chain to derail! The vendor replaced that modified original frame with a stock frame from a 1946 Norton Model 18, Norton's overhead valve 500 single, 3-speed model. Hence, its 'hybrid' name. At the same time, he restored the machine equipping it with a 1938 Manx front brake with an alloy rim, a stainless-steel rear rim and a side stand. The paint was done by the reputable Tim Bardsley of Dunnville, Ontario. It now has 40,000 miles on its odometer and starts and runs superbly.

\$18,000 - 26,000

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120

1950 ARIEL MODEL 4G MK1 'SQUARE FOUR'

Engine no. JJ120

- *Iconic Square Four*
- *From a private museum-like collection*
- *Gorgeous condition*



Designed by the legendary Edward Turner, the Ariel Square Four was first shown at Olympia in 1930. Unique at the time of its introduction, the 'Squariel', as it was swiftly dubbed, featured a single block of four cylinders and twin geared-together crankshafts with pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft. A supercharged example was raced at the Isle of Man TT in 1931 without success, which was hardly surprising as its makers had envisaged the model as more of a luxury tourer than an out-and-out sports machine.

Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger version being made available for the 1932 model year.

In 1937 a total redesign saw it re-emerge as the Model 4G, with 995cc overhead-valve engine, making the Squariel an even more enticing prospect for sidecarists. There was also a 599cc 4F version of this new pushrod Square Four, most of these smaller models being earmarked for export. It is estimated that some 400 examples of the 4F were made.

This Ariel Model 4G has been consigned from a well-known private collection in the NE. The bike was housed in a private Museum type setting along with a stable of historic single-seater race cars. Just like this Ariel, each bike from that collection represents the best example attainable at the time of purchase and appears as a fine grouping of bikes from the heyday of British and European motorcycle manufacture. Whilst some are suitable for the concours lawn, others are intended to be wound-up and ridden along sweeping country lanes - or on the racetrack!

\$25,000 - 35,000

Previewing in Philadelphia, PA



121
1926 SUNBEAM MODEL 2 SPORT
Frame no. 22231
Engine no. 23136

'This (the Model 2) is the ideal sporting machine for those who do not require the maximum speeds obtainable from our larger engines, although it has, in fact, put up some wonderful speeds in competition. It is also admirably suited to those who like a fast, light machine for ordinary touring purposes.' – *Sunbeam Motor Cycles*, 1926. Already established as makers of high-quality bicycles, the firm of John Marston Ltd, of Wolverhampton, in England's West Midlands, introduced the first Sunbeam motorcycle, a 350cc side-valve single, in 1912. The marque quickly established a reputation for sporting prowess, achieving second place in the 1914 Isle of Man Senior TT and winning the 1920 race. Overhead-valve engines were introduced in the mid 1920s, but early successes were achieved with side-valve machines, most notably the 492cc 'Longstroke' that secured a debut win at the 1921 French Grand Prix. Although Sunbeam's very first machine had been a '350', the factory had abandoned the class in 1914 in favor of larger capacities, only returning to it in 1923 with an entirely new side-valve design that would form the basis of all the overhead-valve engines that followed. The new 2¾hp engine first appeared in the essentially similar Models 1 and 2, the former being a foot board-equipped tourer and the latter a more sporting machine. This Model 2 Sports roadster was previously owned by one John Richard Venables, who acquired it on 26th June 1985. Acquired by the previous vendor on 1st February 1989 and meticulously restored while in his ownership, it was sold on to the current vendor, a Canadian collector, in the Bonhams April 2011 Stafford sale. The machine remains in excellent running condition.

\$14,000 - 20,000



122
C.1995 TRITON CAFÉ RACER
Frame no. X101/2
Engine no. T120 D18695

A happy marriage of Triumph power and Norton roadholding, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. Dave Degens, proprietor of Dresda Autos, was one of the first special-builders to put the Triton into what might be termed 'limited production' and today this charismatic hybrid enjoys marque status. This stunning example features a polished body along with a velvet seat and Smith gauges for the cockpit. This Triton has been consigned from a well-known private collection in the NE. The bike was housed in a private Museum type setting along with a stable of historic single-seater race cars. Just like this Triton, each bike from that collection represents the best example attainable at the time of purchase and appears as a fine grouping of bikes from the heyday of British and European motorcycle manufacture. Whilst some are suitable for the concours lawn, others are intended to be wound-up and ridden along sweeping country lanes - or on the racetrack!

\$10,000 - 15,000



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123

1966 DUCATI DIANA 250 MK3

Engine no. DM250M398675

The Ducati Diana 250 Mark 3 descended from a long line of Ducati singles that had excelled in Italy's city-to-city giros. When it was introduced it set new standards for 250cc production bikes and was Ducati's first big success in the U.S. market. Its timing was impeccable, as permanent road courses had been built in the previous decade and road racing was emerging from the shadows of flat track and scrambles. *Cycle World* tested an example in 1963, and the Mark 3 established itself as the fastest production 250 in the world. A Diana would also win a race at Daytona that year, but as was pointed out in the *Cycle World* test, the Mark 3 was rated as, "the fastest, and nearly the smoothest, standard motorcycle in the 250cc class." When you added gorgeous looks to the performance package, Ducati had a winner. This Diana belongs to a famous classic cars and motorcycles collection located in Florida. The bike was kept in museum-like condition since the current owner bought it about 10 years ago. Already being in great condition at the time of the purchase, the bike just needed couple of services throughout the years to maintain its stunning condition. These narrow case singles are now among the most sought after by the cognoscenti. Their jewel-like finish and diminutive size seem to attract collectors who keep them in their living rooms.

\$6,000 - 8,000

WITHOUT RESERVE



124

1984 LAVERDA RGS1000

Frame no. ZLVMVDHA9E0000025

Engine no. LAV1000 RGS 2671

One of the final developments of the big three-cylinder Laverda, the RGS 1000 was the undisputed star of the 1981 Milan Show. A revised, less peaky version of the new-for-'82 Jota's 120-degree crank – now with perfect primary balance - rubber-mounted engine developed by former Fabio Taglioni disciple, and MV Agusta employee, Giuseppe Bocchi, distinguished the RGS from Laverda's other 1,000cc triples, though the most obvious difference was the elegantly aerodynamic Bayflex half-fairing that blended smoothly into the generously sized steel fuel tank and the dual seat's rear covered by a removable hump. Less noticeable was the lowered frame and altered steering geometry that made the RGS more stable and easier to handle than its 180-degree predecessors. It was somewhat quieter too (the result of ever tighter noise regulations) yet the more restrictive silencers had seemingly little effect on the performance of a machine that, even in its new "civilized" form, could still reach close 140mph and race through the standing quarter-mile in a little over 12 seconds. Testing a RGS 1000 for the UK's *Motor Cyclist Illustrated* in October 1983, noted motorcycling authority Mick Walker rated it highly, finding the big Laverda "a long-distance, high-speed muscle bike which in the right circumstances is perhaps the best there is for continental style motorways or high-speed A-roads." The meaning of RGS isn't confirmed but Massimo Laverda, factory leader at the time, was once heard to say in English "Real Grand Sport", which is plenty good enough. The RGS consigned here shows just under 18k miles and appears to be in good overall condition while needing recommissioning before getting back on the road safely

\$8,000 - 10,000

WITHOUT RESERVE



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125

1997 BIMOTA YB11 SUPER LEGGERA

Frame no. ZES1YB114VRZES023

Equipped with nothing less than the very best suspension and brakes, Bimotas have always been necessarily expensive but then, like George Brough, it was never the firm's intention to build anything compromised by budgetary restrictions. The last word in 1990s Italian superbike exotica, the Bimota YB11 Superleggera (Superlight) used one of Japan's finest engines, that of the Yamaha Thunderace, which was installed in the Rimini firm's trademark aluminium beam frame. Producing a claimed 131bhp in stock form, the Thunderace motor was fitted with Bimota's own less restrictive exhaust system, liberating a few more horsepower. Complementing this were some of the finest cycle parts available, including fully adjustable Paioli 51mm forks, fully adjustable Paioli shock, Brembo brakes, 17" Antera wheels and plentiful carbon fibre. At 183kgs (403lbs), the YB11 Superleggera weighed some 80lbs less than the Thunderace donor bike and its handling and performance were in a different league altogether. In the late 1990s Bimota went through one of its periodic financial convulsions and production of the YB11 ended in 1999, although a second batch of bikes was completed later using stocks of existing parts. The YB11 presented here travelled for a little more than 3,500 miles. The has been consigned from a well-known private collection in the NE. The bike was housed in a private Museum type setting along with a stable of historic single-seater race cars. Just like this Bimota, each bike from that collection represents the best example attainable at the time of purchase and appears as a fine grouping of bikes from the heyday of British and European motorcycle manufacture. Whilst some are suitable for the concours lawn, others are intended to be wound-up and ridden along sweeping country lanes - or on the racetrack!

\$7,000 - 9,000



126

1990 BMW K1

Frame no. WB1053504L6365209

Launched in 1989, the K1 represented BMW's bold attempt to create a hyper-sports flagship model using its K-Series 980cc four-cylinder engine. The latter had been around since 1983 and for the futuristically styled K1 was up-rated with a 16-valve cylinder head and Bosch electronic fuel injection. For the K1, the K-Series frame was stiffened, the steering geometry altered and BMW's Paralever rear suspension incorporated, while anti-lock brakes were optional. Despite BMW's self-imposed horsepower ceiling of 100bhp, *Bike* magazine's test K1 recorded a maximum output of 107.9bhp on Motad's dynamometer, which was sufficient to propel the aerodynamically efficient 'Brick' to a top speed of around 150mph. Arguably more important than the headline speed figures was the manner in which this performance was delivered, *Bike's* tester Phil West being highly impressed by the way in which the wind-tunnel developed fairing made 120mph seem like 60, and at a mere 7,500 revs too. Produced for only four years, the K1 is already one of the more collectible of post-war BMWs, as well as remaining a thoroughly capable sports-tourer. This BMW K1 has been consigned from a well-known private collection in the NE. The bike that has about 5,000 miles on the odometer was housed in a private Museum type setting along with a stable of historic single-seater race cars. Just like this BMW K1, each bike from that collection represents the best example attainable at the time of purchase and appears as a fine grouping of bikes from the heyday of British and European motorcycle manufacture. Whilst some are suitable for the concours lawn, others are intended to be wound-up and ridden along sweeping country lanes - or on the racetrack!

\$5,000 - 7,000



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127

1987 YAMAHA FZR 1000 GENESIS

Frame no. JYA2NKE01JSA001292

Engine no. 2NK-001292

Dating from an era when one-litre sports bikes could afford to be relatively roomy and comfortable, Yamaha's FZR1000 Genesis arrived in 1987 as the class leader, boasting the FZ750's pioneering five-valves-per-cylinder engine technology and a race-developed aluminum twin-spar 'Deltabox' frame. With a claimed maximum output of 125hp, the Genesis was good for a top speed of over 150mph and, equally importantly, had handling and brakes to match. It lasted for only two years before being replaced by the extensively redesigned 'EXUP' model and these days is relatively rare. An affordable, fast and comfortable modern classic, this Genesis has been club raced – note Vance & Hines muffler - currently displaying a total of 6309 miles on the odometer and is described by the vendor as in good condition. The bike has been recently serviced and should be ready to run.

\$3,500 - 5,500

WITHOUT RESERVE



128

1984 YAMAHA FJ1100

Frame no. JYA50H008EA001902

Engine no. 50H-001902

"The best large displacement sport motorcycle of 1984, and maybe even the best in its class in the history of motorcycling" *Rider* magazine. "All hail Yamaha's FJ1100, King of the Superbikes ... class champ, no contest." *Cycle* magazine. That sums up pretty well what the FJ1100 represented at the time. Boosted by the constant power and engineering fight Japanese manufacturers were having since the late 60s, the sport bike segment evolved quickly until the point where more than 1000cc became the norm. Surprisingly coming with a brand-new air cooled four-cylinder motor, Yamaha managed to get riders' attention thanks to the FJ1100 and a power output claimed at about 125hp. More importantly, the FJ1100 was Yamaha attempt to bridge the gap between the 1970s and the 1980s, not revolutionizing four-cylinders, but simply making them evolve. While doing that, the FJ also opened the door to a new segment – sport touring. Looking back, some previous bikes could be considered as sport-tourers, but Yamaha intention was clear and not without success – even about 40 years later, the FJ1300 is probably one of the best of its category. What also made the FJ so performing and ahead of it competitor at the time was its highly slippery fairing that permitted the bike to close a dragstrip run in about 10.68 seconds – therefore better than others of its category despite being heavier. The FJ1100 presented here appears to be in nice overall condition showing just under 34k miles. The bike will need recommissioning before getting back on the road safely.

\$3,000 - 5,000

WITHOUT RESERVE



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129

1985 KAWASAKI ZX600 NINJA

Frame no. JKAZX4A15FA007198

One of the most commercially important market sectors, the 600cc or 'Supersport' class was created overnight by Kawasaki's introduction of the GPZ600R in 1985. The GPZ ('Ninja' in the USA) featured a water-cooled, 16-valve, six-speed engine/gearbox unit housed in a steel perimeter chassis clad in 'race replica' bodywork, an outstandingly successful formula that would be copied by every other Japanese manufacturer within a few years. Stylish, fast (130mph), less intimidating - and cheaper - than its bigger brethren, the GPZ600R deserved to sell by the boatload, and it did. Few motorcycles of modern times have had such a lasting impact. The bike being auctioned here belongs to a collection from the South of the US. This Ninja notably features a Supertrapp exhaust and will need recommissioning before getting back on the road again.

\$3,000 - 5,000

WITHOUT RESERVE



Previewing in Toronto, Ontario

130

1972 KAWASAKI H1 500 TRIPLE

Frame no. KAF 54069

Engine no. KAE 58455

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. Light weight combined with a peaky 60bhp and indifferent handling made the two-stroke triple an exciting machine to ride, but one which nevertheless had the legs of just about everything under 750cc when launched in 1968. The Mach III (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 the model had become the KH500. The H1 500 presented here belongs to a large collection of motorcycles located in the surrounds of Toronto. It shows about 13k miles and appears to be a stunning survivor of the iconic H1 model, notably with its original paint.

\$11,000 - 13,000



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131

C.1960 DUCATI 125 FORMULA III

Engine no. 78104

- One of less than 33 thought to have been built
- Arguably the most original of those left extant
- A fine, raucous, strong running F3



Ducati built a small run of bikes to run in the popular Formula 3 class. The 175 F3 was the first to be launched of these pretty privateer racers, in 1958, followed by the 125 nearly a year later. Who could resist the gold frame with maroon or red tank with a white pinstripe between them? Well, it turned out less than 100 units were built across the capacity range, the biggest a mid-blue and silver 250 F3 (starting in 1960), because they were simply too highly priced...above that of a Norton Manx, a 500cc Grand Prix bike. In the UK the 125 F3 cost nearly £478, £50 more than a Matchless G50, the Manx's closest rival. Of the near 100 built it is thought that less than 33 were 125 Formula 3s - offered between 1959-1962. And the Formula 3 road racing category was most popular in too.Italy, not the UK or the USA, and thus most 125s never left their country of origin. Although to be fair, they were raced with success in Canada, Argentina and Switzerland, too.

The 125 shared little with its big brothers, the 175 and 250. The engine, a bevel drive, overhead cam, four-stroke single, evolved out the earlier 100 (and later 125) middle-fifties Gran Sport (Marianna) single. The crankcase halves were still sand-cast but with smooth exteriors but inside the longer crankshaft ran with full-circle flywheels, two ball bearings in the timing case and a pair of angular thrust main bearings. Many were fitted with Aprilia head and taillights as well as a kickstart. The frames appear much the same as a regular Ducati single but are unique although they actually utilized different dimensions and alloy materials.

In short, they were lighter and lower than their (mass) production brethren. The brakes also evolved from the Marianna, the rear had a magnesium plate. The carburetor was a Dell'Orto 22, and later a 22.5. (This bike has the later one.) Ducati's excellent 4-speed transmission - with straight-cut primary and bevel gears - completed the mechanicals.

This machine was the center piece of a large private collection in Italy and was quite often used for celebrity pictures. When acquired by the vendor some years ago, its history of neglect had been clear for all to see. Subsequently, in 2020, the engine was stripped, cleaned, re-shimmed and put back together, without being externally, at least, primed and polished. All of this work was carefully documented. The standard piston was to have given a 9:1 compression. This appears to have 12:1(!) and larger valves from a 250 have also been installed. The frame still retains its original factory paint, but the tank had already been repainted. The factory recommended warming up the sculptured motor at 7,000 rpm. Once warm, then you can go to 11,200! (A video is available of the motorcycle running.)

It is possibly the most original 125 Formula 3 extant. One rare beauty!
\$45,000 - 50,000

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132

1934 BENELLI MONALBERO SPORT

Engine no. 1614HC

- *Gorgeous mid-1930s Italian design masterpiece*
- *World leading camshaft technology*
- *Restored by Serge Bueno at Heroes Motors*

Previewing in Los Angeles, CA



In today's digital world, many of us are desirous of being able to look back and dream of what was, and what might have been, knowing that we have - or at least someone does - the ability at our fingertips to make that dream come true. And we now live in a world of custom, outlaw, replica and reimagined 'originals.' This 1935 Benelli 500 Monalbero – single overhead camshaft – is a stunning result of such a modern imagination for the Benelli brothers never built a race version of their production Sport street bike. If they had done it may well have looked like this one.

Italy's oldest surviving motorcycle manufacturer, Fratelli Benelli, was founded in Pesaro in 1911 by the six Benelli brothers encouraged and funded by their widowed mother, Teresa, starting out as a general engineering firm repairing cars and motorcycles before turning to the manufacture of automotive and aircraft components in WW1. The firm diversified into the field of powered transport immediately after the First War offering a two-stroke 'clip-on' power unit for attachment to a bicycle, 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.

Quickly progress was made with a 150cc four-stroke single with road racing also in mind. A young Tonino Benelli, on his family machine, was fast enough to compete at the top in Italy for several years with the 150 and then a 175, both monalbero (single overhead camshaft) racers.

Late into the 1920s and 1930s business went well for Benelli even to the point where they joined the elite Pentrarchia of motorcycle brands who made some of the fastest, technologically exciting racing motorcycle the world has ever since...Benelli, Bianchi, Garelli, Gilera and Guzzi. Benelli's ultimate contribution pre-WW2 was their DOHC, supercharged, 4-cylinder 250cc GP bike ultimately shelved during the war years.

Fortunately for Benelli much of the Grand Prix race-bike magic was rubbed into their production street bikes of the period giving the demanding rider the ultimate riding experience plus personality to spare with immediately recognizable and engaging design and unmistakable, sporty looks.

This gorgeous, 1934 Benelli Monalbero 500 was imported to the USA from France where it was fully restored and rebuilt by Serge Bueno from Heroes Motors.

This Benelli 496cc Sport/Corsa, with magneto ignition and that stack of gears to drive the single overhead camshaft, could be a useful vintage race bike. And the appearance and beauty of the engine is clearly like no other. The pre-War Benelli 250s and 500s are certainly among the most beautiful pre-war Italian bikes bar none.

\$55,000 - 65,000

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133

C.1940 BMW R12 WITH STEIB

Frame no. 18250

Engine no. 3089

- *Landmark BMW model*
- *Part of the Gerhard Schnuerer Collection*
- *Perfectly serviced and maintained*



Following the collapse of its aero engine business after WWI, BMW turned to other areas of manufacture, motorcycles among them. BMW's first model, a two-stroke ultra-lightweight marketed as the Flink, was a failure but its next venture was more successful. BMW's General Director Franz Josef Popp had asked designer Martin Stolle to come up with a proprietary power unit and the result was the M2B15, a engine that would be supplied to other manufacturers, such as Victoria, as well as being used to power the BMW-made Helios.

Victoria having switched to another supplier, BMW's Chief Designer Max Friz set about producing a motorcycle superior to the Helios and one that would be worthy of carrying the BMW name. Warming to the task of designing motorcycles, a mode of transport he hitherto had despised, Friz and his colleagues Rudolf Schleicher and Franz Bieber drew up the R32, the first really outstanding motorcycle design to emerge after WWI.

Launched at the Paris Show in 1923, and the first motorcycle to be sold as a BMW, the R32 featured a 494cc, twin-cylinder, sidevalve engine having horizontally opposed cylinders, and this 'flat twin' layout would forever be associated with the marque. Setting a pattern that endures to this day, BMW's first motorcycle was relatively expensive but superbly engineered and constructed, while the quality of finish was of the highest order. It was an immediate success.

In 1930 BMW broke fresh ground with the launch of the pressed-steel-framed R11, and followed that up in 1935 with the introduction of an hydraulically-damped telescopic front fork on the R12, the first time such a device had been seen on a mass-produced motorcycle. Also notable as the first BMW motorcycle to have a four-speed gearbox, the R12 was a huge success with approximately 36,000 produced up to 1938, and was used by the Wehrmacht in the war's early years before the introduction of the purpose-built military R75.

This BMW R4 is part of the stunning Gerhard Schnuerer Collection and just like any vehicle from that collection, the bike was taken care of as a museum piece, serviced, maintained and kept to the highest standard possible. A large history file retracing the bike's history up until the late-1990s and various correspondences between Mr. Schnuerer and BMW specialist will be handed to the buyer after the sale.

**\$20,000 - 30,000
WITHOUT RESERVE**

1928 BMW R57

Frame no. 22953

Engine no. 70393

- *The BMW R57 is historically significant*
- *From the Gerhard Schnuerer Collection*
- *Museum-like condition*



Following the collapse of its aero engine business after WWI, BMW turned to other areas of manufacture, motorcycles among them. Its first two models, marketed as the Frink and Helios respectively, were failures, but a successful proprietary engine was supplied to other manufacturers. Launched in 1923, the first motorcycle to be sold as a BMW - the R32 - featured a 493cc, twin-cylinder, sidevalve engine having horizontally opposed cylinders, and this 'flat twin' layout would forever be associated with the marque. Setting a pattern that endures to this day, the first BMW motorcycle was relatively expensive but superbly engineered and constructed, while the quality of finish was of the highest order. BMW's first sports machine, the R37, appeared in 1924. The R37 boasted an overhead-valve engine producing almost double the R32's power output, and in tuned form proved good enough to take the German national championship in its debut year.

Before long BMW updated its original tourer, which in 1926 became the R42, gaining a redesigned and more powerful engine boasting detachable alloy cylinder heads and cooling fins set at 90 degrees to the cylinder axis. The engine was set further back in the duplex loop frame, which improved weight distribution and enabled straight front down-tubes to be used. The braking too came in for attention: the old block-and-pulley type rear brake being replaced by a drum on the driveshaft gripped by external contracting bands.

In 1927 this same chassis was used for the new R47 sports roadster, which now featured cast-iron barrels in place of the R37's steel items.

For 1928 BMW reorganised its range of engines, which now included a brace of 750s: one sidevalve, the other overhead-valve. A stroke of 78mm was used for the sidevalves and 68mm for the OHVs regardless of capacity, with different cylinder bore sizes depending on the model. Thus, the new overhead-valve R57 sports bike's engine was a 'square' unit of 68x68mm bore/stroke. Electric lighting, hitherto regarded as an 'extra', was standardised throughout the roadster range. R57 production lasted for only three years and today this rare vintage BMW is among the marque's most desirable and sought-after machines of the period.

This BMW R57 is part of the stunning Gerhard Schnuerer Collection and just like any vehicle from that collection, the bike was taken care of as a museum piece, serviced, maintained and kept to the highest standard possible. A large history file retracing the bike's history up until the late-1990s and various correspondences between Mr. Schnuerer and BMW specialist will be handed to the buyer after the sale.

\$50,000 - 70,000
WITHOUT RESERVE

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135
1949 NORTON ES2

Engine no. D4 20746

- *Beautiful ES2 example*
- *From a private museum-like collection*



Introduced at the 1927 Motor Cycle Show, the ES2 sports roadster used the Model 18's overhead-valve engine in the cradle frame of the overhead-camshaft CS1, and from then onwards the 'ES2' designation was always applied to Norton's top-of-the-range, overhead-valve single. The ES2 was built in several versions during a production run lasting until 1963, though the engine dimensions of 79x100mm bore/stroke - first adopted by James Lansdowne Norton in 1911 - remained unchanged to the end. Post-war developments included the adoption of Roadholder telescopic forks (1947), an alloy cylinder head (1955), alternator electrics (1959) and the slimline version of the race-developed Featherbed frame, introduced on the single-cylinder range for 1961.

Production of all of Norton's traditional singles ended in 1963, though the 'ES2' model name lived on until 1966, in its latter years referring to AMC's Matchless G80, which was contentiously re-badged as a Norton.

This Norton ES2 has been consigned from a well-known private collection in the NE. The bike was housed in a private Museum type setting along with a stable of historic single-seater race cars.

Just like this Norton, each bike from that collection represents the best example attainable at the time of purchase and appears as a fine grouping of bikes from the heyday of British and European motorcycle manufacture. Whilst some are suitable for the concours lawn, others are intended to be wound-up and ridden along sweeping country lanes - or on the racetrack!

\$20,000 - 25,000

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136

1933 BMW R4

Frame no. P88554

Engine no. 84321

Recognizing the need for a less expensive model to complement its top-of-the-range twins, BMW introduced its first single-cylinder design – the R39 – in 1925. Powered by a 247cc overhead-valve engine, the R39 came with a three-speed gearbox while featuring shaft drive like the larger models. However, by BMW's standards the R39 was not a great success, and this first single-cylinder model was discontinued at the end of 1926. The early 1930s Depression brought with it the need for an even simpler, and cheaper, model to compete with the lightweight two-strokes mopping up the lucrative up-to-200cc market. BMW responded with another single – the 192cc R2 – which appeared early in 1931 and sold well despite the difficult trading conditions, as did the 398cc R4, a favourite with police forces and the German Army. Intended to bridge the gap between the 'budget' R2 and the expensive twins, the R4 looked much like the former, whose channel-section steel frame and running gear it used almost unaltered. The overhead-valve engine featured enclosed valve gear and produced 12bhp, gaining an extra two horsepower in 1933 when the R4 was updated to Series II specification with revised styling and a four-speed gearbox. R3 (300cc) and R35 (350cc) singles appeared later in the 1930s, all enjoying the benefits of shaft drive like their larger siblings. This BMW R4 is part of the stunning Gerhard Schnuerer Collection and just like any vehicle from that collection, the bike was taken care of as a museum piece, restored, serviced, maintained and kept to the highest standard possible years after years. A large history file retracing the bike's history up until the late-1990s and various correspondences between Mr. Schnuerer and BMW specialist will be handed to the buyer after the sale.

\$6,000 - 10,000

WITHOUT RESERVE



137

1938 BMW R35

Frame no. 495327

Engine no. 3153790

Undeterred by the relative failure of its first single-cylinder model, the 247cc R39 of 1925/26, BMW returned to the 'utility' market in 1931 with the 198cc R2, which sold well despite the difficult economic climate. The latter's overhead-valve engine provided the pattern for the larger versions that followed, commencing in 1931 with the 398cc R4, a favourite with the German Army (Wehrmacht). R3 (305cc) and R35 (342cc) singles appeared later in the 1930s, all enjoying the benefits of shaft drive like their larger siblings. Manufactured between 1937 and 1940, the R35 retained the rigid, pressed-steel frame of its R4 predecessor but added an un-damped telescopic front fork to the package. This BMW R35 is part of the stunning Gerhard Schnuerer Collection and just like any vehicle from that collection, the bike was taken care of as a museum piece, serviced, maintained and kept to the highest standard possible. A large history file retracing the bike's history up until the late-1990s and various correspondences between Mr. Schnuerer and BMW specialist will be handed to the buyer after the sale.

\$6,000 - 10,000

WITHOUT RESERVE



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138

1919 GCS TWIN

Frame no. 2595

Engine no. 2CX1V 44265

- *Believed to be the sole surviving example*
- *One of the only bikes coming from Australia*
- *A true piece of art*

Previewing in Los Angeles, CA



Australia had always been a haven for motorcycle activity. Riders appreciated a rugged machine that was able to traverse the long distances between populations and they reveled in racing events. For many years, the country was an important market for English manufacturers like the small Velocette company, and for many American companies like Indian, Reading Standard and Harley-Davidson. However Australia was not without their own manufacturers.

GCS was one of those home grown motorcycle manufacturers in the land down under. They were strongly influenced by their cultural ties to England and the motorcycles would not have looked out of place whether they were ridden in Cambridgeshire or around their home of Melbourne, Australia. George Cyril Stillwell, from which the initials GCS originated, built motorcycles from 1913 through 1926. As with many English manufacturers, they made full advantage of the many proprietary components such as engines, transmissions and forks. Early GCS machines used J.A.P. side valve engines, the same as used in Brough Superior and Coventry Eagle, but later made use of M.A.G. engines from the Swiss manufacturer Motosacoche. Motosacoche Acacias Geneve was founded in 1899 by Henri and Armand Dufaux in Geneva, Switzerland. At one time, they were one of the largest motorcycle manufacturers and successfully provided proprietary engines for many companies in England, Europe as well as GCS in Australia. M.A.G. engines were available from 250cc to 1000cc.

This 1919 GCS used the latter engine, a 750cc F-head V-twin by M.A.G. The serial number reflects the manufacture of the engine and not the chassis. The motorcycle is beautifully restored and is elegant in its black livery with green tank panels artfully lined in gold pin striping. A Sturmey-Archer, hand shift, 3-speed transmission delivers the engine output to a Brammer blocked V-belt to the rear wheel. Druid forks and valanced mud guards finish off the machine. Large aluminum foot boards with GCS cast into them complete the signature. Like English motorcycles of that period, throttle control was by levers on the handlebars. An English BTH magneto provided the spark and an acetylene headlight and generator were also fitted to the bike. A stirrup brake is located on the front wheel and a block brake is activated against the belt sheave.

It is reported that this 1919 GCS is the sole survivor of its type. Extremely rare, this is the only example that was revealed in an exhaustive search. This is a beautiful motorcycle that deserves to be appreciated and enjoyed by a special collector.

\$60,000 - 70,000

Previewing in Los Angeles, CA

139

1959 PIAGGIO VESPA 150

Frame no. VNA2T0108138

This VNA 125 was acquired by the seller in 2013. At the time, the scooter was sold with a rebuilt steering column with new bearings, all new cables, front brake, clutch gear and throttle. It also had new shocks, tires and wiring harness. After the purchase, the scooter was serviced again before being stored for the past few years. With a good basis, recommissioning is recommended before being able to use this Vespa safely.

\$4,000 - 6,000

WITHOUT RESERVE



Previewing in Los Angeles, CA

140

1963 PIAGGIO VESPA GL 150

Frame no. VLA1T052260

The Vespa GL 'Grans Lusso' 150 featured a four-speed gearbox, suspension coil springs and progressive hydraulic double-acting shocks. This Piaggio Vespa was purchased by the seller back in 2013. When purchased, the scooter had new leather seat, front Pirelli tire and tube, brake cable, chrome handles, brake and kick pedal. Shortly after the purchase, the scooter received further servicing before being stored. A recommissioning is recommended to allow the buyer to use that iconic Vespa safely on the road.

\$3,000 - 5,000

WITHOUT RESERVE



1900 DE DION-BOUTON TRICYCLE

Frame no. 157
 Engine no. 15568

- *Early transitional three-wheeler motor vehicle*
- *Understood to have spent much of its life in Sweden*
- *Sympathetic restoration*
- *An ideal museum exhibit to chart the evolution of the automobile*

Previewing in Los Angeles, CA



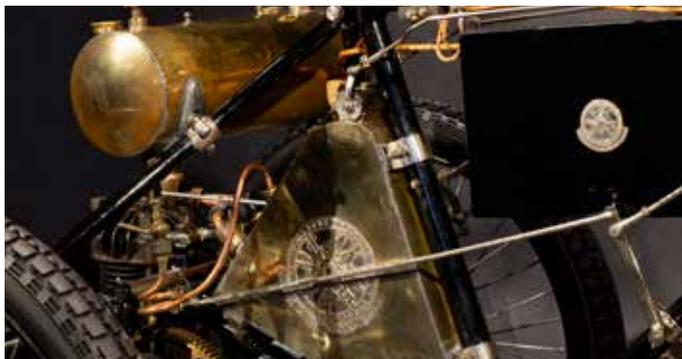
The earliest vehicles to carry the name De Dion appeared in 1883 and were steam-powered, Count De Dion and Georges Bouton being in partnership with steam engineer Trépardoux at that time. De Dion and Bouton turned their attention to the internal combustion engine to the annoyance of Trépardoux who quit in 1893, leaving his erstwhile partners to develop what was, in effect, the first high-speed internal combustion engine.

Early 137cc engines ran at speeds of up to 1,500rpm, and the first internal combustion-engined tricycles were built in 1895. The 250cc engine of 1896 developed approximately 1.75hp and made the contemporary Benz engines seem positively antiquated. De Dion Bouton, as well as producing their own machines, found a ready market with other manufacturers who eagerly bought their engines, influenced no doubt by the success of the flying tricycles in such events as the Paris-Bordeaux and other endurance races.

De Dion Bouton progressively developed their engines, as the size and horsepower grew, so indeed did the heat they gave off and latterly the cylinder heads moved from simple air-cooled venting blades to water-cooled versions. As the company grew, a burgeoning industry of tricycles developed numbering more than 60 different manufacturers before the majority transitioned like De Dion into full time motorcar manufacturing.

This De Dion Bouton is reported by its owner to have been imported in recent times from Sweden, where it is understood to have spent its life. Its prior owner was an engineer and early car enthusiast S. Olovsson, with whom the tricycle is listed in Veteran Car Club Members handbooks going back to at least 2000. Mr. Olovsson was responsible for the tricycle's restoration.

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.



To judge from its condition today, the refurbishment appears to have been a sympathetic rebuild of a well worn but real basis, the frame and control bars still showing some evidence of the pitting/corrosion which it would have accumulated over its lifetime. Such detail on these machines may be considered reassuring as signs of authenticity, since the simplicity of these vehicles is a formula which have proved popular for replication over the years.

The growing following for them in the last 3 decades has also spawned a number of suppliers of replacement parts, which can be used to keep them on the road and in use and it is therefore not uncommon to find newer ancillaries replacing items which would have been lost or worn over time, such as the battery/ignition and fuel tanks as appears to be the case here and of course consumables such as wheels/spokes. One unusual item on this De Dion are the front forks which have a non-standard format of three joining blades as opposed to a normal casting mounting.

In any regard, a De Dion Trike such as this is a far rarer find in America where they are few and far between. Across the pond, they are frequently used on motorcycle and early motorcar events, most prominently the London to Brighton Veteran Car Run and Pioneer Run. (It should be noted that while this machine has all the hallmarks of a correct De Dion Bouton, such events do require acceptance/inspection and official dating to enable their use on them.)

Another avenue of use has been that the enterprising De Dion Bouton Club UK have revived the racing of these three wheelers creating a number of retrospective competitive events for them, in the mode that they did at the turn of the 19th/20th Century, often in period dress. Buy this and encourage some friends to find others and perhaps the concept could take off here also!

\$145,000 - 155,000

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142

1941 INDIAN 45CI SPORT SCOUT

Frame no. 642272

Engine no. FDA934

Stripped-down Sport Scouts gave Indian most of its race victories, but from 1940 the model was the epitome of streamlined luxury. Like the Chief, the Sport Scout was outfitted with voluptuous skirted fenders and balloon tires that gave a distinct style, even if they mitigated to a degree the Sport portion of the bike's model name. Lost in the transition to the new style was the old flip-up stand that clipped to the rear fender, replaced by a more robust center stand mounted beneath the frame. The Sport Scout series had many improvements over earlier Scouts to maximize power output and reduce manufacturing costs, notably a come-back to chain primary drives. For 1940, the engine had larger finning on the cylinders and heads, and used a one-piece exhaust system. As seen on this example, in 1941 plunger rear suspension was added to arrive at what was listed in the brochures as a "dual action" chassis. The motorcycle presented here, a 1941 model from the last full year of production, wears two-tone red paint and is equipped with optional crash guards front and rear. Extra chrome has been added to the girder front fork and the clutch rocker pedal, plus the rear fender shows aftermarket rails mounted just above the aluminum fender trim pieces, all typical period touches. For a number of years, this machine adorned the famous San Francisco bar and grill Eddie Rickenbacker's as a part of the collection of eccentric bon vivant Norman Hobday. For the past several years, it has decorated an office space very near the restaurant's former location in the South of Market neighborhood. It will need a complete inspection and recommissioning to ensure roadworthiness.

\$14,000 - 18,000

WITHOUT RESERVE



143

1966 BMW R69S

Frame no. 661447

Engine no. 661447

BMW introduced its first post-war twin-cylinder model in 1949; this was the R51/2, which was based, as its designation suggests, on the pre-war R51. For the next few years 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 updated, flat-twin engine introduced on the R51/3 a few years previously. This heavily revised power unit was deployed in all-new cycle parts, the most notable departures from preceding practice being the Earles-type, leading-link front fork, and swinging-arm rear suspension enclosing the driveshaft in the right leg: developments first seen on the works racers. A luxury tourer capable of over 100mph, the R69 cost as much as a small family car and sold to discerning enthusiasts for whom expense mattered little when set against the excellence of BMW engineering. The R50 and R69 were produced until the arrival of the slightly more powerful 'S' versions for 1961. The larger of these, the R69S, produced 42bhp and was good for a top speed of around 110mph. 'Luxury roadster with superb high-speed performance yet docile traffic manners; magnificent steering, roadholding and brakes,' was *Motor Cycle* magazine's verdict. This R69S has been consigned from a well-known private collection in the NE. The bike was housed in a private Museum type setting along with a stable of historic single-seater race cars. Just like this BMW, each bike from that collection represents the best example attainable at the time of purchase and appears as a fine grouping of bikes from the heyday of British and European motorcycle manufacture. Whilst some are suitable for the concours lawn, others are intended to be wound-up and ridden along sweeping country lanes - or on the racetrack!

\$15,000 - 20,000



144

1976 TRIUMPH 750CC T140V BONNEVILLE

Frame no. T140V 78249

Engine no. T140V NP78249

By 1973 the BSA Group, which of course included Triumph Engineering Company Limited, was in financial shambles although it must be clarified that Triumph itself remained consistently profitable for the duration in spite of their 'not-so-handsome 1971 and 1972 650cc twins.' The 1973 oil-in-the-frame 750cc models were earning critical acclaim from American customers, dealers and the motorcycle press when the BSA Group board set the cat among the pigeons and the...British motorcycle industry was effectively 'no more.' This bike was not built in the Triumph Meriden factory in late 1973 before the 'blockade' of October that year thus production of the 1974 model year bikes was only five to six weeks long making such survivors quite rare. To avoid any confusion, the 1973 production of 1974 model year 750 Bonneville retained the right-side gear shifter. This one was built post-Blockage sometime between June 1975 and June 1976 with newly introduced Lockheed rear disc brake and left-side shifting, and thus is a 1976 model year bike. It was a refreshing return to more classic styling and there were bona fide technical advances like a front disc brake, an engine upgraded to 750cc and a five-speed gearbox. *Cycle World* said in its road test, "All told, the T140V is the best Bonneville to date." Its 13.65 second quarter mile time made it the quickest accelerating Bonnie ever. Unfortunately, back in England matters were spiraling out of control and the workforce seized the Triumph factory. This example we're advised starts and runs and is complete and essentially stock – bar the side-pipe exhausts - however it is looking for some re-commissioning to bring it back to a full life.

\$4,000 - 6,000

WITHOUT RESERVE



145

1967/74 TRIUMPH 750CC TR6C FLAT TRACK RACING MOTORCYCLE

Frame no. TR6 C DU 74468

Engine no. T140V PN 64615

It was in a 1969 *Cycle* edition that they described the '67/68 650 Bonneville as "One of the best big bikes ever made. Smooth, fast and classy. Starts easily, hangs in there, even sounds good." The world already knew how good these bikes really were, *Cycle* simply reinforced us all. However, we indeed know much less about the supply chain story of the 1974 750 T140V motor given that the Triumph factory was locked in February of that year. We do know about its technical specification, however, as they had a 76mm bore with a 82mm stroke for 744cc (from 71x82 for 649cc) and a welcome 5-speed. Just how much horsepower resulted from the switch to 750cc is hard to fathom for it was seldom if ever published. In 1971 the 650 was quoted at 50 horsepower at 7,000rpm. A big enough beginning for a healthy flat track racing motor, perhaps. Triumph Motors factory participation in flat track racing is legendary and diverse and goes back to just post-WW2. Today the record books are voluminous and without enough room to mention one famous name it would be simply unfair without mentioning all of them. Suffice to say, the Triumph twin motor in a variety of frames over the years was masterful, inspirational and available. Thus, we can offer this 750 Triumph flat tracker as a celebration of that success without knowing very much about the bike itself beyond the basics. Just who built and raced it is a mystery. Clearly, it's not a professional effort, more a good homebuilt, farm field or county fair racer, perhaps. It is sold with no guarantees as its condition.

\$4,000 - 6,000

WITHOUT RESERVE



146

'The Moto-Vincent Reincarnate', ex-Gordon Colquhoun

VINCENT 'BLACK LIGHTNING'

Frame no. RC/R/6120

Engine no. 1682/2

- 'The Son of the Moto Vincent'
- Bike built by Gordon Colquhoun himself
- Unique Vincent historically significant



Gordon Colquhoun was well known in Vincent and sprinting circles for building Vincent-based motorcycles of particular note. First and probably one of his most important creation was the 'The Moto-Vincent' with engine F10AB/1/1682, currently sitting in a private museum in the United Kingdom.

The 'Moto-Vincent' that featured a twin-cylinder Vincent-engined sprinter with Charlie Rous at the handlebar recorded tremendous success returning first or second place finishes at every event entered between 1955 and 1960. No surprise since the heart of the bike was already fueled by victory - indeed, the engine of the 'Moto-Vincent' was previously used for racing purposes by none other than Jack Surtees - father of two and wheeled racing world champion, John - before arriving in Colquhoun's hands in 1954.

The engine was assembled for Jack Surtees as a 'stop gap' while waiting for the Black Lightning crankcases around which the new bike would be built. As a side-note, that engine is considered a Black Lightning unit while not being black. Indeed, there were no black crankcases available at the Stevenage Factory when Jack Surtees placed his order, so he decided to go with white cases, which technically made this engine a White Lightning.

Interestingly enough, Jack Surtees enlisted Charlie Rous as a sidecar passenger between 1948 and 1950 in both road racing and grass-track, thus, the latter was already accustomed to the engine when he rode it into the 'Moto-Vincent'.

Colquhoun used high-compression pistons with the idea to run on Alcohol, obviously aiming at having the most powerful bike possible for road-racing. However, in 1955, Alcohol fueling was not allowed on short-track racing so the bike had to be used for the first time at the Brighton Speed Trials in the sidecar class where it set a new course record right-away. After unsuccessful attempts with petrol, notably at Brands Hatch, the bike returned to Alcohol, even adding some Nitro into the mix in 1956! Racing in that category against other important motorcycles like George Brown's 'Nero' or Ernie Woods' big JAP-engined machine, the Moto-Vincent made a name for itself in Vincent racing annals. Afterwards, the bike was entered into various speed racing events and was even gifted a turbocharger at some point, but these experiences were unfortunately not as successful as the previous ones. It was then decided to put the bike away, until it was reassembled about 23 years later.

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It is believed by some that the second, 'Moto2', was another supercharged Vincent-engined bike but its current whereabouts are not known.

More recently, Bonhams had the chance to auction 'Moto3', which was built by Gordon in Dave Massam's commercial garage in Devon. Dave Massam rode the bike at various sprints for Gordon over many years as the Vincent was developed.

In 2000, Moto3 was bought directly from Gordon by classic motorcycle and sprinting enthusiast Roger Pales. Roger further developed the Vincent over the next 15 years until it achieved a quarter-mile terminal speed of over 100mph (something of a landmark). He added the magnificent fairing, a work of art handmade by craftsman/artist Carl Neville to a standard rarely found today. Moto3 last ran competitively at the Brighton Speed Trials in 2015 where it performed impeccably.

Following a 350 Manx Hillclimber built by Colquhoun his friend Dennis Loveday suggested a good clean-up of the workshop. Having accumulated a cache of significant parts, especially between 1954 and 1961, a crazy idea came to Colquhoun when he unearthed a box full of important Vincent components – building an almost as-new Black Lightning, since most of these parts were from a factory-built 1949 machine, and recreating the original post-1960 'Moto-Vincent'.

As Colquhoun launched himself into that ambitious plan, he needed help from few Vincent-friends. He got reconditioned cylinder heads from his son Graham, wheels from Chas Guy at Conway Motors, got lent few important parts to copy through Colin Thew at Aston Martin, a magneto from Ron Lewis, etc... As Gordon said himself 'But I must say there were times when the aggro and delays in obtaining unobtainable parts did get me down [...] But now that it is finished, it looks marvelous [...] Well worth all the trouble and the pain'.

Along with copies from a Classic Racer article where Charlie Rous explained the story, a letter from Gordon Colquhoun confirms the project (and the difficulty of realizing it) and the specifications of the bike coming back to the petrol-non-supercharged Moto-Vincent notably using die cast crank cases K49 used in a world record attempt, 9 to 1 pistons and rebuilt Lucas magneto. As a tribute to the original Moto-Vincent F10AB/1/1682, the 'Son of the Moto Vincent' as Colquhoun calls it, is engine-stamped 1682/2.

Not only does this bike look like a piece of Art, it is also historically significant as part of the Vincent story, having been built, as it was, by Gordon Colquhoun himself as a 'Moto-Vincent' reincarnate.

\$70,000 - 100,000

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147

1970 TRIUMPH BONNEVILLE

Engine no. XD 34513 T120R

Considered by most to be the last real 'Bonnie', the 1970 model was the ultimate example of everything that the Bonneville had become. It was beautiful and fast and, according to *Cycle Guide*, "the most commonly seen and most-sought after piece of merchandise by teenagers... The Bonneville has a great deal of personality. The more you ride it, the more you like it." Although problems continued to plague the factory, 1970 was a peak sales year for Triumph in the United States. And, although no major changes were made to the Bonneville, there were several minor improvements. New crankcase halves and engine breathing changes helped improve oil tightness. Front engine mounting plates were changed to bolt on units to facilitate easy engine changes and the Concentric carburetors were improved once again. Throughout the Sixties Bonnevilles were the motorcycle to have. Their excellent road manners, easy starting and attractive styling made them one of the most successful motorcycles ever made. 1970 Triumphs are the last to incorporate a separate oil tank. In 1971 Triumph made major, not always favorable, changes to the design that included oil-in-frame. 1969 and 1970 Bonnevilles, in particular, are highly regarded and sought after by both riders and collectors. The Bonneville presented here comes with an extra set of gaskets. It shows just above 22k miles and appears to be in original condition. It will need recommissioning before being used on the road.

\$7,000 - 9,000

WITHOUT RESERVE



148

1952 VINCENT COMET

Frame no. RC/1/9601

Engine no. F5AB/2A/7701

Unlike in pre-war days, when the first (Series-A) Vincent-HRD v-twin 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' cylinder, the Comet followed Series-C twin lines, featuring the newly introduced Girdraulic front fork and hydraulic dampers at front and rear. The Meteor was soon dropped but the Comet continued in production until 1954, offering the same refinement as its bigger brother. It combined a 90mph potential with excellent economy, and was an ideal touring mount. An expensive machine to produce, the Comet did not sell as well as hoped and was dropped when the Series-D range was introduced. This Comet has been consigned from a well-known private collection in the NE. The bike was housed in a private Museum type setting along with a stable of historic single-seater race cars. Just like this Vincent, each bike from that collection represents the best example attainable at the time of purchase and appears as a fine grouping of bikes from the heyday of British and European motorcycle manufacture. Whilst some are suitable for the concours lawn, others are intended to be wound-up and ridden along sweeping country lanes - or on the racetrack!

\$25,000 - 35,000



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149

Ex-Ray Petty

1962 NORTON MANX 40

Frame no. 10M 102738

Engine no. 11M2 102738

- *Ex-Ray Petty personal Norton Manx*
- *A true icon of motorcycle racing*
- *Beautiful racing fairing*

Previewing at the Simeone Foundation
Automotive Museum Philadelphia, PA



When production resumed after WWII, Norton's over-the-counter Manx racer emerged much as it had been in 1939, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox, and plunger-suspended 'garden gate' frame. Only the presence of the Roadholder telescopic front fork readily distinguished the new Manx from its immediate predecessor. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. Works rider Geoff Duke had debuted the Featherbed at Blandford in April 1950, crushing the opposition and setting a new lap record, and the McCandless-designed chassis would enable Norton to remain competitive with the more powerful multi-cylinder opposition for the next few seasons.

As far as its cycle parts were concerned, the last Featherbed-framed Manx of 1962 was essentially the same machine as that which debuted in production form in 1951. There were, of course, differences but these were minor when compared with the changes made to the engine. The latter's major revision occurred in 1954 when both 350 and 500 models adopted near 'square' bore/stroke dimensions. The result was significantly increased power, but from then on the gains would be smaller, and much subsequent development was aimed at improving reliability. Today the popularity of the Manx in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide.

An accomplished trials rider, sprinter and road racer, as well as a highly skilled engineer, Ray Petty built his reputation years after years, races after races to become what is known today as one of the best Norton Manx tuners. Entering racing on 250cc before WWII, he then supported UK war effort working at the Vickers aircraft experimental shop under the direction of Francis Beart with whom he decided to prepare Manx racing machines when war ended. Following this, Petty made a name for himself winning various prestigious races with different riders, the most famous one being the 'King of Brands', Derek Minter.

The bike presented here, 102738, gets that number on the frame preceded by 10M – 350cc Manx models – and that number on the engine preceded by 11M2 – 500cc Manx models pre-1954. Following exhaustive research and consultation of Norton Manx specialist, it was agreed that the engine had been restamped, most likely by Petty himself. Per Petty's usual, the engine also received a 'Ray Petty Tuned' stamp on the engine. More interestingly, the bike comes with a certified letter from Petty's daughter stating that 102738 appears in Ray's workshop notebook of personal bikes dated 1972 and onwards. This historically significant Manx was well taken care of by its current owner who proudly displayed the race-faired machine in his living room.

\$40,000 - 50,000

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150
1986 HARLEY-DAVIDSON FXRT
Frame no. 1HD1ECL14GY122334
Engine no. ECL6122334

If the 1984 introduction of the Evolution V-twin saved a struggling Harley-Davidson from bankruptcy – and thanks to its quality control, oil-tightness and reliability that’s an easy argument to make – then it was the Evo-powered FXR which showed doubters that Harley could indeed build a real rider’s motorcycle. Key component in that mission statement was the engine’s rubber mounts, which isolated rider and passenger from the worst of the 1340cc engine’s shakes. Also upping the bike’s rideability were cast wheels and dual front disc brakes, while a quality fork and raised rear suspension gave more than adequate cornering clearance. The FXRT for sale here belongs to a collection from the South of the US and appears to be in good overall condition. The bike notably features a semi fairing as well as leather saddle bags and a Supertrapp exhaust. The machine shows just under 9k miles and will need recommissioning before being able to scream again.

\$8,000 - 10,000
WITHOUT RESERVE



Previewing in Toronto, Ontario



151
1979 HONDA GL1000
Frame no. GL1-4113007
Engine no. GL1E-4113055

'Looking back, it's easy to think the first Honda GL1000 Gold Wing in 1975 was a revolutionary motorcycle. It was, in fact, evolutionary, built to appeal to the American bigger-is-better theory. Today, the Honda Gold Wing is an icon for the cross-country touring motorcycle. But back in the day, it was just Honda's best guess at what Americans wanted in a touring motorcycle.' *Motorcycle Classics*. In a touring market populated in the nineteen seventies by the likes of Harley Davidson and BMW, any competitor would need to be a seriously competent machine. The Gold Wing flat four engine layout moved the bulk of its weight low down in the bike, giving a low centre of gravity and, consequently, stable handling. Main target market for the Gold Wing was the USA. With ample power from the big engine it was a true grand tourer. The GL1000 presented here belongs to a large collection of motorcycles located in the surrounds of Toronto. That cruising icon shows about 62k km (about 38k miles) and appears to be in all original condition.

\$5,000 - 7,000
WITHOUT RESERVE



Previewing in Toronto, Ontario

152

1981 SUZUKI GS1100L

Frame no. JS1GT71L-9B2101224

Engine no. GS100G-11580

Introduced in 1982, the GS1100 was the culmination of a much-loved line of big Suzuki 'fours' that had commenced back in 1976 with the introduction of the GS750 sports roadster. The latter was Suzuki's first multi-cylinder four-stroke, and when it arrived, set new standards of performance for the 750 class. A range of related models followed in capacities of 850, 1,000 and 1,100cc, including shaft-drive tourers usually identified by a 'G' suffix. The GS1100L presented here belongs to a large collection of motorcycles located in the surrounds of Toronto. The bike is a true survivor and appears to be all original

\$3,000 - 5,000

WITHOUT RESERVE



Previewing in Toronto, Ontario

153

1982 SUZUKI GSX1100S KATANA

Frame no. 2AUC2100252

'It's a classic.' With those words *Bike* magazine concluded its glowing road test of Suzuki's GSX1100 Katana in February 1984, noting that, despite having been around virtually unchanged for three years, the big Suzie was still the undisputed 'King of the Street'. With a best one-way of 143mph, the Katana had the legs of rivals such as Kawasaki's GPz1100 and Laverda's Jota, while a standing-quarter run of 11.13 seconds demonstrated that there was no lack of bottom-end grunt. Styled by the German firm of Target Design under the direction of Briton Jan Fellstrom and first seen at the 1980 Cologne Show, the Katana represented a bold effort to produce an uncompromising sports bike in the European mould. The result was a machine that combined straight-line speed with secure handling like no Japanese bike before it. The concept's immediate success confirmed the wisdom of Suzuki's policy of introducing a family of similarly styled machines across just about every capacity class, though some may have wondered why there was a 1,000cc version as well as one of 1,100cc. In fact, the former was only included to ensure the model's homologation for production racing in the up-to-1,000cc class and nowadays is considerably rarer than the '1100'. The speedy elevation of the original Katana to the ranks of motorcycling style icon prompted the reintroduction of the model in Japan in the 1990s, though the second-generation version had to make do with 96bhp rather than the original's 111 horses. The Katana presented here belongs to a large collection of motorcycles located in the surrounds of Toronto. It appears to be in good original condition showing 21 000km (about 13k miles).

\$9,000 - 12,000





Previewing in Los Angeles, CA

154

1994 DUCATI 888 SPO

Frame no. ZDM1HB7R2RB002027

Ducati kicked off the inaugural World Superbike Championship with victory in the opening round at Donington Park in April 1988. Works rider Marco Lucchinelli took the honors aboard an over-bored and race-kitted version of the Ducati 851 sports roadster, and the following year the factory announced what would be the first of many limited-edition models: the Lucchinelli Replica. In 1990 Ducati replaced the Lucchinelli Replica with the comp. only Corsa, the first in a production series of such machines based on the preceding year's works racers. Like the Replica, the Corsa used the 888cc engine, which also featured in the limited edition, higher-specification SP series of Ducati street-legal bikes. Too good to reserve purely for limited production, the 888cc engine eventually went into the 851's replacement – the 888 Superbike Kit – in 1993. Strada (road), SP (Sport Production) and SPO (Sport Production Omologato) versions were offered soon thereafter. The plaque on the top triple clamp of this 1994 Ducati offers a story: no. 093 LIMITED 888 SPO. Decoding this tells us it is number 93 of 100 (see text) American market only, limited edition, Sports Production Omologato 888s (from the 1994 production year). The bike, an amalgam of the Strada and the rest-of-the-world SP5, was critical to American racers who needed to homologate the 888 Racing as there was a delay in the new 916 for AMA Superbike; the SPO was their answer. Such was the rush to get AMA clearance the model received precious little retail sales promotion. The American market 888 SPO used the 94x64mm 888 Strada motor of 1992 now with 100bhp at 9000rpm to offer near 150mph. The engine had single injectors but went without an external oil cooler. The chassis was fully SP5 but for the Showa inverted fork and a different version Ohlins eccentric ride-height adjustable rear shock, and the solo seat supported by a steel, not aluminum, rear subframe. This is a fine example with only 10,800 miles on the odometer having lived for years with a California collector who rode it regularly but occasionally. This bike was just serviced this summer with new tires, a new battery and new stainless brake lines, and is ready to ride. It has a very rare, one-off Termignoni single side exhaust that was specifically engineered for AMA racing teams and was sourced from an ex-AMA Ducati racing program. The original stock exhaust is included with bike. **\$12,000 - 14,000**



155

1995 DUCATI 900 SS/SP

Frame no. ZDM1LC4N2SB015744

Engine no. LCHS02230

The whole series of 2-valve, belt-drive Ducati V-twin sportbikes, developed from the very first Pantah 500 SL of 1979, ran through until at least 2005, without counting the retro 1000s to celebrate the original desmo 750 bevel twins of the early 1970s. To track the different models in multiple capacities – 350 through 900 – is indeed like picking out pasta letters from kid's – even adult's – canned soup. 1991 saw the launch of both a new 900 SS, or Supersport, and several short-run "halo" models, which ran through 1998, and the 750 Supersport through 1999. And then there was more as the shape changed but the essentials did not. The bike here is from the middle of the 1991 through 1998/99 series. By 1995, Ducati's SS had been developed into a very fine performance platform, all of which models were recognizable by the rectangular headlamp. The Desmoquattro 916 rightfully added to Ducati's portfolio of motorcycling tours de force but only after the Desmodue 900 had pioneered and perfected the superbike concept hand in hand with the 851/888. The Supersports were affordable, available, with much improved reliability, providing a well-loved, superb handling, well-balanced chassis wrapped around a bellicose, raspy 90-degree, air-cooled, 2-valve v-twin. The 1995 model 900SS (actually 904cc) came into America in two forms, the SP and the CR. The SP, for Sport Production, was essentially a limited edition, "fully faired Superlight with a dual seat and lower exhaust pipes." The CR, possibly for Café Racer or Club Racer, in 1995 was a half-fairing, standard, Supersport with Marzocchi fork and Sachs-Boge rear shock. This rare example – many SPs were modified and simply used-up - is original in virtually every respect. It "starts and barks" like it should.

\$5,000 - 7,000

WITHOUT 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.

156

1981 DUCATI TT2

Frame no. DM600SL 000022

Engine no. DM600SL 700128

- One Ducati's best-looking V-twins ever built
- A great example of perhaps the world's most successful TT2 formula bike
- Now very, very rare in tgis condition

Previewing in Los Angeles, CA



As a racing machine, the Taglioni-designed TT2 was light and athletic, and had a wide powerband. It was a nearly perfect balance of power and weight. The ultra-light chromoly trellis frame weighed only 16 lb. It was heavily triangulated for strength and very compact. Nimbleness came from a wheelbase so short that riders of a taller stature found the TT2 somewhat of a challenge to ride effectively – not that anybody complained too much after their first ride on the landmark machine. That the bike was fabulous-looking in its yellow-and-red livery was a bonus. Originally street-based, the TT2's 81 x 85mm Pantah engine was made over as a pure factory racer. While the compression ratio was a moderate 10:1, larger valves operated by Ducati's desmodromic camshafts provided improved engine breathing. Additional weight-saving features included exposed camshafts belts, a magnesium primary drive cover and a hydraulically operated clutch; plus a Marzocchi magnesium front fork and a cantilever Paioli monoshock at the rear, Campagnolo cast wheels, twin 280mm Brembo front discs and a single rear. Most of the gears were also drilled for lightness.

More so than any other American motorcycle magazine, *Cycle* was clued into Ducati. In the TT2, the editors correctly foretold a bright future for it: "More than anything else, the TT2 is fun to ride fast," they wrote. "It's a crime you can't ride this motorcycle on the street – and it would be a crime if you did."

There's one hell of a supersport motorcycle here, lurking about a millimeter below the surface of that red paint. What this motorcycle needs is a 750 engine and street equipment." The TT2 played a significant role in Ducati's racing heritage and authentic examples are rarely available for sale. In addition to being eligible as the centerpiece of any serious Ducati collection, the TT2 is eligible for vintage motorcycle events worldwide.

TT2 no. 022, this machine, was on display at the factory's Museo Ducati in Bologna for years until purchased in 1998 by Daniele Casolari of Feel Racing srl, who was then working with Ducati Special Parts. He maintained the bike at the Museum in Bologna until it was purchased in 2012 by the vendor. Of note, at that time, the bike was delivered to Rino Caracchi (the "C" in NCR) who recognized the bike as one he was contracted to produce for the Ducati factory racing efforts in the 1980s. The bike comes with a signed statement from him testifying to that fact. Caracchi then did a final service and basic restoration on the bike at that time. Since 2012 it has been maintained in a private collection. It is featured in the book, *Ducati: The Official Racing History* by Marco Masetti. It is an amazing example of an important bike in the history of Ducati's racing efforts.

\$50,000 - 60,000

157

C.1984 DUCATI TT1

Frame no. 75000007460

- Together with the TT2, the TT1 cements Ducati's «belt drive» future
- Ten years on from the 750 SS, a second tour-de-force
- Success can be "blue" as well as Ducati

Previewing in Los Angeles, CA



In Ducati's 'post bevel' race history, Tony Rutter's amazing run of four consecutive Formula 2 world titles on the 600-class TT2 ranks very high, just below the Smart and Hailwood glories at Imola and the Isle of Man respectively. It was natural then that a larger 750-class TT1 would follow. This was basically a bored-and-stroked version of the TT2 - 88mm bore and a 61.5mm stroke - which took it out to 748cc. The Verlicchi swingarm was spread to accommodate a wider rear wheel, a move that also necessitated an offset countershaft sprocket to clear the wider-section rubber. At about 130kg (286.3lb) dry, it was very light. A striking red-and-blue paint scheme differentiated the TT1 from the TT2. While the TT1 did enjoy some success in endurance and Formula 1 racing, placed well in the American Battle of the Twins series, and won the Italian F1 championship, it never quite reached the dizzying heights of its 600cc predecessor.

A total of perhaps 60 TT1s were built. As such they are among the rarest, most collectible of Ducati road racing bikes, and still rank among the company's most beautiful creations. They are the ultimate extension of the belt-drive Pantah design, and bear the fingerprint of the great Fabio Taglioni, his last involvement with a Ducati racer. The TT1 is also important because the riding public's clamoring for a road-going replica led to the F1 series, which helped upright Ducati's financial ship and set the stage for a whole raft of race replicas to come.

A period correct TT1, believed to have been built at the NCR factory, it was restored by Althea Racing Team mechanic, M. Tulli. It has neither a Verlicchi frame number nor factory engine number, perhaps because TT1s produced by NCR for privateer race teams outside of the Ducati factory were not assigned such numbers. The engine exudes NCR's signature build-up to include drilled, polished and lightened straight cut gears, lightened original steel flywheel, and machined and polished cam rockers. Big valves and three ring pistons were regularly used. The clutch basket, although from the later factory dry clutch kit, is lightened as the factory did it (as on 851 models.) The bike was known to, and serviced by, famed tuner Reno Leoni - who tuned for racers such as the late Jimmy Adamo. This bike was raced by ex-Ducati factory rider Oscar LaFerla, as a privateer, in the Italian TT series. It is a beautiful example of a period correct TT1 in sparkling condition ready for recommissioning or ongoing display.

Historian Ian Fallon wrote of the series, "The diminutive TT2 and TT1 were among the finest of all catalog Ducatis. In many ways they epitomized Taglioni's philosophy of maximum performance through light weight and simplicity. There was nothing superfluous on the TT, with function determining the form of every component".

\$30,000 - 40,000

158

1995 DUCATI 916

Occasionally a bike comes along that changes the rules. Back in 1994 that bike was the then-brand-new Ducati 916. *Cycle World* magazine called the Duc, "The most sensational bike to appear so far this decade," then added, "It balances stunning looks with performance and handling that is nothing less than breathtaking." In their retrospective of motorcycling in the 1990s, *Motorcyclist* magazine put it even better: "1994 – Ducati 916 debuts. Did anything else happen that year?" Ducati's liquid-cooled, eight-valve Desmoquattro 888 V-twin had been around for six years and had won four World Superbike championships, but on the street it was Japanese inline-fours that ruled the sportbike roost. With its enlarged motor and stronger torque band, the 916 was an even better performer than its predecessors, and its trademark steel-trellis frame with alloy single-sided swingarm imbued the bike with pinpoint handling. On the track another four World Superbike titles fell to the 916, but it was the bike's strikingly good looks that really captured the riding public's imagination. Styled by the late Massimo Tamburini, the 916 and its subsequent evolutions established Ducati as a leading player in the sportbike category. The bike presented here comes with some files and old service records. Recommissioning will be needed in order to take the bike on the streets again.

\$4,000 - 6,000

WITHOUT RESERVE



159

1991 DUCATI 907IE

Frame no. ZDM1MB4P5MB000019

Introduced for 1991, the 907ie Paso (actually 904cc) was the final member of this much-admired family of sports tourers that had debuted in 748cc form in 1986. The model is typically recognizable by its completely concealed fairing that hides the engine; engine that switched to a water-cooling apart from the 1989 904cc engine, although the heads still had some of their cooling fins, which made the system perform better overall. The 907ie replaced the 906 and featured Weber/Marelli fuel injection in place of the latter's single twin-choke Weber carburetor. Other significant upgrades included larger diameter, fully floating front brake discs; 17" diameter, three-spoke alloy wheels; and four-pot Brembo brake calipers. Further changes for 1992 (the final year of production) included a more comfortable seat, larger front discs and Brembo Goldline calipers. The 907ie for sale here belongs to a collection from the South of the US and will need recommissioning before being able to explore the roads again.

\$3,000 - 5,000

WITHOUT 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.



160

1990 DUCATI 750S

Frame no. ZDM1KA3J7LB752350

During the late 1980s, Ducati was in a quest to keep doing attractive bikes while trying to shave the costs as much as they could. The 750S is the perfect illustration of this using a slightly modified F1 chassis with the drivetrain of the Paso despite critics about the latter. The 750S notably suffered from that image of 'parts bin' Ducati. That being said, the fairing had the double-advantage of being lightweight and pretty good looking, or at least eye-catching. All in all, the bike went through the 100hp limit while being somewhat lightweight and having a proper Ducati desmodromic sound that made it attractive. The 750S offered here seems to be in good original condition and notably features a Corbin seat for more comfortable riding. The bike will need recommissioning before going back on the road safely.

\$4,000 - 6,000

WITHOUT RESERVE



Previewing in Toronto, Ontario

161

1984 SUZUKI GSX750S KATANA

Frame no. JS1GR74A582100925

Styled by the German firm of Target Design under the direction of Briton Jan Fellstrom and first seen at the 1980 Cologne Show, the GSX1100 Katana represented a bold effort to produce an uncompromising sports bike in the European mould. The result was a machine that combined straight-line speed with secure handling like no Japanese bike before it. The concept's immediate success confirmed the wisdom of Suzuki's policy of introducing a family of similarly styled machines across just about every capacity class. Late in 1981, after the introduction of the exciting GSX1000S, Suzuki released an almost identical 750cc version of the Katana from which the engine was taken from the GSX750E. The engines in all the GS-series Suzukis were over engineered, making them virtually indestructible if well maintained and capable of high mileage. The 750cc Katana presented here belongs to a large collection of motorcycles located in the surrounds of Toronto. The bike is number 104 of the 200 imported in Canada. It has some patina on it and few little dings on the body but it is a perfect candidate for restoration or it can probably keep this look and be ridden like this after usual mechanical safety checks. You will fall for the pop-up headlight!

\$4,000 - 6,000



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162

1974 RICKMAN HONDA CR750 REPLICA

Engine no. CB750E-2339006

- Built by Rickman Specialist Jay Farlow
- 'California Hot Rod'
- Period Correct improvements



The coming of Formula 750 in the early 1970s produced some of that decade's most exciting motorcycle racing, as the world's top riders battled for supremacy on works bikes from Honda, Suzuki, Kawasaki, Harley-Davidson, Norton and BSA-Triumph.

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

This wonderful CR750 Replica beneficiaries from the Rickman frame made for these bikes at the time. Indeed, after mostly working on the British bikes during the 1960s, the Rickman brothers had to adapt to the constantly evolving motorcycle market, even more with the growth of the Japanese manufacturers and the mighty 736cc inline four. The Rickman developed a frame that could house that heavy engine while giving the bike a rigidity missed on regular models - Rickman frame were made out of 531 Reynolds manganese-molybdenum.

That beautiful piece is the work of the reknown Rickman specialist Jay Farlow. The bike has been built adding the best period correct parts and add-ons possible such as Boge Mullhollands shocks or Dunlop K81 TT100 reproductions. The original Honda engine has been completely stripped down and rebuilt before being housed in the Rickman frame and then surrounded by the orange FRP bodywork and its correct reproduction decals.

That California Hot Rod is beautifully built and barely used since having been put together.
\$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.



163

1976 BMW R100S

Frame no. 6163203

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. For instance, 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. The bike here appears to be in good overall condition, and it will need recommissioning before being able to get on the road.

\$8,000 - 10,000

WITHOUT RESERVE



Previewing in Toronto, Ontario

164

1971 BMW R50/5

Frame no. R552902989

Engine no. 2902989

The /5 was the first new BMW motorcycle design for nearly two decades, and the basic design would last for more than 25 years. Hans-Gunther von der Marwitz left Porsche in the late 1960s to design the new BMW motorcycles under the wing of technical director Helmut Werner Bonsch. Bonsch had managed to persuade BMW not to abandon motorcycle production altogether in the late 1960s in the mist of the Japanese 'invasion' after the slow demise of the British establishment. In von der Marwitz' mind's eye was a much more modern machine than the previous BMW /2 series in the image of the Featherbed Manx Norton. BMW opened a new motorcycle factory in Spandau, a suburb of Berlin, for the necessary renaissance. Fortunately, success was instant, with 1970 /5 production virtually tripling that of 1969 at 12,287 machines. BMW, from its completely re-designed, stronger, smoother and vastly more modern motor, quoted 50 horsepower at 6,200rpm for the 4-speed, R75/5, some 10 more than the 600cc R60/5, and 18 more than the 500cc R50/5. With a dry weight of 423lb, the now 12 volt, 745cc, electric start machine was capable of 110mph. The R50/5 presented here belongs to a large collection of motorcycles located in the surrounds of Toronto. The bike appears to be in original condition, except for the toaster tank, and will gladly return on the roads after having been stored for some time.

\$4,500 - 6,500

WITHOUT RESERVE



Previewing in Toronto, Ontario

165

1975 KAWASAKI Z1

Frame no. Z1F-71887

It was in late 1972 that Kawasaki displayed considerable vision by diversifying away from their successful line of performance two-strokes – personified by scorchingly rapid 500 and 750cc triples – in a move that, to be fair, was partly prompted by the advent of stricter U.S. pollution regulations. That year's introduction of the four-stroke, four-cylinder 903cc Z1 caught virtually everyone by surprise, especially Honda, who suddenly found their swift-selling CB750 facing some genuine marketplace opposition. Up until then Honda's Four had been the recognized leader in the Superbike arena, now here came the Z1 packing an extra 150cc, sporting dual disc brakes up front and fitted with sexy double overhead camshafts as compared to the CB750's solitary cam. Advantage Kawasaki. Put to use in everything from AMA Superbike racing to cross-country touring to police work, the Z1 established a strong foundation for all the Kawasaki four-strokes that would follow, while spawning a number of derivatives – 900 LTD, KZ1000, Z1R, Z1RTC, etc. – remaining in the market, in its various configurations, until 1984 when the air-cooled design was retired. Today, as so often occurs, it is the earlier examples that stand out from the pack. Forty-plus years down the road few would disagree that the original Z1 is truly a milestone motorcycle. The Z1 presented here belongs to a large collection of motorcycles located in the surrounds of Toronto. The bike has a little more than 23k miles and shows patina all over, especially on the engine. The bike is in original condition, except for the Kerker 4-1 exhaust, which makes it a perfect candidate for partial restoration or used as-is.

\$13,000 - 15,000



166

1975 SUZUKI RE-5

Frame no. RE5-11824

Engine no. RE5-11602

One of the most interesting motorcycle attempt made by a Japanese brand in the 1970s was probably the Suzuki RE5 Rotary, the first – and so-far only – attempt to produce a Wankel-engined motorcycle in large numbers. While the single-rotor 497 cc engine was simple in theory, with significantly fewer moving parts than a piston-powered counterpart, its support systems were complex for the time. Besides a traditional wet-sump, the RE5 needed a secondary oil tank and lines that led to the carburetor, which then mixed oil with the fuel – not unlike a 2-stroke's automatic oil injector – to lubricate the rotor seals. The carburetor itself was very 'car like', a massive 2-barrel downdraft with five cables attached plus a variety of linkages. Even the exhaust system was complex. A rotary generates more heat than a conventional motor, thus the RE5 required a finned collector box that routed gases to twin exhaust pipes that were double-walled with grilled front intakes to catch cooling air and direct it along the length of the mufflers. Despite its advanced features, the RE5 worked no better than Suzuki's conventional 4-cylinder GS 750. So after just two years in production, Suzuki pulled the plug on the RE5, making it among the rarest of 1970s Japanese street bikes. The RE5 offered here seems to be in original condition showing lot of patina and will require recommissioning before getting back on the road.

\$4,000 - 6,000

WITHOUT RESERVE





Previewing in Toronto, Ontario

167

1978 YAMAHA XS500

Frame no. 1J3-300519

Engine no. 1J3-300519

Honda had been the first Japanese manufacturer to offer a large-capacity four-stroke -the seminal CB750 of 1968 - leaving the rest of the 'Big Four' struggling to catch up. Bucking the trend towards multi-cylinder motorcycles, Yamaha's early efforts - the XS1, TX750 and XS500 - were all twins. Introduced in 1975, the latter was one of the most advanced half-litre models then available: boasting twin overhead camshafts, four valves per cylinder, 'Omni Phase' balancer shaft, electric starting and excellent twin front disc brakes. Bike magazine recorded a top speed of 110mph with theirs and reckoned it one of the best-handling Japanese motorcycles around. The XS500 presented here belongs to a large collection of motorcycles located in the surrounds of Toronto. The bike appears to be in original condition with paint and decals that seem to be in good condition.

\$3,000 - 5,000

WITHOUT RESERVE



168

1982 HONDA CX500 TURBO

Frame no. JH2PC0307CM001006

Engine no. JH2PC0307CM001006

The CX500 Turbo came with digital electronic fuel injection and ignition; tangentially spoked Comstar wheels; Pro-Link rear suspension; twin-pot brake calipers; an integrated tank and fairing; and a comprehensively equipped cockpit dashboard. Of course, once Honda had bolted a turbocharger to one of its motorcycles, the rest of the Japanese 'Big Four' had no option but to join it on the 'Turbo' bandwagon. Making about 80 horsepower, the CX500 Turbo was fast for a 500, but it was no back-road scratcher. The turbo lag and the bike's weight and semi-heavy steering made it more of a sport tourer and backroad cruiser, where its superb fairing, ergonomics and smoothness proved superb. That, plus its beautiful curves, paint, and fit and finish, made it big news, the bike only lasted two years (it became a 650 the following year). This particular machine is a superb example, with c.18,924 miles on the odometer. It is an amazing snapshot in motorcycle history, a real-steel-aluminum-rubber-plastic example of the excitement of the early 1980s. Things will never be the same but owning this Honda Turbo can certainly bring you back!

\$5,500 - 7,500

WITHOUT 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.

169

**1980 KAWASAKI Z1R CUSTOM BLACK MOLLY
DRAG RACING MOTORCYCLE**

Frame no. MVIN44861IND

Engine no. Z1E128696

Sold for two years only, just 500 of the TCs were built. 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 offered here has been heavily modified – it's a Z1R – with a custom KZ900 motor carefully and skillfully "built" to be an effective and competitive drag racer in the style of the TC to include the Black Molly style paint. Note the longer swingingarm among other modifications and improvements.

\$12,000 - 18,000



Previewing in Toronto, Ontario

170

1979 YAMAHA XT500

Frame no. 3109777

Engine no. 1E6-310977

Introduced for 1976 and sold only in the US market at first, the Yamaha XT500 single-handedly made singles cool again thanks to its smart, functional styling and bullet-proof engine. An 'adventure bike' before the term was coined, the XT was soon proving its reliability and speed in desert races in North America and the gruelling Paris-Dakar Rally. Although marketed as a dirt bike, the XT500 was equally capable as an urban commuter, its upright riding position, wide handlebars and responsive engine making an ideal combination for carving through city traffic. Dispatchers loved them. Today the XT500 enjoys a cult following and original early models are highly prized. The XT500 presented here belongs to a large collection of motorcycles located in the surrounds of Toronto. It shows about 14.5k km (9k miles) and appears to have the right amount of patina to make it usable as-is or to be a great candidate for restoration, even more considering that the aluminum tank is probably the most sought after version of the XT500.

\$6,000 - 8,000





171
1972 HUSQVARNA WR 250
Frame no. MJ 05094 Engine no. 2019 0836

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 beautiful example has been restored by its passionate owner over the past 5 years. The work accomplished is staggering and perfectly documented in files that will be given to the buyer. The quality of the bike speaks for itself and shows that no cost was spared by the owner and that only the best possible parts were installed.

\$6,000 - 8,000
WITHOUT RESERVE



172
1973 MONTESA 250CC CAPPRA 73M
MOTOCROSS RACING MOTORCYCLE
Frame no. 73M8942 Engine no. 73M8942

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

\$4,500 - 7,000
WITHOUT RESERVE



173
1980 YAMAHA SR500
Frame no. 2J2-004899 Engine no. 2J2-004899

Among Japanese manufacturers, Yamaha pioneered the big-single dirt bike however its four-stroke, single-overhead-cam motor was far too good to be restricted to the dirt, and soon found its way into a roadster: the SR500. More civilized than the traditional British big single yet almost as characterful, the SR500 was neither sports bike nor tourer but nevertheless a competent lightweight all-rounder capable of bettering 90mph (rider flat on the tank) while 60-plus miles per gallon was achievable if ridden more sedately. The SR500 proved to have amazing longevity. The classically styled single, obviously owing much to AJS, BSA and Matchless models of yore, made its debut in 1978 and was sold in the U.S. through 1981, but continued in other markets until 1999 – in fact, a smaller SR400 model was sold in Japan until 2008 and was reintroduced to America in 2015! Still popular today, SRs are seeing new life as the basis for bobbers, street-trackers and café-racers. This 1980 SR500 is missing its gauges, headlight and front fender but carries a heat wrapped header, a White Bros Megalloy muffler, custom rear shocks and comp. number plates; all with trail tires. Recommissioning is advised.

\$3,000 - 5,000
WITHOUT RESERVE

Previewing in Toronto, Ontario

174

1980 SUZUKI TS 185

Frame no. JS1SG11A7B2101085

Like all the Japanese manufacturers, Suzuki recognised the importance of the North American 'off-road' market and began offering appropriate models in the mid-1960s. Its first efforts were modified roadsters but as development progressed Suzuki's street scramblers became more capable on the dirt. One of the most successful was the TS range of single-cylinder two-stroke trial bikes, which commenced in 1969 with the TS250, while the successor ER series shifted the focus even more towards off-road capability. The TS series were the first Suzuki trail bikes sold on the mass market. They were successful because robust, reliable and performing well. Arguably, the best model was the TS185 because lighter than the 125 by a few lbs and nearly the power of the 250 but with a much more free revving motor. The TS185 presented here belongs to a large collection of motorcycles located in the surrounds of Toronto. This classic two-stroke seems to be in good original condition. Since it has been stored for some time, it will need recommissioning before being able to go back on the trails.

\$2,000 - 4,000

WITHOUT RESERVE



Previewing in Toronto, Ontario

175

1972 YAMAHA DT175

Frame no. 443021362

Engine no. 443-021362

North America's wide-open spaces are the perfect playground for off-road motorcycles and the importance of this leisure-orientated sector has long been recognized by European and Japanese manufacturers. Yamaha began contesting this market in the 1960s, offering a range of two-stroke single-cylinder trail bikes and purpose-built moto-crossers as well as twin-cylinder 'street scramblers'. Powered by a single-cylinder, air-cooled, two-stroke engine equipped with reed valve induction, the trail-styled DT175 Enduro was one of Yamaha's most successful models of this type during the 1970s. The DT175 presented here belongs to a large collection of motorcycles located in the surrounds of Toronto. This classic two-stroke seems to be in good original condition while showing some patina on the engine.

\$2,000 - 4,000

WITHOUT RESERVE



Previewing in Toronto, Ontario

176

1978 HONDA NC50

Frame no. NC502093941

During the 1970s and 1980s it seemed that Honda simply could not make up its mind about what constituted the definitive moped, the result being a plethora of different models all powered by 50cc two-stroke engines: Caren, Melody, PC50, Camino, and Express to name but five. Featuring automatic (clutch-less) transmission and pumped lubrication, the Express was introduced in 1977 and manufactured until 1984. Particularity of the NC50 was that it did not have any pedal - which technically made it a 50cc Motorcycle. The bike seems to be in great original condition, showing just 972km (603 miles) and having been stored for most of its life. It will therefore need recommissioning before allowing the buyer to cruise around safely with it.

\$1,000 - 1,500

WITHOUT RESERVE



177 - 179

NO LOTS

Motorcars

Approximately 4pm, Lots 180 - 190

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



Previewing in Houston, TX

180

1958 NASH METROPOLITAN CONVERTIBLE

Chassis no. E50992

During a time when most U.S. automobile makers were following a design trend centered believing that "bigger-is-better," Nash Motor Company wanted to offer American buyers an economical transportation alternative. The Metropolitan was designed in the U.S. and it was patterned from a concept car incorporating innovative features such as symmetrical body design for interchangeable assembly and a unit-body design that eliminated the need of a traditional chassis design. This Metropolitan is a great candidate for a restoration. The body has been protected in primer and the car contains many original parts. Acquired from Bonhams Tupelo Museum dispersal auction in 2019, the project has been advanced no further and is now offered for the next enthusiast to pursue.

\$2,000 - 2,500



Previewing in Houston, TX

181

Ex-Congressman William "Fishbait" Miller

1947 DODGE D24 CUSTOM

Chassis no. 30833683

Introduced in 1946, here is one such example of Dodge's top trim level, the D24 Custom. What D24 lacked in aesthetics, it made up for in proven engineering features. This D24 appealed to non-other than Mississippi native William Miller. Known for his flamboyant personality and affinity for public spotlight, "Fishbait", having served the 83rd Congress is most fondly remembered for his distinctive announcement of, "Mr. Speaker, the President of The United States". It is believed that "Fishbait" purchased the vehicle off his then friend Pop Curtis. The car would be seen caravanning notable passengers and parked on the Capitol Grounds, nearby the building itself. Regularly used and serviced, the car was donated to the University of Mississippi in the mid-1980s before being acquired by the Tupelo Automobile Museum in the early 2000s. Seldom if ever again will a car of this type with this provenance be offered, one better hook and reel this Dodge in. Acquired from Bonhams Tupelo Museum dispersal auction in 2019, the project has been advanced no further and is now offered for the next enthusiast to pursue.

\$1,000 - 2,500



182

Formerly in the Tupelo Automobile Museum

1959 EDESEL CORSAIR CONVERTIBLE

Chassis no. W9UR727160

331ci OHV V-8 Engine

4-Barrel Carburetor

225bhp at 4,400rpm

3-Speed Automatic Transmission

Coil Spring Independent Front Suspension, Semi-Elliptic

Leaf Spring Live Axle Rear Suspension

4-Wheel Power Drum Brakes

- One of only 1,343 Edsel convertibles built for 1959
- Very rare color scheme
- Ideal for restoration or as a family weekend driver
- One of the milestones of American car history

Previewing in Houston, TX



THE EDESEL CORSAIR

The story of the Edsel is well known and still serves as a lesson in product planning gone awry.

The original concept was simple enough, to build a distinctive marque that would fill the aspirational progression gap between Ford and Mercury giving Ford Motor Company customers an economical step upward in presence, features and prestige. It worked for General Motors, with Pontiac between Chevrolet and Oldsmobile and for Chrysler with Dodge between Plymouth and DeSoto.

As it turned out, though, Edsel became a stepchild almost as soon as it was, with great fanfare, introduced.

It was an opportunity whose time had passed, one that Chrysler also recognized in 1961, only three years later, when it, too, pruned its model lineup and killed off DeSoto.

Ford must have noticed what was happening even before Edsel hit the market. The 1959 Edsel lineup was much smaller, offering only the Ford-based Ranger and Corsair. Engine choices were whittled down. The distinctive face with its vertical central element and the gull wing rear fenders remained but other than that there were only some individual trim elements. The drastic change between '58 and '59 were that could not have been accomplished in the scant year since Edsel's introduction and had to have been realized and planned in the years before Edsel's introduction.

The 1959 Edsels effectively ended the marque's history with 44,891 built, but they are important and easily recognizable contributors to the growth of the American automobile market in the 1950s.

THE MOTORCAR OFFERED

This 1959 Edsel Corsair convertible is a sound and nicely present example in Snow White with a black accent panel, red and black upholstery and interior trim and a black vinyl top. The 1,343 Edsel Corsair convertibles that were built in 1959 were the lowest production of all Edsels that year. In 2017, it was described by the Edsel Club as the 329th '59 Corsair documented by the club and one of only three examples in Snow White with Black inserts. Hardtops and sedans are collectors' favorites but the convertibles like this one are especially sought and appreciated.

It would be ideal as the basis for a sympathetic restoration but also would be a desirable and practical car for cruising and weekend tours. Rest assured that, other than at an Edsel meet [and there are such things], it is unlikely ever to meet a similar Edsel coming the other way.
\$20,000 - 30,000

183

1950 PLYMOUTH SPECIAL DELUXE COUPE

Chassis no. 806-E8456

Engine no. 98201

217ci Flathead Inline-6 Cylinder Engine

Single Carburetor

97hp

3-Speed Manual Transmission

Independent Front with Live Rear Axle suspension

4-Wheel Drum Brakes

- Long term single family ownership
- Wonderfully restored
- Special Deluxe Trim



THE MOTORCAR OFFERED

This wonderfully presented 1950 Plymouth Special Deluxe Coupe has had the lovely distinction of being a single family, southern owned car for the better part of its whole life. Within the family, the car was originally owned by the father, until it was given to his brother.

Tales from this family tell of long car trips to Florida and road side picknicks being enjoyed out of the back of this Plymouth in the pre-interstate days. Eventually the car was passed down to the next generation. In more recent times, the Plymouth came in to the hands of the consigner. It is reported that the vehicle received a full restoration roughly a decade ago. Today the car presents in wonderful condition both inside and out thanks to the quality of the work done and its extended stay in climate-controlled storage. This Plymouth will surely be a dependable motorcar for its lucky next owner. It starts up

on demand, and even the tube radio fires up after a brief warm up period.

Endlessly charming, cars of this vintage tend to attract smiles from passersby almost immediately. Do not hesitate to get behind the wheel of this wonderful slice of Americana.

\$25,000 - 35,000

184

2016 MCLAREN 675LT SPIDER

Chassis no. SBM11SAA5GW675782

3,800cc Twin Turbo V8 Engine

Fuel Injection

666hp at 7,200rpm

7-Speed Dual Clutch Transmission

Independent Front and Rear Suspension

4-Wheel Disc Brakes

- *1 of only 500 spiders produced*
- *Under 2,000 miles*
- *Vibrant Napier Green Exterior*



MCLAREN AUTOMOTIVE

Having astonished the world with its debut supercar of 1992 - the iconic, Le Mans-winning F1 - McLaren re-established itself at the head of the exclusive '200mph' club with the MP4-12C. Publicly unveiled in September 2009, the mid-engined MP4-12C commenced manufacture at McLaren's new state-of-the-art factory at Woking in mid-2011, just after production of the Mercedes-Benz SLR McLaren model had ceased. Its stylist was Frank Stephenson, who had been recruited from Alfa Romeo Centro Stile following spells with Ferrari and FIAT.

Now with over a decade of car production under their belt, McLaren continues to expand their portfolio into the sports car market. To that end, the company made a true tack weapon of their 650S and birthed the hardcore 675LT

THE MOTORCAR OFFERED

The 2016 McLaren 675LT is presented in Napier Green and gloss black 19-inch forged aluminum wheels wrapped in Pirelli P-Zero tires. Under the hood is a 3.8-liter V-8 married to a seamless shift 7 speed auto shift manual gearbox. It produces 666 horsepower generating 516-pound feet of torque at 5,000 rpms. Rear wheel drive will move driver and passenger to 60 mph in just 2.8 seconds and a top speed of 205 mph all while being wrapped in carbon fiber and alcantara. This particular example has not had such drama in its life having only 1,150 miles at the time of cataloging. May the next mile be yours.

\$250,000 - 350,000

2018 PORSCHE 911 GT2 RS "WEISSACH"

Chassis no. WP0AE2A95KS155066

3,800cc Twin Turbo Flat Six Engine

Fuel Injection

700 bhp

7-Speed Electro-Hydraulic Paddle-Shift Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Showroom-fresh 911 GT2 RS with just 233 miles and one owner from new*
- *Extremely fast and advance 911*
- *Striking and rare Miami Blue*

**PORSCHE GT2**

Porsche developed a reputation early on for their surprising performance from their small displacement rear-engine sports and racing cars. These 'giant killers' could outperform cars with much larger engines by making lighter cars with incredible handling. This combination gave Porsches their truly unique driving characteristics and dedicated following of Porsche enthusiasts.

The latest, the 911 GT2 RS, fits this role well. With a giant rear wing, large intakes and NACA ducts, and a wide track, the GT2 RS certainly looks the part. The twin turbo 6-cylinder produces a mind blowing 700 hp and 553 lb-ft of torque, limited by the factory to a top speed of 211 mph due to the need for more track friendly tires it is capable of more than 220 mph says the pressed lab coats of Stuttgart. Along with stiff springs, solid mounts, and many manually adjustable settings to tune the car to suit the task at

hand, one of very few roadcars allowed to have these race-derived refinements. Adding to the manual adjustments, trick technology like an electronically locking rear differential and rear wheel steering transform the GT2 RS a formidable track weapon, lapping the Nurburgring in 6:47.30 - faster than the venerable Porsche 918 and the previous GT3RS.

True to RS form, it delivers unparalleled performance on the track. Alongside the aggressiveness and racing prowess, the GT2RS is built for the road, offering thrilling performance off the track and relative comfort for daily duties. Porsche's GT2 RS The most powerful Porsche ever produced.

THE MOTORCAR OFFERED

This 2019 Porsche GT2RS Weissach, dressed in the rare and desirable Miami Blue with black Alcantara and leather and Miami blue accents throughout the interior is stunning. This one owner car has traveled only 233 miles as of this writing and is in as new condition. This road beast is 1 of only 1000 units produced and even fewer in the highly sought after Miami Blue. Features include Rear center tunnel cover model logo in deviated stitching. Miami blue stitching in deviated thread throughout the interior as accents. Front axle lift system to allow for daily commutes or your race trailer. Fire extinguisher under the passenger seat for added reminder that this is not just a toy. Weissach Package reducing weight by more than 40lbs with an abundance in carbon fiber substitutions. This is the most powerful Porsche ever produced.

\$425,000 - 500,000

186

1969 CHEVROLET CAMARO RS/SS

Chassis no. 124379N51564

396ci OHV V8 L78 Engine
Single 4-Barrel Carburetor
375bhp at 5,800rpm
4-Speed Muncie Manual Transmission
Independent Front Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- *Presented in Marina Blue*
- *Ermine White stripes and white interior*
- *Desirable RS/SS Spec with 4-speed manual transmission*
- *Iconic muscle car perfect for rallies or Sunday morning drives*



THE CAMARO RS/SS

Introduced on September 12, 1966, the Camaro was available either as a coupe or a convertible. Of the nearly 221,000 sold about a quarter were soft tops; three quarters were V8s. 1969 was the final year for the first-generation Camaro, which had been introduced in 1967. Although a redesigned Camaro was due in 1970, the changes in the 1969 were extensive. It was just as well, since the introduction of the 1970 was delayed until late February 1970, giving the 1969 a showroom life of seventeen months. Not surprisingly, it was a record sales year, with more than 243,000 Camaros leaving GM's plants in Lordstown, Ohio and Van Nuys, California. With the American musclecar era in full flex the Chevrolet Camaro was delivering its legendary stature of the leader of the pack.

THE MOTORCAR OFFERED

This 1969 Chevrolet Camaro RS/SS is a complete matching numbers 396/375hp L78 engine and matching numbers Muncie 4 speed transmission. Colored in a Marina Blue Exterior with Ermine White stripes and white interior with black carpets, makes this one great looking classic! A Hurst shifter and Rosewood steering wheel compliment the interior as do the bucket seats, tachometer, and AM/FM radio.

On the exterior, a nice rear spoiler completes this muscle car look. A 4.10.1 rear end with BF Goodrich Radials and a T/A white letter tires keep things looking period correct and the ride smooth. The original Protect-O-Plate is here along with an owner's manual, custom features and accessories book as well as a pre-delivery checklist sheet. The complete restoration with extensive Eckler's receipts are available.

This 69 Camaro includes power steering, power brakes, front disc brakes, Holley carburetor, 14 in Rally wheels, and 215/70/14 BF Goodrich tires. This is the Gold Standard of Camaros that everyone always wants and loves.

Documentation on this vehicle is excellent! A highly attractive and very well-equipped example of one of the top performance Camaros ever sold to the public. This 1969 Chevrolet Camaro RS/SS marks a compelling find with equal measures of big block performance and **\$90,000 - 110,000**

1957 FORD THUNDERBIRD CONVERTIBLE F-CODE

Chassis no. F7FH394856

312ci OHV Supercharged V8 Engine
 Single 4-Barrel Downdraft Carburetor
 300bhp at 4,800rpm
 2-Speed Ford-O-Matic Automatic Transmission
 Independent Ball Joint with Coil Springs front and Parallel Leaf Rear Suspension
 4-Wheel Hydraulic Drum Brakes

- One of 212 'F' Code 1957 Thunderbirds
- Well Documented with ownership paperwork and copy of order form
- Wonderfully Restored
- Recipient of Recent Mechanical work



THE FORD THUNDERBIRD

Although appearing later than Chevrolet's sporty Corvette, Ford's "personal luxury" Thunderbird became far more popular, selling more than 16,000 cars in its first year. First shown at the Detroit Auto Show in February 1954, it entered production that September.

Its sleek two-seater body displayed many contemporary Ford design cues, and available power trains came from the regular Ford catalog. All cars had the 292 cubic inch "Y-Block" V8, while transmission choices included standard three-speed manual, manual-with-overdrive, or the popular self-shifting Fordomatic. Customers could order a folding soft top, removable fiberglass hard top, or both.

THE MOTORCAR OFFERED

Purchased for \$3,532.80 at Les Bacon & Sons for of Hermosa Beach, California all the way back in the 1950s, the suspected original owners, Edward Cox and his wife Virginia, kept the options light for what can be intended to be for street racing purposes. As a result, little in the way of power options can be found in this Thunderbirds lovely blue interior. What was optioned however, was the top of the line 'F' Code V8 complete with a centrifugal supercharger.

After having been enjoyed out west, this Thunderbird was purchased by its current Tennessee based Collector in the middle of the 1980s. In 1991, the car was subjected to a complete frame-off restoration, which is responsible for the wonderful condition this Ford can be seen today. The exterior's Colonial White paint retains a deep gloss and the chrome work throughout is immensely luminous. Under the skin, thousands

of dollars of recent work have kept this Thunderbird up to task for its next owner. Receipts on file report the entire fuel system was gone through as well as cooling system and motor. In addition to the aforementioned receipts, the convertible will have further available documentation in the way of copies of previous registrations and a copy of the dealer order form.

This Ford Thunderbird offers big style and equally big power thanks to the supercharger feeding all 8-Cylinders under the hood. A true enthusiast specified Ford, this convertible is all about the driver and possesses only the options that further the end of ultimate speed. Well taken care of and beautifully presented, this top of the line Thunderbird should not be passed up.

\$95,000 - 150,000

188

1953 BUICK SUPER ESTATE WAGON

Chassis no. 16985358

322ci OHV V8 Engine
Single Downdraft Carburetor
164bhp at 4,000rpm
Dynaflow Automatic Transmission
Independent Front Suspension – Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- *Exquisite, Concours-level presentation inside and out*
- *Superb frame up restoration performed*
- *Previously part of the Bryan Frank Collection*
- *One of just 1,830 examples produced by hand*



THE 1953 BUICK

Buick offered a full line of automobiles for the 1953 model year, at price points of just over \$2,000 to \$4,000 plus. Power for the Buick line came from the traditional inline eight-cylinder 263 cubic-inch, but the upscale Super and Roadmaster models featured the all-new and unique 322 cubic-inch V8 engine. This was a period when each of GM's divisions built its own engines and Buick had come up with a particularly interesting and innovative cylinder head design that had excellent breathing and also let Buick employ the highest compression ratio, 8.5:1, in the industry in 1953.

As expected from Buick in the Fifties the 1953 model range were distinctively restyled, with elegant jet-age chrome and stainless-steel trim on the exterior and interior. The instrument panel was fitted with aircraft-style controls and leather interior was standard on the top models. The elegant and period-appropriate grille, sweeping brightwork and signature

THE MOTORCAR OFFERED

The stunning 1953 Buick Super Estate Wagon offered here is one of just 1,830 examples produced. The Estate Wagon was the most expensive variant of the Super line and carried a staggering \$3,430 price tag when new. This magnificent example has received a compressive, nut-and-bolt restoration, and presents in concours condition. The sinister black exterior is beautifully complimented by a red interior, with neatly contrasting butterscotch cream top of the seat backs, door panels and dashboard. The woodwork is superb, as is the chrome and brightwork. Chrome wire wheels are fitted with white wall tires, and the engine compartment is correct and tidy. Recently the motor was treated to a complete rebuild and freshening resulting in, smooth, nearly silent running order. Previously part of the Bryan Frank Collection, this Super Estate Wagon is among the finest in existence.

\$100,000 - 120,000

189

1966 SHELBY GT350H FASTBACK

Chassis no. 6S1422

289ci OHV V8 Engine
Single Four-Barrel Holley Carburetor
306bhp at 6,000rpm
Automatic Transmission
Front Independent Suspension - Live Rear Axle
Front Disc - Rear Drum Brakes

- *Nut and Bolt restored*
- *Numbers matching car*
- *The famed 'rent a racer'*



THE SHELBY GT350

Ford created a new class of car almost overnight with the introduction of the Mustang Sports Coupe partway through the 1964 season, catching the rest of the US auto industry off-guard. The brainchild of Lee Iacocca, subsequent savior of the Chrysler Corporation, the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of Iacocca's long career with Ford. Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's with considerable success in North America,

winning the SCCA's B-Production title three years running in the mid-1960s. Capitalizing on his success, Shelby began manufacturing a Shelby GT based on the Mustang, which were officially sanctioned and sold through selected Ford dealerships. The first Shelby Mustang – the GT350 – arrived in 1965 powered by a modified version of Ford's 289ci high-performance small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim or 400bhp supercharged. A 4-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, 3-speed automatic soon became available as an option. The running gear was up-rated appropriately to cope with the GT350's increased performance, though outwardly there was little to distinguish Shelby's GT350 from the standard product apart from a pair of broad 'racing' stripes down the body centerline.

In 1966, Carroll Shelby, as shrewd a business man as he was a racer, struck a deal with Hertz to offer a high-performance rental car to the public for the first time. This made the legendary performance of the Shelby GT350 accessible to the public. Enthusiasts that might not have been able to afford such a car could now rent it on a Friday afternoon and drop it off at Hertz on Monday morning, after a weekend full of racing or high-speed cruising. The cost to rent all this performance was just \$17 a day and 17 cents per mile. One thousand GT350s, with the majority finished in Hertz's colors of black and gold, were delivered to the company for use around the country in 1966.



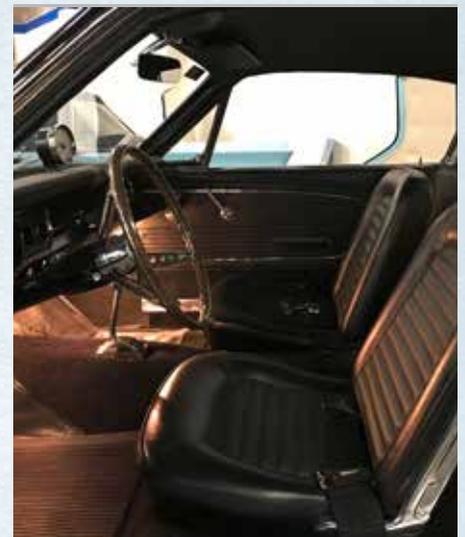


THE MOTORCAR OFFERED

This 1966 Ford Mustang Shelby GT350 is a true, all original Hertz Rental car. This nut and bolt restored Mustang wears a brilliant black paint job with the Le Mans gold stripes. In 1966, Hertz sports car club member could rent a GT350 for \$17 a day and 17 cents a mile. The Cobra 289 high-performance V8 306 HP and 329 lb-ft of torque would run 0-60 6.6 seconds with a standing quarter mile in 15.2 seconds at 93 MPH. Due to the affordable availability of the Shelby GT350 through the rental program, many cars were rented and the performance parts robbed and swapped out with the owners of regular mustangs. This makes the rarity of a true, numbers matching, Hertz Shelby GT350 extremely hard to find.

The previous owner spared no expense in the expansive restoration of this American classic. A real and true barn find in Quitman, MS with 81,438 miles.

\$200,000 - 225,000



1970 PLYMOUTH SUPERBIRD

Chassis no. RM23V0A166159

440ci OHV V8 "Super Commando" Engine
 Triple 2-Barrel Downdraft Carburetors
 390bhp at 4,700rpm
 4-Speed manual transmission
 Independent Torsion bar front and Semi-Elliptic Leaf Spring Rear Suspension
 Front Disc and Rear Self-Adjusting Drum Brakes

- *Just over 21,000 original miles*
- *440 Six Pack with a 4-speed pistol grip*
- *Vibrant Lemon Twist exterior*
- *Numbers Matching engine and transmission*



THE PLYMOUTH SUPERBIRD

The winged Mopars appeared first in 1969 with the Dodge Charger Daytona, carrying streamlining and aerodynamic downforce to new heights in NASCAR.

The 1969 regulations required that Dodge build only 500 of the pointy-nose high-wing Daytonas. When Plymouth decided to emulate the success of the Daytona with the Road Runner Superbird in 1970 NASCAR made it quite a bit more difficult, requiring that any model raced in NASCAR be built in sufficient quantity to supply all the

manufacturer's U.S. dealers. For Plymouth that meant building nearly 2,000 of its bullet-shaped NASCAR Superbirds, just to qualify them for racing on NASCAR's two high speed ovals, Daytona and Talladega.

The concept was defined and the benefits were clear: "Win on Sunday, sell on Monday." A competitive Plymouth also would bring Petty Enterprises back to the Plymouth family. As a racer Richard wanted a competitive car to drive. As a businessman he wanted the Plymouth competition parts distribution franchise. He got both. Then Pete Hamilton, driving a Petty Enterprises Plymouth Road Runner Superbird, won the season-opening Daytona 500.

Even though the Dodge Charger and Plymouth Road Runner were built on the same mid-sized Chrysler platform the bodywork was substantially different.

Plymouth was forced to develop its own variation on the extended nose, raised wing Charger concept. The Superbird's nose was 1" longer than the Charger's and had a raised entry angle. The rear wing stood on supports with much deeper chord which swept back farther and inclined gently toward the body's centerline.

Perfectionists sometimes ask what kind of aerodynamic research the designers at Plymouth did to arrive at the ideal placement height for the rear wing. The answer is somewhat simpler: they didn't do any. It is high enough to allow the trunk lid to open without interference with the wing.

NASCAR teams, on the other hand, experimented with chin spoiler placement and wing angle of attack to achieve delicately balanced aerodynamic performance in the different track settings and speeds.





THE MOTORCAR OFFERED

The Road Runner Superbird became the most popular and well known of all the NASCAR specials built during the Sixties and Seventies, helped in no small measure by NASCAR's insistence that Plymouth build plenty of them so they created a high profile on the street. Most of the street Superbirds are very well equipped with luxury and convenience options in addition to the performance equipment which was included in the Superbird package. Those included the 375hp 440 Magnum V8, Torqueflite automatic transmission, performance axle, power steering, power disc brakes and hood hold down pins. A black vinyl covered roof also was standard.

On offer is a wonderful Lemon Twist Yellow Superbird with a matching numbers engine and transmission certified by Galen Govier. This inspection will come documented with the car. With just over 21,000 miles on the odometer it should come as no surprise that this is a very original and well cared for Bird. Well optioned, the engine bay holds the venerable 440ci V8 fed by the top spec 6-pack carburetor set up. The motor feeds into an enthusiasts dream, a 4-speed manual transmission and Sure-Grip heavy duty 9-3/4 Dana 80 differential. Inside, the enthusiast specification continues with bucket seats.

Cementing the end of an era with Nascar, the Superbird represents a time of manufacturer and dedication to the series when wild ideas were allowed to fly and be sold in the showroom. Do not miss this wonderful opportunity to get behind the wheel of this glorious Mopar.
\$250,000 - 300,000



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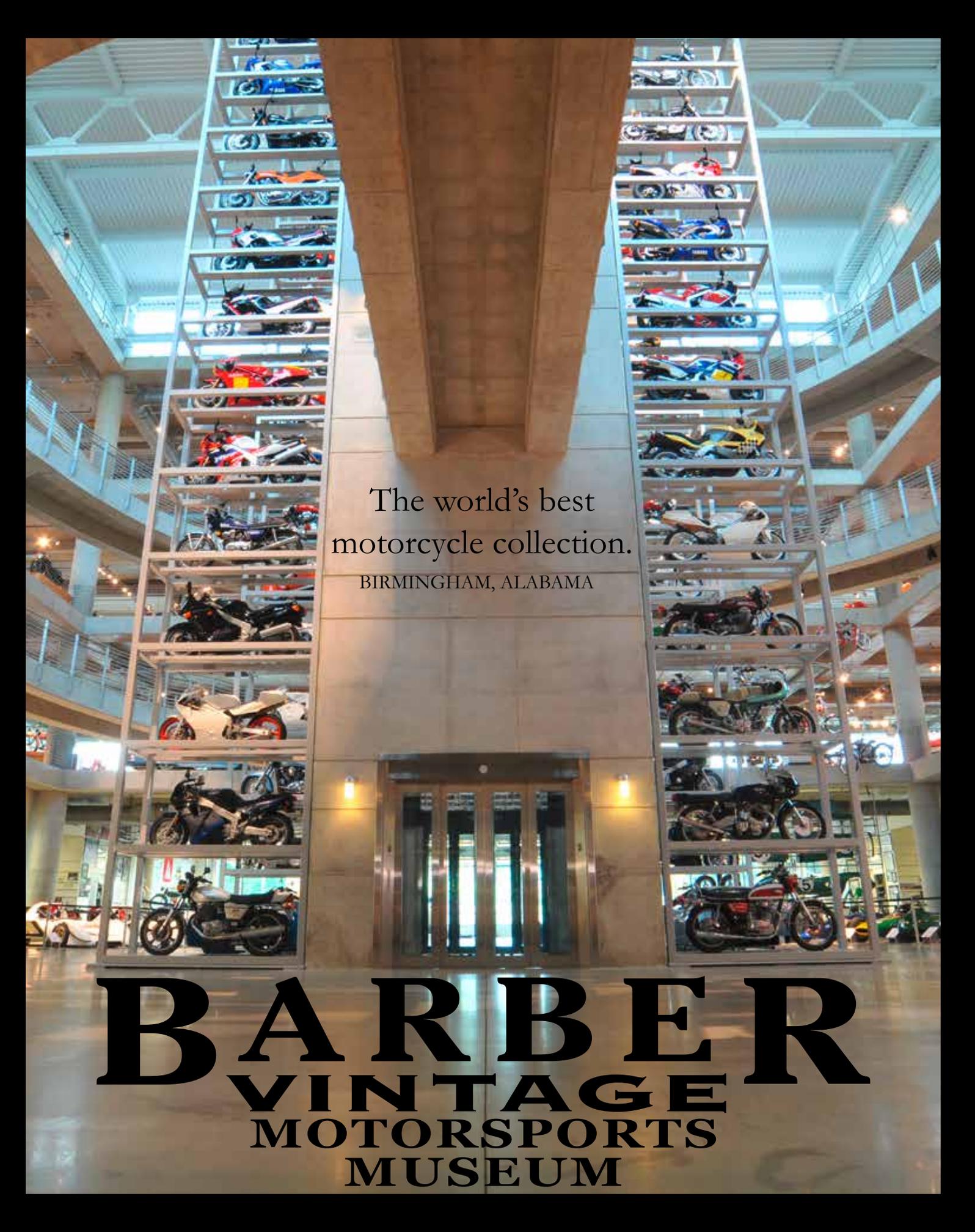
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motorcycle collection.

BIRMINGHAM, ALABAMA

BARBER VINTAGE MOTORSPORTS MUSEUM

Conditions of Sale for Motor Vehicles

The following Conditions of Sale, together with the Bidder Information included in this Catalog, 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.

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.

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 or digital rendering in which these Conditions of Sale appear or the online listing which links to these Conditions or Sale, as may be amended by the saleroom notices or any other published or posted notices at the Sale and/or online, 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, as set forth in the Catalog.

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. Occasionally, Bonhams may have a legal, beneficial, or financial interest in a Lot.

3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter display 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 anyone, including any bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter. The bid price stated by the Auctioneer is the prevailing and binding bid price.

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its absolute and sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale at any time and, in the case of any error or dispute with respect to bidding to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the Lot. In the case of any dispute with respect to bidding, Bonhams' records shall be conclusive.

4.2 Bonhams shall have the right, in its sole discretion, to cancel or rescind 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, the Seller or the Buyer to any liability, including liability to any third party; (iii) if Bonhams is prevented by fire, theft or any other reason whatsoever from delivering any Lot to the Buyer or a sale otherwise cannot be completed; or (iv) there are any other grounds for cancellation under these Conditions of Sale. In the event of a sale cancellation or rescission, Bonhams' liability shall be limited to the sum of the Purchase Price actually paid for the Lot by the Buyer and shall in no event include any compensatory, incidental or consequential damages.

4.3 All Lots are offered subject to a Reserve unless otherwise indicated in the Catalog. 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, pre-sale viewing or inspection 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 (2) 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 (such as a bank letter written on bank letterhead) and/or deposit from bidders before allowing them to bid.

6.5 In order to register to bid, bidders may be required to pay a bidder registration fee as listed in the Buyer Information section. Registration fees are subject to change in Bonhams' discretion and it is each bidder's responsibility to apprise themselves of any changes to the registration fees in advance of the Sale.

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

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

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

7.3 The Buyer/bidder warrants that:

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

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

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

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

8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Car Lots: If a purchased Lot consists of a motor car, the Buyer shall pay Bonhams a premium equal to TWELVE PERCENT (12%) on the first Two Hundred and Fifty Thousand Dollars (\$250,000) of the Hammer Price of such Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds Two Hundred and Fifty Thousand Dollars (\$250,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.2 Buyer's Premium for Motorcycle Lots: If a purchased Lot consists of a motorcycle, 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.

8.3 Buyer's Premium for Automobilia, Memorabilia & Other Non-Motor Vehicle Lots: If a purchased Lot consists of automobilia, 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,

Conditions of Sale for Motor Vehicles (continued)

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.

8.4 No Buyer's Premium for Charity or Benefit Lots: No buyer's premium will apply to any Lot explicitly identified in the Lot description or in the Buyer Information section of the Catalog as a 'Charity Lot' or 'Benefit 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 cashier's check, money order, or wire transfer in United States currency, no later than the date and time specified in the 'Buyer Information' section of this Catalog. 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 preview premises no later than the date and time specified in the 'Buyer Information' section 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' section 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.

Packing and handling of purchased Lots are at the responsibility and entire risk of the Buyer. Bonhams is not responsible for any acts or omissions in our packing or shipping of purchased Lots or any acts or omissions of other carriers or packers of purchased Lots, whether or not recommended by Bonhams.

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 The Buyer is responsible to pay all city, state, federal and any and all other taxes due, unless exempt by law. Proof of exemption is the Buyer's responsibility and subject to Bonhams' verification. 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 for any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

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

15. NON-PAYMENT OF PURCHASE PRICE

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

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Cancel the sale of the Lot, or any other 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
Absentee, telephone and online bidding are services provided by Bonhams as a convenience to bidders on an "as available" basis, and Bonhams cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid At its discretion, Bonhams will execute absentee bids and accept telephone bids and online bids via bonhams.com, 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, online platforms or websites. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

17. BONHAMS' COPYRIGHT

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

18. MISCELLANEOUS

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

Mediation and Arbitration Procedures

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

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

Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

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

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

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

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

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

18.6 These Conditions of Sale shall be binding on the successors and assigns of all bidders and Buyers and inure to the benefit of Bonhams' successors and assigns. If any part of these Conditions of Sale is deemed invalid or unenforceable, such invalidity or unenforceability shall not affect the remaining provisions of these Conditions of Sale, which the rest shall remain in full force and effect.

18.7 Time is of the essence of this agreement.

18.8 It is expressly acknowledged by each bidder or Buyer that Bonhams has not provided any legal or tax advice or assistance to bidder or Buyer and no one at Bonhams has acted as the bidder's or Buyer's

attorney or tax advisor. Each bidder or Buyer is responsible for retaining its own advisors with respect to the accounting, financial, tax, regulatory and/or legal implications of any transaction contemplated under these Conditions of Sale. Bidder or Buyer acknowledges that it had the opportunity to consult an attorney before signing and this agreement and is signing this agreement having had such opportunity to consult with an attorney of its choosing and carefully reading this agreement in its entirety, understanding all of its terms and conditions, and knowingly and voluntarily agreeing to the same.

18.9 Each bidder or Buyer accept and agree that Bonhams will hold and process the bidder's or Buyer's personal data and information and may share it with Bonhams' affiliates, subsidiaries or parent companies worldwide (collectively the "Bonhams Group") and limited third parties for use as described in, and in accordance with Bonhams' Privacy Policy (subject to any additional specific consent(s) the bidder or Buyer may give in writing prior to the disclosure of the bidder's or Buyer's data or information) published on Bonhams' website at www.bonhams.com/legals/. Bonhams' Privacy Policy may also be requested in print and digital format by email from info@bonhams.com or by mail from Bonhams Customer Services Department, 580 Madison Avenue, New York, NY 10022.

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

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER.

BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABILITY QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT.

THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER 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.

THE BONHAMS MOTORING NETWORK

USA (Head offices)

San Francisco
Jakob Greisen
601 California Street
San Francisco,
CA 94108
Tel: +1 415 391 4000
motors.us@
bonhams.com

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

Eric Minoff
Tel: +1 917 206 1630
eric.minoff@
bonhams.com

Michael Caimano
Tel: +1 929 666 2243
michael.caimano@
bonhams.com

Los Angeles
Gordan Mandich
7601 W Sunset Blvd
Los Angeles, CA 90046
Tel: +1 323 436 5412
gordan.mandich@
bonhams.com

USA Representatives

Midwest and East Coast
Evan Ide
Tel: +1 917 340 4657
evan.ide@
bonhams.com

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

Pacific Northwest
Mark Osborne
Tel: +1 415 518 0094
mark.osborne@
bonhams.com

Tom Black
Portland, OR
Tel: +1 503 239 0227

South

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

Southeast

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

UK (Head office)

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

UK Representatives

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

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

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

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

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

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

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

Home Counties
David Hancock
Pineland
Hale House Lane
Farnham
GU10 2LJ
Tel: (01428) 604 383
Mob: (07774) 747 017
david.hancock@
bonhams.com

Herts, Beds, Bucks & Oxon

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

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

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

European (Head office)

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

European Representatives

Germany
Thomas Kamm
Maximilianstrasse 52
80538 Munich
Tel: +49 89 24 205812
Mob: +491716209930
thomas.kamm@
bonhams.com

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

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

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

Rest of the World

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

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

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

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

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

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

Index

Motorcycles

Lot No	Year	Model	Lot No	Year	Model
117	c.1955	AJS Model 20	116	1948	Indian 73.6ci Chief Model 348 Roadmaster
120	1950	Ariel Model 4G MK1 'Square Four'	130	1972	Kawasaki H1 500 Triple
132	1934	Benelli Monalbero Sport	165	1975	Kawasaki Z1
125	1997	Bimota YB11 Super Leggera	169	1980	Kawasaki Z1R Custom Black Molly Drag Racing Motorcycle
126	1990	BMW K1	129	1985	Kawasaki ZX600 Ninja
101	1977	BMW R100RS	124	1984	Laverda RGS1000
162	1976	BMW R100S	108	1988	Matchless G80 Rotax
133	1937	BMW R12 with Steib	172	1973	Montesa 250cc Cappa 73M Motocross Racing Motorcycle
103	1957	BMW R26 with Steib	107	1973	Norton Commando 750cc
137	1938	BMW R35	135	1949	Norton ES2
136	1933	BMW R4	149	1962	Norton Manx 40
164	1971	BMW R50/5	119	1934/46	Norton Model 18 International
134	1928	BMW R57	114	2005	Orange County Choppers Gillette M3Power Nitro Chopper
102	1969	BMW R60/2	140	1963	Piaggio Vespa GL 150 'Gran Lusso'
143	1966	BMW R69S	139	1959	Piaggio Vespa VNA 125
105	1970	BSA 650 Firebird	162	1974	Rickman Honda CR750 Replica
104	1941	BSA M20	121	1926	Sunbeam Model 2 Sport
110	2003	Buell XB9S Lightning	152	1981	Suzuki GS1100L
141	1900	De Dion-Bouton Tricycle	153	1982	Suzuki GSX1100S Katana
131	c.1960	Ducati 125 Formula III	161	1984	Suzuki GSX750S Katana
160	1990	Ducati 750S	166	1975	Suzuki RE-5
154	1994	Ducati 888 SPO	174	1980	Suzuki TS185
155	1995	Ducati 900 SS/SP	122	c.1995	Triton Café Racer
159	1991	Ducati 907ie	144	1976	Triumph 750cc T140V Bonneville
158	1995	Ducati 916	145	1967/74	Triumph 750cc TR6C Flat Track Racing Motorcycle
123	1966	Ducati Diana 250 Mk3	147	1970	Triumph Bonneville
157	c.1984	Ducati TT1	118	1922	Triumph Model H
156	1981	Ducati TT2	106	1965	Triumph T100 SC
138	1919	GCS Twin	109	1998	Triumph Thunderbird
112	2005	Harley-Davidson Custom	113	1999	Ural Sidecar
115	1937	Harley-Davidson EL Knucklehead	146		Vincent Black Lightning
150	1986	Harley-Davidson FXRT	148	1952	Vincent Comet
111	1988	Honda CBR1000F	175	1972	Yamaha DT175
168	1982	Honda CX500 Turbo	128	1984	Yamaha FJ1100
151	1979	Honda GL1000	127	1987	Yamaha FZR 1000 Genesis
176	1978	Honda NC50	173	1980	Yamaha SR500
171	1972	Husqvarna WR 250	167	1978	Yamaha XS500
142	1941	Indian 45ci Sport Scout	170	1979	Yamaha XT500

Motorcars

Lot No	Year	Model
188	1953	Buick Super Estate Wagon
186	1969	Chevrolet Camaro RS/SS
181	1947	Dodge D24 Custom
182	1959	Edsel Corsair Convertible
187	1957	Ford Thunderbird Convertible F-Code
184	2016	McLaren 675LT Spider
180	1958	Nash Metropolitan Convertible
183	1950	Plymouth Special Deluxe Coupe
190	1970	Plymouth Superbird
185	2019	Porsche 911 GT2 RS
189	1966	Shelby GT350H Fastback

