

THE LAS VEGAS MOTORCYCLE AUCTION

Thursday January 8, 2015
Bally's Las Vegas Hotel & Casino
Las Vegas, Nevada



Bonhams



THE LAS VEGAS MOTORCYCLE AUCTION

January 8, 2015

Memorabilia 10am

Motorcycles 11am

Bally's Las Vegas Hotel & Casino, The Grand Ballroom

Las Vegas, Nevada

BONHAMS

220 San Bruno Avenue
San Francisco, California 94103

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046

bonhams.com/vegas

PREVIEW & AUCTION LOCATION

Bally's Las Vegas Hotel & Casino
The Grand Ballroom
3645 Las Vegas Boulevard South
Las Vegas, Nevada 89109

PREVIEW

Wednesday January 7, 9am to 6pm

AUCTION TIMES

Thursday January 8
Memorabilia 10am
Motorcycles 11am

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From January 6 to 10, to reach us directly at Bally's In Las Vegas:
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+1 (415) 391 4040 (fax)
motorcycles.us@bonhams.com

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

Please see pages 2 to 3 and 251 to 252 for bidder information including conditions of sale, after-sale collection and shipment

AUCTION NUMBER: 22125

Lots 1 - 334

Automated Results Service
+1 (800) 223 2854 or
bonhams.com/vegas

ILLUSTRATIONS

Front cover: Lot 237
Inside front cover: Lot 196,
© Dan Mahony
Memorabilia session page: Lot 39
Motorcycles session page: Lot 180
Back inside cover: Lot 171
Back cover: Lot 154

Bonhams

220 San Bruno Avenue
San Francisco, California 94103
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BUYER INFORMATION

CONDITIONS OF SALE AND DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

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

ADMISSION TO PREVIEW AND AUCTION

All Bonhams auctions are open to the public. Catalogs can be purchased in advance and we ask that you please bring your catalog to the sale. Catalogs can be purchased at the auction venue. Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

BUYER'S PREMIUM, TAXES AND LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTORCYCLE property the premium is 15% on the first \$100,000 of the bid price and 10% of any amount by which the bid price exceeds \$100,000.

For MEMORABILIA and other non-motor vehicle property, the premium is 25% on the first \$100,000 of the bid price and 20% of the amount of the bid price above \$100,001 up to and including \$2,000,000 and 12% on any amount exceeding \$2,000,000.

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

Purchased lots picked up by an ICC licensed carrier and shipped to your home state or country are exempt from Nevada sales tax. However, any purchased lot shipped by an ICC carrier to the following states will be subject to applicable sales and/or use taxes unless exempt by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington State and Washington DC.

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

- 1. You are a licensed automobile or motorcycle dealer, who has provided a copy of your dealer's license. A completed resale certificate from your home state will also be required.**
- 2. A qualified non-resident of Nevada can purchase an \$8.25 drive away permit and complete the non-resident affidavit to avoid Nevada sales tax and pick up at the sale. Buyers must provide an out of state driver's license and social security number to qualify for this exemption.**

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

MOTOR VEHICLE CUSTOMS DUTY

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

BIDDER REGISTRATION

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

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Saturday January 10.

ESTIMATES

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

RESERVES

The seller may place a reserve on his/her property, which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential. The symbol ϕ next to a Memorabilia lot number Indicates a lot being sold without a reserve.

BIDDING AT AUCTION

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

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

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

PAYMENT & COLLECTION OF LOTS

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

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (415) 861 8951 or to Bonhams at Bally's in Las Vegas at +1 (415) 391 4040 beginning Wednesday January 7 until sale day.

TELEPHONE BIDS

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

ONLINE BIDS AND BIDDING

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

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

CURRENCY CONVERTER

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

DAMAGE

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

PAYMENT

Payment for purchased lots must be made no later than *12pm on Saturday January 10*. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft), debit card with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bonhams is no longer offering a cash discount program.

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

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

PAYMENT & COLLECTION HOURS AT BALLY'S IN LAS VEGAS

Bonhams will be accepting payment during and after the auction on Thursday January 8. We will be open on Friday January 9 from 8.30am until 5pm, and again on Saturday January 10 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday January 10; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All Motorcycle and Memorabilia lots must be paid for and collected from the sale venue by *12pm on Saturday January 10*. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Saturday January 10. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

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

Uncollected Memorabilia lots will be removed to Box Brothers' Las Vegas location for shipment or for collection by buyer or third party agent. Instructions for collection from Box Brothers will be given to buyers at the time of payment. Box Brothers will be at the preview and auction to assist clients with shipping quotes. Removed Memorabilia lots will not be available for collection after 12pm on Saturday January 10 until Monday January 12 at 9am. Please note that uncollected Memorabilia lots that are removed to Box Brothers for storage or shipping are subject to uplift charges applied according to the size and fragility of a lot or lots. Lots are also subject to storage fees.

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

TRANSPORT AND SHIPPING

Representatives of Bonhams preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An agent may collect your purchases as long as they are removed from the auction site by 12pm Saturday January 10.

Schumacher Cargo Logistics
Land/Sea and Air Delivery Services
Contact: Warren Barnes
+1 (310) 626 7117, warren@sclusa.com

Box Brothers
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BONHAMS AT BALLY'S LAS VEGAS HOTEL & CASINO

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MEMORABILIA

Lots 1-87

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



REAL MOTO CLUB
DE CATALUNA

5^º GRAN PREMIO
INTERNACIONAL
DE BARCELONA
5 MAYO 1946.



2



3



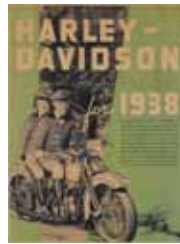
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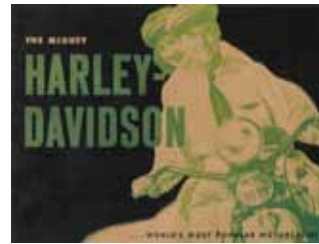
4 (detail)



5



6



7



8

MOTORCYCLE ART

1
A CORKY ONE SHEET MOVIE POSTER, 1972,
a MGM poster with a great narrative image.
Stamp on back that reads "Corky 1 SH 72/75".
*Approximate visual image 17 x 12 ins., overall
21½ x 16½ ins.*
\$75 - 150

2
A NURBURGRING POSTER, 1955,
original event poster, framed and glazed.
\$500 - 700

3
**A STAGED GROUPING OF ORIGINAL
INDIAN FACTORY PHOTOS,**
used to illustrate catalogs, ads etc. Originally
sold from the Jimmy Hill collection by J Wood
and Company.
\$300 - 500

4
**A LOT OF TWO FRANCORCHAMPS
POSTERS, 1958,**
two full color, original lithograph event posters,
both complete with tax stamps that lend to
their authenticity, both framed and glazed. *Both
approximate visual image 21 x 14 ins., overall
28½ x 21 ins.*
\$500 - 700

5
**AN EARLY BOARD-TRACK LITHOGRAPH
AFTER WADE,**
litho on paper, exciting imagery and bold colors
shows a grouping of board-track racers in a
turn, framed and glazed. *Visual image 19 x 9
ins., overall 23 x 19 ins.*
\$150 - 200

6
**AN ORIGINAL HARLEY-DAVIDSON
ADVERTISING POSTER FROM 1938,**
a good three color print with a graphic of a
young couple and monochrome image of a
young couple riding a Harley-Davidson, framed
and glazed. *Visual image 10¾ x 14½ ins.,
overall 20 x 14 ins.*
\$100 - 150

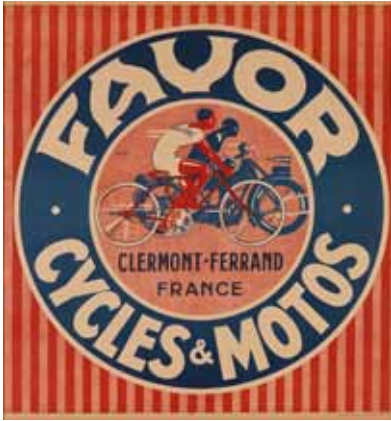
7
**AN ORIGINAL HARLEY-DAVIDSON
ADVERTISING POSTER FROM 1952,**
reads 'The Mighty Harley-Davidson...Worlds
Most Popular Motorcycle!', a good clean three
color print with a graphic image of a young
couple riding a Harley-Davidson, framed and
glazed. *Visual image 14¼ x 11 ins., overall
20½ x 16¼ ins.*
\$100 - 150

8
**AN ORIGINAL INDIAN MOTORCYCLE
ADVERTISING POSTER,**
early advertising poster, bold colors depict a young
couple on a lakeside ride, framed and glazed.
Visual image 14½ x 11 ins.; overall 15 x 20 ins.
\$100 - 150

9
**A FAVOR CYCLES & MOTOS POSTER,
CIRCA 1930,**
period original, multi-colored lithograph,
archival mounted, framed and glazed. *Visual
image 20 x 18 ins., overall 28 x 26 ins.*
\$200 - 300

10
**AN "ALCYON" MOTORCYCLE POSTER,
CIRCA 1920,**
advertising the victories of 1919 and 1920,
original fold lines and scuffs, professionally linen
backed. *21¾ x 17¾ ins.*
\$75 - 150

11
**A LIMITED EDITION DUCATI POSTER,
"RUBY RED",**
Limited edition print 539/850, signed by Carl
Fogarty and Ray Goldsbrough, celebrating
Fogarty's 40th World Superbike win at Donington
in 1997, framed and glazed. 539/850. *Visual
image 24 x 16 ins., overall 32 x 24 ins.*
\$100 - 150



9



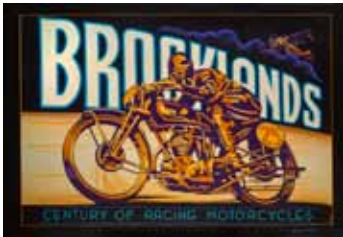
11



13



13 (detail)



18



19



20



21

12
A LOT OF FIVE DUCATI ADVERTISING PRINTS AND ONE LIMITED EDITION POSTER,
 lot includes original artistically framed manuals, posters, and prints. (5) *Approximate visual images 23 x 17; 15 x 11; 11 x 6 ins., overall 29 x 23; 21 x 17; 17 x 12 ins.*
\$150 - 300

13
TWO DUCATI EXPLODED ENGINE POSTERS, MODELS 125 AND 175,
 two very detailed posters that reveal a cut-away look at the internal components of these two engines, framed and glazed. *Both visual images are 24½ x 18½ ins., overall 33 x 27 ins.*
\$500 - 700

14
TONY UPSON: "FLAT TRACK MOTORCYCLE RACES",
 signed, modern acrylic on canvas, depicts a group of flat track racers at speed.
\$500 - 700

15
TONY UPSON: "CAFÉ RACER",
 signed, modern acrylic on canvas, depicts voluptuous cartoon style gal on café bike.
\$500 - 700

16
TONY UPSON: "INDIAN PIN-UP",
 signed, modern acrylic on canvas, depicts gorgeous pin-up girl on a classic Indian.
\$500 - 700

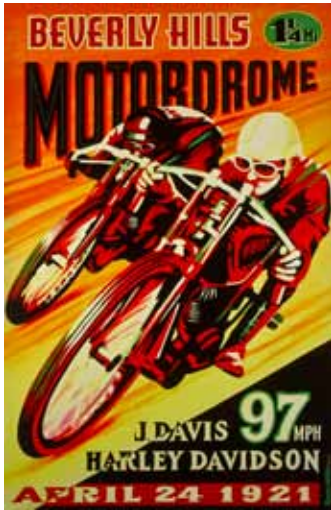
17
TONY UPSON: "T.T. ISLE OF MAN RACES",
 signed, modern acrylic on canvas, depicts a side-car team in a turn.
\$500 - 700

18
ROBERT CARTER: "BROOKLANDS",
 artist proof 2/25 canvas celebrating the centenary of motorcycle racing at the Concrete Oval. *36 x 54 ins.*
\$800 - 900

19
ROBERT CARTER: "SUPERCHARGED VINCENT",
 signed monochrome image of a Vincent leaving the line at Santa Pod, U.K., framed and glazed. *18 x 24 ins.*
\$100 - 300

20
ROBERT CARTER: "TWIN ENGINED NORTON",
 signed monochrome image of a Norton at Santa Pod, U.K. in the early 70's, framed and glazed. *18 x 24 ins.*
\$100 - 300

21
ROBERT CARTER: "SUPERCHARGED TRIUMPH",
 signed monochrome image of a blown Triumph at Santa Pod, U.K. *18 x 24 ins.*
\$100 - 300



22

22
ROBERT CARTER:
"BEVERLY HILLS MOTORDROME",
artist proof 2/25 canvas showing Jim Davis
winning the 1921 50 mile Championship Race
on a Harley Davidson at the 1¼ mile L.A.
Boardtrack. 36 x 54 ins.
\$800 - 900



23

23
ROBERT CARTER: **"INDIAN 8 VALVE"**,
artist proof 5/25 canvas depicting Paul
Anderson's 1925 World Record attempt in
France. 36 x 54 ins.
\$800 - 900



24

24
ROBERT CARTER:
"VINCENT AT MONTLHERY",
artist proof 2/25 canvas commemorating the
Black Shadow shattering 8 World Records in
1952, including the 1,000km at 100.8 mph,
earning the title: Worlds Fastest Standard
Motorcycle. 36 x 58 ins.
\$800 - 900



25

25
ROBERT CARTER: **"HARLEY PEASHOOTER"**,
oil on canvas, original celebrating Joe Petrali
winning all five races in one day, including the
25 mile National Championship Race at the one
mile New York dirt track. 48 x 72 ins.
\$8,000 - 10,000

26
A RARE 'THE DAYTON CYCLES'
ADVERTISING POSTER - 'AMERICA'S
FINEST WHEEL', CIRCA 1898,
a full color lithograph on paper, gilded
decorative lining to the margin, printed by Gies
& Co, Buffalo, New York, professionally linen
mounted, 42 x 28 ins.
\$1,000 - 1,500

27
A LARGE 'AMERICAN CRESCENT CYCLES'
ADVERTISING POSTER, CIRCA 1898,
a full color lithograph on paper, after Misti
(Ferdinand Mifliez, 1965-1922), depicting a lady
with her cycle against a crescent moon and
national flag of America, printed by Schneider
& Bouillet, Paris, professionally linen mounted,
60 x 42 ins.
\$1,000 - 1,500

28
A HARLEY-DAVIDSON 1957 COMPETITION
MODELS POSTER,
incredibly rare original advertising poster,
professionally linen mounted, 17 x 11 ins.
\$700 - 900

29
A 1935 HARLEY DAVIDSON FULL LINE
FOLDED BROCHURE/POSTER,
original mailer was sent from Milwaukee, with
the original stamp still affixed which lends to its
authenticity. Each panel has more information
as well as specifications. Could be framed as
a poster or left as a folder. In truly remarkable
condition with clear and vibrant colors.
\$300 - 500

30
A HARLEY-DAVIDSON 1935 POSTER,
wonderful dealer display poster, virtually NOS
condition, professionally linen mounted. 12
x 18 ins.
\$800 - 1,000

31
A L'HUILE AEROSHELL POSTER, WORLD
FAMOUS DESIGN, CIRCA 1930,
a rare photo montage for a French Shell
motorcycle advertisement, professionally
mounted on archival linen. 30.5 x 45.3 ins.
\$1,500 - 2,000

32
A 12 HOURS INTERNATIONAL
MONTJUICH POSTER, 1959,
dynamic art by Beltran Botill of the speeding
motorcycle, professionally linen mounted.
16.5 x 23.9 ins.
\$2,000 - 4,000

33
A MOTORCYCLE CLUB DE FRANCE
"SPORT OU TOURISME" POSTER, 1935,
world famous artwork by Geo Ham, along with
a very rare imprint, professionally linen mounted.
11.9 x 15.8 ins.
\$1,000 - 1,200

34
A MOTORCYCLE CLUB DE FRANCE
DIPLOMA, MOVING ART BY GEO HAM...BUT
OF CARS INSTEAD OF MOTORCYCLES!,
this is a "diploma" awaiting the individual
inscription. 12.5 x 19.5 ins.
\$300 - 500

35
A MOTORCYCLE CLUB DE FRANCE
DIPLOMA, 1930'S,
this is a "diploma" awaiting the individual
inscription. Multi-colored litho, professionally
linen backed. 13 x 19.6 ins.
\$400 - 600

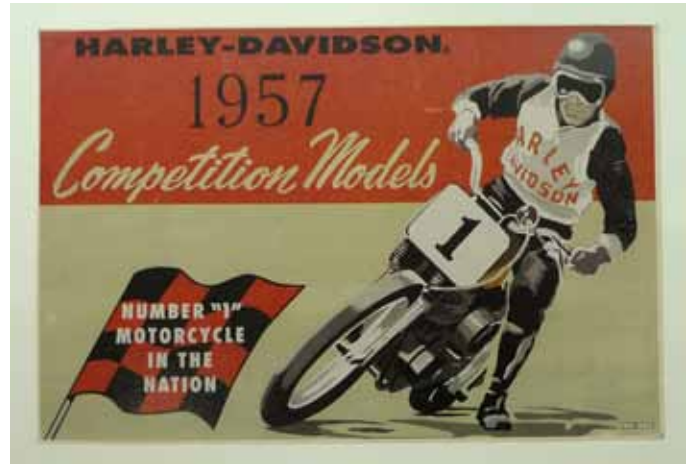
36
A GRAND PRIX BERN POSTER, 1947,
the first running of this event after the war, with
unique color combination; outstanding artwork
by E. Ruprecht. 35.5 x 50.1 ins.
\$7,000 - 9,000



26



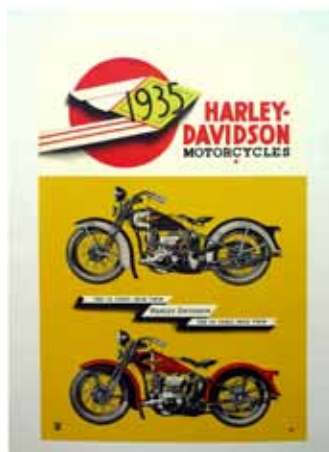
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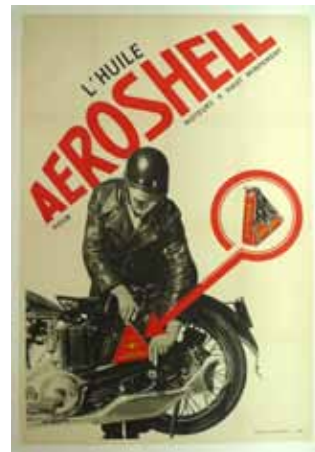
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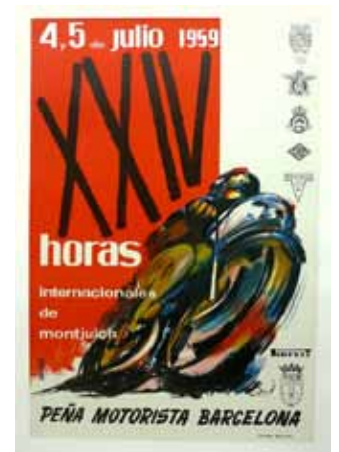
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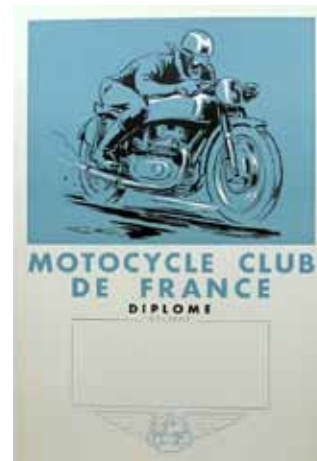
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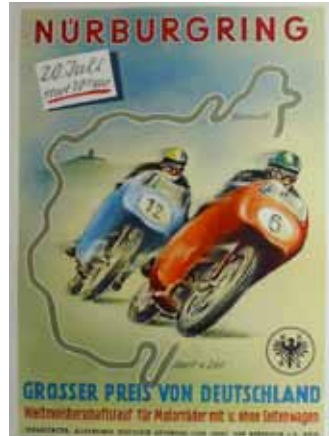
35



36



37



38



39



46



40



45

FINE COLLECTIBLES

37
AN EXTREMELY RARE GROSSER PREIS VON EUROPA POSTER, 1937,
 dynamic art by Ruprecht of the speeding motorcycle racer at the Bern track, professionally linen mounted. *35.5 x 49.7 ins.*
\$15,000 - 18,000

38
A NURBURGRING MOTORCYCLE EVENT POSTER, 1958,
 this the super-rare larger format. *24 x 34 ins.*
\$1,500 - 2,000

39
A 5TH GRAN PREMIO DE BARCELONA POSTER, 1946,
 fantastic art by Morell for this very early post-war motorcycle race at Circuito de Montjuich, professionally linen mounted. *19.25 x 27.2 ins.*
\$3,000 - 5,000

40
A GROSSTE ERFOLG, NSU POSTER, 1953,
 with art by Walter Gotschke [signature in lower left with '53]; celebrates their championships, professionally linen mounted. *57 x 26.1 ins.*
\$700 - 900

41
A GROUPING OF ED 'BIG DADDY' ROTH ILLUSTRATIONS
 t-shirt art designs, print ads and re-worked originals.
\$300 - 500

42
A GROUPING OF ROBERT WILLIAMS ART AND POSTERS,
 group includes original event posters and sketches done in collaboration with Ed Roth.
\$300 - 500

43
A GROUPING OF ED 'BIG DADDY' ROTH ILLUSTRATIONS
 t-shirt art designs, print ads and re-worked originals.
\$300 - 500

44
THE ART & IMAGERY OF ROBERT WILLIAMS PORTFOLIO, COPY, 1982,
 limited edition 1746 of 2000 copies, a staged grouping of glossy prints that include some of Rbt. Williams best work.
\$150 - 250

45
A HANDCRAFTED AND ENGRAVED POCKET KNIFE BY VON DUTCH,
 engraved by Von Dutch. Inscribed *Fabrikat VonDutch* on machine turned, locking blade and on reverse inscribed *Arbait Messer Einhand 4*. Engraved Iron Cross on butt of handle. Wooden, textured handle with brass that has been engraved as well.
\$4,000 - 6,000

46
"GOODBYE CRUEL WORLD" VON DUTCH FRAMED PRINT,
 signed by artist, colored lithograph of one of Von Dutch's most recognized works, matted, framed and glazed. *Visual image 13 x 16 ins., overall 21½ x 25 ins.*
\$800 - 1,200



47 (details)



47

47

A ULYSSE NARDIN WATCH HAND PAINTED BY VON DUTCH,

18K gold Ulysse Nardin watch circa late 50's vintage and with original dial that was custom painted by Von Dutch in the 1960s. Using, what could have only been a single hair brush, he transformed the face into a micro work of low-brow art. Found in the second sweep hand is the famous "Flying Eyeball" design that has become his trademark next to his notable signature, which only the "Von" remains at the lowest 6 o'clock position. The dial is original and patined, as is the case, and the manual wind movement. Could also benefit from service by a watchmaker and is not in working condition.

\$10,000 - 15,000

Originally purchased in Korea, 1954 by Pete Peterson. \$150 dollars paid for this expensive timepiece (of the day) that would eventually become immortalized by his friend "Dutch."

By happenstance the two had met playing Jazz at none other than Earl Bruce's club "The Big Top" in Los Angeles, 1956. The two soon became friends and would often be hanging around Von Dutch's day job at the shop. When work on the foreign cars was slow, Dutch would stay in the art, crafting and painting a variety of obscure and not-so-obscure objects. For example, the shops wall can only be described as "beyond surrealism."

One day Dutch looked at Pete's watch and said, "Pete, let me take a look at your watch." Pete's response, having a sense of where this was going said "Dutch, please don't mess with my watch. Its a very expensive watch." Often known for being a hard man to refuse Dutch said, "Give me the watch" and the watch was handed over.

Diving right in the Crystal and crown were removed. Shortly thereafter, without the use of magnification or even a jewelers loop, this free-hand creation was made. A true example of Von Dutch's artistry.



48

48

A HARLEY-DAVIDSON, BULOVA WRISTWATCH, 1959,

23J (Jewel) movement, rolled gold plate case, black and orange emblem on white face, self winding, waterproof, shock resistant, anti-magnetic, mint condition, with original brown band and original box. **\$600 - 800**



49

49

A HARLEY-DAVIDSON "GAS TANK", HAMPDEN 17J, 14K WHITE GOLD FILLED POCKETWATCH, AMERICAN, 1930'S,

a rare "Gas Tank" emblem model and white gold case. The movement is housed in a very ornate 10 year white gold filled case. The initial AH is ornately engraved on the back cover. The dial is double sunk porcelain type with ornate Arabic style hour markers surrounded by red color five minute markers. The dial is complimented with a set of Spade style hands and a glass crystal. **\$600 - 800**

50

A COLLECTION OF 32 PICTURES OF SCOTSMAN EWAN MCGREGOR AND ENGLISHMAN CHARLEY BOORMAN FROM THEIR LONG WAY DOWN MOTORCYCLE ODYSSEY,

professionally printed, framed and matted.

Long Way Down

After circumnavigating the world on their epic journey *Long Way Round*, actors, adventurers and pals Ewan McGregor (*Star Wars*, *Angels & Demons*, *Amelia*, *The Island*, *Moulin Rouge*) and Charley Boorman (*Emerald Forest*, *By Any Means*, *Race to Dakar*) began another great motorcycle expedition, *Long Way Down*.



50

Their new challenge took them on a 15,000-mile trek from the northernmost tip of Scotland, down to the southernmost tip of Africa. Riding through Western Europe and Eastern Africa, Ewan and Charley mixed their love of motorbikes with the irresistible lure of far-flung roads on the ultimate expedition, experiencing some of the most incredible natural and cultural wonders the world has to offer.

Photographic Exhibit

This collection was exclusively created for and unveiled at the 2008 Legend of the Motorcycle Concours d'Elegance near San Francisco, California, (an event at which both Ewan and Charley had been guest presenters) a full three months before the *Long Way Down* was officially released on TV, video or film.



52

With photographs generously provided by the producers of *Long Way Down*, the exhibit was curated by renowned celebrity photographer Timothy White and was featured with Charley's actual BMW R1200 GS motorcycle, shipped over from Britain especially for the display.

After the debut at Legend of the Motorcycle, the exhibit was displayed at the 2008 Laguna Seca Moto GP race, and then the Petersen Automotive Museum in Los Angeles.

This exclusive and professionally created exhibit has been viewed by millions of enthusiasts from around the world and is now being offered for sale with profits from the sale to be donated to UNICEF, a charity for which Ewan and Charley are both ambassadors.

27 photographs are 22 x 26in, five are 26 x 30in

\$5,000 - 7,000



53

51

A "C.C. AND COMPANY" MOVIE PRESS BOOK (AN AVCO EMBASSY EXHIBITORS' SHOWMANSHIP MANUAL), 1970,

starring Joe Namath and Ann-Margaret, this manual is full of exciting scenes and stories about the film. Also included, in the approximately 7 pages, are various advertisements of the film.

\$75 - 150



54

52

A FRANKLIN MINT DIORAMA OF THE 1903 HARLEY-DAVIDSON MOTORCYCLE "BIRTH OF A LEGEND" SCENE,

diorama depicts a scene from the very early days of Harley-Davidson production, motorcycle includes many movable pedals, levers and a spring-loaded real leather seat, pedals rotate to activate entire drive assembly, together with the "chain" that meshes with the teeth of the sprockets. Combined with a very detailed exterior of the first factory, 1:10 scale in original box, 5957/9500.

\$150 - 200



55



58



58 (reverse)



58 (details)



PARTS AND SPARES

53

A LOT OF THREE FRANKLIN MINT 1:10 SCALE HARLEY DAVIDSON MODELS, featuring a 1948 Panhead, Sportster, and a Knucklehead, all in original boxes. (3)
\$250 - 300

54

A LOT OF TWO 1:10 SCALE MODEL INDIAN MOTORCYCLES, one a 1942 Indian 442 from Franklin Mint, discontinued, limited edition, entirely hand-assembled, excellent "as-new" condition; *9-1/2 inch length; 5 inch overall height* together with a 1938 Indian Four by Danbury Mint, both in original boxes. (2)
\$250 - 300

55

A LOT OF FOUR 1:10 SCALE MOTORCYCLE MODELS, featuring a 1957 BMW and 1969 Triumph Bonneville from Franklin Mint, together with a Horex Regina Gelandeveriante from 1950-1951 and a Zundapp KS 601 "The Green Elephant" both by Schuco. All four in original boxes. (4)
\$300 - 400

56

A GROUPING OF MOSTLY 1970 ERA HONDA MOTORCYCLE SEATS, lot includes: Sport 65, C-70 Passport, CM 91 (Honda 90), S-90, CB 100 (two seats), CB 100, CB 350 (six seats), CL 350, CB 360 (two seats), CB 500 / 550 (three seats), CB 750 (two seats). (21)
\$250 - 350

57

A LOT OF 1970S ERA HONDA HANDLE BARS, used vintage Honda handle bars. (14 in total)
\$150 - 250

57A

A GOOD MOTOJUMBLER LOT FEATURING INDIAN, HARLEY-DAVIDSON AND VARIOUS ENGLISH MARQUE SPARES, consisting of items such as badges, meters, gas caps, a Vincent Owner's Handbook for models from 1935 by Floyd Clymer, vintage leather leggings and others. (Qty)
\$150 - 250

58

A VINCENT BLACK SERIES C SHADOW ENGINE, Engine Number: F10 AB/1B/6310
 This custom built Vincent Black Shadow engine with Satin Grey finish was the powerplant to a highly acclaimed custom machine. It was fully rebuilt by marque expert, Steve Hamel.
\$45,000 - 55,000



59



60



61



62



63



64



65



66

**59
A GROUP OF AMAL CARBURETORS AND ASSORTED VINCENT SPARES**

Appropriate for Vincent motorcycles
\$200 - 400

**60
AN ASSORTMENT OF VINCENT FRAME RELATED SPARES**

\$100 - 200

**61
THREE VINCENT TANK COVERS**

Appear to be NOS with Vincent branding.
\$100 - 200

**62
A VINCENT OIL TANK**

\$100 - 200

**63
A LARGE COLLECTION OF VINCENT HRD SPARES**

\$500 - 1,000

**64
A SMITHS CHRONOMETRIC 120 MPH SPEEDOMETER,**

appears to be NOS or rebuilt.
\$200 - 300

**65
A SMITHS CHRONOMETRIC 120 MPH SPEEDOMETER,**

includes several other units for parts.
\$100 - 200

**66
A LUCAS MAGNETO FOR A VINCENT MOTORCYCLE**

Appears freshly serviced and includes plug leads together with assorted spares.
\$200 - 300

**67
A MILLER GENERATOR AND ASSORTED SPARES FOR A VINCENT MOTORCYCLE**

\$100 - 200

**68
A SET OF WHITWORTH COMBINATION BOX WRENCHES**

Snap-On brand in original pouch
\$100 - 200

**69
A BLACKNELL SIDE CAR**

\$2,500 - 4,500

**70
A COMPLETE SET OF VINCENT OWNERS CLUB MAGAZINES,**

includes all issues from the first through 2012.
\$200 - 300

**71
A BELL BUBBLE VISOR HELMET**

Includes visor and original instructions
\$50 - 100

**72
A VINCENT FRONT WHEEL AND MISC. RIM**

\$100 - 200

**73
THREE VINCENT CHAIN GUARDS**

\$100 - 200

**74
THREE PAIR OF VINTAGE GOGGLES WITH ORIGINAL PACKAGING**

\$50 - 100

**75
A NOS ELDRIDGE SILENCER**

\$50 - 100

**76
AN ORIGINAL VINCENT TIMING COVER**

Stamped Et 62/1/1 c3c on verso
\$100 - 200

**77
AN ASSORTMENT OF VINCENT EXHAUST PIPES**

\$50 - 100

**78
AN ASSORTMENT OF FENDERS AND BRACKETS**

\$50 - 100

**79
A PAIR OF VINCENT FORK LEGS,**
one has damage at tip and includes a spring set.

\$100 - 200

**80
A VINCENT "BLACK SHADOW" 150MPH SPEEDOMETER,**

Smiths Chronometric showing 8360 miles with original packaging.

\$500 - 700

**81
A GROUP OF VINCENT SHOCK ABSORBERS**

\$100 - 200



69



69 (detail)



69 (detail)



67



68



71



72



73



74



75



76



77



78



79



80



81

82

ROBERT GENN PAINTING OF JOHN EDGAR'S VINCENT,

of the "Bathing Suit" Vincent that streaked across the Bonneville Salt Flats to set a speed record, is one of the most famous motorcycles in the world, then John Edgar is the man behind that fame. He was the owner of a car racing team but desperately wanted to possess the fastest motorcycle in America, and with the help of a visiting Phil Vincent dreamed up the idea of a special Black Shadow to lift the record from Harley-Davidson. Rider Rollie Free did just that on September 13, 1948, going 150.313 mph while stripped down to his swim trunks to lessen wind resistance, all of it captured on film in one of the great racing photos of all time.

Edgar commissioned Robert Genn, graduate of a Detroit art school, to paint a picture of his bike, in road race guise and with streamlined bodywork intended to let the Vincent go even faster at Bonneville, but which never materialized. The completed painting hung behind Edgar's office desk until his death in 1972. It was purchased from his son William. Says Harris, "Without John Edgar, there would have been no Bathing Suit Bike, nor the famous picture of Rollie Free."

\$5,000 - 6,000

83

2006 BRONZE SCULPTURE, FLAT OUT, JEFF DECKER, #9

In 1999, in preparation for creating this bronze, noted motorsports sculptor Jeff Decker visited Herb Harris in Austin, Texas to examine up close the Vincent "Bathing Suit Bike," then owned by Harris. The Harris collection's example is no. 9 of 21 in the series, that number picked because the record was set in September, the ninth month, and the Vincent's engine sequence started with "900".

\$10,000 - 15,000

84

1928 H.R.D COMPANY BILL OF SALE DOCUMENT

Why were his motorcycles called H.R.D. Vincents? Upon seeing the concept drawings created by a young Philip Vincent, the editors-in-chief of both weekly motorcycle magazines in Britain advised him not to name the motorcycles Vincents, but instead to purchase an existing name from a defunct motorcycle-maker with which the public would be more familiar. Vincent had long admired Howard Raymond Davies (H.R.D.) as both a TT rider and a constructor, Davies being the only Isle of Man winner on a motorcycle of his own design and manufacture. Vincent discovered that the recently expired H.R.D. company name and remaining inventory, mainly frame lugs, could be purchased from Ernie Humphreys of OK Supreme.

The original bill of sale from OK Supreme in favor of William Vincent, Philips's father (Vincent was too young to qualify for the purchase), is on a one-page letterhead dated May, 1928. It is genuine, purchased from Vincent's estate which was in the hands of his daughter, Diedre Vincent-Day.

\$4,000 - 6,000



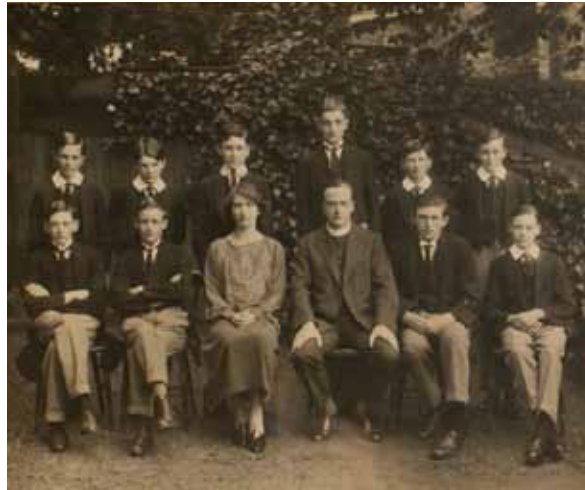
82



83



84



85



86



87

85 1920 HARROW SCHOOL PHOTOGRAPH OF PHILIP VINCENT

Young Philip Vincent was a graduate of England's Harrow School, a well-respected boarding school in northwest London. In this original photograph he is pictured with his classmates, house mother and housemaster. The image reflects the determination of the soon-to-be-famous motorcycle builder.

\$500 - 1,000

86 1904 PHOTOGRAPH OF ROLLIE FREE

Original photograph of 4-year-old Rollie Free, who 44 years later would become one of the most beloved characters in Vincent motorcycle lore when he rode the famous "Bathing Suit Bike" past 150mph. Still in the original frame, from the estate of Rollie Free, presented to Herb Harris by Free friend and protégé Mike Parti, Honorary Member of the Vincent Owners Club.

\$500 - 1,000

87 PHILIP CONRAD VINCENT 1928 ORIGINAL CONCEPT DRAWINGS (2)

Philip Vincent studied engineering at King's College, Cambridge in the late 1920s, where he developed a concept for a revolutionary cantilevered rear suspension system. Convinced it was an important advance in the development of future motorcycles he sought a patent for it, and the setup was used on every Vincent motorcycle ever manufactured. Many motorcycles use similar suspension concepts today.

Vincent, in 1927 or '28, drew two motorcycles, one large-displacement and one small, that illustrated his suspension. The two drawings, in color, were taken to a framer in Cambridge, where they were framed as they appear today. Each picture measures 24 x 12in. The larger-engined example is labeled, 45 H.P. VINCENT – JAP 'Southport' Model, while the small two-stroke model is called, 172cc VINCENT – Villiers 'Midget' Model. Both front license plates bear a V 1928 designation. The pair was produced by Vincent for the purpose of showing his radical rear suspension across a range of motorcycles he proposed to build. These drawings were taken to London and shown to the editors of the two weekly motorcycle magazines of the day for their reaction and advice.

The images are the work of a young Philip Vincent before his motorcycles became world famous, but they certainly serve notice of what is to come. According to his only child Diedre, the illustrations were stored in later years in his attic. Harris became aware of the important artwork and negotiated for their purchase in 2002. Both are original and undamaged, accompanied by a detailed and signed statement from Ms. Diedre Vincent-Day (her married name at the time of the sale).

\$175,000 - 225,000



MOTORCYCLES

Lots 101-334

Additional images for each lot can
be found at [Bonhams.com/vegas](https://www.bonhams.com/vegas)





101

1981 HONDA C70 PASSPORT

Frame no. DAO10XBS124322

Engine no. DAO1E2124449

Enlarged version of the Super Cub 50, part of a Honda step-through series that ranks with the Ford Model T, Volkswagen Beetle and Vespa scooter as a world-class people mover.

\$1,000 - 1,500

Without reserve

Please note that this motorcycle is titled with frame number JH2DA010XBS124322.

101



102

1980 HONDA C70 PASSPORT

Frame no. DAO109BS107222

Engine no. DAO1E2107107

Honda's C100 Cub had immense sales success worldwide from the 1960s onward. By 1970 the range had expanded to include 50, 70 and 90cc models, all sharing the same basic frame, engine and running gear, always with an automatic clutch. Still in production around the world, these little Hondas hold the motor vehicle production record, over 25 million having been made.

\$1,000 - 1,500

Without reserve

102



103

1982 HONDA C70 PASSPORT

Frame no. DAO10XCS202678

Engine no. DAO1E2202709

When a gas crisis hit the U.S. in the early 1980s, Honda's ad writers were ready. Besides playing up the convenience of electric starting and an automatic clutch, the Passport's possible 130mpg fuel economy was featured prominently. The ad's tagline summed it up nicely: "The Honda Passport. For those trips that are too big for the feet and too small for the car."

\$1,000 - 1,500

Without reserve

103

Please note that this motorcycle is titled with frame number JH2DA010XCS202678.

104

1972 HONDA CB175

Frame no. CB1757005725

Engine no. CB175E7005677

Introduced in 1968, two years after the CD175 touring version, the Honda CB175 sports roadster superseded the old CB160 and came with a tubular spine frame, twin carburetors and a five-speed gearbox. Back in 1973 *Bike* magazine found theirs surprisingly capable for a lightweight: 'For tooling around town, the Honda's ideal transport'.

\$1,500 - 2,000

Without reserve



104

105

1973 HONDA CD175

Frame no. CD1753017655

Engine no. CD175E3018131

The original Honda 175 was a beam-framed, twin-cylinder, utility machine which sold well, making it clear that there was a good market for a twin for commuting and leisure. The successor machine, also a CD175, was a substantially-restyled model having much more in common with the sporty CB ranges, sales rising accordingly.

\$1,500 - 2,000

Without reserve



105



106

1964 HARLEY-DAVIDSON FL DUO-GLIDE PANHEAD

Engine no. 64FL4264

If ever a motorcycle begged to be taken out on the American highway, it's a two-tone Panhead Harley with lots of chrome and a big, comfy tractor-style saddle. The FL designation indicates the 74ci (1200cc) iteration of the Panhead motor, which by 1964 was nearing the end of its run. The next year would be the last for the famous V twin with its cake-pan valve covers, which for 18 years had been The Motor Company's flagship powerplant. And, in fact, this is the final model year for the Duo-Glide, as the 1965 bike fitted with a new electric starter was called the Electra Glide.

This Duo-Glide shows some typical period accessories, including a chromed luggage rack, crash guards, front fender bars and headlight eyebrow. Chromed rims and wide whitewall tires cap off the cosmetics. Electrics have been upgraded to a 12-volt system. Both the engine and gearbox have been freshened, while total mileage since new is 6,473.

\$10,000 - 13,000

Without reserve

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





107

1988 HARLEY-DAVIDSON FXSTS SPRINGER SOFTAIL 85TH ANNIVERSARY

Frame no. 1HD1BLL11JY024250

Engine no. BLLJ024250

The year 1988 marked The Motor Company's 85th anniversary, and in a move that has now become familiar, Harley-Davidson celebrated the event by producing a limited-edition series of motorcycles with special paint and trim pieces, sort of the ultimate full-size collectible. Cosmetically the 85th Anniversary Springer was differentiated from standard models by its paint and graphics, though those changes were more subtle than in Harley anniversary models to follow.

Bigger news for the 1988 bikes was fitment of a springer fork that gave the bike its model name. This was a modern interpretation of the fork style fitted to Harleys before the 1949 introduction of the Hydra Glide front end, brought up to date with a leading-link arrangement and a hydraulic shock augmenting the exposed springs. This retro-looking front end matched well with the Softail frame first used in 1984, its twin shocks hidden beneath the engine to give the look of an old-time rigid.

This 85th Anniversary Springer, number 859 of 1,450 produced, was shipped new to Baxter's Harley-Davidson in Gallipolis, Ohio, where it remained on display in the dealership's showroom until 2009. Today it shows just 902 original miles.

\$9,000 - 12,000
Without reserve





108

1997 HARLEY-DAVIDSON FLSTS HERITAGE SOFTAIL SPRINGER

Frame no. 1HD1BRL10VY052971

Engine no. BRLV052971

It's a proven marketing technique for manufacturers to look back at their own past to find inspiration for current models. Think VW's new Beetle or more recently the re-envisioned Fiat 500. Closer to home we have the new Triumph Bonneville, always near the top of that company's best-seller list, and the many attempts to restart Indian – the latest, with Polaris money backing it, looking like a success. No other company, though, has mined its own heritage more effectively than Harley-Davidson. A look at the 2015 catalog shows that almost all of Harley's air-cooled V twins owe more than a slight styling nod to H-D models from the past century.

Perhaps the high-water for Harley retro-bikes came in 1997 with the introduction of the Heritage Springer, which mated the company's updated second-generation springer fork with full-fender styling straight out of the Eisenhower era.

The wayback look was not lost on the editors of Motorcycle Cruiser magazine, calling the bike a "time traveler" and noting its "thrilling-days-of-yesteryear styling." They went on to say, "The machine certainly starts conversations. Few people walk past it without pausing to look... It is unique. It can't be mistaken for any other machine, not even another Harley."

One of two 1997 Heritage Springers in the collection, this example was acquired from its first owner, showing just 4,467 well-maintained miles on the odometer.

\$6,000 - 8,000

Without reserve





109

2006 HARLEY-DAVIDSON FXD DYNA SUPER GLIDE 35TH ANNIVERSARY

Frame no. 1HD1GW1106K321400

Engine no. GW16321400

Another of the collection's wide range of commemorative Harley models, this homage to the original Super Glide is number 2,920 of 3,500 produced in 2006. The 35th Anniversary Super Glide is cosmetically similar to the 1971 FX, though that bike's controversial boat-tail seat-fender combo didn't make the trip. The patriotic "Sparkling America" paint scheme is present, however, as appealing now as it was then.

Said hall-of-fame moto-journalist Cook Neilson in testing the 2006 reincarnation, "This Super Glide is great looking; I know because about 2 million people have told me so, and I agree with all of them. Paint and chrome are deep and immaculate." Neilson had tested the first FX for Cycle magazine in 1971, famously standing on its saddle while in motion for a photograph, wearing a stars-and-stripes helmet and Capt. America T-shirt. The new bike moved Neilson emotionally: "All experiences with a Harley are intimate ones because of the bike's involving nature and its presence," he wrote. "You may be by yourself on this creature, but you're never alone."

Though its roots were in the past, Harley chose the 2006 Super Glide to introduce the new six-speed Cruise Drive transmission, while the fuel-injected 1450cc Twin Cam 88 engine received a special chrome-and-silver treatment. Purchased from the original owner, the bike is near-mint and shows just 150 miles on the odometer.

\$6,000 - 9,000
Without reserve





110
Ex-AMA Champ, Will Harding
**1966 TRIUMPH BONNEVILLE
 TT SPECIAL**

Frame no. T120TTDU31228
 Engine no. T120TTDU31228

Originally conceived for the 1963 model year, by west coast distributor Bill Johnson of Johnson Motors, the TT was a high performance, factory race bike, stripped down and performance tuned to fill the niche markets of off-road racing through the Mojave Desert. Modified Triumphs were already finding considerable success – flat track and TT’s, scrambles, desert, hare and hound.

Beginning with and improving upon their street legal motorcycles offered at the time, the Triumph factory racer came with higher compression pistons, hotter camshafts and a high output ignition system, to produce 54hp at 6,500 rpm. Closer ratio gears were installed in the four speed gearbox, chain drive sprocket ratios were altered, and larger diameter exhaust pipes were tucked under the frame, without mufflers. Aluminum, or more durable stainless steel fenders replaced the street items. Lights, fork lock and speedometer were deleted and only a tachometer was fitted. The forks received special springs and internal valving. These stripped down bikes weighed 350 pounds, some 30 pounds lighter than the stock configuration.

The bike offered was originally owned by founding member of ARHMA, Will Harding. Harding raced successfully from the 1960s through to the 1980s, attaining a national number and winning in AMA National Road Races in the Superbike class. He ranked top 10 in the AMA in the '70s and 80s, winning 14 national championships in the vintage series.



Racing in the AMA Pro series, Harding was to compete in various disciplines and the motorcycle offered here was used for the dirt portion of the competition in the dirt track and TT events. Shrouded in his success, the bike then languished in storage, until liberated by the vendor. Embarking on a full nut and bolt restoration, performed by Will Harding’s mechanic and race tech, using new old stock parts where needed. In correct White with Orange stripes, this 1966 TT Special affords the opportunity to own one of the greatest Triumphs designed and built, steeped in racing history.
\$14,000 - 17,000

Offered on a Bill of Sale.



111

Don Harrell restoration

1970 TRIUMPH TROPHY TR6C

Frame no. CD45639TR6C

Engine no. CD45639TR6C

1970 is considered a pivotal year for Triumph motorcycle design. It was the last year of what many considered some of the greatest motorcycles ever made. Although it lies in the shadow of its big sister, the Bonneville, the 1970 TR6 is probably one of the most rider-friendly and versatile Triumphs made in the modern era.

In 1970, Triumph offered two variants of the TR6 - the C model, primarily intended for dual purpose riding - and the R model for every day street and touring use. The 1970 650 single carburetor twins reached the zenith of pre oil-in-frame development with features such as a progressive and powerful dual leading shoe front brake, light throttle operation and a change to an American SAE thread form on all fasteners. This change alone greatly assisted dealers and owners alike in servicing the motorcycle. Other changes specific to this year include a revised rear passenger grab rail, very audible horns, and a significantly improved engine breathing system. 1970 was the only year to incorporate a pair of removable front engine mounting plates that made engine removal and installation an easy task.

The TR6 of this year also features a fuel tank with a larger capacity than the Bonneville to further enhance its touring capability. In the performance department, the TR6 will run only a few miles an hour shy of the



Bonneville's top speed (around 100 miles per hour), acceleration is on an almost even par easily through third gear and fuel economy is exceptional with 60+ miles per gallon not unheard of. The timeless styling of this motorcycle, its throaty exhaust note and overall reliability make this a very rideable and desirable collector motorcycle.

The example of Triumph's great TR6C offered here was the subject of a Don Harrell restoration, a marque expert that needs little introduction. At his hand, the motorcycle was stripped and attention given to every component and the result is a beautifully presented bike, worthy of its concours successes. Un-started and un-ridden but for concours judges, the bike has been on static display as part of an exceptional collection. **\$8,000 - 12,000**



112
1953 HARLEY-DAVIDSON K-MODEL

Frame no. 53K1956
Engine no. 53K1956

The new Flathead V-twin K-Model was introduced in 1952 as Milwaukee's answer to the growing popularity of lighter weight British bikes among American riders.

A bold step into the future for Harley-Davidson, the K-Model had unit-construction engine/gearbox and hydraulic suspension at each end – both firsts for the Motor Company. At around 200lbs. lighter than the Panhead, and with its 750cc engine producing about 30bhp, the K-Model was quick, sporty and offered superb handling and soon became the go-to choice for flat track racing, not to mention respectable members of America's burgeoning post-war middle class.

An immediate success, subsequent years would see the introduction of more powerful K-Models, such as the KK, the KH and KHK, with the entire line eventually evolving into what would become the everlasting Sportster.

This motorcycle is reported to be in very good condition. Purchased by the current vendor in 2007, the engine had been completely rebuilt and has covered less than 200 miles since that time. Repainted its beautiful red color, other improvements include the installation of a correct tank and lots of period-correct custom chrome, such as heads, oil tank, shock covers and drag pipes. The bike won 2nd place at the 2003 Donnie Smith Invitational and, apart from its speedometer in need of repair, appears to be a first-rate example of a second year K-Model. This California titled 1953 motorcycle also comes with its original owners manual and parts catalog.
\$10,000 - 14,000





113

c.1916 CLEVELAND 13.5ci LIGHTWEIGHT

Engine no. 10873

The Cleveland Motorcycle Manufacturing Company, of Cleveland, Ohio was in business from 1915 to 1929, commencing modestly enough with a single-cylinder two-stroke lightweight before progressing to a mighty 61ci four. Built between 1915 and 1924, the 13.5ci (221cc) two-stroke was unusual in mounting its engine with the crankshaft inline with the frame, a sensible arrangement for a shaft-driven motorcycle but one that necessitated a worm gear to turn the drive through 90 degrees on the chain-driven Cleveland. Early models lacked a kick-starter, which was adopted for 1917, while subsequent improvements included a combined fuel/oil tank, battery electrics and foot-boards instead of pegs. All models had two-speed transmission and a front fork copied from the British 'baby' Triumph.

The two-stroke's replacement for 1925 was a 21.25ci (348cc) single-cylinder four-stroke 'flat head' that failed miserably in the face of competition from the Indian Prince.

Changing tack, Cleveland came back with a 36.6ci (600cc) T-head four - a close copy of the defunct Pierce - which was followed by 45ci (750cc) and 61ci (1,000cc) F-head models as the decade progressed. In its ultimate, Century incarnation, Cleveland's biggest four was a genuine 100mph machine, but its arrival in 1929 ahead of the Wall Street Crash came too late to save Cleveland, which ceased motorcycle manufacture later that same year.

Described as a 'cosmetic restoration', this rare Cleveland motorcycle was purchased at Bonhams' sale of the Richard C Paine Jr. Collection at Owls Head, Maine in September 2008 (Lot 811). Since acquisition the machine has formed part of the Fabergé Museum collection in Germany and will require re-commissioning and safety checks prior to returning to the road following a period of static display. It is offered with (copy) bill of sale recording the change of ownership from Donald A Stewart by Richard C Paine Jr in February 1987 as part of a group purchase of machines.
\$14,000 - 15,000

Offered on a bill of sale.



114

1916 EXCELSIOR 61ci BIG X

Engine no. 86652

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

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

For America’s earliest motorcycles both speed and endurance were promotional necessities and Excelsior had plenty of both. Example: In

1912, an Excelsior was the first motorcycle to be officially timed at a speed of 100 mph. Ignaz Schwinn took Excelsior beyond just “good racing bikes” to become the stuff of legend. Ease of use and comfort became as important. Racing successes were replaced by “The Kumfort Kusion seat post and cradle spring fork absorb jars”.

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

This example was restored over many years by the seller, a talented Kentucky restorer, who purchased it at a Antique Motorcycle Club meet 15 years ago. Then, it was a “rust ball” that would barely “push around” but it was just about complete.

\$50,000 - 60,000



115

1942 HARLEY-DAVIDSON WLA

Engine no. 42WLA41288

Introduced in 1929 as a competitor to Indian's successful 750cc "flat head" v-twin, the Harley-Davidson Model D - better known as the "45" (its capacity in cubic inches) - really took off when the USA's entry into WWII created an unprecedented demand for military motorcycles, around 90,000 of the WL (military) version – nicknamed the "Liberator" - rolling off the Milwaukee, Wisconsin production lines before hostilities ceased. After rigorous testing in 1939, the US Army ordered its first batch of WLs in March 1940, with further substantial orders of machines from South Africa and Great Britain following soon after. These military Harleys benefited from the new aluminum cylinder heads fitted to the civilian version from 1939 and came with a full complement of equipment including D-shaped foot-boards, crash bars, skid plates, cargo racks and panniers. Designated WLA (Army) or WLC (Canadian-built), the Harley 45 saw action in just about every theater of war. "De-mobbed" Harleys helped meet the upsurge in demand for motorcycles in the immediate post-war years, doing much to establish the marque's reputation worldwide. However, WLA production started again in 1950 for Korean War active service having stopped after WWII, and finished in 1952.

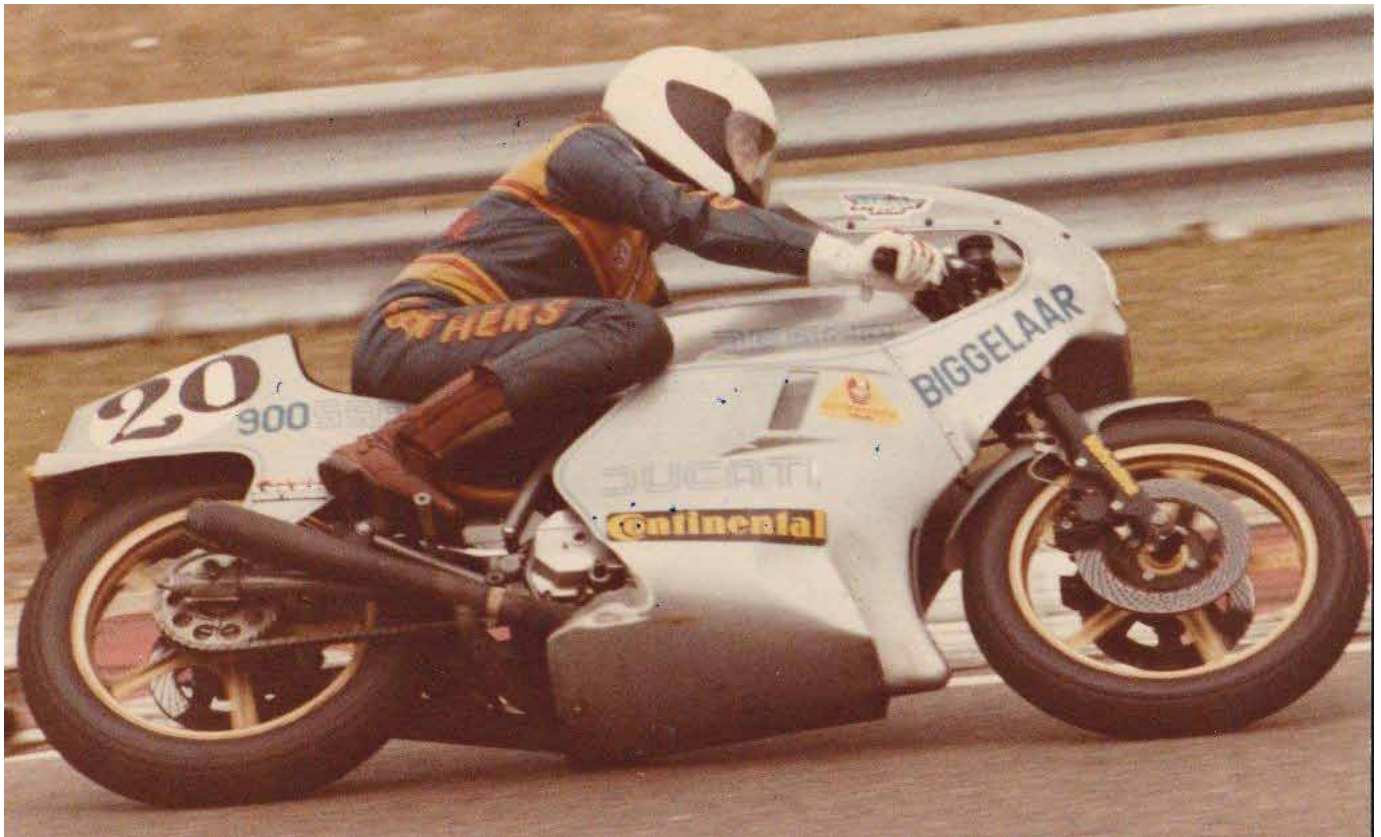
The WLA's motor was a 45ci or 739cc, 45-degree flathead or side-valve v-twin which built itself a massive reputation for ease-of-use, both riding and maintenance, and longevity, and thus was perfect for winning wars. Developed from the earlier R-series of motors current between 1932 and 1936, the W-series, or family, of motors was arguably one of Harley's true benchmarks. "L" meant high compression (there was a low compression version – lower than the stock motor's 5:1 - but it was redundant and didn't last).



This WLA was purchased by the current owner after restoration in Europe, using new old stock parts wherever possible with insignia and equipment that copied the outfit that the seller's father would have ridden somewhere in Europe, as a Master Sergeant in the Motor Pool. The 45 is an easy start, and both idles and runs well, and the whole bike is presented in mint condition. It comes complete with a Thompson machine-non-gun – it has been made inactive. Total mileage is unknown but less than 100 since restoration.

\$16,000 - 20,000

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



116

One of three Battle of the Twins 900 SS's built and raced by Biggelaar in Holland

**1979 DUCATI BIGGELAAR
864cc 900SSR**

Frame no. DM860SS 088609

Engine no. DM860 088822

Generally considered to be the definitive cafe racer of the 1970s, Ducati's 900 SS was introduced in 1975, remaining in production until 1982. Race-bred, following Ducati's success at Imola in 1972, the 900 SS was produced alongside the equally legendary 750 SS. Powered by an 864cc engine the 900 SS would rev to 7900rpm and its top speed was only for the fearless. Cast alloy wheels were introduced for the 900 SS, as was black and gold paint, in 1978 and in that year the model achieved highest acclaim with the return of Mike Hailwood to the Isle of Man TT and his legendary victory on that occasion on a factory prepared 900 SS.

Biggelaar Special Performance of Oisterwijk, Holland was opened in 1968 by Toon van der Biggelaar with his son Jan. Theirs was a tuning and machine shop with some focus on Ducati. They soon became a Ducati dealership and started racing. In 1979 they decided to tackle the Dutch Battle of the Twins series and built three stock-framed silver 900 SS race bikes. They referred to the race bikes as, naturally enough, the SSRs. This bike is believed to be SSR race #19 which ran only in 1979 and 1980, and mostly in Holland. Its promotional value was immense and Biggelaar grew accordingly.



After the season was over, #19 was parked in the back to be forgotten until the shop's 40th Anniversary in 2008 when it was completely disassembled and restored by Toine van den Biggelaar, Jan's son, now working in the shop, in celebration of the event. It is now offered exactly as raced – that is full race 864cc motor with 10:5 to 1 compression, Campagnolo wheels, and unique Biggelaar-designed bodywork - except for the addition of a non-stock-900 SS speedometer and lights. The bike was never registered when new and has only traveled 25km since restoration. It was re-freshed in 2013 by Advanced Motorsports of Dallas, Texas once acquired by the seller. **\$25,000 - 35,000**

Offered on a Bill of Sale.



117

1991 DUCATI 851 STRADA

Frame no. ZDM1HB6R3M8002306

Ing. Massimo Bordi once wrote "The history of the 916 is, first of all, the history of the Desmoquattro. We made the Desmoquattro engine back in 1986 to regain Ducati's competitiveness both on the race track and on the road against the four-cylinder Japanese machines." He might just as well have replaced the number "916" with "851" with equal emphasis. He continued, "The 851 and 888 gave their first successes in Superbike, and it must be remembered they also provided the technical basis for the 916..." and the rest of the family through to today's 1199 Panigale.

The Bordi designed 4-valve desmodromic, belt drive double overhead cam, liquid cooled, fuel injected 90-degree L- or V-twin was a masterstroke, installed in a similarly intelligent steel tube frame and all enclosing bodywork and was launched at the Milan Show in late 1987. First deliveries were not until June the following year. After one Pierre Terblanche-restyle production ceased in 1994 with the launch of the Massimo Tamburini 916. Ducati importation in the US was not as sophisticated then as it is now; the bikes were relatively hard to find and thus rare today. Only 255 851 Stradas were imported for 1991, 65 to California-only-spec.

With an engine capacity of 851 cc from a 92mm bore and 64mm stroke, the 1991 model has a 10.5:1 compression ratio and pumps out 91 horsepower at 9000rpm. With a dry weight of 438lb it was quoted as having a top speed of very nearly 150mph. For 1991, the inverted front fork was by Showa (41mm GD011), the rear shock an Ohlins DU 0060. The wheels were both 17in.



This bike was bought new by the seller in Chicago after a dealer search throughout the eastern seaboard and Mid-West. A resident of southern Indiana, he immediately hooked up with an expert riding group for regular Sunday morning rides. When that group broke up he entertained himself with the same 75-mile loop honing his skills covering (only) 8200-odd miles in his soon-to-be very skilled hands. In the middle of 2014 in preparation for its sale, this beautifully kept example was fully serviced which included new cam belts and a valve clearance check at Commonwealth Motorcycles, Louisville, Kentucky's Ducati dealership. **\$10,000 - 14,000**



118
Big D restoration using original and NOS parts
1967 TRIUMPH T120R BONNEVILLE

Frame no. T120R DU49007
 Engine no. T120R DU49007

When Keith Martin of Big D Cycle acquired a number of complete-but-rough motorcycles from the estate of a Texas collector, along with a large supply of NOS parts, his path was clear: Restore as many of the bikes as possible using the rare original parts on hand. The first two of those machines, freshly finished, are on offer here at Bonhams' 2015 Las Vegas auction.

Big D in Dallas, Texas, is a 2008 restart of the famous Triumph dealership and speed shop run by the late Jack Wilson, builder of the nitro-burning 650cc twin that in 1956 powered Stormy Mangham's streamliner, a.k.a. the "Texas Cee-gar," to 214 mph across the hard, dried-alkali surface of Utah's Great Salt Lake. That long-ago run gave Triumph its "World Fastest Motorcycle" motto and its most beloved model name: Bonneville. Martin, starting as a mechanic at Big D in 1986, had risen to become Wilson's right-hand man and a minority partner in the operation before striking out on his own. His restoration skills were thrust into the international spotlight in 2004 when he spearheaded the rebuild of the old Texas Cee-gar, a meltdown victim in Britain's National Motorcycle Museum fire. Following Jack Wilson's death, the Big D trade name became available and Martin resurrected the renowned shop, specializing in restoration and repair of classic old Britbikes.



A rusty roller when found, this now-pristine Bonneville 650, finished in the correct Aubergine Purple and Alaskan White, kept its original gas tank and fenders, repaired as needed and brought back to as-new. The original rims were rechromed and relaced. New old stock components from Triumph, Lucas and Amal were used as needed, all properly date-coded for the 1967 model year. Only the tires, seat cover, handlebars and exhaust system and not original to the bike or NOS, those consumable items replaced with top-quality reproductions.

Truly no detail was overlooked in making this as accurate a restoration as possible. Mr. Martin informs us that approximately 100 test miles have been logged, that the bike is well sorted and ready to ride or show.
\$16,000 - 18,000



119

Matching-numbers Big D restoration

1967 TRIUMPH BONNEVILLE TT SPECIAL

Frame no. T120TT DU45935

Engine no. T120TT DU45935

Second of our recently completed Big D Triumph restorations is this stunning 650 TT Special, a matching-numbers example from the last year of production, restored by Keith Martin and crew with mostly refurbished original components and appropriate date-code correct NOS parts.

Exclusively an American model, the TT Special was a pet project of Triumph's West Coast distributor Bill Johnson, who saw many of the streetbikes he sold being stripped for competition use in flat-track, scrambles and desert racing. Wanting to save customers the effort, the first TT Special in 1963 was a factory race platform, shorn of any road-going equipment. It came with higher-compression pistons, hotter camshafts and a high-output ignition system, giving an additional couple of horsepower over stock 650s. Closer-ratio gears were installed in the four-speed gearbox, final drive sprocket ratios were altered and larger-diameter exhaust pipes tucked under the frame without mufflers – what came to be known universally as TT pipes. Aluminum or more durable stainless-steel fenders replaced the street items. The forks received special springs and internal valving. These stripped-down bikes weighed a claimed 350 pounds, some 30 pounds lighter than the stock roadster.

Cycle World magazine was quite rightly impressed with their TT Special's turn of speed back in 1963, recording a top-end run of 123.5 mph with nothing more than jetting changes, and scorching the quarter-mile dragstrip in 13.34



seconds at 100 mph, hinting with that kind of performance not all TTs would be taken off road. "The performance-oriented rider, whether he intends to race or just likes a lot of power on tap, will be hard put to find more sheer flashing speed than is provided by the Bonneville TT Special," they wrote.

During this bike's rebuild process, Big D restored to like-new condition as many of the original parts as possible, keeping reproduction replacements to a bare minimum. The original stainless-steel fenders were heavily reworked before being polished to a showroom sheen, and even the original factory high-compression pistons were checked over and reused, with new rings fitted of course. Many period-correct NOS parts were employed. While the bike's lack of street gear prevented Big D's usual 100-mile shakedown run, this highly accurate TT Special has been started and ridden, enough to recheck torque settings and dial in carburetion.

\$18,000 - 20,000



120
 No. 066 of only 100 units made
1994 DUCATI 888 SPO LTD

Frame no. ZDM1HB7R1RB002035
 Plaque no. 066

Ducati was bought by Gianfranco and the late Claudio Castiglioni, founders of the Cagiva company, on May 1, 1985. The Cagiva name, the business founded in 1950 to produce “small metal components”, was a derivative of the family name, Claudio’s father’s name, Giovanni, and the business location, as in CAgstiglioni GioVanni VArese. The company had entered the motorcycle industry in 1978 and would own some of the most storied brands such as Ducati, MV Agusta, Moto Morini, and Husqvarna. In addition, they created some of the most handsome 500 GP racers that “almost made it”. In 1996, the Ducati brand was sold to the American Texas Pacific Group and in 2000 Cagiva was re-profiled as MV Agusta Motor, in turn, to be bought by Harley-Davidson – back to Varese and the ghost of Aermacchi – in 2008.

The 888 was the last fully developed Cagiva model just prior to its evolution into the world-changing 916. Massimo Bordi, for Cagiva, had designed the 4-valve, liquid cooled, dohc, fuel injected, belt cam drive, 90-degree V-twin motor although it was a young Pierre Terblanche who re-styled the bike in 1992. The launch of the beautiful 916 cost Cagiva more money than they had prompting the company’s sale in 1996. 916 post-launch-development is, therefore, on the shoulders of TPG/Ducati rather than Cagiva/Ducati. The 851/888 was a very successful superbike in its own right with World Superbike Championships in 1990, 1991, and 1992 - Raymond Roche in 1990 on an 851 and Doug Polen the next two years on an 888. And had significant sales around the world.



The 1993 American market 888 SPO Limited (Sport Production Omologato) followed the European same-year-SP5 race replica that was not legal in the USA. The US model demanded a Strada motor if it was to pass the EPA/DOT tests and so essentially this bike, a stock US-market 888 SPO Limited except for aftermarket carbon mufflers, has the single injector motor with a solo (mono) seat on a steel rear subframe, and Strada front end. 100 units were made in 1994, the series’ last year, to this specification of which 25 were further altered to meet the state of California’s unique requirements.

With approximately 8000 miles on the odometer the seller has given it all the necessary TLC over a number of years as an employee of a long time, Ducati dealership in the Midwest. It reportedly starts and runs very well.

\$10,000 - 14,000



121

"Goddess of the Hunt" with only 1770 miles

1966 DUCATI 250 DIANA MARK III

Frame no. DM250M395020

Engine no. DM250M395020

"Goddess of the Hunt" is the chapter heading for the story of this Ducati told within the pages of Tom Cotter's *Harley in the Barn – More Great Tales of Motorcycle Archaeology* (Motorbooks, 2012). It begins "With this discovery of a nearly complete 1965 (it's titled as a 1966) Ducati Mark 3 in the attic of a Texas motorcycle shop while on a parts hunt in 1992, Rich Mooradian added an iconic production racer to his growing collection of Italian sportsbikes."

In 1961, pressure from American and British importers to address the popular 250cc-class in their respective markets persuaded Ducati to introduce the single-cylinder Monza and a Diana model equipped for racing. Three years later, when Ducati fitted all its 250cc bikes with new five-speed transmissions, the top model was the competition-bred Mach 1, which featured 10:1 compression, a high-lift camshaft, and bigger valves. Much of the Mach 1's desirable performance components carried over to the 1965/66 Mark 3 Diana, a dusty example of which caught our vendor's eye in Storm's Cycles, Dallas.

The superbly restored Diana comes with the Euro-spec race kit parts plus some more suitable street riding parts. Think megaphone exhaust, Veglia Borletti white-faced 10,000rpm tachometer (redlined at 8500rpm), rear-set foot pegs, clip-on handlebars with smooth top triple clamp, and special, curved kick-start to clear the pegs.

The motor was restored by Tim Fruitiger of Wheels Unlimited, Rochester, Minnesota. From Ducati the bike was very much café-racer with both a headlight and taillight, but no air filter! "It's hard to believe these bikes are so fast for a 250cc. They only weighed 250 pounds, and that lightness was part of Ducati's philosophy. A motorcycle magazine in 1964 clocked a Mark 3 at 110mph." Where the machine uses any parts that are not original, the original items will come with the bike: tank strap, correct Barrazo wheels and all parts needed to put the electrics back to 6-volt magneto/non-battery electrics - an easily reversible 12-volt battery system is in place. The bike does not have the original dual seat, instead, a period correct single seat is installed.

The 250 Mark 3 was made between 1964 and 1967 with minor detail changes batch by batch. Its 74mm bore with 57.8mm stroke gave 248.6cc, with a bevel drive, overhead camshaft and magneto ignition and a Dell'Orto SS1 29A carburetor for 30 horsepower at 8000rpm. A 54in wheelbase and a seat height of 30in, with 18in wheels front and back, offered nimble yet secure handling that Ducati was renowned for. It is believed that less than 4000 units were made over four years and few remain today, and of those even fewer can claim the restoration quality of this Roman goddess.

\$10,000 - 12,000



122

c.1913 INDIAN MODEL E 7hp TWIN

Engine no. 84E974

George Hendee and Oscar Hedstrom, both active in the bicycle racing world, got together and built their first prototype Indian "motorcycle" in 1901. That first machine was powered by a single-cylinder "F-Head" (intake over exhaust) engine that formed part of the "diamond frame" that sloped rearwards to act as the seat tube. An advanced feature in motorcycling's early pioneering days, chain drive was used by Indian right from the start. The Indian single proved immensely successful and provided the basis for the first of the powerful, large-capacity V-twins for which the marque is best known.

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

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

This beautiful motorcycle has benefitted from a complete restoration and has been actively ridden and enjoyed. It is reported to be in very good running condition although the customary inspection is always advised, especially with a 101-year old machine. Perfect for rallies and rides, a historic piece of Americana such as this will always be appreciated far and wide.

\$30,000 - 40,000
Without reserve



123

"Nothing on the road could outrun a Henderson Four"

1924 HENDERSON 1000cc DELUXE FOUR

Engine no. D16807A

One of the most charismatic names in North American motorcycling history, Henderson Company produced nothing but 4-cylinder motorcycles in the course of its 19-year existence. Founded by Tom and William Henderson in Detroit, Michigan in 1912, the company passed five years later into the control of the Chicago, Illinois-based bicycle maker Arnold, Schwinn & Company (a partnership between fellow German Americans, meat packer Adolph Arnold and Ignaz Schwinn) joining the Excelsior Motorcycle Company that Schwinn had also acquired that year. Once co-joined, Excelsior-Henderson thrived well through the 1920s in spite of an industry turndown and by 1928 they were third in sales volume behind Indian and Harley-Davidson. With the Depression hitting bicycle sales really hard, Schwinn closed the motorcycle company in 1931.

Following his takeover, Ignaz Schwinn shifted production from Detroit to the Excelsior factory in Chicago and the Henderson brothers soon moved on. Tom left the industry but William went on to found the Ace Motor Corporation in Philadelphia, Pennsylvania in 1919 - later taken over by Indian - and thereby had a hand in the design of all the major American-built fours. Schwinn soon abandoned the Hendersons' original design, which was replaced by one drawn up by Henderson engineer Arthur O. Lemon.

Although early models featured an unusually lengthy frame extending well forward of the engine, the Henderson, like the contemporary Indian and Harley-Davidson, was an advanced design for its day. Displacing 965cc initially, later a full 1000cc, the air-cooled cylinders were arranged longitudinally in the frame and employed mechanically operated 'F-head' (inlet-over-exhaust) valve gear. There was single-gear transmission but the

Henderson outclassed its rivals for convenience by having a clutch and a hand-crank starter instead of pedals. A shorter frame, folding kickstarter and three-speed sliding-gear transmission were all Henderson features by 1917. The DeLuxe model was released in 1922 with 28 horsepower at 3400rpm and during testing it made 100mph. In an emphatic demonstration of the new Henderson DeLuxe Four's capabilities, Wells Bennett set a new world record on a stock example on 31 May 1922, averaging 65.1mph for 24 hours, a mark that would remain unsurpassed for the next 15 years.

This bike started, ran, and was ridden, 29 years ago when first acquired, already restored, by the seller and has been kept in climate controlled storage ever since. The color blue with light grey is believed to be correct for the year. This bike has all the gauges (oil pressure and voltmeter), Corbin speedometer, Klaxton horn, and lights that a fully equipped DeLuxe Four would have. During restoration chrome plating replaced nickel, but the bike was rebuilt to be ridden, the conversion to drop center rims allowing the use of safer beaded edge tires. The seller can confirm that today it still kicks over easily, with good compression and strong spark.

Reproduction manuals and parts book for this model come with the bike. The parts book is made-up of actual images of each part with number and name, and interestingly, it states that "when ordering parts, to include the engine number". There is no mention of any frame number on this or other Hendersons.

\$40,000 - 50,000

Please note that this motorcycle is titled as a 1925 and under its engine number.



124
The ex-Steve McQueen
1936 INDIAN CHIEF

Engine no. CDG9511

When it comes to bikes, Steve McQueen was initially most associated with Triumph as a result of his best friend, legendary Triumph racer and stuntman Bud Ekins. But in fact the first motorized vehicle he ever owned was an Indian. After a stint in the military he moved to New York City in the early 1950s, which is where he was introduced to acting. That old Indian had a sidecar attached and with it he terrorized the streets of Greenwich Village picking up girls along the way. Later in life, after his competitive racing started to wind down and his collection of vintage bikes started to grow, it was Indian, according to his wife, Barbi, that was his favorite marque. Of the 150-or-so motorcycles he owned throughout his life, several dozen of them were Indians. He showed particular loyalty to the brand, often seen at motorcycle and swap meets riding an Indian and/or wearing an Indian T-shirt, and he continued to collect and ride them right up to his passing in November 1980.

This Chief from McQueen's collection was sold as part of the famous 1984 McQueen Estate Auction in Las Vegas as lot 538. It comes with that auction's original certificate of authenticity, the signed bill of sale and official 1984 odometer reading statement. Left in the same condition as when it was owned by the King of Cool, this is a rare opportunity to own what is perhaps the most iconic American motorcycle owned and ridden by the most iconic American actor.

\$80,000 - 100,000





125

1905 INDIAN CAMELBACK

Engine no. 1420

The first and now legendary 1901 Indian was a chain-driven machine powered by a single-cylinder 15.85ci (260cc) "F-Head" (intake over exhaust) motor. It formed part of the "diamond frame" that sloped rearwards to act as the seat tube and represented advanced design from the get-go. The Indian single proved immensely successful and was produced substantially unchanged until around 1905, when a sprung front fork and twist-grip throttle and ignition were introduced as modern conveniences.

Engine production for Indian Motorcycle was sub-contracted to the Aurora Automatic Machinery Company (who had been supplying Hendee with bicycle parts) between 1902 and 1907, while the frame and cycle parts were similarly outsourced to Thor (owned by Aurora) during the marque's early years. This interesting state of affairs resulted in the Indian single appearing in a number of different guises in the 1900s. America, Thor, Light Thor-Bred, Racycle, Reading-Standard Thoroughbred and Warwick offerings at this time were all essentially re-badged Indians –confirmation, if any was needed, of the virtues of the Hedstrom design. In competition too, the Indian single reigned supreme, winning America's first endurance run in 1902 and the first long-distance track race the following year.

The exquisite Camelback offered here – so nicknamed for the obvious position of the fuel tank –has been professionally and correctly restored to concours condition and is a stunning example of these early pioneering machines.

\$70,000 - 90,000

Offered on a Bill of Sale.





126
Only 740 miles from new
1990 HONDA RC30

Frame no. JH2RC3000LM200204

One of the modern era's few immediately collectible classics, the Honda VFR750R - better known as the "RC30" - was created for just one reason: to win the World Superbike Championship, a feat it achieved in the nascent series' first two seasons of 1988 and '89. And while American Fred Merkel was bringing Honda its first two WSB crowns, Britain's Carl Fogarty used an RC30 to win the TT F1 World Championship in 1988 and '89, and the equivalent FIM Cup in 1990. No mere short circuit scratcher, the RC30 and its derivatives proved durable enough to win a hat-full of Endurance Classics too. That this latter requirement was also part of the design brief may be determined from the fact that a quick-release front fork and single-sided swinging arm - essential for speedy wheel changes - were part of an unrivalled specification that included a twin-spar alloy beam frame, 16-valve V4 engine with gear-driven cams, close-ratio 6-speed gearbox and four-pot front brake calipers. All of which did not come cheap: at the time of its launch in 1988 an RC30 cost near double that of other super-sports 750s. Despite the passage of time and progress of motorcycle technology, the RC30 remains a match for the latest generation of sports bikes but possesses an exclusivity that none of them can approach. "No other bike from the late-Eighties is lusted after like the RC30," reckoned *Bike*, and few would disagree.

This RC30 is a beautiful street example that is reported to be in stunning "as new" un-raced condition, showing a mere 740 miles on the odometer. From a discerning collection, the bike has been meticulously stored and maintained from new.

\$35,000 - 40,000





127

2000 MV AGUSTA F4S

Frame no. ZCGAGFLJ7YV100140

Engine no. AY0201

After an absence of 17 years, the MV Agusta name was resurrected in 1997, with Massimo Tamburini designing the amazing F4 model at the Cagiva Research Center, shortly after he completed design of the legendary Ducati 916. It's not hard to see the two machines coming from the same master craftsman's pen.

The new 4-cylinder engine, developed with help from Ferrari's race department, was equipped with Weber-Marelli engine management, and a cassette-type 6-speed, produced a whopping 126 horsepower at 13,000rpm, which translated to something like a 170mph top whack, right out of the box. Power it had, but Tamburini created a package which far exceeded his design brief; the new MV was simply the most beautiful motorcycle anyone had seen in a long time (well, since his Ducati 916, at least), with stunning details like the four exhaust pipes poking from underneath the tail section, and the aggressively styled "transformer" bodywork which managed to distinguish the new MV from any other motorcycle. So, not only was the F4 among the fastest motorcycles in the world, its inspired beauty has served to make it an iconic modern classic.



Introduced to the public at the 1998 Milan Show, the F4 has already become part of MV legend. Production, at the leisurely rate of just three machines per day, commenced late in 1999 at MV's new factory at Cassinetta di Biandronno, Varese. In a publicity masterstroke, Cagiva announced that, surprisingly, production would commence with a limited edition run of just 300 very special F4s; the "Serie Oro" or Gold Series. The production bikes – still at a low volume - followed shortly thereafter.

This F4 S (for Strada) remains in as new condition having been maintained appropriately for its mileage, which is believed to be about 6500 (the speedometer was replaced at about 2500 miles). Two silver Ferrari prancing horses were attached to the rear of the seat and clear coated – the only change from its original specification.

\$8,000 - 10,000



128

1967 AERMACCHI 350cc RACER

Aeronautica Macchi, soon only Aermacchi, was founded in 1912 by Giulio Macchi on the shores of Lake Varese north of Milan, Italy, to manufacture seaplanes. After WW II the company began producing motorcycles and in 1960 the Harley-Davidson Motor Company purchased 50% of the motorcycle division to secure a source of small capacity machines. The remaining half was sold to AMF H-D in 1974. Harley "sold back all" in 1978 to Cagiva to then launch them as a motorcycle manufacturer.

Aermacchi created their "horizontal" 4-stroke single in 1956 first as a 175cc in the Chimera, soon a 250...the race versions usually to be known as the Ala d'Oro (Golden Wing). Using Harley-Davidson investment capital Aermacchi got to work and once they moved up a class (from 250 to 350) - Aermacchi offered the first 350cc engine in 1964 - the new, bigger motor promptly scored 2nd, 3rd, 4th, and 6th places at the Isle of Man (350cc) Junior TT against a bunch of 2-stroke lightweight twins.

After a redesign in 1966, 250cc and 350cc Aermacchi racers were models of reliability. It's these short-stroke machines - think north of 33 horsepower - that are so popular in today's AHRMA racing. And historic racing around the world.



With so much intermingling of parts and specifications, it is sometimes difficult to be precise about one model or another. So it is with the unquestionably beautiful sale bike. It is thought to consist of a 350cc dry clutch motor in a 1967 Sprint H style frame, an Ala Verde style peanut-shape tank, and a twin-leading shoe front brake.

The bike comes with Mert Lawwill's signature on the rear although there is no evidence that he ever rode it. Delightful as it unquestionably is, and reportedly ready to start and run or to take pride of place as a museum exhibit such is the quality of the restoration and build.

\$12,000 - 15,000

Offered on a bill of sale.



129

1956 TRIUMPH 500cc TR5/R TROPHY DAYTONA SPECIAL

Frame no. TR576167

Engine no. TR576167

For the model year 1956 Triumph offered the Shell Blue TR5/R in very limited numbers and only to those racers who were committed to running in the 500cc class. The factory records show that 112 TR5/R engines were produced - 104 complete bikes and 8 spare engines - between January 12 and April 27, 1956. Standard TR5 engines were pulled off the production line and sent over to the Meriden race shop in some secrecy because of Edward Turner's avowed aversion to purpose built race bikes. Each engine was stripped and rebuilt to "red seal" T100/R spec. with the latest racing camshafts and tappets, high compression pistons, dual racing Amal carburetors with remote float bowl affixed to the tool box and oil tank, racing exhaust system with dual inverted cone megaphones, competition Lucas magneto, folding rear set foot pegs and other racing components. The swingarm frame came with fenders already narrower, the tank smaller, and fork legs with gaiters, 8in front brakes, and QD lighting. Standard was a Smiths speedometer, while a Smiths rev counter was an optional extra! Also standard was a fixed, left side foot peg that needed to be ditched immediately for a folding peg to meet AMA road racing rules of the day. All of which reflected the "production-based" build sheet required by AMA's Class C rules.



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

This very rare bike left Meriden on April 27, 1956 for JoMo. Research reveals this is one of only 13 examples to be still in existence, perfectly restored by a long-time Triumph enthusiast come expert restorer in Kentucky to museum quality.

\$36,000 - 42,000



130
1966 TRIUMPH 650cc TR6C TROPHY

Frame no. TR6CDU41364
 Engine no. TR6CDU41364

Triumph's immense success in two uniquely American forms of racing – TT Steeplechase and long-distance desert events – prompted Meriden to produce a pair of unique motorcycles, just for the American market, as requested by Johnson Motors of Pasadena, California. The Bonneville TT Special (1963-1967) and TR6C Trophy Special (1961-66) were inspired by thousands of owners who stripped down their T120s for TT, scrambles and Hare and Hound events, and modified TR6s were the desert racers' Holy Grail. So the JoMo folks figured that factory-built, race-ready versions of these machines would make sense – and could make dollars, too.

This correctly restored, Pacific Blue and White unit construction, 4-speed B-range TR6C Trophy is restored to original specification of no lights, but a VDO enduro-type speedometer. The 1966 bikes are instantly recognizable because of their single Amal Monobloc 389 carburetor with pancake filter, and 2.3-gallon fuel tank with the then new for 1966 “eyebrow” chrome Triumph badges. Approximately 18,285 across the model range TR6s were built between August 6, 1965 and July 8, 1966; just how many TR6Cs came forth is not known, suffice to say a much smaller number.



“We ruled the desert for many years. It was amazing the way the Desert Sleds performed. As late as 1970, a TR6 Sled ridden by Bob Ferro won the Checkers World Championship Hare and Hound, one of America's last big desert races.” *Triumph Motorcycles in America* by Lindsay Brooke and David Gaylin (Motorbooks 1993)

Number DU41364 left the factory on July 14, 1966 for TriCor, the East Coast distributor in Maryland. It is a matching numbers example restored to perfection by the highly qualified seller, painstakingly refurbished part by part over a period of 18 months. New bearings and bushings throughout, blueprinted motor and transmission, new chrome, new cadmium, and new paint. It has been started and run once, with less than a half a mile under its wheels. This TR6C Trophy is a work of art.
\$10,000 - 14,000



131

1965 TRIUMPH 490cc TIGER T100SR

Frame no. T100SRH37228

Engine no. T100SRH37228

It was Triumph's chief designer and managing director Edward Turner's Speed Twin 5T, launched at the 1937 British National Motorcycle Show that started the company's post-WWII climb to prominence. As a 500cc overhead valve vertical twin in a lightweight frame – the whole motorcycle was good looking, too - it proved to be Britain's first successful, and inspirational, twin, a genre that ruled the world in the fifties and sixties. With Triumph's Coventry factory bombed out its postwar recovery, now at Meriden, was largely due the success of the 500 Speed Twin. In 1949 the model received the Turner-designed headlamp nacelle, and this striking feature stayed with the 500 to the demise of the model line. Out of the 5TA grew the more sporting Tiger 100 range using the same 500 unit construction parallel twin. The name implied that the new bike would top 100mph, and indeed it would.

Finished in Burnished Gold with White, this Tiger 100 of 1965 is arguably one of the most handsome Triumphs of its era. Near 40bhp at around 7000rpm, which with a slick 4-speed and well under 400lb wet weight, made it really quite quick and nimble. Various sportier versions came over the years from 1959 but for 1965 there was the T100SR, a street bike, and the T100SC with off-road pretensions.



The 1965 T100SR had the 650-type battery and coil ignition. Both on and off-road versions used the "new" frame single downtube and top tube brazed to traditional iron lugs at the swing arm pivot and steering head tube, the rear twin-loop cradle was, however, bolted on. By 1964 it had stronger forks with chromed slider extensions.

This bike has been exactly restored to its original showroom specification by a most reputable Midwestern Triumph expert restorer to museum quality.

\$9,000 - 12,000



132

Race-kitted

1953 TRIUMPH TIGER T100

Frame no. 35987

Engine no. T100 35987

While the iconic Triumph Speed Twin debuted in 1938, its faster sibling, named the Tiger 100 for its suggested speed potential, was introduced a year later. With extra flash, using a chromed tank and silver/blue paintwork, the Tiger was the object of lust for a generation of motorcyclists, combining 100mph performance with Edward Turner's legendary ability to style motorcycles for the ages.

The compact 498cc parallel-twin motor fired each cylinder at 360 degrees, giving Triumphs a distinctive burble which could be converted to a warbling roar with the addition of a factory Speed Kit. While Triumph didn't officially support racing, they certainly produced racing motorcycles, and post-war the Grand Prix model was effectively a Tiger 100 with an alloy cylinder barrel and head from Triumph's WWII Royal Air Force generator unit. Hotter camshafts, rearsets, low handlebars, high-compression pistons, racing exhaust, a tachometer and other go-faster parts were added to make a very swift club racer indeed.

The Grand Prix was modeled after Ernie Lyons' 1946 Manx GP-winning Tiger 100, but Triumph was reluctant to sell pukka racers. Instead, they redesigned their road-going Tiger 100 with a more refined (and quite beautiful) all-alloy cylinder and head, and offered aspiring racers a Speed Kit for an additional sum. Everything a racer needed was supplied to convert his Tiger for the track, and a 'kitted' Tiger 100 was not only a formidable racer, but keeping the lights on your machine meant you had just about the fastest roadster on the street – one of the first factory café racers, really. With 110mph performance potential and stunning good looks, a Tiger 100 with a race kit is among the most desirable post-war Triumphs of all.

Which is exactly what the builder of this matching-numbers 1953 Tiger 100 has accomplished, a 'privateer Grand Prix', if you will, with Triumph's original and hard-to-find Speed Kit added. No mileage has been accrued since the bike's recent full restoration.

\$18,000 - 25,000



133

1955 TRIUMPH TIGER T110

Frame no. 69676

Engine no. T110 69676

While Triumph's Tiger 100 was the firm's flagship model from 1939, and tuned versions had set the fastest-ever lap record at Brooklands (118mph, which stands for all time) and even won the Manx Grand Prix in 1946, by the 1950s it was clear that America wanted a bigger, badder Tiger. Roadracing, desert racing, and street racing all demanded more speed from Triumph's number-one export customer, and the factory responded by hotting up their 650cc Thunderbird, introduced in 1953 as the Tiger 110. A stronger crankshaft, larger inlet valves and higher-compression pistons meant the new Tiger could live up to its name, and more. By 1958, a T110 with an experimental twin-carb cylinder head flew to 147mph on the Bonneville Salt Flats, which led to a new name for the model, the Bonneville.

In the second half of the 1950s, though, the T110 was the fastest production motorcycle one could buy new (Vincent having shut its doors in '55), and it was Tigers under all those café-racer lads in their black leather jackets and zip-back boots. Edward Turner had styled the swingarm Triumph beautifully, and it remains an eminently desirable machine today.

This 1955 Triumph Tiger 110, engine/frame number 69676, is a total frame-off restoration, equipped with UK-model low handlebars and flared front fender, the better for keeping English road grime at bay. That fender is a rare NOS item that provided the correct Shell Blue color-match for the rest of the bodywork. Freshly completed, the T110 remains unriden. **\$17,000 - 20,000**



134

1957 TRIUMPH TR6B TROPHY

Frame no. 02176

Engine no. TR602176

Off-road competition, or at least the suggestion of dirt-worthiness, was perhaps the number-one motorcycle selling point in the United States, at least for Triumphs, and the success of their TR5 Trophy model predictably led to a clamor for 'more and bigger'. Triumph dutifully responded by offering a desert sled version of their 650cc Thunderbird, also called the Trophy...or initially the 'Trophy-bird'. The TR6 used a new high-compression aluminum cylinder head with single carb, and running 8.5:1 pistons it gave 42bhp. It was available as the 'A' roadster or the 'B' off-road model, the latter with siamesed high-pipes and a quick-detach headlamp. By 1957, a larger 8in. front brake was standard.

The B-model Trophy was enthusiastically adopted by American off-road racers, and soon it became a desert sled par excellence, with the right combination of power and relatively light weight for good handling over soft surfaces. TR6Bs are rare today, as they were generally ridden into the ground, yet they remain as desirable as ever with their macho good looks and promise of eternal fun in the desert sunshine. This 1957 TR6B is a complete frame-off restoration of a matching-numbers motorcycle, with a fully rebuilt engine, transmission and magneto, using new old stock parts where required. Paint is the correct Aztec Red and Ivory, and the proper 'ironing board' saddle has been fitted. The vendor advises us that by auction time 25 break-in miles will have been logged, and the cylinder rechecked for torque settings.

\$16,000 - 20,000

Please note that this motorcycle is titled with frame number TR602176.





135

1966 TRIUMPH BONNEVILLE T120R

Frame no. T120RDU27485

Engine no. T120RDU27485

Triumph Bonneville's are as popular today as they ever were, whether they're brand-new from the Hinckley factory or a lovely vintage mount from the model's 1959 introduction onwards. For good reason: they're bags of fun to ride, being the ultimate all-around motorcycle from an era where all things could be done with one machine – from roadracing to drag-stripping to desert racing to simply burbling to the shops. Early Bonneville's used a pre-unit engine and single-downtube frame, a combination that led to weaving at the high speeds of which the bike was capable. In 1963 the engine and gearbox were united in a single casting, and the frame was stiffened, giving better all-round handling, on par with Triumph's rivals on road and track.

By 1966, Triumph had sorted out a good-handling and beautiful motorcycle, an all-time classic with real performance at over 110mph and civilized road manners for everyday riding. It is perhaps the easiest of all high-performance classics to live with, with a deserved reputation as one of the best British motorcycles ever built.

This unrestored 1966 T120R Bonneville, still with its original Alaskan White paint and Grenadier Red accent stripes, is in excellent original condition, being owned by one family since new. In his care the current owner has fitted new Amal Monobloc carburetors, replaced the fuel lines, mounted new period-appropriate tires, and given the bike a tune-up and general detailing. A good runner once more, it otherwise remains as found, a true survivor.

\$15,000 - 20,000





136

1972 HARLEY-DAVIDSON XR-750 DIRT TRACKER

Engine no. 1C10059H3

There is no more honest a motorcycle than a flat-tracker: two wheels, an engine and just enough bodywork to get the job done. If it happens to have a good-looking V twin engine and an enviable track record, so much the better. Harley-Davidson's XR-750 more than fills the bill; in fact it's the winningest production racebike in history.

Early XR-750s, though, were more stopgap than serious racer, their development rushed by new American Motorcyclist Association rules allowing any engine type a maximum displacement of 750cc, plus the use of purpose-built dirt chassis. Powered by a de-stroked version of the ironhead Sportster 900 street motor, the first XRs of 1970 and '71 were prone to overheating, their riders often watching from the sidelines as first Gene Romero on a Triumph, then Dick Mann on a BSA took the title. Things would change dramatically in 1972 with the introduction of the so-called "alloy XR" and its redesigned all-aluminum top ends. Mark Brelsford used the new bike to great effect that year, bringing the AMA Grand National Championship back to Milwaukee. From that point on, the XR-750 dominated its race series like no motorcycle ever had – or has, as the bikes are still competitive today, 45 years after their debut. Wins were near countless, and the championships kept falling – from 1972 through 2014, Harley-Davidson XR-750s have accounted for an amazing 36 AMA Grand National titles.

This XR-750 has an interesting history in that it was raced by Davey Camlin during his salad days on the amateur circuit. When he turned pro in 1987, newer Harleys were needed to compete in the AMA's premier division, so any upgrades were removed from the old racer and it was returned to its as-delivered 1972 state, complete with Ceriani forks, brakeless rear hub and factory orange-and-black paint.

The restored XR-750 was purchased from the Camlins by Bob Hansen, himself an AMA Hall of Famer, a talented tuner who headed up both the Honda and Kawasaki roadrace teams in the 1960s and '70s, and who in his later years became quite an avid collector. In Hansen's care the bike received detail restoration work but was never started. Sadly, Davey Camlin, a four-time national event winner, would die in a racing accident in 1999, and Mr. Hansen recently passed at the age of 93.

The early XR-750 that crossed paths with both men is sold with the original bill of sale from the Camlins to Hansen, as well as a letter from Hansen detailing his ownership of the bike.

\$40,000 - 50,000
Without reserve

Offered on a Bill of Sale.





137

With rare seat option, saddlebags and long-distance gas tank

1970 HARLEY-DAVIDSON SPORTSTER “BOATTAIL”

Frame no. 3A14485H

If rarity is what you're looking for in a Sportster, here's one that ticks all the boxes. First, it remains essentially in as-delivered condition, uncommon in any Sporty, especially one like this that is 45 years old. It's also set up as a touring bike when most of its ilk ended up as bobbers, choppers or café-racers. Finally it's equipped with perhaps the rarest of all Sportster add-ons, the boattail seat. That's what the bike's optional fiberglass tail section came to be called.

A bold experiment by Willie G. Davidson, grandson of a company founder, who was promoted to head of styling two years earlier, the boattail bodywork came stock on the 1971 Super Glide, while an abbreviated version could be dealer-installed on Sportsters. Unfortunately the combination seat/fender/tail light proved to be a little too bold for the times, and buyers soundly rejected the concept. By 1972 the boattail bodywork in any form had been purged from Harley's catalogs, making it rare indeed.

The collection's Boattail Sportster plays up the comfort offered by that long, flat seat with a four-gallon touring tank, fiberglass saddlebags, crash bars and a large windscreen. It also retains its stock Siamesed exhaust system, another hard-to-find item. Set up for long-distance work, this very rare bike had covered 17,583 miles when acquired in 2010; since then it has been in climate-controlled storage.

\$14,000 - 17,000

Without reserve





138

1972 HARLEY-DAVIDSON FX SUPER GLIDE

Frame no. 2C11823H2

The original Super Glide has quite rightly been called the first factory custom, even if early versions with their controversial "boattail" bodywork were not exactly sales successes. In 1972 the boattail would be phased out and the Super Glide began its transition into a more convention-looking package, one that would eventually become the best-selling Low Rider series. Some early '72s retained the boattail, however, and for a time the fiberglass tailsection could be ordered as an option.

This particular 1972 FX has the polarizing boattail fitted. Like most Harleys, it received some mild custom touches over the years, including a 2-into-1 collector exhaust and a chromed, louvered battery box. At some point the fork tubes and front disc brake from a 1973 or later Super Glide were fitted, an upgrade over the original's drum setup. All FX Super Glides were painted black in '72, appropriate as the bike had popularly become known as the "Night Train," a model name Harley would officially use starting in 1998 on an all-black Softail. The collection acquired this 14,292-mile Super Glide from the original owner, who had stored the bike in a barn for many years.

\$8,000 - 10,000
Without reserve





139

1952 VINCENT RAPIDE TO BLACK SHADOW SPECIFICATION

Frame no. F10/AB/8753

What's in a name? Shakespeare knew, and so did Philip Vincent; when upgrading the specification of his already fastest-in-the-world Rapide model, Vincent dug deep into our subconscious to reveal the Black Shadow in 1949. It's well known today that the Shadow was essentially a selectively assembled Rapide, with a few minor parts changes, which any Rapide owner could match with ease. Over time, and the wear of years and miles, the advantage of an extra-careful motor assembly for the Shadow was neutralized, and many Rapide owners found they could outrun the theoretically faster dark brethren. Today, any real performance advantage is nil, or at least, depends far more on the condition of the machine in question, and whatever tuning parts may have been installed.

The good news for prospective riders (as opposed to trophy-hunters) of Vincents is a good Rapide has everything one might want from a

Shadow, at a fraction of the cost generated by that legendary, spooky name. If the Rapide in question has been upgraded with black engine cases, so much the better, and only a few tell-tale number stamps, and your conscience, will tell the tale of a 'real' Shadow versus a Rapide with exactly the same (or even better) performance.

This 1952 Series C Vincent Rapide, engine #F10 AB 8753, is exactly the machine a prospective rider might hope for; a well-sorted and well-known example, winner of awards not only for looks but for riding, at regional New England motorcycle shows. It was restored in 1974 by Henry Wing, Bernie McGarrah, and Richard Haskins, and is termed by its owner a 'daily rider'. Let's hope the new owner understands the utility and great value of a fully-sorted Vincent!

\$45,000 - 65,000



Friend of the owner,
Rolie Free, prone on 8753





140 **1955 VINCENT BLACK PRINCE**

Frame no. RD 12777B
Engine no. F10AB/2B/11026

Groundbreaking new designs in the motorcycle world rarely generate wild sales figures, but they do leave an impression. The Vincent Black Prince is an excellent example – a machine decades ahead of its time, and a concept proven sound those same decades later; the fully enclosed motorcycle. While the Vincent Black Shadow established the factory as builders of the world's fastest motorcycle, Philip Vincent was also a practical rider, as well as a visionary. His concept was a 'two wheeled Bentley', a luxurious motorcycle with great performance, and a civilized relationship to a rider's clothing, on which a suited gentleman could arrive at his destination quickly and without oil on his brogues.

The Black Prince was, beneath that radical fiberglass bodywork, a Series D Black Shadow, which meant the oil tank/upper frame member was replaced with a strut (and a separate oil tank beneath the seat), and a monoshock rear suspension unit replaced the twin items used

previously. The wheel diameter was reduced, the electrics were changed from Miller to Lucas, and the fussy twin front stands replaced with a single, handlebar-controlled center stand. With all that thick fiberglass, the weight of the Black Prince was 462lbs (still incredibly light by today's standards for a liter-bike), although the top speed was actually reduced by 10mph due to the complicated bodywork. The Black Prince was still plenty fast, and reached its 110mph potential in gentlemanly, if slightly sinister, style.

This 1955 Vincent Black Prince, engine # F10 AB 2B 11026, was restored by Henry Wing, Bernie McGarrah, and Richard Haskins, and was actually Henry Wing's last restoration, back in 1984.

\$90,000 - 130,000

Please note that this motorcycle is titled under engine.





141

From the Peter Fonda Collection

2006 MV AGUSTA F4CC

Frame no. ZCGAKFPR96V000021

Peter Fonda was born in New York City to legendary screen star Henry Fonda and New York socialite Frances Seymour Brokaw. Fonda made his professional stage debut on Broadway in 1961 and his feature film career in 1963, and soon began what would become a famous association with Roger Corman, starring in *Wild Angels*, as the ultra-cool, iron-fisted leader of a violent biker gang, opposite Nancy Sinatra, Bruce Dern, and Diane Ladd. Fonda also starred in Corman's 1967 psychedelic film *The Trip*, also starring Dern. The path was clearly laid for his next project, the seminal 1969 anti-establishment film *Easy Rider* which he produced and co-scripted, receiving an Academy Award nomination for Best Original Screenplay.

Fonda's screen credits in those early years run long with the common thread of the edgy outsider from society, the quintessential rebel. It is no wonder his discerning motorcycle tastes reflect that.

It's one of the grand old nameplates in motorcycling, MV Agusta, founded in war-torn Italy in 1945 and steeped in racing tradition. From its inception to 1976, the company would win some 270 Grand Prix road races and take home 27 world titles. Some of the greatest talent ever to race on two wheels – John Surtees, Mike Hailwood, Giacomo Agostini, Phil Read – all rode Count Domenico Agusta's walling racebikes.

Unfortunately, the company didn't survive to the 1980s. But saving it from complete extinction came the Castiglioni brothers, owners of Cagiva, who had already saved Ducati from the throes of bankruptcy, and now they turned their attention to bringing MV back to life. And what a resurrection! Designed by Massimo Tamburini, father of the seminal Ducati 916, the 1999 MV Agusta F4 was a high-revving 750cc four-cylinder, painted red and silver just like the Count's old racer winners, and with a trademark quad array of high-mounted exhaust tips. In 2005 an engineering redesign ushered in the F4 1000, giving the company an ultra-competitive player in the liter-class sportbike wars.

The ultimate example of the F4, and one of the most exclusive motorcycles ever offered for sale, has to be the F4CC, the initials standing for company boss Claudio Castiglioni. Priced at \$120,000 new and limited to a production run of just 100, these hand-built bikes were cloaked in carbon-fiber bodywork. Running a hot-rodged 1,078cc version of the engine good for 198bhp with the supplied racing titanium exhaust system in place, the CC was speed-limited to 195mph. Fonda's immaculate example offered here, which he has owned from new, has been thoroughly enjoyed, he reports, racking up over 2,000 miles on it. Selling with the bike are the Girard-Perregaux wristwatch and leather jacket originally supplied with each F4CC, only lightly worn.

\$60,000 - 80,000



THE DENNIS HOPPER COLLECTION



142

2006 HARLEY-DAVIDSON V-ROD

Frame no. 1HD1HDZ316K806474

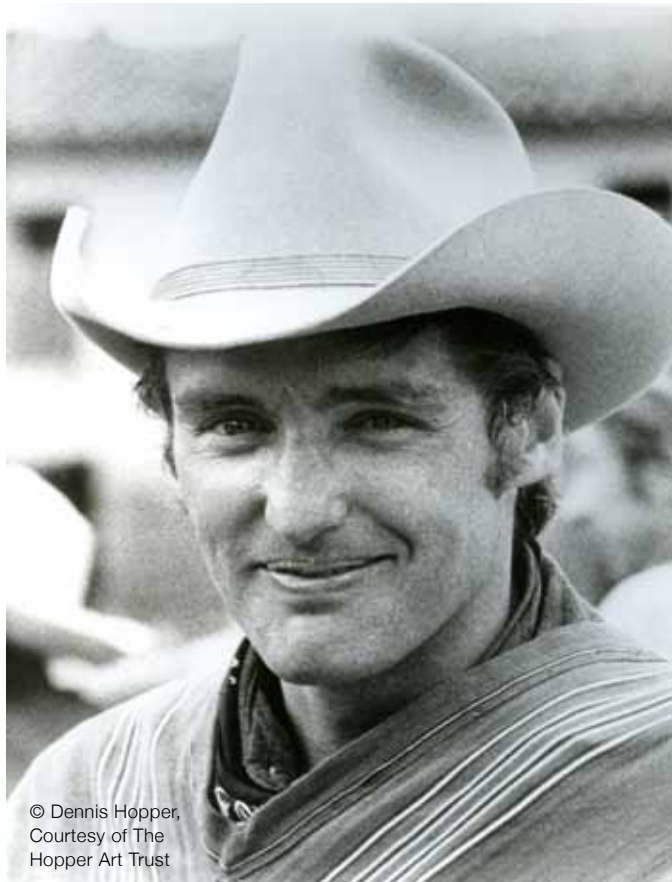
Engine no. HDZ6806474

Dennis Hopper was an Oscar-nominated actor, a screenwriter, a director, a painter, a photographer, a sculptor, a serious collector of world-class art and, of course, he played “Billy” to Peter Fonda’s “Captain America” in *Easy Rider*, the 1969 counterculture film responsible for kickstarting the chopper movement among America’s motorcyclists.

“*Easy Rider* captured a pivotal moment in American history, the end of the ‘60s,” Hopper told *Motorcyclist* magazine in 2009, a year before his untimely death. “It’s like a time capsule. And at the same time, we wanted to make sort of a modern Western, which gives it a timeless quality. I’m proud that people still care about the movie.”

Dennis Hopper’s choice of the Night Rod version of Harley-Davidson’s V-Rod power cruiser was entirely appropriate. Style was important to Hopper and here the Night Rod scores again, with matte Black Denim paint.

\$9,000 - 12,000



© Dennis Hopper,
Courtesy of The
Hopper Art Trust



143

2003 INDIAN CHIEF

Frame no. 5CDNVCAJ63G000475

Engine no. 227103

It's easy to see why Dennis Hopper liked this 2003-model Indian Chief. It has lots of fringe, just like his tan leather jacket in *Easy Rider*! Hopper in his later years kept current with bikes, and this Indian, among others, was always at the ready, stored at his Venice Beach compound. He was also a founding member of the Guggenheim Motorcycle Club, a loose cadre of celebrity riders including Jeremy Irons, Laurence Fishburne and Lauren Hutton, organized at the time of the Guggenheim Museum's blockbuster "Art of the Motorcycle" exhibit. The club rode at various locations around the world, including a five-day tour across Russia.

Besides celebrity ownership, Hopper's Indian Chief is noteworthy as being from the last year the bikes were built in Gilroy, California. Just before the 2004 sales season, the company shut down and declared bankruptcy, putting into play a series of maneuvers that has Indians being produced once more, now with substantial backing from Polaris Industries, makers of Victory motorcycles.

\$10,000 - 14,000





144

144

2004 PAGSTA

Frame no. 5LYRR115X4C005277

Dennis Hopper no doubt liked a good dose of irony, so it must have amused him that where wild-haired Billy in *Easy Rider* once blasted down the highway on a custom Harley Panhead, in his senior years a more sedate Hopper might sometimes be seen on this Pagsta, a 50cc mini-chopper.

\$800 - 1,200

Without reserve



145

145

2004 PAGSTA

Frame no. 5LYRR11514C005278

Just like in *Easy Rider* a good ride is better with a road buddy, so Hopper kept a second Pagsta around for friends.

\$800 - 1,200

Without reserve



146

2002 KTM 640cc DUKE II

Frame no. VBKDUN4072M752396

Engine no. 258432106

KTM's first street bike, internal project name "Terminator", was launched in late 1992. A raptor-like nose fairing with ellipsoidal double headlamps side-by-side swathed in garish orange paint is why! Gerald Kiska re-styled KTM's LC4 Enduro fitting 17-inch wheels and a large front disc brake. "Duke" was chosen later by Kalman Cseh (then responsible for such decisions) from 20 plus names technician Wolfgang Felber had sourced from English and Italian dictionaries desperate for a global name. Felber was later to remark that he was reminded of road racing world champion Geoff Duke.

Production of the Duke 620 (actual cubic capacity 609cc) started in 1994. LC4 translates into single overhead cam, 4-valve, water-cooled, 4-stroke single with balancer shaft – and 5-speeds – offering 50 horsepower at 7250rpm. At a wet weight of well under 300lb, both White Power suspension and Brembo disc brakes front and rear, the first Duke was mighty. A nutter's bike capable of both wheelies and stoppies at will and pluperfect for Hollywood or Angels Crest scratching.

The next model, this bike, was the Duke 640 II (1999-2007) – in orange, lime green, red, light blue, titanium, black and white - continued LC4 development with the most striking visuals being cast wheels instead of wires, and two one-above-the-other headlamps.

It's not hard to imagine Hopper as the aging rebel Billy aboard this KTM Duke single, hustling around town on the hearty yet nimble machine, which he kept at his Venice, California house.

\$5,000 - 8,000



PROPERTY OF VARIOUS OWNERS



147

1960 HARLEY-DAVIDSON KRTT 750cc ROADRACER

Engine no. 60KR1061

Introduced in 1952, the 45ci (750cc), 45-degree, Model K was Harley's final "flat head". Almost a complete break with the past, the K adopted ideas from Europe: unitary construction of the engine/transmission, swinging-arm rear suspension, foot-operated gear change and hand clutch, but despite better handling than its similar-sized predecessor, proved little faster. Not so the racing KR that it inspired. Harley-Davidson had not won the prestigious Daytona Beach race since WWII, so the KR's winning debut there in 1953 was greeted with intense relief back in Milwaukee. BSA struck back the following year but for the next seven events it would be a Harley in the winner's circle. In 1953, five AMA Class C flat track national events were won, and in 1954 KR racers won 13 of 18 races. On flat tracks, the KR raced with a rigid rear end, retaining the roadster's swinging arm for circuit races such as the Daytona 200. Enlarged to 54ci (883cc) as the KH, the Model K street bike continued in the line up until the end of 1956; the racer though, ran on successfully well into the 1960s; indeed, its final Daytona victory in 1969 was the KR's twelfth at the Florida track. That year a KRTT achieved an astonishing 149mph during qualifying.

There are no production figures for 1960, but it is known that ten KR models were made the previous year out of a total thought to be fewer than 500 built over 15 years. This particular machine, with its history passed on by Vic Crenshaw, Joe Potter and Wayne Allen of Atlanta Harley-Davidson, had its engine originally built by Joe Potter of Albany, Georgia, for his High Boy dirt-tracker, yet now consists of that motor in a early H-D lightened chromoly frame from Vic's HD of Augusta, Georgia, and a special oil tank from Ralph Berndt, and is set up for road racing. Jimmy Manness and Ray Little rode it at Daytona in 1966 and 1968 respectively. On the fairing is recognition of both Harley-Davidson of Atlanta and the Southern Pipe and Supply Co.

The bike was restored in the 1990s to run in Classic racing. And on the advice of Dick O'Brien it was equipped with S&S flywheels and heavy duty rods with # 7 heads and E-type cams, with a C-type transmission. The factory fairing wraps a 1966/67 seat and tank.

In short, a wonderful period race bike that's "ready to go again". The machine comes with some spares, a literature and race record files.
\$32,000 - 36,000

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





148

1974 DUCATI GT750 CAFE SPECIAL

Frame no. 7549301

Engine no. 755358DM750

Designed by the legendary engineer Fabio Taglioni, Ducati's first road-going V-twin, the 750 GT, arrived in 1971. Lacking the resources of larger Far Eastern rivals, Ducati made the most of what it already possessed to create one of the all-time great postwar motorcycles. A 90-degree Vee, the engine looked like two of the Borgo Panigale (Bologna) firm's bevel-drive overhead-cam singles on a common crankcase, which, in essence, it was. The 90-degree bevel-drive layout – referred to as an L-twin by the factory - made for exceptional smoothness but a lengthy wheelbase, a handicap more apparent than real that failed to stop the fine-handling Ducatis from notching up a succession of wins in Formula 750 events, commencing with Paul Smart's famous victory at Imola in 1972.

This bike is significantly modified parts sourced from at least two different Ducati models many of them supplied by famed Ducati racer and Gia. Co.Moto parts supplier the late Jimmy Adamo. What's not known is who built it, or when this transformation took place, only that it was done well. The motor is rebuilt and fully balanced with 10:1 pistons. The dual seat, for example, is from the 1981 900 Super Sports and the gas tank from the 1973 750 Sport. The wheels are gold painted, 3-spoke period and the frame is believed to be a Verlicchi chromoly frame complete with a single-rear-shock and swingarm.



Painted a yellow similar to that of its sibling 750 Sport, it is further modified in a most thoughtful and stylish way that retains the heart-throb of the early bevel v-twins. Drill discs and modified calipers and mounts, a low single piece handlebar, rear-set foot pegs, a small headlamp shell and glass for the late '60s together with a tiny taillight tabbed on the rear frame loop, open bellmouth Dell'Ortos, bevel gear sight glass on the front cylinderhead, and black "Imola style" high-rise pipes all help to complete the picture.

It has never been restored but remains in great condition with only 4142 miles on the odometer. The perfect bike for a jaunt down to a meet to celebrate the Day of the Café Racer, perhaps?

\$18,000 - 20,000



149

Less than 200 built

1977 SEELEY-HONDA CB750

Frame no. SH7685F

Engine no. CB750E1035397

Connections with Honda UK resulted in the Seeley-Honda's creation in the mid-1970s, a period when the power produced by a large Japanese multi was not matched by its frame's ability to cope. Lightweight and rigid, the nickel-plated Seeley chassis was a vast improvement on the Honda version in both looks and practicality. The fact that it handled better too goes without saying.

Colin Seeley, a south-east London racer-come-engineer, is a "sung" hero in Britain's post-WWII "motorcycle community". His brilliance produced better – lighter, simpler, aesthetically pleasing – chassis for sidecar racers, AJS and Matchless (AMC) 7R and G50 singles, Ducati's first factory racing v-twins, Norton's Manx and Commando and numerous Japanese racing 2-strokes one, at least, of which was ridden by British, Brut-wafting, idol Barry Sheene. For 20 plus years, when it came to frames, Seeley had the touch.



This Seeley-Honda is a limited edition that could have been sourced as a frame kit or as completed bike. This state-of-the-art (for 1977) chromoly-framed bike comes with (American) Lester cast wheels for Seeley was the UK importer, twin front discs and the optional full fairing instead of the more common single headlamp bikini fairing. A 5-gallon aluminum tank added credence to the package.

This bike, in gorgeous condition, has 12,311 miles on its odometer and can be easily readied for the street and thus could provide a unique opportunity, perhaps, to relive the era of the 1970s.

\$12,000 - 15,000



150
1931 HENDERSON KJ
“STREAMLINE” FOUR

Engine no. J36805

Founded by brothers Tom and William Henderson in Detroit in 1912, the Henderson Motorcycle Company built nothing but four-cylinder bikes in its 19-year existence. In 1917 the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior. Schwinn shifted production from Detroit to the Excelsior factory in Chicago and soon abandoned the Hendersons' original design, which was replaced by one drawn up by Henderson engineer Arthur O Lemon.

Introduced for 1920, the all-new Excelsior-built Henderson Model K boasted a 1,301cc side valve engine equipped with forced lubrication, a twin-downtube frame, strengthened front fork and enclosed rear chain. Modifications to the De Luxe (introduced in 1922) mainly concentrated on improvements to the gearbox. Top speed was a guaranteed 80mph and with the optional alloy pistons installed a De Luxe could touch 100mph, an astonishing performance for the time and one matched by few contemporary cars. Police forces across America snapped them up. Most importantly, its forced lubrication meant that the new Henderson could sustain these high speeds with a degree of reliability unattainable by its splash-lubricated predecessors.

Although many improvements were made through the 1920s, something better was needed for the new decade. The result was the KJ, designed by ex-Harley-Davidson engineer Arthur Constantine. Introduced in the spring of 1929, the KJ reverted to F-head design while incorporating a 5-bearing crankshaft (replacing the old 3-bearing item) and increased cylinder finning among a host of other improvements.



In addition, the handsome newcomer boasted sleek, up-to-the-minute styling, earning itself the sobriquet “Streamline.” Producing 40bhp at 4,000rpm the Streamline Henderson proved exceptionally smooth and tractable, being capable of accelerating from 10mph to over 100mph in top gear. Sales were encouraging but with the Depression biting, Ignaz Schwinn decided to quit while he was ahead, ending production of all Henderson and Excelsior motorcycles in 1931. Although it might be argued that production was ended prematurely, Henderson was at least spared the ignominy of going into decline, bowing out as “the finest motorcycle in the world” with its reputation intact.

Dating from the final year of Henderson production, this impressively original KJ – increasingly rare in such form – is complete and in running condition. An honest and functional representation of what was once one of the most elite motorcycles in the world, this legendary American “Four” would take pride of place anywhere.

\$55,000 - 65,000



151

1924 HENDERSON RESTORATION PROJECT

Engine no. d9007a

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This disassembled 1925 De Luxe appears to be complete with the exception of the frame. With its original paint – something increasingly scarce and desirable these days, it wears the history of motorcycling's Golden Age beautifully and would make for a satisfying project.

\$10,000 - 15,000

Offered on a Bill of Sale.



152
1912 READING BELT-DRIVE SINGLE

Engine no. S1539

Taking its name from its hometown of Reading, Pennsylvania, Reading Standard, or R-S as it came to be known, was established in 1903. Initially, its motorcycles were identical to Indians, using motors from Thor, a company owned by Aurora – a major supplier to Indian. However, in 1906 R-S developed its own single-cylinder motor designed by engineer Charles Gustafson just before he was hired away by Oscar Hedstrom at Indian (where he would go on to develop the legendary Powerplus.) It was the first flathead offered by an American manufacturer and its superior design was demonstrated later that summer when a trio of R-Ss climbed to the top of Pike's Peak in Colorado, a feat that would remain unequalled by any other motorcycle for the next five years. Soon afterward, R-S went on to win a 1,000-mile endurance race, thereby cementing its place in the industry as a bona fide contender.

Typical of the time, R-S's motors were, like Indian's, F-heads (intake over exhaust) but with an unusual difference for its later V-twins: the valves were on the left side of the front cylinder and on the right side of the rear cylinder. Although R-S motorcycles were only produced for two decades, the marque's short life was full of accolades and holds a special place in the history of early American motorcycle manufacturing.



Reading Standards are relatively uncommon today and this original example is even more so. Being a complete, 100 year old machine and still retaining its original paint is a rare thing these days, not to mention very desirable. While it has not been started under the current owner's care, it does appear to be in sound mechanical condition and provides an excellent opportunity to own a totally original piece of American motoring history.

\$50,000 - 60,000



153

1915 INDIAN SINGLE

Engine no. 40G173

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

For 1915 – the last year of the F-Head motor – some 10 distinct models were offered, demonstrating the breadth and strength of the New England brand. Most were twins but the Model E was a single cylinder that was available in single speed, two speed and three speed versions. One of the new features for 1915 was also the use of chrome-vanadium steel alloy tubing, providing greater strength and durability.

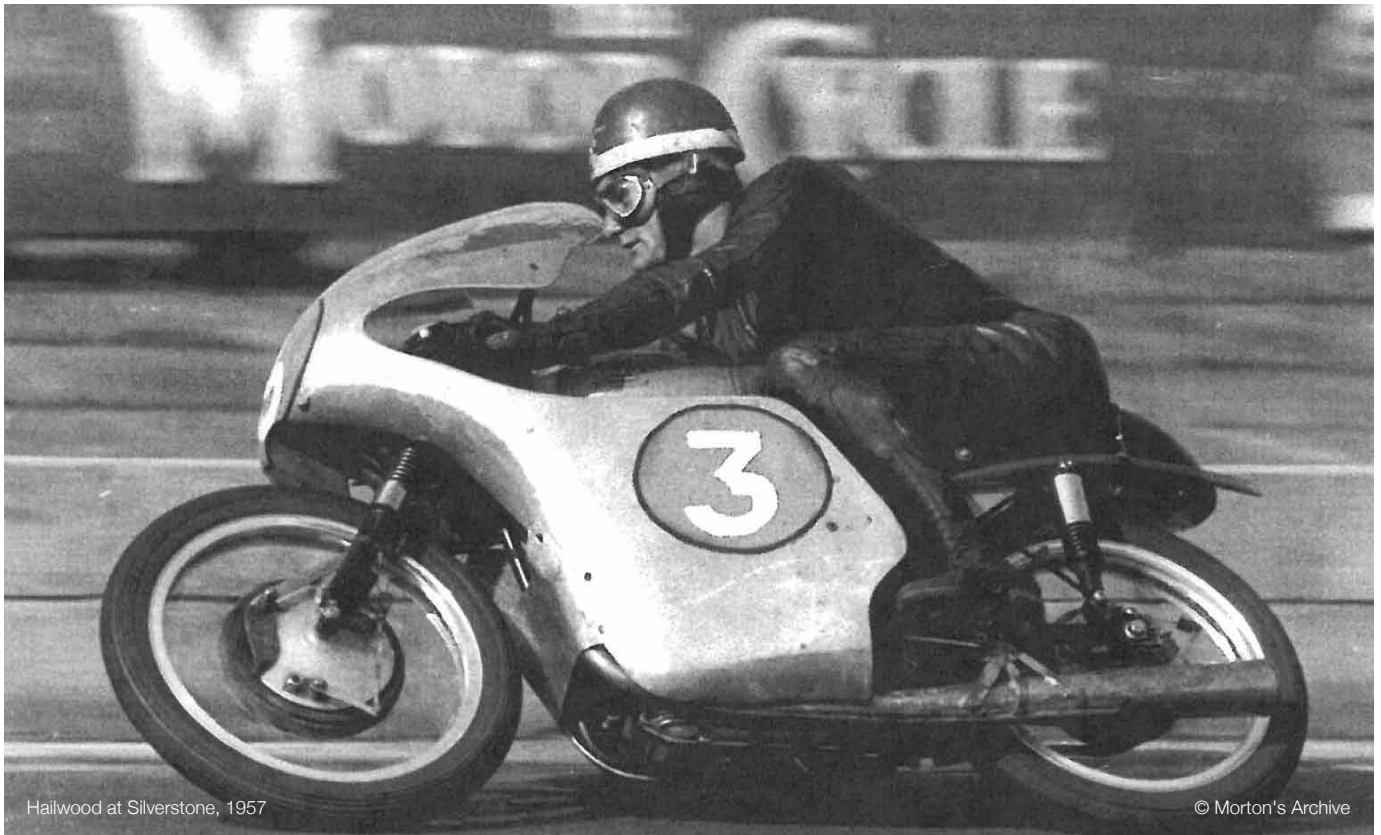
This 2-speed survivor is completely original save for the gas tank. From the engine, frame, seat, even the lights, it appears the same as when it left the Springfield works – just with 100 years of age and use.

Lonnie Isam Jr., founder of the Motorcycle Cannonball, previously owned this grand old Indian as it was his intention to ride it in that great American cross-country endurance run. Now a century old, full of character and in fine running condition, this would make an ideal mount for the 2016 Cannonball Class 1 – the most respected class of this world-respected event.

\$40,000 - 50,000

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





Hailwood at Silverstone, 1957

© Morton's Archive

154

Ex-Mike Hailwood

1957 F.B. MONDIAL 250CC BIALBERO GP RACER

Frame no. 0504

Engine no. 0504

FB was the creation of the landowning Boselli family, whose four brothers (*Fratelli Boselli*) Giuseppe, Carlo, Ettore and Luigi founded the motorcycle business in Bologna in 1936. After opening a dealership in Milan in 1929, Giuseppe leased space in the CM factory in Bologna to make commercial 3-wheelers but the successful factory was destroyed in 1944. Count Giuseppe, who had by then acceded to his late father's title, moved back to Milan and began again.

Boselli decided to create a heritage by exploiting the Italian nation's love of racing. Their new 125cc racing motorcycle was the Mondial with the added FB prefix (dropped in everyday parlance). At that time MV and Morini 2-strokes dominated, and so designer Alfonso Drusiani instead produced a sophisticated bevel-drive, dohc, single-cylinder, 4-stroke engine. It won its second ever race with Nello Pagani aboard in the 1948 Italian championship final at Monza. That promise was fulfilled, and the strangely anachronistic little Mondial with its powerful, state-of-the-art bialbero (twin-cam) engine with girder-fork front suspension proved literally unbeatable for the first three years of the 125cc World series, winning all 11 GP races run in 1949-51. Pagani won the World title in 1949, his teammate Bruno Ruffo in 1950, and in 1951 it was Carlo Ubbiali's turn.

Through the early 1950s Mondial played second fiddle on the GP circuit to the likes of MV Agusta and NSU in both 1953 and 1954, but after a couple of morale boosting wins Boselli turned to 250 GPs, starting with a scaled-up 125/175cc until in the winter of , Drusiani went to the drawing board to produce one of the greatest single-cylinder race bikes ever. Further advice came via Count Boselli who would visit the race department late at night with such dinner guests as Ferrari's chief designer Aurelio Lampredi and Maserati's technical guru Giulio Alfieri.

The new over-square (75x56.4mm) 250cc wet-sump, vertical single featured twin overhead camshafts driven by a train of five gears up the right side, with the uppermost of these driving another five smaller gears spreading across the top of the cylinder head, the outer ones driving the adjustable vernier cams.



The closely finned light-alloy cylinder carried a cast iron sleeve housing a high-silicone three-ring cast piston giving a 10.5:1 compression ratio, mounted via a floating little end on the 115mm-long Hoeckle steel conrod, with a needle-roller big-end and full-circle flywheels with ball main bearings. The two-way oil pump was driven off the right side of the crankshaft.

A 32mm (or for tight tracks, 30mm) Dell'Orto SS1 remote float carburetor was fitted. Peak power was 29 horsepower at 10,800rpm. The gear primary drive mounted on the left side drove either a 5- or 7-speed gearbox via an oil-bath clutch.

With a dry weight of only 220lb without bodywork, this new Mondial single was purposeful. With a new, twin-loop, tubular steel frame and clothed in the most effective full-streamlining yet seen - developed by the Aer Macchi aviation company in Elektron - the 250 was timed at Monza at 137mph, a staggering performance.

Victory came thick and fast for Mondial. In 1957 Sammy Miller led his first Mondial outing, the 250cc Lightweight TT held on the shorter 10.79 mile Clype circuit, until a final lap, last corner crash and handed victory to teammate Cecil Sandford. Three weeks later came Mondial's first 250cc clean sweep in the Assen Dutch TT, with Provini, Sandford and Miller 1/2/3. Sandford was to be 250cc World Champion, with Provini and Miller runners-up. "It was the fulfilment of all my dreams," recalled Count Boselli 25 years later. "I felt so much satisfaction for all our team at our double World Championship success. It seemed a perfect moment... So I decided to stop."

One of the four 250cc singles was acquired by British GP privateer Arthur Wheeler, who after a dismally unsuccessful season sold it to Stan Hailwood of Ecurie Sportive and father of Mike the Bike. They ran the 1959 British 250cc championship with a second ex-works Mondial acquired from French privateer Benjamin Savoie. Mike's performances on the Mondials in his second full season of racing were little short of amazing. A second place in the Ulster GP gave Hailwood fifth place in the 250cc World Championship, and he won the British Championship easily. For 1960 he retained the Mondials as back-up for his "factory" Ducatis.



For 1961 Hailwood became a Honda works rider, and so both Mondials were sold to Manchester dealer Reg Dearden. The bike offered was acquired in 1980, shabby but complete, by racing journalist Alan Cathcart. Bearing matching engine/frame no. 0504, it was fitted with a white fuel tank and British dolphin fairing as used by Mike, with a Reg Dearden plate fixed to the seat back.

On its return to the UK, Cathcart had the engine completely rebuilt by engineer Ron Lewis, after Hoeckle in Germany supplied a new crankpin and con rod. Dick Linton of FCL Italian Imports restored the chassis. But while running in the bike at Jurby prior to Cathcart's one-lap Historic Parade

(1982 Isle of Man TT), a hairline crack appeared in the crankcase. Lewis had to strip the engine, weld up the cases, and add strengthening where appropriate. It next ran at Brands Hatch prior to the 1983 Isle of Man TT Parade. Cathcart rode it for one 37.73-mile lap in "something approaching anger"; his story was subsequently published in *Classic Bike*. However, concluding that the engine was now too fragile to race, he sold it to the seller the next year. It has not been run on a track since then, so remains in essentially the same restored condition it was in for that 1983 TT lap.

\$100,000 - 130,000

Offered on a Bill of Sale.



Mike The Bike at Mallory, 1959

© Morton's Archive





155

Ex-Jim Guthrie, the last Francis Beart built

1961 BEART NORTON MANX 350CC MANX RACER

For 50 plus years Francis Beart, who died in 1983, was one of the great men of British motorcycle racing. Though a noted Brooklands tuner, his reputation was founded post-WWII with Manx Nortons, latterly instantly identifiable in Ford's Ludlow Green livery. He collected an unsurpassed total of 11 Manx GP wins plus ten 2nds and three 3rds, sufficient to mark Beart as a Master of Mann. He preferred longer, public roads events like Isle of Man, where reliability and speed both counted.

Genuine Beart Nortons are very rare. Francis looked after many engines, but his attention to detail made his own bikes special. No customer could pay for the countless hours spent perfecting the cycle parts. Bolts were hollowed, steel was replaced with aluminum and drilled like Swiss cheese. Unsprung weight reduction was his passion – and no plump riders!

Beart's engines were rebuilt with infinite precision, each setting being logged for posterity. Less friction, more speed was his mantra. Wheel bearing replacement every race and mounting shocks upside down, were but two tricks. He used the narrowest rim and tire to save weight and reduce the contact patch!

The finest monument to his work is this machine. Beart made his last 350cc Manx race-ready in 1974 for the Stanford Hall museum's founder, the late John Griffith, knowing it should be the last, giving away his tools once finished. In 1982, the collection was sold, and this machine was acquired by journalist Alan Cathcart for the seller.

From the details contained in Beart's logbook which accompanies the machine, it was one of the last Manx Nortons built, a 1961 model, supplied new to a Beart customer, a Mr. Craze of Bournemouth who sold the bike to Beart during the winter of 1962-63. Francis then rebuilt it for the Junior Manx GP, fitting a Jakeman 2-piece fairing with the rev-counter mounted in the nose. Ernie Wakefield produced custom, thin-gauge aluminum oil and fuel tanks, the latter with a chin recess permitting the rider to tuck under the screen and thus the bike was nicknamed "Sabrina" after a curvaceous blonde British film starlet. An ex-Bob McIntyre Gilera twin-leading-shoe front brake was fitted. The 350 debuted in the 1963 Manx GP ridden by Jimmy Guthrie, who finished 20th after the specially made front-brake adjusters kept slackening.



Sabrina was out again for the 1964 Manx crashing at Rhencullen. The bike was rebuilt that winter, Beart logging a new frame, swinging-arm, rear wheel, oil and fuel tanks, one front fork slider, and a fairing. Guthrie made amends in the 1965 Manx with 6th at 89.11mph after Joe Dunphy had made 9th in the Junior TT at 91.69mph. A comprehensive rebuild for the 1966 season was undertaken, re-numbering it FB 66/1 in the process. From a Brands test session, "JD says it is perfect. 7500 in top, 8000 in gears, clean all the way. Brake very good."

Over the next winter it was again rebuilt, now with a Bosch magneto and a single coil. Welshman Malcolm Uphill lapped the Mountain in under 24 minutes (94.32mph) but retired on lap three with a broken ignition wire while lying 11th. Uphill told Beart that it had been impossible to stay with a gaggle of Aermacchis so Francis bought one from his friend British importer Syd Lawton. A month later when it arrived Beart realized "I'd been wasting my time trying to keep the Norton competitive for so long", and the 350 was sold to north of England dealer Harry Dugdale, and eventually to John Griffith's.

Cathcart entrusted ace race engineer Ron Lewis to re-commission the 350 before Snetterton. Beart's 1974 log included a new Mahle piston, big and little ends and many other components; Lewis checked all, replaced the perished oil and fuel lines, and cleaned off the magnesium cases' corrosion. As a result Cathcart enjoyed two 2nds and two 3rds in four races. After Snetterton, the 350 left for the USA, where it has remained exactly as ridden in 1984, as the last motorcycle built by Francis Beart to have been raced. The machine shows flecks of blue paint on many nuts, bolts and other components identifying it as a 350cc (a 500 had yellow daubs). And the dull nickel finish, each clutch spring and its cup painted a different color for exact reassembly, the engine-turned alloy engine plates: all this echoing another Beart maxim, "If it looks right, chances are it'll go right."

Though the fairies conspired against it ever winning the race it deserved at the Manx GP, its history proved that the 350 Beart Manx Norton certainly went as well as it looked.

\$50,000 - 70,000

Offered on a Bill of Sale.



156
1956 AJS 7R

Built from 1948 to 1963, Associated Motor Cycles' AJS 7R - known as the "Boy Racer" - was one of the most, if not *the* most, successful over-the-counter 350cc class racing motorcycles of all time, until the advent, that is, of the Yamaha-dominated 2-stroke era in the 1970s. Almost all of Britain's road-race stars of the 1950s and 1960s rode a 7R at some stage of their careers and the model remains a major force in classic racing today, being highly sought after by competitors and collectors alike. 25 years at the top is an impressive track record for any motorcycle.

Although a new design by Phil Walker, the 7R, with its chain-driven overhead-camshaft, was very reminiscent of the AJS "cammy" singles of pre-WWII days. Despite the fact that the 7R was not, initially, as powerful as its main rivals - the Velocette KTT and Junior Manx Norton - its robust and simple construction endeared the model to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged throughout production, the engine underwent almost continuous revision: the valve angle being progressively narrowed, the crankshaft made stronger and, in 1956, engine dimensions changed from the original long-stroke 74x81mm bore/stroke to the "squarer" 75.5x78mm, permitting higher revs. AMC's own gearbox replaced the previous Burman in 1958, while engine development continued almost to the end of production, by which time the 7R was putting out around 41 horsepower.



Since the AMC factory records have sadly been lost, little is known of the history of the motorcycle on offer other than it is understood to be a 1956 model, with the older style frame used until early 1956, fitted with a 1956 engine. Around 50 machines were built that year in the AMC factory in Plumstead, East London. The machine has been with the present owner since 1985, and has not been run during that time, though it is understood to be in good working order. It will require re-commissioning before returning to the track.

\$50,000 - 70,000

Offered on a Bill of Sale.



157

1962 MATCHLESS G50

Big brother to the AJS 7R, with its roots right back to the 1928 “K7” single overhead camshaft roadster, the Matchless G50 was a machine introduced “too late” for real Grand Prix laurels or even – dare one say it – a World Championship title. The 496cc G50 nonetheless had a remarkable career in international-level road racing in its day, and is still hugely popular in Classic racing throughout the world. Graced with only a single camshaft as compared with its chief rival’s two (the Norton Manx), the “flying M” was still a worthy successor and competitor of its equally historically-rooted rival.

When introduced by parent company AMC in 1958, the G50 was immediately popular, and while slightly less sophisticated than its Norton rival, it was nonetheless 30lb lighter, and so more agile, more than equal in its steering and handling, and far simpler to maintain for the average club racer. The architect of the G50, and the man who would painstakingly wring 0.5 horsepower here, another fraction there, during the five short years of the G50’s life, was AMC’s legendary development engineer, Jack Williams, whose son Peter would in turn to achieve some of the most remarkable Isle of Man TT performances ever wrought on a single-cylinder racer on the Arter-framed G50 in the early ‘70s. Yet it was not until 1984 that a Matchless finally won an Isle of Man TT; American Dave Roper won the first Historic TT on his Team Obsolete G50. A testament to the enduring popularity of the Matchless racer is its ongoing production, with replicas continuing to be built in order to pack Classic racing grids around the world. Indeed, after the demise of the AMC factory in 1966, the rights and tooling for the bike were purchased by Colin Seeley, who resumed production of the G50 engine to equip his own good-handling, lightweight frames.

Only around 180 original G50s were built in AMC’s East London Plumstead factory during the five years of production, but the bike nonetheless had a remarkable career at all levels of road racing, and indeed in the USA



enabled Dick Mann to clinch the 1963 AMA Grand National Championship. The fact that so few examples were built makes a genuine original G50 a prized acquisition today, and the example offered for sale is one of the very last batch of 50 machines built in 1962. It was acquired in 1964 by rising English star Steve Jolly, who in addition to winning many British short circuit races on it, finished 17th in the 1967 IoM Senior TT, before acquiring a lighter, lower, more modern Seeley G50 on which he built a reputation as a GP racer. Jolly retained the original G50 as a spare, though, and after he retired from racing he sold it to racing journalist Alan Cathcart, himself a Matchless G50 rider from 1975 up to the present day. Cathcart sold it in 1985 to our vendor. The bike is understood to be in running order, requiring only re-commissioning, and is completely original apart from the period addition of a cooling ring shrunk around the front brake drum.

\$50,000 - 70,000

Offered on a Bill of Sale.



158

1975 NORTON CHALLENGE P86

Frame no. 003

On its race debut in 1975, the Norton Challenge P86 was viewed as the last great white hope for British racing on the international stage. It represented the longed-for marriage of Great Britain's supremacy on four wheels with the aspirations for a return to the halcyon days on two. It was foreseen as the bike that in production form would signal the rebirth of the British motorcycle industry, but in the event presided symbolically only over its demise.

The Challenge's liquid-cooled dohc 747cc eight-valve parallel-twin motor was designed by Keith Duckworth, head of Cosworth Engineering and its chief designer, at the behest of ex-car racer Dennis Poore, chairman of Norton owners NVT. It effectively represents one-quarter of Cosworth's multi-F1 World Championship winning three-litre DFV Formula 1 design. NVT intended the engine to provide the basis of a new-generation road bike to replace its venerable air-cooled Commando motor, which would put Norton back in contention with its Japanese rivals in global markets. Parts for 25 motors were built, the minimum figure to homologate the bike for Formula 750 racing. Two prototypes were constructed, bearing chassis no. 001 and 002.

The truly avantgarde Challenge design's most striking feature is the use of the engine as a fully-stressed member, so that the motor is not so much installed in the frame, as the chassis parts hung on to the engine.

A tubular sub-frame bolts on top of the cambox to locate the front suspension, while the rear swingarm pivots in the gearbox casing – features which are now commonplace on MotoGP machines and some sportbikes, but which were pioneered on the Norton Challenge. Cosworth quoted 95bhp at 9,750rpm for the racing engine using 40mm Amal carburettors, and over 100bhp at 10,500rpm on fuel injection. The carburetted engine in the sale bike gave 90bhp in dyno tests, and has only been ridden twice since then.

The Norton Challenge debuted in the end-of-season Brands Hatch International in October 1975 ridden by Dave Croxford, but was involved in a 10-bike pile up at the very first corner of a Saturday heat race. Croxford was injured, and so the bike was ridden the following day by stand-in Alex George, but the cooling system had been damaged in the accident, and retirement ensued. In 1976 an equally unsuccessful return to the track saw Croxford perform dismally on the under-developed bike in the first Transatlantic Trophy round at Brands, leading to its withdrawal from the other two rounds of the series. A final outing in the Isle of Man TT saw Croxford retire on the opening lap of the Classic TT race. Shortly after, NVT went into liquidation, and the project ended. However, more than a decade later Cosworth director Bob Graves proved the efficacy of the original design by constructing the Quantel-Cosworth using a spare Challenge engine, with which Roger Marshall defeated the new Ducati 851 Superbikes win the 1988 Daytona and Spa-Francorchamps Battle of the Twins races.



Before that, in 1982 Ian Sutherland, a Scottish Norton enthusiast and proprietor of a stable of racing Nortons of all eras, had commissioned ex-Norton factory race mechanic Norman While to assemble a Challenge from factory parts, with the engine built up by ex-Cosworth engineer Bob Osborne at Racing Systems Ltd. in Northampton, a stone's throw from where the motors were developed and manufactured in Cosworth's HQ. The complete bike, bearing chassis no.003, was run in on the public highway along the country roads in the foothills of the Scottish Highlands near Ian's home, before being taken to a Donington Park race meeting where well-known Scottish racer Jock Findlay and racing journalist Alan Cathcart rode the Norton Challenge in two 20-minute demonstration events, in both of which it ran faultlessly. Sutherland then decided to employ the second of the two engines he had acquired to build an all-new Battle of the Twins racer using a Harris chassis, setting the original Challenge P86 to one side in his private Norton collection. In 1985, it was acquired by the vendor, and although it has never been ridden again since then, it is in exactly the same condition as when Cathcart and Findlay last rode it in public.

\$40,000 - 60,000

Offered on a Bill of Sale.





159
**1911 PEUGEOT MOTO LEGERE
 MD 350 TWIN**

Frame no. 16555

Few Americans are aware of this grand marque's pioneering and influential history. In the nascent years of motoring, whether it was motorcars, motorcycles or airplanes, the French were at the forefront of innovation and Peugeot was in the thick of it.

In 1890, after already having built steam-powered automobiles, Peugeot produced their first internal combustion car, powered by a Daimler engine, and by 1896 they'd developed their own engine to power their ever-growing line of vehicles.

For two-wheeled machines, Peugeot built their first motorcycle way back in 1898, powered by a De Dion-Bouton motor. A dozen years later, with two-wheelers firmly established alongside those with four wheels as part of the firm's offerings, a new, lightweight, reasonably powered and moderately priced motorcycle was developed.

This new Moto Légère employed a modern and reliable 350cc, 4-stroke, V-twin engine with atmospheric intake. It proved easy to start and handle, weighed less than 90lbs., and was capable of speeds up to 40mph. Advertised by Peugeot as "light, robust, elegant, flexible and economic, it is sure to hold the attention of all who see it," adding that it's "ideal for tourism or racing."



This 1911 model is an original and complete example that was the recipient of professional and accurate restoration. While it has not been started by the current vendor, it is reported to be mechanically sound, only requiring the customary inspection before heading out onto the road. With exquisite details only found on bikes of this era, such as the beautiful engine-turned motor or the carved horn handles, this delightful motorcycle still captures the attention of those who see it over a century later.

\$18,000 - 22,000



160

1918 SUNBEAM 996cc TWIN

At the end of 1916, as a result of the raging world war, the British Ministry of Munitions suspended all civilian production at John Marston Limited, manufacturers of Sunbeam motorcycles in Wolverhampton, England. Subsequently, all motorcycles sold to the public in 1917 and 1918 were simply rebadged new old stock 1916 models, while those newly manufactured machines were strictly for military use.

For the military motorcycles a 1,000cc (61ci) V-twin motor from J.A. Prestwich (JAP) was sourced. Similar to today's S&S, JAP made reliable motors that ended up powering a number of highly respected British motorcycle marques such as Brough Superior, Zenith and HRD, not to mention cyclecars like Morgan. The JAP motor employed by Sunbeam produced 8hp – a lot for the day, since these bikes were designed as “heavyweights” meant to pull a sidecar. Performing well for the military during the Great War and for civilian and commercial use afterwards, this large motor was utilized by Sunbeam up until 1923.

The motorcycle offered here is one of those larger capacity 1,000cc JAP-powered Sunbeams made exclusively for the military in 1918. Few survived the war and the following decades making this model-year quite uncommon. Rarer still is the fact that this is a barn find machine and remains in completely original, unrestored condition – including the leather seat and saddle bags. According to the vendor, after pulling this bike out of the barn where it sat for 40 years, fresh fuel was all it took to start it right up.

Believed to be the only 1918 1000cc Sunbeam to be offered at auction, this rare survivor is a fantastic and scarce piece of functional history.

\$30,000 - 40,000





161

1912 INDIAN TWIN BOARDTRACK RACER

Engine no. 70D899

There being no purpose-built motorcycle racetracks in the sport's pioneering years, the first competitive events were held on existing velodromes built for bicycle racing. Indian's co-founders George M. Hendee and Carl Oscar Hedstrom had both been successful racing cyclists in their day and were well aware of the valuable publicity to be gained from racetrack successes. Indeed, Hedstrom's interest in motorcycles had been kindled when he built a motorized pacer for use on cycle racing tracks, and Hendee's favorable impressions of this machine had brought the two men together. Indian was soon profiting from its products' competition successes to such an extent that the firm was overwhelmed with orders and had to turn for assistance to the Aurora Automatic Machinery Company of Aurora, Illinois, which from October 1902 was contracted to build the Hedstrom-designed engines under license.

At first, Indian motorcycles used in competition were modified road models, and not until 1908 did the Springfield, Massachusetts company offer a purpose-built racing motorcycle for sale. The following year Hedstrom and Hendee opened their own hometown, pine board motordrome, thus providing Indian with its own test track and works rider Jake DeRosier – one of motorcycle sport's first superstars – with a stage to showcase his immense talent.

Fast, exhilarating and dangerous, the short-lived sport of board track racing captivated America and today is considered by many to be America's – and motorcycling's – most illustrious era.

With original board track racers exceedingly rare and in high demand today, the motorcycle offered here deserves attention.

Beginning life in New York, the bike made its way to Oregon in the 1970s where its then owner disassembled it with the intention of complete restoration. Fortunately, that never occurred.

The current owner purchased the disassembled machine, which he reports was 85% complete, and reassembled it, careful to maintain all unrestored components in original condition. Replacing the gas tank (antiqued to match the rest of the bike and the original factory paint which is still visible), handlebars, two pistons, front forks and rear stand – all handbuilt to original specs, the rest is believed to be entirely original. From the frame to the motor, even the seat and front rim with actual tire, the condition of this 102-year old racer is quite impressive.

Reported to be in running condition, this distinctive board track Indian won the best unrestored award at the 2014 Le May Museum Vintage Motorcycle Festival.

\$60,000 - 70,000

Offered on a bill of sale.



162

1914 INDIAN 7hp 61ci TWIN

Engine no. 86F028

Hendee Manufacturing was at a highpoint of their history at the end of 1913. They had become the greatest motorcycle company in the world. They possessed the best technology and the largest capacity to manufacture two-wheeled motor vehicles. Their machines began with relatively small displacement single cylinder engines in lightweight diamond frames, to quickly evolve into industry setting engine displacements using advanced engineering and novel frame developments. They were solid, dependable transportation on the road and all-conquering on the competition circuits around the world.

Entering the 1914 model year, Indian unveiled their astounding Hendee Special, the first motorcycle with full electrics including electric start. However, the Indian was far superior to the current battery technology of the period and the endeavor became an expensive failure to the company, forcing Hendee to fall back on its standard models such as this example. Growing competition from that Midwest upstart, Harley-Davidson, and also from Henry Ford's Model T that just began to lower the cost of a car, would begin to carve into Indian's world. Production would fall from a high of 32,000 motorcycles the year before to 25,000 that following year.

Indian manufactured a 4hp single in 1914 but their bread and butter was this 7hp 61ci twin that was available in several variants, including this 3-speed version. The transmission worked through a hand change situated on the right side of the gas tank, something that would remain with Indians until their last days.



Hand controls included a left hand throttle and a right hand spark advance, both using Indian's double link control with mechanical linkage. The engine sat low in Indian's loop frame and road jars were uniquely quelled by their Spring Cradle Frame utilizing leaf spring suspension in both the front and rear of the motorcycle.

This 1914 Indian Twin is composed of original Indian parts and is a strong runner, with the motor only having required new pistons and two new valves to get it running. Last run in 2009, it will require the standard recommissioning before heading back onto the road and, as a century old machine, offers a superb opportunity to own a functioning piece of Indian's golden history.

\$35,000 - 45,000

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





163

1959 DUCATI 175cc F3 PRODUCTION RACER

Phil Schilling, the former editor of the iconic *Cycle* magazine wrote a piece entitled "Satisfied Mind": "Right there on page 10 (May 1959 issue) sat that bike with Franco Farne, an Italian racing champion. Farne won the Class 4 lightweight race at Daytona with his 175cc (F3) Ducati: a low, lean, hard little machine with an enormous double-scoop front brake. The motorcycle was so purposeful, so elegant, so perfect. Raw, green lust streaked my desire for a machine like that."

With production of the overhead camshaft singles well underway for 1958 the Formula 3 superseded the Marianna (the Gran Sport's nickname) as a catalogued production racer. The F3 was first offered as a 125 and 175, and from 1960, a 250, and was still largely Marianna based. Almost nothing, however, from the production street bikes was used in the F3.

The frame was quite different, being lower and lighter, with a lower steering head, shorter 35mm steel or aluminum Marzocchi fork legs, and used a shorter swing arm. Although the F3s were genuine factory racers they suffered through being too expensive and were penalized by the 4-speed gearbox. Amadoro brakes (175mm front and 260mm rear, and magnesium castings on this machine) were typically installed, usually with air scoops, both front and rear, and laced to 18in rims. The motor was a twin-cam (*bialbero* bevel drive, over-square 62x57.8mm 4-stroke single using sand cast crankcases and a 4-speed gearbox with straight cut gears. 16 horsepower was quoted at 9000rpm. And they raced exceedingly well. Farne set off to conquer the USA in early 1959 on a factory 175 winning the 250cc class at Daytona a month after arriving. Franco Villa took over in 1960 and continued the successful promotion of Ducati's OHC singles for importer Berliner.

Production of all three capacity F3s together was very small, perhaps less than 100, with perhaps only as few as a dozen 175s. Thus, one can believe that any genuine F3 175 is extremely rare today. This genuine bike was raced by Sonny Angel of San Diego, California before being enjoyed as part of a local discerning collection. It was fully and correctly restored by marque expert Ted Henry of Torrance, California, with Frank Scurria rebuilding the engine before becoming a part of Hollywood photographer, Guy Webster's, collection. It then took up residence in a prominent North Western collection for some time, until now, when this most rare of machines is being offered for sale. The machine is offered in exquisite condition and is, reportedly, ready to show or race.

Phil Schilling's Mind was Satisfied.

\$80,000 - 100,000

Offered on a Bill of Sale.



164

c.1957 DUCATI 125cc GRAND PRIX RACER

Ducati Meccanica decided to hire ex-Bologna University scholar Fabio Taglioni of FB Mondial in the mid-1950s to design a new engine capable of winning out of the box. Upon joining, Taglioni undertook the design of what was to become the 98cc Gran Sport or Marianna. This machine dominated its class in long distance street racing and was the foundation for Borgo Panigale's overhead cam single and twin cam, and desmo singles that helped make Ducati into the winner it is today.

The new SOHC bevel racing model was first a capacity of 100cc in 1955 and was a convincing class winner. Soon a 125cc version followed with equal success, opening the budget for a proper 125 Grand Prix race bike. Introduced in 1956, the first *Bialbero* used conventional rocker arms, the valves opening and closing via coil springs. This design proved unreliable and so in short order a "desmodromic valve closing" design was created.

While 1957 became a season of development for the works bikes, it also allowed the factory to produce some "continuously developing" twin-cam production, privateer race bikes. Perhaps 50 were made in total during 1957 and 1958. And were they ever successful?

This machine, most likely sent to Spain and run in local races by Ducati's Spanish "partner", Mototrans, possibly with local racer, Vila, aborad, then came to the USA via Germany where it may have been raced by a then Italian works rider. The bike was meticulously restored to original specification, and reportedly starts and runs well. It is being sold from a reputable private Ducati collection.

This is a clearly unique opportunity to acquire a genuine benchmark Ducati production race bike – a valuable work of mechanical art.
\$85,000 - 125,000

Offered on a Bill of Sale.





165

One of 207 homologation "kit bikes"

1988 DUCATI 851 TRICOLORE

Frame no. ZDM3HB6T6JB850034

Engine no. HB6J850032

It was the Ducati 851 which first served notice that high-performance sportbikes and World Superbike racing would no longer be Japanese-only affairs. Where before Ducatis made do with simple air-cooled motors, the 851 had liquid-cooling, four-valve desmodromic cylinder heads and electronic fuel-injection. In 1990 Raymond Roche rode a factory 851 to the World Superbike championship, the first of 13 titles to date for Ducati.

World Superbike racers were required to be based on production streetbikes. One way to get the highest-specification base model possible was to build homologation specials – expensive, limited-edition versions that needed relatively minor modification to be track-ready. Ducati took this so-called "kit bike" approach with the 851 Superbike. Just 207 of these nominally street-legal machines were hand-built, enough to satisfy World Superbike rules, with an estimated 20 examples coming to the U.S.

Differences from showroom stock include a braced swingarm, close-ratio gearbox, ventilated dry clutch and lightweight magnesium Marvic wheels.



No speedometer, just a tachometer and temperature gauge. The motor was upgraded with race-grind camshafts, a hot-rodded electronic control unit, ram-air duct and free-breathing reverse-cone mufflers. It was good for about 120 horsepower.

This *Tri-Colore* 851 kit bike has been made fully street-legal, and is titled and registered. Globe-type turn signals mounted in the handlebar ends satisfy the DMV, as does a digital speedometer/odometer triggered by a magnet mounted on the front wheel. Having covered 2600 miles from new, this is truly a Superbike for the street.

\$30,000 - 40,000



166

1998 DUCATI 916 MONOPOSTO

Frame no. ZDM1SB8S0WB012070

Engine no. SB8W012563

Since the days of the 750 SS, the Ducati V-twin has set the standard for the modern sporting motorcycle. Always technically brilliant, always the height of functional beauty in design, they have captured the heart of the capable and serious motorcyclist. Of the recent examples of the “two-wheeled Ferrari”, the 916, introduced in 1993, has come as close as anything does to producing the sensation of riding a racer on the road. The brilliant technology of the frame with its single-sided rear suspension is allied to a thunderous 4-valve, liquid-cooled, desmodromic motor producing something over 100 horsepower and dry clutch, 6-speed gearbox, giving a top speed - on a track-day outing only, of course - of over 150mph, something undreamed of in an over-the-counter machine before. The late Massimo Tamburini-designed quick-release, sculptural bodywork is a motorcycle “wonder of the world” that will stand the test of time. Some say it’s the most beautiful motorcycle ever offered. The company’s all-conquering racing record at World Superbike events boosted the reputation of the road bikes making other makers’ efforts seem derivative.

This example is a well ridden, well maintained 916, with the typical upgrades that were made in the early 2000s. Quality carbon fiber front fender and mufflers, silver-gray 5-spoke Marchesini wheels, red mirrors, black windshield, aftermarket brake and clutch hoses, re-shaped indicators and adjustable levers are but a few of them on this superb, very clean 916. The Los Angeles seller has owned this bike (one of several Ducatis all of which shared his constant riding) for many years and has put on the vast majority of the 9,503 miles.

\$7,000 - 10,000





167

1967 TRIUMPH T120R BONNEVILLE

"The famous Triumph Bonneville Road Sports twin carburetor motorcycle is the acknowledged choice of American riders who demand the finest all-round performance and handling. For 1966 the Bonneville features a new sporting look, with small slim gas tank, modern compact tail light assembly and polished stainless-steel fenders. Performance has been further increased, yet it still retains the reliability required by road riders under all conditions." - *Triumph Motorcycle Company*.

The café racer's favorite since its launch in 1959, the Bonneville continue in this new form as Triumph's top-of-the-range sports model. Improvements came model year by model year. Specifically new for 1966 was the tank emblem often referred to as the "eyebrow" badge, a new frame with a 62 degrees (from 65) steering head angle, a new front hub and brake with wider shoes, an increased compression ratio from 8.5:1 to 9.0:1; hotter cams, a lighter flywheel ring, plus lugs on the steering head ready to mount a fairing a la UK police forces, and a 12-volt electrical system to bring it into the modern era. An all together neat, light, frisky sport bike, still with great appeal.

This collectible, very low mileage '66 Bonnie has been restored to a "museum quality" in correct white with orange stripe livery. It's ready to enjoy on the street and at shows; or become an exhibit

\$14,000 - 17,000





168

1957 NORTON 611cc 19S

Frame no. 71036

Engine no. 71036

Just as Norton first overhead-valve production motorcycle - the Model 18 - had used the same 79x100mm bore-stroke dimensions of the existing flathead or sidevalve-engined 16H, so the larger-capacity but otherwise similar overhead-valve Model 19 used those of the 588cc Big 4 sidevalve, at 79x120mm. Intended to appeal to the sidecar man with a yen for high performance, the ohv long stroke engine quickly established itself in its maker's chosen role, Norton-mounted riders Graham Walker and George H. Tucker finishing second and third respectively in the inaugural Isle of Man Sidecar TT of 1923, an event Tucker duly won the for the Bracebridge Street manufacturer the following year. For 1933, the engine was revised with bore/stroke of 83x113mm, dimensions it would keep until production ceased in 1958, by which time the model had been revised in line with the rest of the Norton range, gaining, among numerous other improvements, Roadholder telescopic forks and a swinging-arm frame.

Finished in the marque's traditional silver and black livery, this 4-speed Norton Model 19S is described by the private vendor as in excellent condition throughout having been very well restored between 2010 and 2013, including engine and transmission, and new wiring harness in cloth, by Wes Scott Motorcycles of Ft. Lauderdale, Florida. The seller bought the bike from long term owner, John Bishop of Michigan. It is believed to have been in storage for most of its life. Mileage is quoted as 718 but it is not known if that is accurate.

\$12,000 - 16,000





169

1966 TRIUMPH 750cc STREET TRACKER SPECIAL

Frame no. T120RDU35932

Engine no. T120RDU35932

Ron Peck is a former flat-track racer turned master craftsman currently turning out some of the cleanest specials in America, this beautiful Triumph street-tracker being a prime example of the bikes coming from his shop, Ron Peck Motorcycles. The project started with a 1966 T120 Bonneville but there's not much left of the original machine. The engine was treated to a complete "sludge trap out" rebuild, pumped up with Morgo 750cc cylinders and pistons, Megacycle "Sifton grind" camshafts, an ARD magneto and twin 32mm Mikuni carburetors.

The stock frame was modified to accept a Knight fiberglass fuel tank and tailsection. Ceriani MX forks lead the way, their lower sliders machined and polished to remove the stock brackets. Front hub is from a 1957 T100 Triumph, with sporty cooling holes added. Shouldered alloy rims show off the period Pirelli MT53 tires. A near-identical sister bike to this Triumph, built at the same time, was judged "Best British Modified" at the prestigious Legend of the Motorcycle Concours, and this one is every bit as good. Currently, it has covered about 200 miles since its build.

\$12,000 - 16,000



170

1965 TRIUMPH TR6 TROPHY

Frame no. TR6 DU17240

Engine no. TR6 DU17240

The Triumph TR6 was the prime, and perhaps last, example of the all-around motorcycle. It was fully capable of being raced successfully on America's mud or desert tracks, or ridden daily on errands with minimal maintenance. With a single carburetor to maintain, many consider the Trophy a more desirable machine for actual road use than its more famous sister the Bonneville, as their performance is nearly equal in real-world terms, although the Bonnie certainly pulls away at over 80mph. But not everyone cared about performance over 80mph, and simply enjoyed the thrilling torque and great all-around handling and utility of the 650cc Triumph twin, without the regular hassle of synchronizing two carbs.

This 1965 Triumph TR6 is that rarest of breeds; a documented one-owner machine from new, sold by the original owner, and still in its original paint. It was purchased by Bernie McGarrah at Ray's Cycle Center in Greenfield, Massachusetts, and the mileage shown is correct.
\$3,000 - 5,000

Please note that this motorcycle is titled with frame number DU17240.





171

Ex-Steve McQueen

1912 HARLEY-DAVIDSON X8E BIG TWIN

1912 was the first all-chain drive model for Harley-Davidson, which also featured a clutch, skirted fenders, and a 1000cc engine with mechanical valves. Harley's 'full floeing' (sic) seat featured a spring in the frame's downtube - Harley was slowly modernizing, although it took 3 years to add a 3-speed gearbox. Harley offered a single or twin-cylinder model in 1912, with belt or chain drive, and magneto ignition. The X8E was Harley's top of the range model, and cost \$10 more than the standard 6.5hp twin, at \$310.

Late-1912 8hp Harley twins are rare, as mid-year the engine capacity was increased from 49cu" to a full 60cu", making a more powerful and desirable machine, and the first Big Twin. This matching-numbers 1912 Harley-Davidson retains its original cylinders (with perfect fins) and matching engine/cylinder barrel stampings, and a one-year-only crankcase breather/primary chain lubricator. It was purchased at the 1984 Steve McQueen estate auction at the Imperial Palace hotel in Las Vegas (Lot #525), and comes with a certificate of authenticity signed by Terry and Chad McQueen.

It is believed that Steve rode this Harley in at least one Pre-1916 event, and of course the distinctive paint scheme, with one tank bearing its original paint, is the subject of discussion; did Steve McQueen and his buddy Von Dutch rattle-can paint the bike red after a late-night drinking session, as some claim? Given McQueen's known love and connoisseurship of early American motorcycles, we wonder...but then again, both men had an eccentric sense of humor, and were known to pull stunts under the influence of whiskey (or worse).

This ex-Steve McQueen 1912 Harley-Davidson X8E is in full running condition, and it appears the original factory paint lurks under that distinctive red brush job. Will the new owner will keep that red paint as Steve maintained it, or attempt to discover the original factory job? In any case, the bike has a fantastic story. It should be noted that after Steve McQueen's ownership, the wheel rims were upgraded for actual riding, and a headlamp added for vintage rallies.

\$120,000 - 140,000

Offered on a Bill of Sale.





172

1971 HARLEY-DAVIDSON FX SUPER GLIDE “BOATTAIL”

Frame no. 2C48741H1

Among the most collectible of post-1960s Big Twin Harley-Davidsons is the Super Glide, which set the company off in a new styling direction, the effects of which can still be seen today. The first major work by then-new styling chief Willie G. Davidson, the Super Glide would morph into the popular Low Rider series, inspiration for thousands of custom-style cruisers that would soon follow – from Harley and almost every other bike-maker.

To arrive at the FX chassis, Davidson took the Shovelhead drivetrain and main frame from the FLH, then he grafted on the sporty forks, headlight treatment and front brake from a Sportster. Buckhorn handlebars, a Fat Bob fuel tank and a one-piece fiberglass fender/seat that came to be called the “boattail” completed the look. That last element was seen as too controversial for the day’s tastes and was quickly replaced with more conventionally styled pieces, making an original Boattail Super Glide a very rare piece today.

While most first-year FX Super Glides were finished in the “Sparkling America” paint scheme of red, white and blue, other color choices were available. This fully restored example wears a beautiful candy blue with black accents, making it even more rare. It has not been started since restoration and has been stored without fluids in a climate-controlled environment.

\$8,000 - 10,000
Without reserve





173

1978 HARLEY-DAVIDSON XLCR CAFÉ RACER

Frame no. 7F24587H8
Engine no. 7F24587H8

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

Unfortunately the bike's sinister all-black appearance wasn't backed up by its performance, sales were disappointing, and production ceased in 1978 after less than 3000 examples had been manufactured, assuring its collector status. "The Harley-Davidson XLCR was Willie G. Davidson's one and only brush with the café-racer set, and it created a classic for all time," noted Motorcycle Classics magazine in their retrospective on the bike.

The collection's second-year XLCR1000 was a California bike purchased with 8,296 miles showing. It has been repainted once but otherwise remains original, including a set of Goodyear Eagle A/T tires.

\$15,000 - 18,000
Without reserve





174

One of only 15 produced

1950 VINCENT SERIES C WHITE SHADOW

Frame no. RC6376A

Engine no. F10AB/1A/4476

Dawn in the desert was cool on Utah's Bonneville Salt Flats on September 13, 1948. Later that morning, a motorcycle and Indianapolis 500 racer and sometime service station manager donned a Speedo-style bathing suit, a bathing cap and sneakers. Then, Rollie Free mounted a Vincent Black Lightning, a hopped-up version of the 1000cc British v-twin, which was then the fastest production motorcycle in the world. Running down the salt supine on the bike, with his legs stretched behind him and toes pointed like a high diver, Free broke the 150mph barrier and the U.S. motorcycle speed record.

A speeding car had captured a picture of the hurtling black Vincent with Free on top, seemingly floating in the white background of the endless salt flats. When it was published in *Life* magazine, the Vincent burst into the psyche of both American motorcycling and a startled public.

After the war, the British public was not allowed to buy goods that could generate foreign exchange by being exported, and Vincent looked to the US market. A modified design of the 1000cc v-twin Rapide was the Black Shadow. Americans who saw its enameled engine cases and gearbox and 150 mile per hour speedometer were awestruck and purchasers enjoyed 100mph cruising and a top speed of 125mph.

However, the consigned machine is a rare White Shadow. Unlike the "Black" models - Prince, Shadow and Lightning, it eschewed black, stove enamel engine cases, to be sold with bare metal cases instead. This machine comes with a Certificate of Authenticity from the Vincent Owner's Club, as well as documents like the factory Dispatch Check Sheet, Works Order Form and Specification Sheet. The second owner was a Frank Alexander, who purchased this Vincent in 1955. When he bought the bike, the frame had been painted a non-standard color some believe was gold. Alexander was a wealthy Vincent enthusiast, well connected at the factory. From the gold color scheme it was repainted in Chinese Red livery and remained as such until purchased several years ago by the vendor. Upon purchase it was sent to marque expert, Sam Manganaro for a full and correct restoration, returning the frame and tinware to the original black with Vincent's trademark gold striping. Its rarity as a White Shadow is assured by its gleaming metal cases, full factory documentation and matching numbers. This is a turnkey opportunity that will allow the owner immediate riding pleasure plus providing entrée to the premier elite shows and tours of the International motorcycle world.

\$140,000 - 170,000





175

1954 VINCENT BLACK SHADOW

Frame no. RC11769B

Engine no. F10AB/1-B 9869

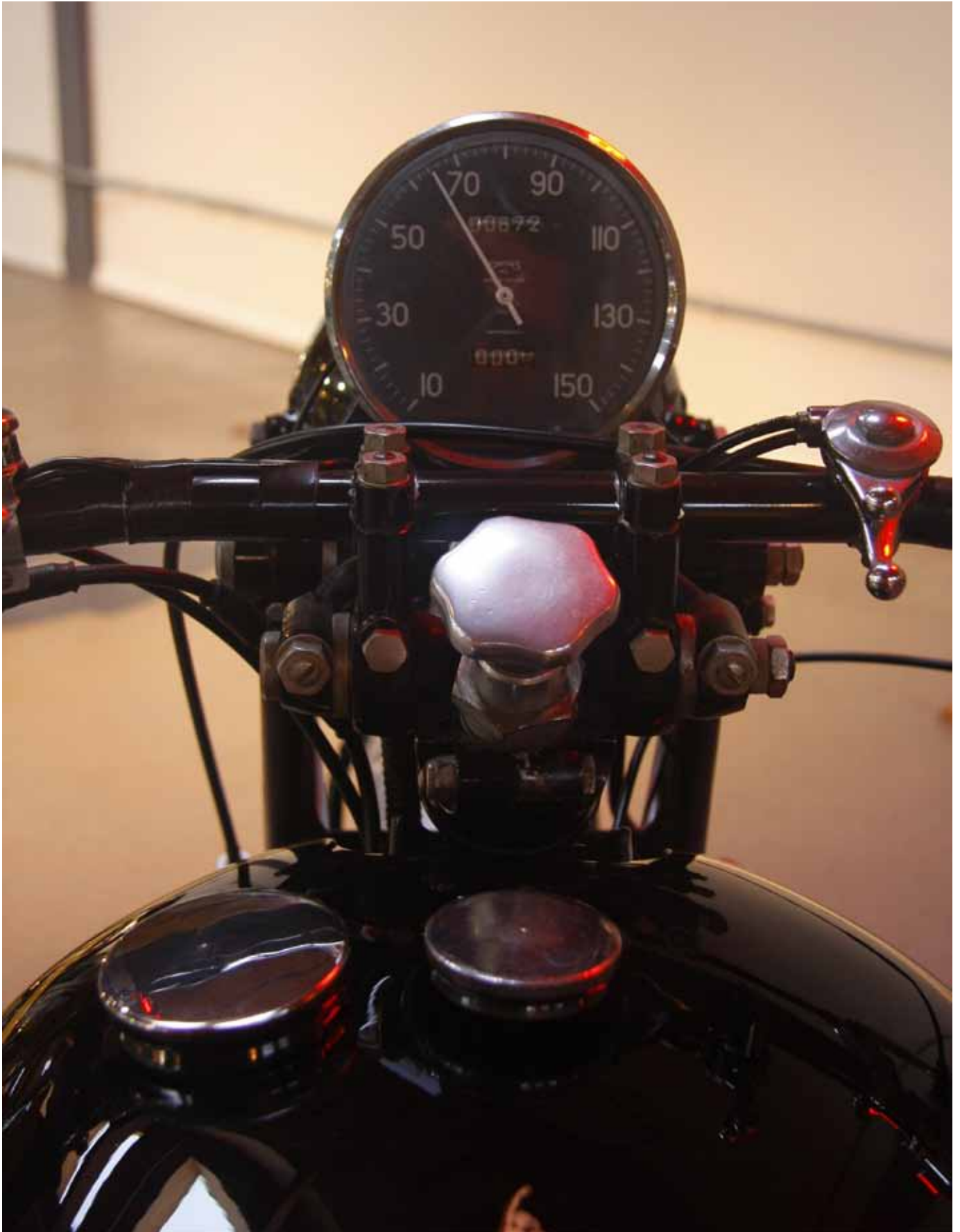
Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the "world's fastest production motorcycle" record in 1948 on a tuned Series B Black Shadow to the final fully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

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-WWII years there was nothing to compare with it. This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK 120 was there a production sports car that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph - and in the Black Shadow's case - the Vincent v-twin was quite simply the fastest road vehicle of its day.

Copies of factory records kept by the Vincent Owners Club confirm that this Black Shadow's Works Order was dated November 12, 1952 and was dispatched shortly thereafter as ordered by the Indian Sales Corporation in San Francisco, California where it is believed to have stayed until bought by the seller - it had been very well restored by famed California Vincent expert Mike Parti - in December 2009. The reason it was bought was that the seller, a Chicago resident and aficionado of post-WWII DB Aston Martins, felt he could not ride his White Shadow - also in this sale - for fear of compromising its wonderful condition. In fact he did not ride this Black Shadow very much either in spite of its wonderful set-up and easy starting. Just prior to the sale the bike was re-commissioned by the reputable Sam Manganaro in Colorado and so it is to be sold still in excellent running shape, ready to be a rider or a museum piece. Or both.

\$100,000 - 130,000

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





176
*Woody Carson restoration of one of the
 earliest motorcycles*
1902 FN SINGLE-CYLINDER

It's a measure of Woody Carson's love of the restoration process that when his company transferred him and the family to the Netherlands for four years and he had to leave his projects behind, that he picked right up in Holland, purchasing more motorcycles that needed rescuing. It's that kind of dedication to saving old bikes that got Carson elected to the AMA Hall of Fame, the Indian Hall of Fame and the Sturgis Hall of Fame. He was one of the earliest members of the Antique Motorcycle Club of America, joining in 1954, and was a founding member of the AMCA's Rocky Mountain Chapter.

This 1902 FN single from neighboring Belgium, now 113 years old, was one of Carson's overseas finds, restored by him in Holland after its 1958 purchase. It was taken to shows and rallies all over the Continent, and even did parade laps at the Isle of Man TT races in 1961. An award winner from the beginning, amazingly it's now taken home trophies in six different decades.

FN stands for Fabrique National, a Belgian outfit that started in firearms and ammunition before diversifying into first bicycles, then motorcycles. The 133cc belt-drive single, among the earliest viable motorcycles, was first sold in 1901, one year before Indians hit the showroom and two years before Harley and the Davidson boys got together. And before



either of those companies managed to put a V-twin together, FN in 1905 had built the world's first four-cylinder motorcycle engine, a 362cc job with shaft final drive.

Inherited by Kristi Carson upon her father's death in 2006, sale of this FN single includes a tool kit and leather carrying pouch, a small selection of parts, a build book with full documentation and trophies won by the bike over the years.

\$22,000 - 28,000

Offered on a Bill of Sale.



177

1932 PEUGEOT MODEL P108 250cc SINGLE

Frame no. 137745

Peugeot, of course, is well known as one of France's leading car makers, but before automobiles came motorcycles. In fact, Peugeot Brothers started like many other companies by building bicycles, their first pedal-powered two-wheeler produced in 1882. Six years later, Peugeot entered motorized production with a tricycle powered by the ubiquitous De Dion Bouton engine. In 1901 Peugeot introduced its first motorcycle, the 'Motobicyclette,' very much a heavy-duty bicycle with a 198cc Swiss ZL motor. Soon there would be a proprietary 239cc single – evidenced by the PF (for Peugeot Frères) cast into the engine cases. As early as 1903 five of the new machines were entered in the long-distance Paris-Madrid event. The need for more speed led to twin cylinders in 1910. Borrowing from Peugeot's Grand Prix car program, double-overhead camshafts appeared in 1914.

During the 1920s and '30s, Peugeot broadened its offerings with a line of tidy, economical sidevalve singles from 174 to 346cc, advanced for the time by virtue of their unit-construction engines, combining engine and gearbox within a single assembly, which made for a compact and clean layout. This particular 250cc P108 model was purchased by Woody



Carson's son-in-law Pokie Parmidge in 1992 during a stay in Holland, told by the previous owner that it was part of the Peugeot display at the Paris Show in 1932. Further research would be needed to verify that as fact. Already in excellent cosmetic condition when acquired, Parmidge carried out a mechanical restoration of the engine and transmission. Various trophies, miscellaneous used parts and tools, and a binder full of documents and photos are included with this sale.

\$4,000 - 6,000



178
**c.1956 GILERA SATURNO 500GP
 ROAD RACER**

Frame no. 26 70 50

“Most renowned for its world-beating four-cylinder racer, the Gilera company of Arcore in Northern Italy also created the 500cc single cylinder Saturno. Produced as a suitable machine for privateers, the limited-edition racing version of the Saturno roadster was also chosen as a mount for factory riders at particular events, especially on tight circuits where top speed was not at a premium.

Designed by Giuseppe Salmaggi and named after a Roman god, the Saturno was first launched in 1940, but Italy’s entry to WWII caused production to be suspended until 1946 when updated road and competition versions appeared. It subsequent years engine and chassis development refined the Saturno, and the final Corsa racer produced from 1952 to 1957 was nicknamed the Piuma (feather), because of its light weight and easy handling.” Mick Duckworth, *Classic Racing Motorcycles* (Duke, 2002).

American iconic interior decorator Dorothy Draper once said “If it looks right, it is right.” And does the Saturno look right! More than that, its less-than-“sophisticated” motor - it used a long-stroke (84x90mm bore and stroke), push rod, 2-overhead-valve with gear driven camshaft in the timing chest, unit construction crankcase which included the gearbox and wet sump lubrication – worked right too. 42 horsepower is quoted at 6500rpm.



And then add an enclosed geared primary drive, a Dell’Orto carburetor, a pinion-driven Marelli magneto and 4-speed gearbox selected by a rocking pedal all suspended in a open-bottom tubular, single down tube frame with a twin shock rear and telescopic fork front end, and the best big drum brakes of the era.

The sale bike is believed to be a superb example of a rare, classic machine. No blue blooded racer can deny the appeal of getting “under the bubble” on this bike with the seat hump to hold you on once your chest, enclosed in the finest Italian leather of course, is resting on the tank. Little of its early history is known although it has been successfully raced in Classic events in Japan in recent years.

\$14,000 - 18,000

Offered on a Bill of Sale.



179

c.1956 MV AGUSTA 175cc RACER

Engine no. 450382

From the Allan Aaron collection, this MV Agusta 175 race bikes was thoroughly updated for vintage road racing competition. During his service in Europe, Aaron raced at many of the grand old continental circuits and upon his return to the U.S. entered AHRMA events. Among the many updates was a change to more modern telescopic forks and aftermarket rear shocks. A larger Dell'Orto carb with remote-mount float was another performance upgrade, likewise the Akront shouldered alloy rims and tuned exhaust.

Most recent AHRMA inspection sticker seen on the bike indicates it was last raced in 1997, so a mechanical and safety inspection is in order, as well as an update to current safety requirements, before the bike takes to the track again.

\$6,000 - 9,000

Offered on a bill of sale.





180
*Multiple Concours 'Best of Show' winner,
including Meadowbrook, Amelia Island, and Hilton Head*
1938 BROUGH SUPERIOR SS100

Frame no. 1935
Gearbox No. IN 24583
Engine no. BSX-1031

George Brough earned eternal fame with his Brough Superiors, especially the SS100 model, which was his masterpiece. When introduced in 1924, the 'Hundred' was the most beautiful, most expensive, fastest, and most coveted motorcycle in the world, and so it remains to this day. While George was a master of PR, and could certainly blow smoke in the eyes of the press to bolster his reputation, he was also a master stylist, and every motorcycle to emerge from his small Nottingham workshop was guaranteed to be as gorgeous as it was eminently functional. His machines worked; they were built for fast touring (if not outright racing) with 'special for Brough' extra-durable materials inside their engines and gearboxes, which he famously strong-armed out of his suppliers, who it must be acknowledged benefited equally from the association. The SS100s of the 1920s used racing JAP v-twin engines, which benefited from the development talents of the legendary Bert LeVack, who made them the fastest and most durable high-speed motors available. This was amply proven by their regular appearance as the 'World's Fastest' in the Land Speed Record contests for a decade, between 1927 and '37 - the advent of WW2 - when the titanic battles between George Brough and the 'rest of the world' (read: BMW and Gilera) were both intensely personal for the man, and metaphors for impending conflicts on the global stage. That the engines overseen by LeVack in the 1920s carried on with the

record-breaking game into the 1950s, says enough about their potential. LeVack was lured to Motosacoche in 1930, and JAP seemed to lose their edge, although they did design new and theoretically improved powerplants for many years to come. Unfortunately, while still viable for racing, the big JAP v-twins frustrated their road-going customers, as racing had become more specialized, and genuine racing engines less compatible with road use. Thus, while the 1932 'two of everything' JAP 8/80 v-twin should have been the ne plus ultra of SS100 engines, it was sadly under-developed for a luxury roadster, and gave trouble. Brough looked elsewhere, for a more civilized and reliable engine, which he found at the AMC works, with their 'MX' sidevalve and overhead valve engines.

With their 'square' bore and stroke, simple 3-lobe camshafts, robust bearings, excellent oil pump, and fine casting quality, the 'MX' engines returned the reliability Brough needed, although in the bargain the SS80 and SS100 models lost a certain raw excitement, in exchange for very civilized road behavior. The Matchless engines were very smooth, powerful, and reliable, if not quite so aggressive as the JAPs they replaced. George Brough had matured from the young tearaway of the 'Teens and '20s, and opted for reliability and refinement rather than finicky nervousness to complement his speed.



The MX-engine secured the Brough Superior SS100's status as the world's premier luxury motorcycle on its introduction in 1934, having become an ultra-sophisticated grand tourer of peerless styling and a first-class finish, a money-no-object motorcycle for the very rich. Which perfectly defines the SS100's place in motorcycling today, and while the cost of ownership has grown exponentially, the description when new remains the same. Broughs never languished as inexpensive or disposable, and their coveted status among collectors means a high percentage of the 3048 Brough Superiors built have survived.

This 1938 Brough Superior SS100 M1 1935 was delivered on Jan 23, 1938 to Brown Brothers, and subsequently shipped to Australia. It was originally fitted with engine BS/X 1037 and gearbox #19046. The chassis remained in Australia, and at some date the engine was replaced by a 1938 SS100 engine (BS/X 1031, four number earlier than the original), and the gearbox (#24583) was fitted from a 1939 SS80. After a stint on

the vintage racing circuit, the bike had a crash, and was comprehensively restored by noted Brough specialists Jack Graham Motorcycles in Sydney. Noted Florida motorcycle collector Jack Wells purchased the machine from the Grahams, and American Brough Superior specialist Vic Olsen spent time making minor improvements to the cosmetics and mechanics. Now Wells notes the Brough is "absolutely gorgeous", a claim bolstered by Concours d'Elegance victories at Meadowbrook, Amelia Island, Hilton Head, Boca Raton, Dania Beach, Riding Into History, etc. The SS100 has all Brough components, and is quite a beauty. Wells continues, "Besides being beautiful, it's a very good rider, and starts easily. If it's been sitting in my mezzanine for 4 or 5 months, I put new gas in and it fires right up. Plenty of Brough collectors have ridden it, and confirmed it's a first-class machine."

\$325,000 - 375,000

Please note that this motorcycle is titled with frame number M11935.



181

Recent restoration, winner of multiple Best of Show awards

1936 BROUGH SUPERIOR SS80 WITH WATSONIAN SPORT SIDECAR

Frame no. 1704

Engine no. BS/X4 4397

Here's a unique Brough Superior sidecar outfit that owes its existence to efficient British records keeping and a bike-obsessed Texas hoarder. The SS80 – or rather its many disassembled pieces – was found in Arlington, Texas, along with the remains of 50 other classic British motorcycles. Inside a 20 x 20ft. cubicle was an almost impregnable tangle of motorcycles and parts.

After several decades the hoard was put up for sale. Noted Britbike expert Keith Martin of Big D Cycle in nearby Dallas acquired the entire stockpile, and from it have emerged several important restorations, including this SS80, now joined with a period sidecar to form a very sporty outfit.

That whole restoration process was helped immensely by acquiring a copy of the SS80's 1936 build card and other related documentation from England's Brough Superior Club. The material, which not only detailed the bike's specifications and factory options, shed some interesting light on the bike's history. While the frame was from 1936, the engine was not. Although identical to the bike's original powerplant – their serial numbers being only 14 digits apart – it actually came from a 1937 SS80. As it turns out, the records show that both Broughs were owned by the same man! The reason for the engine swap is not noted, but perhaps the engine in "ACR294" had problems and the owner preferred the handling of that bike's Castle-forked frame, as opposed to the Druid forks on the other, so the switch was made? In any case, the bike was last taxed for UK road use in 1962.

Ten years later it had jumped the Atlantic and taken up residence in the America, where one of its owners apparently ran afoul of the U.S. government, which seized the Brough for reasons unknown and put it up for auction in 1982. This is where the reclusive Texas hoarder enters our story, setting upon his new purchase with spanner and socket so it could be squirreled away.

Club records also indicated that the original British owner had been a sidecar man, both Broughs being factory equipped with the appropriate gearing for pulling a chair. So, concurrent with ACR294's full restoration, a same-year sidecar was sourced in England. The 1936 Watsonian "Sport" with frame was complete but like the bike in need of complete refurbishment. It now has a convertible top, period-correct tool kit, rare Lucas light bulb holder, Powell & Hammer pushbutton horn and Lucas "King of the Road" map light.

Since restoration, the SS80 outfit has been a consistent top award winner at numerous events, including Best of Show at the 2012 AMA Vintage Motorcycle Days in Ohio; Best of Show at the 2012 Del Mar Celebration of the Motorcycle in California; Best of Show at the Lake o' the Pines Rallye in Texas; and Design of Distinction Award at the Eyes on Design Show in Detroit, Michigan. Included in this sale are copies of the original works build cards, all related documentation and a photo book of the entire restoration process.

\$110,000 - 130,000





182

1938 RUDGE SPECIAL 500

Frame no. 64094

Engine no. S6357

For the Rudge-Whitworth company, innovative engineering led to racetrack success and a reputation as Great Britain's premier prewar sporting single, especially after the Rudge "Four" was introduced in 1924. Named not for its number of cylinders, the 350cc single had a four-valve cylinder head and a four-speed gearbox, almost unheard of in a production motorcycle at that time. Able to polish off other company's 500s, the Rudge was game-changer. "The all-new 88 x 85mm Rudge four-valve engine, combined with a four-speed gearbox, simply left every other manufacturer for dead," wrote British motoring journalist Frank Melling in his retrospective of the brand.

By 1928 the engine had grown to 499cc, still with a pent-roof cylinder head and four valves, each pair arranged in parallel. Strong, track-worthy 8-inch brakes were fitted so now the Rudge stopped as well it went – another innovation, way ahead of its time, was optional linked braking, wherein a stomp on the rear pedal brought both brake drums into play.

The enlarged four-valve Rudges immediately proved themselves in competition when team rider Graham Walker piloted his machine to a win in the 1928 Ulster Grand Prix, in the process averaging in excess of 80mph, an amazing feat. Two years later, now with radially disposed valves, a trio of Rudge 350s swept the first three podium places at Isle of Man Junior TT. Rudge 500s also went 1-2 in the Senior TT, making 1930 a very good year for the company.



On the street, that race-bred heritage paid dividends. Melling again, after riding an earlier four-valve Rudge: "Performance is all that the design promises. One long kick fires up the big single into a melodious, throbbing heartbeat booming through the twin 'Brooklands' cans. The hand-change gearbox is sweet, and the big single pulls effortlessly to a relaxed 70-mph cruise, accompanied by precision handling. In 1928, this must have been the ultimate motorcycling experience."

The 1938 Rudge Special on offer here was subject of a recent thorough restoration, and has only covered a few miles since completion.

\$25,000 - 30,000



183

1905 HARLEY-DAVIDSON REPLICA

Engine no. 0505

The early days of Harley-Davidson are intriguing, its history often enhanced by well-meaning marketing personnel. The legacy of the fabled company's 1903 origin did not take into account the first prototype was a feeble 1¼ horsepower, 15.85 cubic inch engine strapped into a regular bicycle frame, and was never commercialized. That honor fell to the following development, a 3¼ horsepower engine of 24.7 cubic inch displacement sometime in 1904. The Harley and Davidson lads had also been exposed to several other early makes of motorcycles in Milwaukee and were able to glean the most practical ideas from other pioneer manufacturers. The new engine was larger and had excellent power, and its slower running would ensure a long reliable life. They also recognized the advantages of carburetion over a simple mixing valve. Another important observation came from the loop frame of the locally manufactured Merkel motorcycle which securely held the engine in a position that enhanced weight distribution. Clever intuition and good research fulfilled their ambitions of creating an excellent motorcycle right out of the gate.

That first Harley-Davidson carried the company into a new century, and some 90 years following its debut, became the source of a unique project. During the mid-1990's, a group of artisans banded together to re-create a small number of this iconic motorcycle. Together, they desired to replicate the 1905 Harley-Davidson in the highest possible quality and be technically correct. Details such as the early engine's case studs, and the thread and pitch of various fittings were exactly adhered to based



upon an original machine. Mimicking the original, this motorcycle does not have fenders.

The engine has never been started but was planned to be fully operable. Cosmoline has been applied to the internals to protect the finishes from the expected long term storage in a collection or museum.

In the case of this 1905 Harley-Davidson, imitation is the sincerest form of flattery. Whether you consider this machine a replica or art, is a personal judgement. Nonetheless it is a beautiful representation of one of the world's most famous motorcycles, and one that will surely be appreciated.

\$60,000 - 75,000

Offered on a Bill of Sale.



184
Less than 1900 miles from new
1994 DUCATI 888 SPO LTD

Frame no. ZDM1HB7R0R8002009
 Plaque no. 098

“The 888 Sports Production may now be overshadowed by the 916/996,” so Ian Falloon had written in *Ducati 916* (Haynes 2001), “but in many ways they represent the end of an era for Ducati. There was a rawness about these machines that appealed in the way of earlier Ducatis. They were still Ducatis for the traditionalist, and they were also built in far fewer numbers than later versions.”

The plaque on the top triple clamp of this 1994 Ducati offers a story: no. 098 LIMITED 888 SPO. Decoding this tells us it is number 98 of 100 (see text) American market only, limited edition, Sports Production Omologato 888s (from the 1994 production year). This 888 model was the last of a long line of SP limited editions. The lineage started in 1990 with the 851 SP2 (380 made); SP3 and SPS in 1991 (534 and 16 respectively); 888 SP4 and SPS in 1992 (500 and 101 respectively); and SP5 in 1993 (500). Data on any of the American imports, above, is incomplete as it is for 1993 and 1994. The US market had its own LIMITED 888 SPO for 1993 with 290 units and for 1994, either 100 or 75 units (of the 150 shipped 75 were said to have been sent back to Europe). 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 Limited was their answer. Such was the rush to get AMA clearance the model received precious little sales promotion.

The American market 888 SPO Limited used the 94x64mm 888 Strada motor of 1992 now with 100bhp at 9000rpm to offer a tad over 150mph



in top speed. 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. On both sides of the seat was the #1 in black on a white background to celebrate Doug Polen’s 888 WSB wins of 1991 and 1992.

No. 098 is being sold by its second owner with 1900 miles on the odometer. It has been maintained and stored fastidiously over its life, most of the work being done by two Minneapolis long time Ducati master techs both with a national reputation, Doug Lofgren and Fred Snyder. It ran on the dynamometer at 107 horsepower (dyno sheet on file) helped no doubt by the 50mm Farne headers and Termignoni carbon exhaust cans. A carbon rear hugger was also added prior to its recent climate protected storage and so the bike is virtually as new – including its original tires.
\$11,000 - 14,000



185

17 miles from new, one of only 15 imported into the USA

2002 DUCATI 748R

Frame no. ZDM3H74R72B011435

Engine no. 8834013565

Plaque no. 0427

The Desmoquattro 4-valve, desmodromic, belt drive, Ducati V-twin motor was designed in the middle 1980s at 748cc, with the cylinder heads, obviously, specific to the 88mm bore. (By 1994 with the launch of the 916 the bore had grown to 94mm.) So it was no surprise to learn that Ducati would soon offer a “baby 916”; they already had the basic engine design “in the bag” that would be enhanced with the 916’s bigger valves, 33 and 29mm, sturdier crankcase and 6-speed gearbox. Inside were Macchi forged connecting rods with a lighter flywheel and close-ratio gear train (stolen from the 888 SP). The result was quite a different motorcycle from the 916. It had to be revved harder for maximum power – 11,000 versus the first 916 Strada at 9,000rpm, 98bhp versus 114. Many believed the combination of less internal reciprocating engine weight, a lower profile front, and narrower rear tire, provided superior steering and handling to the 916. Launched in 1995 the 748 came in red and yellow. By 2000 there had been several models - Strada, Biposto, SP, SPS, S, Economy and finally R - not forgetting the silver L model sold only via the US men’s accessories mail order catalog of the famed Neiman Marcus store chain, and the excluded-from-the-USA 2002 S in titanium gray with red wheels.



The 2002 748R was the piece de resistance, perhaps Ducati’s best “street bike to racing spec.” yet. Following the SPS as the Supersport homologation machine, the R featured the Superbike lightweight racing frame, the single “shower” injectors above the butterflies, 36 and 30mm valves (pushing out a quoted 106 horsepower), wider cam timing belts and shorter duration and higher lift camshafts, slipper clutch, a carbon fiber airbox and Ohlins suspension and steering damper.

This bike – one of the rarest and the best of the landmark Massimo Tamburini superbikes - was originally sold to a Carlos Garcini of Katy, Texas by Transport Ducati of Lexington, Kentucky in early 2003. The seller bought it with the “race kit” a year later with delivery mileage (20 miles) only and immediately put it into safe storage. It is believed only 15 748 Rs were imported into the USA in 2002. All were yellow.

\$11,000 - 14,000



186
**1962 HARLEY-DAVIDSON KR750
 FLAT TRACK RACER**

Engine no. 62KR2065

When introduced in 1952, the 750cc KR was Harley-Davidson's first racebike to employ a unit-construction engine with foot shifter and hand-operated clutch, and though it was a relatively low-tech flathead, the KR battled with great success for almost 20 years, winning nine straight AMA titles from 1954-62 and a total of 13, right up until the advent of new rules that put faster overhead-valve models on an even displacement basis.

This 1962 KR750 presents potential buyers with a dilemma: whether the immaculate machine should be kept as a showpiece, or entered into vintage flat-track competition. It's certainly qualified on both counts. KR engine expert John Swortwood handled the V-twin's rebuild, which included XR-750 main bearings, and S&S flywheels and connecting rods. The engine runs later-model factory J cams, Dixie pistons and Total Seal rings. The transmission gears have been polished, a Darcy Racing clutch release has been fitted and provision was made for a remote starter. A Joe Hunt magneto fires the fuel-air charge provided by a 38mm Mikuni carburetor with K&N filter.

Engine complete, the rest of the restoration was entrusted to Steve Deubach, who installed the powerplant in a lightweight factory 69R frame modified with a Carl Patrick rear loop. Ceriani forks are fitted up front,



their lower legs highly polished. Wheels consist of A&A hubs, stainless-steel spokes and Excel alloy rims, wrapped with modern Maxxis racing rubber. Rear brake is a Brembo, operated via the right handlebar lever. An oversized aluminum oil tank helps keep operating temperatures in check. Stainless-steel fasteners are used throughout.

In concours condition, the KR starts and runs beautifully the vendor informs us.

\$35,000 - 45,000

Offered on a Bill of Sale.



187

Exceptionally restored to 100 points

1938 HARLEY-DAVIDSON EL KNUCKLEHEAD

Engine no. 38EL2080

Without question one of the most handsome and readily recognizable motorcycle power units of all time, the Harley-Davidson 61ci overhead-valve v-twin - known as the 'Knucklehead' after its distinctively shaped rocker boxes - arrived powering a stylish all-new motorcycle in 1936. A twin-loop frame was deemed necessary to handle the 61's increased power (37bhp in 'E' and 40bhp in high-compression 'EL' forms) while the front suspension too was beefed up, the forks switching to oval tubing in place of the previous forged I-beams. Teething problems associated with the earliest examples had been sorted out by 1937 and the Milwaukee factory quickly set about establishing the EL's performance credentials, Joe Petrali setting a new speed record of 136mph at Daytona Beach on March of that year while Fred Ham later averaged 76mph for 24 hours at Murco Dry Lake in California to set a new best mark.

The EL Knucklehead offered here was the subject of a nut and bolt restoration by the vendor and expert. Purchased several years ago in a number of boxes, the motorcycle was practically complete, and each and every part was cleaned, restored or refurbished as needed. The net result was that this beauty clothed in red was deemed worthy of 97¾ points as judged at an AMCA event - an incredible feat. The points were docked for a reproduction tool box, but a new old stock item has been located and will be installed prior to sale.

\$100,000 - 130,000

Please note that this motorcycle is titled under engine.





188

1993 HARLEY-DAVIDSON FLSTN HERITAGE SOFTAIL NOSTALGIA

Frame no. 1HD1BNL12PY020986

Engine no. BNLP020986

Commemorative and limited-edition Harley-Davidsons were a main thrust of this collection, most with extremely low mileage, and this 1993 Heritage Softail Nostalgia certainly qualifies on both counts. It is number 1,760 of 2,700 produced that year, as indicated by a serialized plaque on the instrument bezel, and has traveled a mere 465 miles since new.

With its two-tone cream-and-black paint job, big round headlight, fork shrouds, wire wheels and wide whitewalls, it's easy to see why the model name Nostalgia was chosen. The inspired addition of natural cowhide trim to the bike's seat and small saddlebags, however, gave the bike a whimsical identity, tied it directly to America's dairy heartland and provided an unforgettable nickname, "Moo Glide," by which it became universally known.

Purchased from the original owner in 2011, this near-mint Moo Glide was cleaned and detailed and has been on static display ever since.

\$6,000 - 8,000

Without reserve





189

1997 HARLEY-DAVIDSON FLSTS HERITAGE SPRINGER SOFTAIL

Frame no. 1HD1BRL16VY033714

Engine no. BRLU033714

More so than any other motorcycle company, Harley-Davidson happily celebrates its past – and with 112 years of continuous production, there's a lot to celebrate. Back in 1997, no other Harley reveled in Motor Company nostalgia as much as the newly introduced Heritage Springer Softail, which at quick glance looked for all the world like a 1948 Panhead on its way to a Fourth of July parade.

That effect was purely intentional. Besides its Softail chassis, which used hidden under-engine shocks to emulate the old-fashioned look of a hardtail frame, the Heritage was fitted with Harley's second-generation springer fork, modernized with effective springing and damping. The fork's chrome-plated lower legs wrapped around a valanced fender and fat 16-inch tire, adding to the yesteryears ruse. Wide whitewalls front and rear accentuated the look.

Detail work was impressive, from the basket-weave pattern leather seat and saddlebags, complete with fringe and contrasting piping, to the chromed running light on the front fender and the "tombstone" tail light out back. Fishtail mufflers and a pair of passing lamps flanking the chromed headlight also added old-time authenticity. A particularly rich touch was the cloisonné-style gas tank badges.

The collection's Heritage Springer is from the first year of production and has been ridden just 4,364 miles since new.

\$6,000 - 8,000

Without reserve





190

1998 HARLEY-DAVIDSON FLSTS HERITAGE SPRINGER SOFTAIL

Frame no. 1HD1BRL1XWY040232

Engine no. BRLW040232

Second of the collection's two 1998 Heritage Springers, this one is black with blue stripes and is in essentially all-stock trim. In excellent condition, it has covered less than 5000 miles since new and was purchased from the original owner.

During the 1990s, bike-makers had discovered the marketing strength of retro-style V twin cruisers, so almost every company had an entry in the category. With the Heritage Springer – in the lineup from 1997-2003 – Harley made a statement about authenticity, something noted by *Cycle World* magazine in its road test of the bike.

"If retro is what you want, it's hard to argue with the assemblage of coils and chrome that makes up the Heritage's springer front end," said the editors. "It may have revised geometry and Teflon bearings, but this thing's got roots that go back to 1908. Of course, the Heritage is old only in appearance. One of the givens in this War of the Retros is that everyone from Harley to Honda has to take styling leads from yesterday's motorcycles. The difference is that the Heritage is more than just a copy. Think of it as a re-issue. With improvements."

\$6,000 - 8,000

Without reserve





191

Original and unrestored with just 89 miles

1973 HARLEY-DAVIDSON XLH1000 SPORTSTER

Frame no. 3A45652H3

Engine no. 3A45652HA

Now approaching its 60th year of continuous production, the Harley-Davidson Sportster is one of the longest-running model lines in vehicular history, two wheels or four. Here we have a 1973 example, original and unrestored, showing less than 100 miles.

For such an important model, the Sporty did not have a particularly auspicious beginning when introduced in 1957, being basically an 883cc overhead-valve conversion to the K-model flathead roadster, which it resembled in style and performance. Stripped-down, pumped-up models were soon to come, but the early Sportsters did their job well – offering sporting riders an alternative to the lightweight, nimble-handling imports from England then gaining favor. With its swingarm frame, unit-construction engine/gearbox, foot shift and hand clutch, the Sportster was definitely not your grandpa's Panhead dresser.

In fact, throughout most of the 1960s, the hotted-up XLCH Sportster was the meanest bike on the block, able to easily dust off British 650s in stoplight drag races. That reputation was definitely on the wane in 1973, though, when this XLH rolled off the assembly line, not that Milwaukee's ad writers were letting on. "To handle this one, you have to have earned it," bluffed the ad copy, "Pull the trigger. Hang on!" Those puffy-chested claims didn't jive with reality, however, when the Sportster came up



against the new Japanese four-cylinders or a good-running Norton 850.

And in truth the Sportster, despite a bump to 998cc, was already conceding the performance high ground in favor of a more sophisticated ride. The electric-start XLH had previously done away with the CH's cantankerous kick lever, and in 1973 for the first time it was equipped with Kayaba forks, a front disc brake and turn signals.

A true time capsule, this particular XLH1000 was purchased in Kansas City, Kansas, and ridden just two times by the original owner, who then stored it carefully in his garage for decades, having covered just 89 miles. It is original in every way, including the period Goodyear tires. The collection acquired the bike from the first owner's son.

\$10,000 - 13,000
Without reserve



192

192

1956 HARLEY- DAVIDSON KHRM

Engine no. 56KHK1685

For the dedicated enduro rider, the KHRM factory scrambler was a favorite model, a good starting point for the bikes taken off-road into the woods on weekends. In production for just three years, the KHRM was equipped with a raised exhaust system, heavy-duty shocks, a full skidplate and rear fender pad. As many were, this particular bike has been made street-legal with the addition of a small headlight and taillight.

\$16,000 - 18,000

Without reserve

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



193

193

1962 HARLEY- DAVIDSON XLCH

Engine no. 62XLCH2406

Almost from the model's debut, riders wanted higher performance and meaner looks for the XL Sportsters. Milwaukee quickly obliged, offering the XLCH in 1958, legend insisting that the last two letters in the model name stood for "Competition Hot." Delivered as an off-road scrambler with bobbed rear fender and the peanut gas tank borrowed from the 125cc Hummer, the CH was a good 40 pounds lighter than the road model. All XLs got bigger valves and more horsepower that year, but the CH's power-to-weight ratio was superior. Overnight the scramblers sprouted lights, giving riders one of the hottest bikes on the street.

By 1962 lights had become standard equipment, the headlamp with its now-iconic "eyebrow" mount. This '62 XLCH is fitted with the optional high-rise exhaust system, a nod to the model's scrambler roots.

\$13,000 - 16,000

Without reserve

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



194

2006 HARLEY-DAVIDSON VRSC SCREAMIN' EAGLE V-ROD DESTROYER

Frame no. HDR7RC71H6K976520

Almost from the beginning, Harley-Davidson has been interested in racing, and not just on dirt tracks. That point was driven home with the 2006 introduction of the V-Rod Destroyer, a turnkey, ready-to race drag bike. Based loosely on the V-Rod streetbike, the Destroyer pumped out 170 horsepower and was capable of low 9-second passes at the strip.

To get that kind of performance, the V-Rod motor was bored and stroked to a capacity of 1300cc. Inside, a lightened crankshaft, forged high-compression pistons, flowed cylinder heads, oversize valves and high-lift camshafts all assisted in the power gain, as did a ceramic-coated 2-into-1 collector exhaust. The rest of the driveline consisted of a multi-stage lockup clutch, undercut Andrews gears and chain final drive. A 7-inch drag slick and adjustable wheelie bar made sure the Destroyer's pumped-up ponies made their way to the asphalt. Other dragstrip kit included a launch-control program, programmable shift light, push-button air shifter, solid rear struts and low-profile, scooped-out seat.

"The acceleration of Destroyer out of the hole is unlike anything you can experience on any production motorcycle," enthused MotorcycleUSA.com's Kevin Duke, who knocked off a 9.55-second run at 128 mph during the Destroyer's dragstrip press introduction.



Priced at \$31,249, originally a 150-unit production run was planned, but demand for this out-of-the-box dragster was so strong that 625 Destroyers were eventually made for worldwide consumption. Purchased new from Fletcher's Harley-Davidson in Clearwater, Florida, the collection's Destroyer shows 0 miles and has been properly stored without fluids. Included in the sale is the bike's wheelie bar and a selection of unopened spares. Never titled, it is sold on a certificate of origin and bill of sale.

\$30,000 - 35,000
Without reserve

Offered on a Bill of Sale.

THE FRED MORK COLLECTION



Photo: Basem Wasef

195

Ex-Dick Mann AMA championship bike, two owners from new **1962 MATCHLESS G50 ROADRACER**

Engine no. 102

It says a lot about Fred Mork's approach to vintage racing that we see him on the opposite page sweeping through a corner at Willow Springs Raceway aboard one of the most historic and valuable motorcycles to ever turn a wheel in AMA competition, the Matchless G50 used by Dick Mann to win the 1963 Grand National Championship. Mork is one of the stalwarts of American vintage racing, longtime AHRMA board member, head of Mork Racing which fields bikes in trials, motocross and roadrace events, still an active competitor at age 68, and an enthusiastic collector of everything from 1930s American V-twins to rare Czech scramblers.

Mork acquired the Matchless in 1992 directly from AMA Hall of Famer Dick Mann, its only previous owner, attested to in a handwritten letter from Mann, a copy of which will accompany the bike. The Mann G50 is notable not only for its on-track performance but also for the controversies it generated off the track. An enlarged version of the successful 350cc AJS 7R overhead-cam roadracer, the G50 was deemed ineligible for AMA competition because it had no production streetbike counterpart as required by rules. This was addressed by creating the street-legal G50CSR, which housed the 500cc G50 engine in a G80CS scrambler frame, and by homologating the 7R frame as optional equipment into which the engine could be retrofitted. Mann was approached about riding the bike, given a complete machine and a spare engine. His approach to the 1962 championship was simple: use the Matchless in roadraces and TTs, but for flat-track events the G50 single would be installed in a modified BSA Gold Star rigid frame, then the preferred setup for dirt.

Things started off well at the season-opening Daytona 200, with Mann

finishing a strong second, just 10 feet behind the winner despite an off-course excursion and extended pit stop to fix the damage. The next roadrace at Laconia was even better as Mann and the G50 dominated, lapping the entire field through third place in a runaway win. Soon after, conspiracy theorists contend, BSA and Triumph – not happy about being shown up by rival Matchless – arranged to have Mann's Matchless/BSA flat-tracker declared illegal. For 1963, things got even worse, with the previously approved 7R frame ruled ineligible for roadraces and Mann barred from the Daytona 200. Legal wrangling ensued, the rules were relaxed somewhat, and Mann used a combination of BSA Gold Stars and G50s to take the AMA title by a single point in '63, helped by a surprise Matchless win at the Ascot TT. It not only marked the first of Mann's two Grand National Championships, but was the first time since the series' 1954 inception that a Harley-Davidson had not won the crown, and the first time that single-cylinder machines had topped the standings.

In all, eight of Dick Mann's 24 AMA national wins came aboard a Matchless. Returned to its pre-AHRMA 1960s roadrace trim for auction, this is the original of two G50s that Mann raced, always in his possession, while the spare was sold off. Besides the letter of authenticity from Mann, the Matchless is offered with the extra fuel tank, top triple tree and handlebars used for TT races, a set of the original Dunlop shouldered alloy rims, an original lower triple tree and a spare, longer exhaust megaphone.
\$100,000 - 120,000

Offered on a Bill of Sale.



Fred Mork at Willow Springs





196

*Dick Mann racebike restored by the two-time Grand National Champion***c.1965 BSA GOLD STAR FLAT TRACKER**

Engine no. 123

Dick Mann has been called the most versatile motorcycle racer of the modern era, winner of two AMA Grand National Championships, first rider to accomplish the “Grand Slam,” winning roadrace, TT, short-track, half-mile and mile nationals. He’s a two-time Daytona 200 winner, one on a Honda 750 four, the other on a BSA 750 triple. In all, Mann took 24 AMA national wins. In a professional career that ran from 1952-73, Mann finished in the season’s top 10 points tally every year except one. Books have been written about him, he was featured in everyone’s favorite motorcycle movie, *On Any Sunday*, and he has been inducted into the AMA Hall of Fame and the Motorsports Hall of Fame of America.

A hard-scrabble rider who most often raced on his own dime, Mann was never romantic about his racebikes, considering them tools of the trade, something to get the job done. If he had a favorite tool, though, it might just be this very special BSA Gold Star dirt-tracker, a bike he kept for 20 years after its competition days were over, then restored himself, before eventually selling it to Fred Mork in 1992.

The frame is a standard-issue BSA factory rigid flat-track model, with side-mounted oil tank. The engine, however, is a best-of-everything effort with some extraordinary components, chief among those roller cams and lifters made for Mann by machinist Don Rossi. It also has a special rocker cover with removable inspection caps. The 500cc single breathes through an Amal GP carburetor with remote matchbox float bowl. A Lucas 2MTT roadrace magneto provides spark. The gearbox itself has some history, as through Mann’s connections at BSA he acquired one of the rare magnesium center cases used on the works Daytona Beach racers that swept the first five places in the 1954 200-miler. In terms of running gear, there’s a BSA spool hub up front, while out back Mann modified a Harley WR hub and dished sprocket to fit. The fuel tank is also unique, made from flexible fiberglass by George Curtis, still pliable today 50 years after it was first put on the Goldie.

A letter from Dick Mann attesting to the Gold Star’s ownership and authenticity will go with the sale. In Fred Mork’s care the bike has been a prized display piece, remaining in Mann’s own words from his letter, “race-ready and repainted by myself as if to start a new season of racing.”

\$90,000 - 100,000

Offered on a Bill of Sale.





197
Rare Czechoslovakian four-stroke motocrosser
c.1959 ESO 500

Frame no. 1625
 Engine no. 500325/196

Thank speedway racing for giving us the grand ESO scrambler, Czechoslovakia's contribution to four-stroke motocross history. Following World War II, speedway competition was wildly popular across Europe, including with the Czechs, many of whom who used old British J.A.P singles in their racebikes. Spare parts being in short supply, mechanically talented Jaroslav Simandl undertook construction of several vital components for himself and his racing buddies, then in 1949 decided he could just as easily improve on the prewar J.A.P. motor with a design of his own. The resulting dry-sump, semi unit-construction engines were made in 250, 350 and 500cc versions, used not only in speedway and road racing, but also to good effect in the new sport of motocross. The bikes were called ESOs, Czech for "Ace."

While complete scramblers were given to promising up-and-coming club racers and Czech experts, the ESO engine's greatest glory came when the powerful single was placed in Swede Sten Lundin's Lito frame and he went on to notch the 1961 world motocross championship. Fellow Swede Bill Nilsson also had good showings on his Rickman-framed ESO-Metisse, including a win at the 1964 German GP. That same year ESO was acquired by the Jawa-CZ conglomerate, which folded the nameplate to concentrate on its successful line of two-stroke motocross



bikes, though ESO lived on in the company's speedway engine, now branded as Jawa, still being used in competition today.

The Mork collection's ESO 500 scrambler is an original, low-miles example, virtually complete, with its engine in running condition, having benefitted from a recent clutch rebuild. Also present is the rare stock carburetor, a 35mm Dell'Orto SSI. Some restoration work has already been carried out, awaiting a new owner to take this important machine to the next level.

\$18,000 - 20,000

Offered on a Bill of Sale.



198

c.1964 CZ 250 "JOEL ROBERT REPLICA"

Engine no. 200746

This unabashedly over-the-top restoration of a CZ 250 Twin Port was done in tribute to Joel Robert, and is a perfect complement to the larger-than-life Belgian who put the Czech company on the world motocross map. Robert, perhaps the most naturally talented rider ever, was notorious for his lack of training, preferring a good party to practice motos, smoking cigarettes to doing calisthenics. Yet in 1964 at age 20 he bested the world on his privateer CZ 250, making him at that time the youngest rider to win a world motocross title, and giving CZ its first-ever GP championship. Picked up by the factory in 1965, Robert would win two additional 250 titles for CZ before jumping to Suzuki where he won three more. When he retired from racing, Robert's six Grand Prix titles, 50 race victories and 101 moto wins were record totals that stood for years.

CZ vintage motocross racer Robert Loveless wanted to pay homage to that legacy, deciding that a no-expense-spared restoration of a CZ 250 from Robert's first championship year would be a fitting tribute. Besides the usual magnesium brake hubs, the bike has rare factory magnesium engine cases. The gas tank and fenders are original fiberglass items,



resprayed in high-luster paint, while the aluminum airbox is also original, now buffed to a nice sheen. Eyes are drawn to the twin expansion chambers, each section highly polished, with the expert welds holding everything together left bare and on prime display. While in the Mork collection the Robert Replica CZ has remained unstarted and on display. **\$10,000 - 12,000**

Offered on a Bill of Sale.



199

c.1964 PARILLA TOURIST 250

Frame no. 250767

Engine no. 250765

In 1946 after dropping the second "r" from his last name, Giovanni Parrilla put his new Moto Parilla company on the map at a local roadrace in Lombardy, Italy. It was the first new Italian racing design to emerge after the hostilities of World War II. Known for their high quality and engineering excellence, Parillas really made an impact on Americans with the introduction of the "camme rialzata," or high-cam models. These employed a gear and chain setup to drive a camshaft mounted high in the left-side timing tower. This, in turn, actuated the valve rockers via short pushrods, which gave the rev capacity of an overhead-cam design but without any complicated valve adjustment procedures. In 1958 a well-ridden Parilla 175 beat bigger bikes to take the win in the 250cc Grand Prix race at Daytona. Soon U.S. riders were calling for a larger engine, which led to a 68mm overbore and 247cc worth of displacement.

The Parilla Tourist and Trailmaster models, available from 1960-66 were the all-round versions of the 250, though not many have survived the years intact, a good portion being converted to sportier, sexier Grand Sport lookalikes. Others were stripped of their parts to keep other Parillas out on the racetrack. This Tourist was restored about 20 years ago in the



Mork workshop, starting with a stock, unrefinished gas tank still with its original "running-in" warnings in place. The rest of paint was redone in factory colors, while chrome parts were replated and alloy components polished. Like the gas tank, the seat was an original item not needing any refurbishment. Not run in a few years, the Parilla would need only a safety check and light recommissioning to be fully road-ready.
\$8,000 - 10,000

Please note that this motorcycle is titled as a 1965.



200

Japan's first production MX racer

1968 SUZUKI RH67

Frame no. TM250-10113

Engine no. TM250-10113

Rarity and significance define a motorcycle's collectability, and here's a Japanese dirtbike, of all things, that ranks very near the top. The 1968 Suzuki TM250 (universally called the RH67 after the previous year's factory racer) certainly qualifies as rare. Records are a little unclear but no more than 200 examples were produced for worldwide consumption – some experts claim as few as 100 – with perhaps half that number coming to the U.S. As happens with racebikes used for their intended purpose, many were ridden "into the ground" until nothing of use was left, or cannibalized for parts, or simply scrapped. Today, it's estimated that fewer than 20 complete motorcycles exist, almost all in private collections or museums.

Besides being scarce, the RH67 is an important milestone in the history of the sport because it is the very first production-built Japanese motocrosser. In the mid-1960s with Japanese domination of Grand Prix roadracing in full swing, Suzuki turned its attention to motocross, then ruled by established European brands. The result was the RH series, powered by a two-stroke single with a pair of exhaust ports and expansion chambers, a design which obviously borrowed heavily from the all-conquering CZ Twin Port 250. Of interest are the RH's crankshaft-mounted clutch and its four-speed gearbox. In need of further R&D, especially with regard to powerband and handling, Suzuki hired talented Swedish motocrosser Olle Petterson as development rider and soon the improved RH was good enough to attract greats like Joel Roberts



and Roger DeCoster. World titles quickly fell to both men, the first of 29 GP motocross championships for Suzuki to date. On the showroom side of the business, that initial limited run of production RH67s led to the successful TM series, then to the even more potent RMs, and Suzuki was well-placed to serve the U.S. dirtbike boom of the 1970s and '80s.

While many of the surviving RH67s have been restored or put together from parts, the Mork collection's Suzuki is doubly rare in that it remains in unrestored, as-raced condition. In Mr. Mork's care the engine has been rebuilt using factory original parts, and while this milestone bike has primarily been on display for many years, he advises us that the Suzuki starts and runs.

\$30,000 - 40,000

Offered on a Bill of Sale.



201



202

201 1974 CZ 250 ENDURO

Frame no. 988-2-000131

Engine no. 988-2-000131

Little-known today and overshadowed by its off road-only stablemates, the 250 Enduro may be the best CZ you never heard of. Described by no less a dirtbike authority than Dave Ekins, then writing for *Motorcyclist* magazine, as a “motocrosser turned streeter,” the dual-purpose 250 used the frame and engine from the company’s previous-generation motocross model, albeit with the two-stroke single retuned for torque and working through a wide-ratio five-speed gearbox. With quality shock absorbers, decent forks and Barum trials universal tires, the CZ handled well off road, too, not always case with other dual-purpose bikes of the era, which were usually more street-biased. Said Ekins, “It has some features the Japanese aren’t even close to – fenders and rear shocks that work and a chassis straight from the MXer.” England’s *Motor Cycle News* was even more demonstrative: “The nicest machine CZ has ever marketed in this country, and possibly one of the best trail bikes ever.”

The Mork collection acquired its matching-numbers 250 Enduro with just over 1000 miles clocked. In terms of bodywork and running gear, it is virtually as-delivered from the factory, even including the original Lucas turn signals and tail light, usually casualties of the bike’s first real trail ride. Under Mork’s ownership the CZ has remained in storage.

\$3,000 - 5,000

202 c.1966 CZ 360 “TWIN PORT” MOTOCROSSER

The CZ 360 has been called the motocross bike that killed off the big four-stroke Thumpers, and the facts speak for themselves. CZ served notice of the coming tide in 1963 when a works 250, over-bored to 263cc, became the first two-stroke to win a 500cc GP MX race. After two years of R&D, the CZ 360 took to the track and almost immediately upset the apple cart, rider Paul Friedrichs coming second to the BSA four-stroke of Jeff Smith in the final point standings. That proved to be the Beezer’s swan song as Friedrichs and his CZ 360 took the crown the next three years on the trot. In all CZ two-strokes in the 250 and 500cc divisions would take seven world titles.

Production versions of the 360 were immediately popular with amateur racers, just as today the bikes fill AHRMA starting grids in vintage racing. Before joining the Mork stable, this particular 360 was owned by Robert Borg, founder of Northwest Maico & CZ, a longtime vintage racer whose collection once numbered 200 machines. It retains its stock steel “pumpkin” fuel tank and has been rigged for modern racing.

\$2,500 - 3,500

Offered on a Bill of Sale.



203



204

203 1957 JAWA 250 ISDT REPLICA

Engine no. S353-000103

Like other motorcycle companies, Jawa has its roots in the armaments industry, formed in 1929 when Czechoslovakia's National Arms factory diversified into motorcycle manufacture after obtaining the rights to a design from the German Wanderer firm. Company founder Frantisek Janacek combined the first two letters his last name and the first two letters in Wanderer to create the Jawa marque. In 1949 Jawa's operations were combined with those of rivals CZ, and throughout the succeeding two decades the consolidated company's main claim to fame was an outstanding run of success in the International Six Days Trial enduro and international motocross. Using a mixture of Jawa and CZ machines, Czechoslovakia first won the ISDT in 1947 and would go on to take a further six titles up to 1962.

This 1957 Jawa 250 from the Mork collection is a Type S353 street-going replica of the works ISDE bikes, with under-engine bash bar, rear knobby tire and numberplates attached, though it appears a previous owner has retrofitted the front wheel and fender from a Jawa 250 road bike. The Jawa has been started and ridden during Mork's ownership, though as of late the bike has been in storage.

\$4,000 - 6,000

Offered on a Bill of Sale.

204 1968 BSA 441 VICTOR SPECIAL

Frame no. B44EVS5462

Engine no. B44C5462VS

As the follow-on to BSA's legendary Gold Star thumper, the 441 Victor had big shoes to fill. Tough act, especially at a time when the market included four Japanese competitors that were pumping out increasingly improving products, something the Goldie never had to contend with. But the 441 did well as a dual-purpose model in America, even making it onto enduro courses with some success. Its signature rounded alloy fuel tank with scalloped paint job is one of the most recognizable in motorcycling.

This matching-numbers B44 Victor was purchased in parts and reassembled at the Mork race shop following a complete engine rebuild. Nicely done but never intended as a 100-point restoration, it shows a few special touches, among them the oil tank, usually painted black, now in bright yellow to match the gas tank. On the other side of the frame, the stock fiberglass sidepanel was replaced with a hand-hammered aluminum cover held in place with Dzus fasteners. Both oil tank and side cover wear stylized Mork Racing decals. In place of the stock chromed shorty muffler, Mork bolted on an aftermarket exhaust canister with spark arrestor.

The Victor has not seen very many miles since its rebuild, spending almost all of its time in the Mork collection's display room.

\$4,000 - 6,000



205



206

205 c.1965 CZ 250 MOTOCROSSER

Engine no. 200913

Distinguishable by their dual exhaust outlets and low-slung pair of expansion chambers, early CZ motocross bikes became known as "Twin Ports." The two exhaust ports were a carryover from the 1950s, used to combat cylinder distortion caused by heat in CZ's hard-working two-stroke singles. Following Joel Robert's title-winning 1964 season, CZ made production bikes available to club racers that were very close in specification to the works machines, including magnesium brake hubs and on some bikes even mag engine cases. "In the annals of motocross, the CZ Twin Port stands out as an early exotic racebike," said *Ultimate Motorcycling* magazine in its CZ retrospective. "The 250, as well as the 360, elevated the sport to new heights with a hint of how new exotic metals could transform machinery."

Difficult to find today, some experts reckon that as few as 50 1965 CZ 250s made it to U.S. shores. Now 50 years old, this 250 Twin Port is a true survivor. The fiberglass gas tank and seat are original to the bike; even the side numberplates are original and intact. The stock Jikov carburetor has gone missing over the years but the rare aluminum airbox is included in the sale. A longtime resident of the Mork collection, this largely complete, aluminum-case 250 Twin Port is sold as a restoration project.

\$4,000 - 5,000

Offered on a Bill of Sale.

206 c.1975 CZ 380 MOTOCROSSER

Engine no. 981-2-00162

In the 1960s, CZ was the bike to beat in international motocross, the Czech two-stroke recording six Grand Prix world championships from 1964-69. Half a century later the beloved bikes are now a force to be reckoned with in vintage motocross competition.

That was the idea behind this machine, prepped for the AHRMA circuit years ago but never raced due to Mork's involvement with vintage MX four-strokes like his Lito and Monark. The red-painted frame is from a 1975 Falta Replica, CZ's tribute to its popular homegrown works rider Jaroslav Falta, best remembered in America as winner of the 1974 Superbowl of Motocross at the L.A. Coliseum in front of 65,000 fans and network television cameras. The motor is a rebuilt five-speed 380 of 1973 vintage, inhaling through a Mikuni carburetor. Competitiveness being the main concern, the stock brittle fiberglass bodywork was replaced with aftermarket fenders, airbox and gas tank in unbreakable plastic, the latter coffin-shaped to replicate the original.

\$9,000 - 10,000

Offered on a Bill of Sale.



207



208

207

1971 BSA B25SS GOLD STAR 250

Frame no. AE04569B25SS

Engine no. AE04569B25SS

It was in 1958 that BSA introduced a unit-construction 250cc four-stroke ohv single that in various displacements would be a part of the company's history until the factory doors were shut for good in 1973, used in everything from workaday commuters to Jeff Smith's works motocrossers that beat the world in 1964 and '65. The last iterations of the 250 were the best, the B25T Victor Trail and as shown here the B25SS, which revived the famous Gold Star name. Very similar in style and specification, both were dual-purpose mounts, though the T was the more dirt-worthy of the two with its raised front fender and knobbier tires. As its model designation suggests, the SS was more of a street scrambler.

New for 1971 was a large-tube, oil-bearing frame, plus the addition of conical brake hubs front and rear. With the frame painted a distinctive Dove Grey, the 250 was a handsome machine. Unfortunately by this time BSA was in serious decline and only had a couple of more years to live, so the 250s did not return for the next model year. Once part of the inventory at Cycle Hub, Cliff Majhor's legendary shop in Portland, Oregon, the Mork collection's B25SS is virtually complete, missing just the stock turnsignals. It even has the original boom box muffler, usually the first thing that got tossed by riders wanting to save an easy 20 pounds.

\$2,000 - 3,000

208

c.1964 PARILLA GRAND SPORT 250 SPECIAL

Frame no. 950359

Engine no. 2426D5

This is what happens when a talented machinist turns his attention to an already sporty classic Italian roadster. George Mann's interpretation of a Parilla 250 involved lots of aluminum massaged by machine and hand into pleasing, organic shapes. The bike's front end is a showcase of his handiwork, starting with 35mm Ceriani fork tubes and a Japanese brake drum. To these, Mann added an alloy brake backing plate complete with jutting air scoop and mesh wire intake guard. With his cutting tools and polishing wheel still warm, he fashioned the fender brackets and headlight mounts. Various drill bits were brought out to stylistically lighten the front engine mounts and rear drive sprocket.

Fred Mork could not resist the finished product, a unique handcrafted Parilla café special, so purchased the bike from his friend George. In Mork's ownership the 250 has not been run, taking up residence in the collection's display room.

\$8,000 - 10,000



209

Ex-Joe Leonard racer, restored by original tuner Marsh Runyon

c.1959 HARLEY-DAVIDSON KR750 FLAT TRACKER

Joe Leonard is one of America's great racing heroes, a champion on two wheels and four, who made the jump from riding motorcycles on dusty dirt-tracks to wheeling Indy cars at speeds approaching 200mph. Leonard was the AMA's first Grand National Champion in 1954, winning a record 8 races that season. He would go on to take the title two more times in the next three years; in total he won 27 AMA nationals on dirt and asphalt, including the Daytona 200 twice, Laconia three times and the Peoria TT an amazing six times. Leonard turned to car racing in 1962, moving up the ranks to make his USAC debut in 1965. Driving Andy Granatelli's famous STP turbine car, he qualified on the pole for the 1968 Indianapolis 500, and would go on to win the USAC national championship in 1971 and '72, making him the only American to take premier-class titles in both motorcycle and car racing.

Leonard began and ended his motorcycle career on Triumphs, but is best remembered for his work aboard Harley-Davidsons, specifically the flathead KR 750, a dominant force in AMA racing throughout the 1950s and '60s. During the latter portion of his stint on H-Ds, Leonard was sponsored by the Northern California Harley-Davidson Dealers Association, with his bikes prepared by Monte's Harley-Davidson in Fresno, California. Longtime tuner and sometimes racer Marsh Runyon worked on Leonard's machines at Monte's, and following "Smokin' Joe's" departure and the subsequent sell-off of his bikes and parts, Runyon managed to acquire enough disassembled genuine factory items to build a complete Leonard racebike.

It wouldn't be until 2000 that Runyon reassembled the parts into a race-ready flat tracker, complete with hand-painted numberplates bearing Leonard's familiar national number 98. Inside the engine are special cams from Tom Sifton, one of Leonard's early sponsors who prided himself on beating the Harley factory's best tuning efforts. On the intake side is a rare brass-body Linkert MR4 carburetor, a factory speed part bored out to accept an oversize venturi. Protecting the carb and air filter from flying debris is a nicely polished and drilled aluminum cover, in reality a soil-sample tin appropriated from Runyon's day job at the California Department of Transportation. There's more back-in-the-day trickery on the exhaust side, where instead of crack-prone hard brackets securing the exhaust pipes, Runyon welded on the curved ends of shortened wheel spokes to use as hooks for strong springs repurposed from Harley brake shoes. The bike rolls on period-correct Firestone All Sport tires.

In Mork's care the Leonard KR has remained exclusively a display piece and in fact still shines like a fresh restoration, which in effect it is despite the 15 years since Runyon's rebuild. It is rare indeed to find a champion's racebike intact, rarer still to have it restored by the man who tended to it when it was new, with intimate knowledge of how things should be. Sold with the KR is Joe Leonard's first-place trophy from the San Jose Mile.
\$60,000 - 70,000

Offered on a Bill of Sale.



**JOE LEONARD ON H-D
WINS 25 MILE NATIONAL CHAMPIONSHIP**

By Cliff Bennett

Joe Leonard, 196, the Leonard family, has second place in the season and his third the Joe Leonard at the Sacramento Nationals, a new record time 2. The track was fast, the day and weather dropped like the wind, the temperature would, man in the park, amateur rider Bill of San Diego started things setting a new single lap time





210



211

210 **1973 JAWA 250 MOTOCROSSER**

Frame no. 590-073497
Engine no. 590-3-073497

Always overshadowed off-road by its CZ stablemates, Jawa nonetheless had success in big-time motocross, notably Jaromir Cizek's 250cc Grand Prix world championship in 1958. Production versions of Jawa racebikes were never sold in great numbers and are rare finds today. This 250 was formerly owned by Paul Hunt, one of the first Americans to compete in European scrambles races. He was also adept at desert racing, and became re-acquainted with Jawas when he rode one in the 1964 ISDT in Erfurt, East Germany.

This Jawa is something of a special, using the matching frame and engine of a 1973 model but with a chrome-sided gas tank from the mid-'60s to evoke Jawa's earlier motocross glory years.

\$2,000 - 3,000

Offered on a Bill of Sale.

211 **c.1960 JAWA 350 TWIN**

Frame no. 354-204209
Engine no. 361-032507

Introduced in the 1950s, the two-stroke Jawa twin – in 250 and 350cc variants – was one of the most prolific and well-respected Communist Bloc-built motorcycles, one of the few that could compete with the West's more complex designs, at least early on. Particularly popular in the former Soviet Union as a reliable workhorse of a machine, in all the bikes were exported to more than 100 countries worldwide. Amazingly, in 1976 Jawa celebrated production of its 200 millionth motorcycle, and the firm still makes bikes to this day, albeit on a much reduced scale.

The Mork collection's 350 is a largely complete example, including the finned alloy carburetor cover, which often goes missing. In storage for many years, it shows a ding or two and some surface rust, and the front brake has been upgraded to a Japanese twin-leading-shoe drum, though a second stock front wheel and brake are included in the sale.

\$2,000 - 3,000
Without reserve



212

Original and authentic American classic with just 4400 miles

1928 EXCELSIOR-HENDERSON SUPER X

Engine no. A6032

“Survivor” machines, both two-wheeled and four, continue to gain appreciation from collectors. Where once there was a rush to restore to all-shiny and better-than-new, now we see more and more vehicles left in their as-found state – so much so that many concours competitions now include an Authentic & Unrestored class. This Excelsior-Henderson Super X would definitely qualify; added bonus is that Super X is such an important American design.

As the story goes, Arthur “Connie” Constantine, an assistant chief engineer at Harley-Davidson, took it upon himself to design a new mid-sized V-twin. This unauthorized project did not go over well with management and Constantine was reprimanded for wasting the company’s precious time. Whether he was then fired or chose to resign is open to debate, but next we find Constantine on the train from Milwaukee to Chicago, design blueprints in hand, about to pay Excelsior a visit.

He found a welcome audience at Excelsior, owned by Ignaz Schwinn of bicycle fame, at the time doing all he could to compete with Harley-Davidson and Indian. The big advantage of Constantine’s design was balance. It was powered by a 45ci (750cc) motor when the trend was to bigger 1,000 and 1,200cc displacements, but that meant the Super X could be built lighter and lower. Dropping 100 pounds of weight pays dividends everywhere, from outright acceleration to ease

of cornering to simply rolling the bike into a parking space. The motor played its part in the weight savings; it was a unit-construction design – transmission gears contained within the engine cases – which did away with a separate gearbox and its attendant primary chain, plus it was considerably more oil-tight.

The finished product, rolled out in 1925, was the Super Excelsior, soon shortened to Super X, one of the great names in American motorcycling. Streamlined styling arrived for the 1929 sales season, and all the elements of a future blue-chip collectible were in place. Factor in rarity as well, given that in the face of the Great Depression, Schwinn ceased his company’s motorcycle operations in 1931.

The Mork collection’s original-paint Super X was purchased from the family of its longtime owner after his passing. Its Corbin speedometer registers just 4400 miles, entirely believable given the bike’s authentic condition – even the pinstriping and Schwinn decal on the headstock remain. The Excelsior spent its life in the San Francisco area, verified by the original “Distributed by Danny Muir San Francisco” decals on the headlight and gas tank. To recommission the bike it was lightly cleaned and oiled, its mechanical were systems checked over, the magneto was rebuilt and reproduction tires were fitted. About 100 miles have been added to the Super X’s mileage during Mr. Mork’s ownership.

\$45,000 - 50,000



213



214

213 1960 TRIUMPH TIGER T100 “BATHTUB”

Frame no. H15044
Engine no. T100A-H15044

In motorcycling, as in life, not all ideas are good ones. Take this partially enclosed Triumph T100, for example. The parallel-twin 500cc engine was Triumph's first unit-construction design – motor internals and gearbox contained within the same cases – a very good idea that would soon be adopted across the range. Not so fine an idea was the bike's encapsulating rear bodywork, meant to shield the rider from road grime on England's constantly damp roads. In drier America, Triumph's biggest export market, the sheetmetal structure that enclosed oil tank, battery tray and tool box before continuing on to form the rear fender was seen as somewhat less than manly. It was derisively referred to as a “bathtub” for its likeness to an upside-down water closet fixture. Mechanics weren't keen about having to remove the panels to work on the rear of the bike either.

As a result, many of the bathtubs were quickly jettisoned, so it now uncommon to find a complete machine like this one from the Mork collection. The model itself was gone after two years – rumor has it the point was driven home to the Brits when racing legend Bud Ekins took Triumph design chief Jack Wickes behind his California shop in 1962 and showed him rows of stripped body shells. It has to be said, though, that viewed through today's eyes the design comes across as complete and “of a piece,” from the flared front fender to the teardrop headlight nacelle to that expansive bodywork with its multiple curves. Factor in the type's rarity and it's easy to see why the Bathtub models have become quite collectible.

The Mork collection's T100 is a matching-numbers older restoration that has been on static display in his care.
\$6,000 - 7,000

214 c.1980 HARLEY-DAVIDSON ROADRACER ROLLING CHASSIS PROJECT

This roadrace rolling chassis is likely from the 1980s Battle of the Twins era, though details about its builder, rider and race finishes have been lost over the years. Its cast magnesium wheels are genuine Morris; front forks are braced Marzocchis; Brembo brake calipers put the squeeze on a pair of very special-looking front rotors; and a single cantilevered Works Performance shock attaches to the braced swingarm. Beneath the sweeping one-piece upper bodywork are aluminum gas and oil tanks. The empty engine bay is ready to accept any Sportster-based engine so the bike can get back on track, or with additional work be converted into a unique Harley café-racer.
\$4,000 - 5,000
Without reserve

Offered on a Bill of Sale.



215

c.1948 JAP SPEEDWAY RACER

Speedway racing spread around the world in the 1920s, from America to Australia, then on to England and the Continent. So popular was the dirt-sliding sport in the UK that several manufacturers soon offered complete racebikes or engines tailored specifically to speedway. The J.A. Prestwich firm was persuaded by racer Bill Bragg to modify their 350cc overhead-valve single for speedway use, arguing that because race duration was short and the engine would be running on cooler-burning methanol, even at 500cc the cylinder finning could be reduced by half, making for a compact, lightweight package. The resulting long-stroke JAP engine weighed in about 10 pounds less than the 350 it was based on, and came to dominate speedway racing for the next 35 years. The engine was housed in a variety of purpose-built frames sourced from the cottage industry of independent manufacturers that arose to satisfy demand.

The Mork collection's JAP speedway racer is thought to have an ONC frame, and was ridden on the California speedway circuit by rider Richard Hardmeyer. Restored several years ago, the JAP is equipped with a dual-float Amal carburetor set up to run on alcohol, and while the bike has remained on display during Mork's ownership, he reports it is ready to be taken to the track, fueled up and bumped off for hot laps.

\$5,000 - 6,000

Offered on a Bill of Sale.



PROPERTY OF VARIOUS OWNERS



216
*A Woody Carson restoration with factory
prototype experimental engine*
1925 INDIAN PRINCE

Engine no. LX2

Motorcycle restoration can be an exact, by-the-book undertaking, or as is the case here it can be a more 'off the script' endeavor akin to archeology or historical interpretation. This is Woody Carson's recreation of a prototype Indian with a factory-experimental 350cc overhead-cam single. One of a kind, it represents a little-known chapter in Indian's history and has to be one of the most awarded restorations ever.

In 1925, with an eye to the increasingly important European market and to the AMA's new 350cc race class, Indian engineer Charles Franklin drew up a high-performance overhead-camshaft design, the cam operated by a shaft and bevel gears running up the cylinder's right side, a la Velocette. The factory assembled four prototype engines for testing, numbered LX1 through LX4, installing one in a modified Prince 350 frame for road trials. Due to cost considerations, the ohc Prince never made production and by 1948 three of the four prototype engines had either been scrapped or gone missing. Nosing around in the factory's dusty attic one day, Indian race team member Bill Tuman discovered a surviving motor, LX2, subsequently selling it to Carson in 1953.



It would be decades before LX2 was on the road as a complete, running motorcycle. With only a few period photographs and recollections of former Indian employees serving as his guide, Carson painstakingly acquired the proper parts and modified others to faithfully replicate the 'cammy' Prince. Featured in various magazines, the bike has acquired numerous show trophies over the years, a tally of which would literally be too long to list here. Those awards, a three-ring binder containing considerable documentation and a small selection of spare parts are included with sale of the bike, being offered by Penny Carson, Woody's daughter.
\$50,000 - 60,000

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



217

Original and unrestored, owned by two families since new

1913 HARLEY-DAVIDSON MODEL 9B SINGLE

Engine no. 2059D

It's no small irony that one of America's foremost motorcycle restorers should start his collecting career with an unrestored machine! Though he turned out more than 50 concours-quality classics in his lifetime, this 1913 Harley was Woody Carson's first vintage acquisition, purchased in Illinois from the family of the original owner in 1943 when it was a mere 30 years old. At that time, Carson cleaned and lubricated the engine and mechanical parts, but left everything else as found with the exception of two coats of Spar clear varnish on the paintwork to preserve its original finish. Carson kept the 9B in his collection for next six decades, performing maintenance as needed, showing the bike and participating in antique road runs. Total mileage is approximately 5,500mi. Upon his death in 2006, the Harley was passed on to Carson's daughter Penny, the current owner.

In business for just 10 years in 1913, Harley-Davidson was already intent on improving its products. The Model 9 single was available in belt-drive A versions or the chain-driven B, as here. The engine now had a mechanically operated intake valve, a lighter alloy piston, improved carburetion, and the flywheel, con-rod and piston were balanced as



an assembly, which lessened vibration. Displacement and power were increased, to 35cu (565cc) and 5bhp, respectively.

The Carson 9B is the recipient of many honors, including a coveted Senior Award and Winners Circle Preservation Award from the Antique Motorcycle Club of America. Included in the sale are the bike's many trophies, a tool kit, spare seats and a voluminous binder with documentation, notes, photographs, receipts, even starting instructions! **\$50,000 - 60,000**

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



218
1940 INDIAN JUNIOR SCOUT 30.50ci

Frame no. ED0540

In 1932, as the Great Depression slogged on, Indian introduced the bargain Pony Scout, soon to be renamed Junior Scout. Advertised at \$195, potential buyers were enticed with, "Now you can have the machine you've been waiting for – a real twin-cylinder machine at the lowest price in American history – and it's an Indian, of course!" To cut costs, the Junior Scout was essentially a 500cc V-twin engine mounted in the Prince 350 chassis, also utilizing the smaller single's clutch and gearbox. In 1940, the model was treated to the same 'dashing streamline' styling as Indian's bigger bikes, available in Fallon Brown or Seafoam Blue, as seen here. Sold for one more model year, the Junior Scout would not return to the lineup following WWII.



Another impeccable Woody Carson restoration, this Junior Scout 30.50 was purchased by him in 1976 needing work, and is now owned by his daughter Kristi, having covered less than 200 miles since its rebuild. Indian was Carson's favorite marque, and his devotion and attention to detail is on full display here. A handsome machine, rarely seen today, it would nicely fill out anyone's vintage Indian collection. The sale is accompanied with a thick build book that includes documentation, receipts, period literature and photos.

\$20,000 - 25,000

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



219

1945 HARLEY-DAVIDSON WL45

Frame no. 45WL1328

'Prolific' best describes the workhorse series of 750cc flathead Harley-Davidsons. The 45-cubic-inch V-twin was introduced in 1929 as the Model D, and the simple, reliable engine would remain in production for the next four decades, used in WL street bikes, WR race bikes and three-wheeled Servi-Cars. It is in its military role, though, that the engine is best remembered. Starting in 1940, some 90,000 WLA and WLC (Canadian military) models rolled off Milwaukee production lines before WWII hostilities ceased, the so-called 'Liberators' seeing action in just about every theater of the war and serving with most of the U.S. allies.

Unlike many surplus WL45s that were 'demobbed' following military use, this 1945 model was among the first civilian models built as hostilities wound down. Because there were still restrictions on certain materials, chrome-plating was at a minimum, correctly replicated here. The bike is owned by Pokey Parmidge, husband of Woody Carson's daughter Kristi, and its high finish proves that quality restoration work runs in the family. While the engine was farmed out to expert Jack Averman for a complete rebuild, Parmidge himself did the cosmetic restoration. The springer front end is an upgraded unit from a Harley Big Twin, as he intended to fit a sidecar in the future. As with all the Carson family bikes on offer at this auction, extensive documentation accompanies the WL.

\$14,000 - 18,000





220

1970 YAMAHA AT-1B ENDURO

Frame no. AT1130807

Engine no. AT1130807

Yamaha attacked both the off-road leisure and competition markets with verve in the late 1960s and '70s especially in the American market. The first AT1 of the 1969 launch year carried the suffix "A"; this 1970 model is the AT1B, and the final model, the AT1C, for 1971. Yamaha built this electric start 125cc, single cylinder 2-stroke "enduro" (a word now usurped by "adventure") and focused their marketing on women and children. At 218lb dry and with near 11 horsepower it did the intended job well. Do not confuse it with the AT1M-B which was the kick-start, motocross version.

The over square 56x50mm air-cooled 125cc single ran a 7:1 compression ratio which with Yamaha's easy-to-use Autolube provided the ideal platform to learn good off-road riding techniques without excessive speed, in addition to providing a keen commuter. Competition Yellow was the only 1970 color, popular enough for Yamaha to manufacture near 19,000 units in 1970 alone. Today, however, few of these lightweight enduros are left. This one is reported to be in excellent running condition and still with original bright and cheerful paint and plastics. A rare find.

\$5,000 - 7,000

Without reserve





221

1974 YAMAHA SC 500 MOTOCROSSER

Frame no. 363-024144

Engine no. 363-0241

Launched in 1973, the SC 500 was Yamaha's first attempt at an Open Class 500cc motocrosser. A fantastically powerful machine, deemed unwieldy at the time, it was a tough bike to tame. After two seasons Yamaha changed the motocross world forever with the brilliant YZ 360 monoshock – all lessons duly learned.

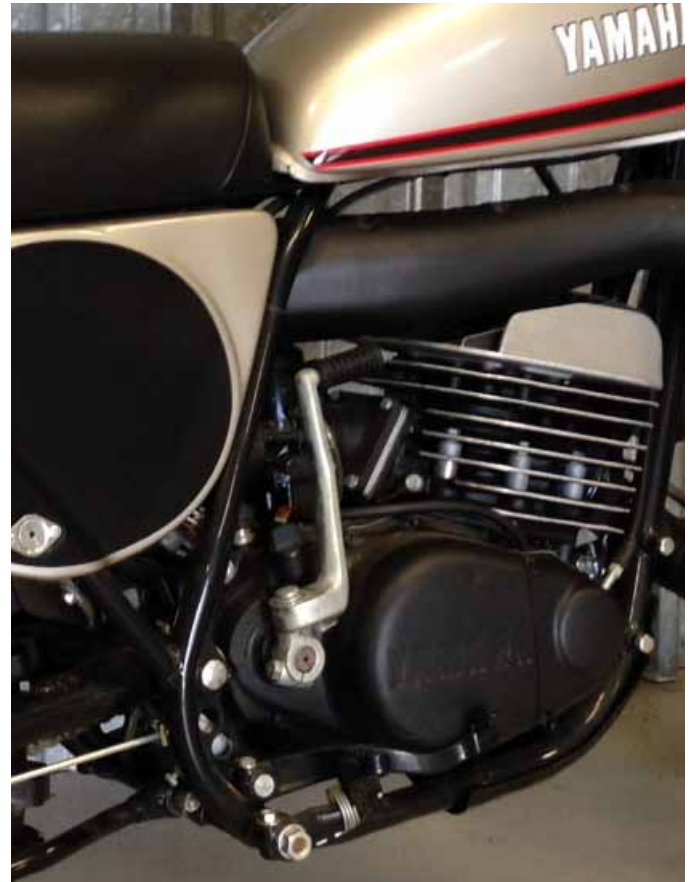
The SC 500 weighed something over 240lb which coupled with an unbalanced chassis meant that it was constantly in wheelie mode. Control was made all the more challenging by the 498cc air cooled, reed valve 2-stroke single, plus 4-speed transmission, that had 40 horsepower on tap, all of which was delivered in the middle of the rev band as an “explosion” of seismic proportions. Out of the box the motor was notoriously hard to start and jet, and one wag in the day suggested that Yamaha offer replacement pistons in a six pack!

Such was their reputation the SC 500s were soon discarded by racers who ever thought about their own life expectancy, and thus few are left today. Even fewer have been restored, and even fewer still to the as-new condition of this superb example. The handsome SC 500, now very scarce, was Yamaha's most important motocross teaching moment of the 1970s.

\$5,000 - 7,000

Without reserve

Offered on a Bill of Sale.





222

1942 ZUNDAPP KS750 MILITARY SIDECAR

Frame no. 609584

A former armaments manufacturer, by treaty Zündapp was forced out of the military-supply chain following Germany's defeat in WWI. The company found a new role post-war as a producer of motorcycles, innocent-looking two-stroke runabouts that were priced right and sold well. In 1933 came a more serious four-stroke side-valve flat-twin, which in turn led to Zündapp's first overhead-valve flat-twin, the KS600 in 1939, with frame and girder fork made of pressed steel. Ironically that bike would evolve into the KS750, workhorse of the German Wehrmacht in WWII. Zündapp was back in the war business! The KS750 with sidecar was a serious bit of work, with shaft drive to both the rear wheel and the sidecar's wheel, so sand, mud or snow were no deterrent. It also had reverse gear, hydraulically activated brakes and interchangeable wheels. During hostilities the KS750 saw service on every front, with some 18,600 built before production was forcibly discontinued in 1944.

Understandably, very few KS750s survived the war. This outfit was found by Mike Wolf and Frank Fritz of "American Pickers" TV fame in Italy, where it had been in storage over 60 years. Current owner Blue Moon Cycle took delivery in late 2013, inspected the engine, gearbox and drivetrain, which were all found to be in good working order, and put the Zündapp back in running condition. Included in the sale is an authentic MG34 machine gun, deactivated of course, not that your fellow commuters need to know that fact.

\$45,000 - 55,000





223

1984 BMW R100RT

Frame no. WB1044905E6243755

Engine no. 83 378236/EBM 098042 42

Just a few years after introducing the R90/6 and R90S, BMW upped the capacity of its range-topping flat-twins to 980cc for the 1977 season in the form of the R100/7 series. The following year a touring version of the R100RS superbike appeared boasting a more generously proportioned fairing, taller windshield and higher handlebars. This was the R100RT, unquestionably the finest touring motorcycle of its day. 'It is so incredibly easy to ride that it doesn't distract you from any of the pleasures of biking - just complements them,' enthused *Bike* magazine.

The R100 offered here has been in long-term ownership by a meticulous enthusiast. Originally purchased in April 1984 in Huntington Station, New York, the Stratossilber (Metallic Silver) machine was then sold to a San Diego BMW devotee, and between them, enjoyed to the tune of 28,000 miles until being purchased by the owner's friend, our vendor, in 2010.

"The appeal of the bike was its originality," says the owner. "down to original keys for all the locks, including the luggage, manuals, tire pump, and toolbox." After some fettling the bike was enjoyed almost daily as a commuter machine and then for weekend trips, until the winter of 2012. Then a minor mechanical repair started the unstoppable ball of a full restoration rolling.

The bike was dismantled to the frame, which was powder coated. The engine was rebuilt, as was the final drive, and a new exhaust was



installed, together with a new and upgraded electrical system, LED lights, new battery etc. Attention was given to brakes and suspension, replacing bearings, etc. as needed.

And then there was the question of paint scheme. Should it be standard metallic silver? Or something a little more custom? And then a memory from a trip to Munich inspired the PolizeiWeiss and PolizeiGruen livery it is offered in today!

This bike is a great opportunity to acquire a solid Bavarian touring machine, meticulously cared for, with restoration receipts that far exceed the value, in a custom paint scheme that garners attention everywhere it goes. Especially on the Autobahn.

\$8,000 - 10,000



224
The ex-Steve McQueen
1971 HUSQVARNA 250cc CROSS

Frame no. M14473
 Engine no. 254319

In the late 1960s most dirtbikes were simply modified versions of bulky British and American four-stroke streetbikes. But, long before the emergence of the Japanese, it was the continental Europeans who were at the forefront of motocross development. The Swedes, Spaniards and Czechs, in particular, were creating ever lighter, more powerful and nimbler machines.

Soon Sweden-based Husqvarna introduced a series of two-stroke machines featuring a lusty single-cylinder engine suspended in a lightweight steel frame. This beautiful, comparatively airy, big-bore motocrosser combined fearsome power, superior handling and rakish good looks - a winning combination that quickly made headlines.

American Edison Dye took notice and started importing Husqvarna's line into the United States. Shortly after the stateside debut, a Husky 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 through the Mojave Desert. Thus began the popular explosion of the sport of motocross.



This particular example is a 250cc model that was bought new by Steve McQueen in 1971. Like most of McQueen's vehicles, this was purchased through his production company Solar Productions in Hollywood. It is well known that McQueen owned at several Husky Crosses, in all engine capacities.

Included in the sale of this pristine-condition motorcycle is the official Manufacturer Statement of Origin and the invoice to Solar Productions from Dye's company Med-International – both made out to Solar Productions and the latter with Steve's name.

As the legend of the King of Cool continues to grow, this tough yet sublime dirtbike not only has the pedigree but also the provenance to make it one of the most unique and desirable motorcycles in the world.
\$70,000 - 90,000



225

Gwen Banquer recreation

1929 INDIAN-CROCKER 45ci OVERHEAD-VALVE CONVERSION

Engine no. GB OHV 01

Created by master bike-builder Gwen Banquer, this motorcycle is an Indian 101 Scout fitted with an excellent copy of Al Crocker's famous overhead-valve conversion kit. It is the first one sold of a limited series of only seven such machines.

A legend among American motorcycles, the Crocker has assumed almost mythic status with only 60-or-so twin-cylinder Crocker street bikes ever made, each one unique, and today these hand-built masterpieces are among the most collectible motorcycles of all time.

A successful enduro racer and Midwest Indian branch manager, Crocker finally settled in Los Angeles, California in 1928 as agent for the Springfield manufacturer. He moved into motorcycle manufacture in stages, starting out in 1931 making speedway frames to accept the 45ci (750cc) Indian Scout v-twin engine. An overhead-valve conversion kit for the Scout soon followed, but, after 40-50 single-cylinder speedway Crockers had been built, he moved on to fulfill another of his ambitions: a class-leading v-twin roadster.

Crocker's overhead-valve conversion kit for the 101 Scout started out as an all-cast iron affair before the second series switched to aluminum-alloy for the cylinder heads. Surviving original kits are exceptionally rare, so Gwen Banquer was especially fortunate to acquire (on loan) an original un-machined set of the later alloy/iron type, from which casting patterns

were made. Most of the rest of this machine - frame, forks, crankcases, transmission, magneto, hubs, brakes and fenders - is genuine c.1929 Indian 101 Scout. The frame has been altered to accommodate the taller overhead-valve engine, and the fenders cut down, while the gas tank is a reproduction Junior Scout item. Important upgrades include a stronger engine bottom-end, Hepolite pistons and a recirculating oil system, the latter achieved using the later Scout/Chief-type oil pump. Other noteworthy features include modified Indian 'military' handlebars, rotating-magnet generator and a hand-made exhaust system.

Gwen first displayed a mock-up of his Crocker OHV-converted 101 Scout motor during Daytona Bike Week in March 1996. Gwen rode his first Crocker Scout at Daytona in 1997 and later that year received a 1st place award for 'Best American Motorcycle 1926-1940' at the AMA Vintage Motorcycle Days held at the Mid-Ohio Sports Car Course in Lexington.

Gwen Banquer's Indian-Crocker OHVs have featured in magazines the world over and also in John Carroll's book, *Classic American Motorcycles*. Presented in immaculate condition, the machine offered here represents an exciting opportunity to acquire the first example of one of the most celebrated motorcycle re-creations of modern times.
\$70,000 - 90,000

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



226

1993 DUCATI 900SS

Frame no. ZDM1LC4M8PB004410

Engine no. LC4N004410

The whole series of 2-valve belt-drive Ducati v-twin sportbikes developed from the very first Pantah 500 SL of 1979 ran through “alphabet soup” until at least 2005, and that’s not counting the retro 1000s to celebrate the original desmo 750 twins of the early 1970s. To track the different models in multiple capacities – 350 through 900 – is indeed like picking out pasta letters from kid’s canned soup. 1991 saw the launch of both a new 900 Supersport and several short-run “halo” models which ran through 1998 and the 750 Supersport through 1999. And then there was more as the shape changed but the essentials did not. The bike here is from the 1991 through 1998/99 series.

Continually developed around a trellis-frame, 2-valve sports machine whose characteristics embodied the very essence of “Ducatiness”. Gutsy, booming, torque-loaded, lightweight, long-wheelbase, steady-as-she-goes and full-of-feeling handling and steering, and usually decent Brembo brakes.

This bike is a 1993 model with a red full-fairing and accompanying yellow wheels – correct for the year – to stock, original specification except for the Superlight solo seat. The motor was mildly tuned by Pro Italia of Glendale, California with higher than stock compression and appropriate carburetor and ignition settings. The seller bought the bike from Pro Italia in 1993 with 500 miles on the odometer – they continued to maintain it throughout its life as he rode it tens of thousands of miles without a problem. Today the odometer shows 61,000 miles. And it’s ready to be ridden some more.

\$5,000 - 7,000





227

1996 DUCATI 900SS SP

Frame no. ZDM1LC4MXTB023163

Engine no. LC4R035467

Continually developed from the series of 2-valve belt-drive Ducati v-twin sportbikes with origins in the very first Pantah 500 SL of 1979 ran until at least 2005. For 1996 – gold frame and red or yellow paint - the year of the sale bike, production had dropped to only 1324 machines for a world market. It is not known how many came to the USA that year but it cannot have been more than a couple of hundred making this quite a rare machine.

This bike is an SP, or Sport Production, model unique to the US market in 1996 which essentially combined the previous Supersport with the Superlight III with a dual seat and lower exhaust pipes. Then there was a carbon-fiber clutch cover and front and rear fenders, fully floating rear brake, and floating front cast-iron rotors.

The seller believes he is the second owner having bought the bike from Pro Italia, one of Ducati's long-term Los Angeles dealers, about 15 years ago with 2000 miles on the odometer. Today this unrestored machine, except for a repaint many years ago, has 31,205 miles on the odometer proving the point that a well-setup Ducati can last forever if maintained by the book and never put away wet. Its purchase is a rare opportunity to enjoy a near-original 900 SS SP (it has a Superlight seat although the original dual seat is included in the sale) for some time into the future without heartache.

\$3,000 - 4,000





228

1988 DUCATI 748cc PASO

Frame no. ZDM1DA3M2JB754136

Engine no. 754223

The Ducati Paso was introduced in late 1985 with some trepidation for it was a visual departure as well as Cagiva's first new Ducati model. It was offered with the slogan "Il nostro passato ha un grande futuro" or "Our past has a great future". It was named in honor of the well-loved, bespectacled racer Renzo Pasolini who was killed on May 20, 1973 at Monza during the Italian motorcycle Grand Prix aboard a 250cc Aermacchi Harley-Davidson.

The Paso – designed to be different – was underneath the swoopy, streamlined, all enclosed bodywork from Massimo Tamburini's busy pen fairly conventional. Massimo Bordi developed the existing Pantah/F1 tube chassis and 2-valve, air cooled, belt drive, v-twin which at the Milan Show November 1985 launch came in both 350 and 750 versions. Too radical for some, no other manufacturer followed Ducati's apparent aesthetic lead. To fit the necessary components underneath the bodywork was quite a task. For example the rear cylinder head had to be reversed so that the single car-style Weber twin-choke carburetor could be installed. Square as opposed to round tubing for the chassis was another first. Over time improvements were significant: other colors than red came along – blue and pearl white for example – and the engine capacity grew with the 906 in 1988 adding water-cooling at the same time. And then the 907ie for 1991, this time with 851-style Marelli-Weber fuel injection and 17in wheels.



Thirty years on it has a loyal following and with less than 5000 750s made - only approximately 700 coming to the USA – this is now a rare bike. This one was purchased by a friend of the seller from Pro Italia (Glendale, California) in 1990 soon to be passed on to the seller. Always white, it was repainted beautifully but with non-factory style decals affixed, and indeed a second complete set of OEM bodywork was custom painted at the same time; both sets come with the sale bike. Complete with two-into-one exhaust, custom-painted black wheels and custom seat, the seller confesses to have ridden it "lots of miles" but always accompanied by "lots of maintenance" and so it remains, as sold, ready for "lots more miles". The odometer shows nearly 40,000 miles which is believed to be accurate.

\$3,000 - 4,000



229

1967 AERMACCHI HARLEY-DAVIDSON 250 CRTT

Frame no. 67CR5040
 Engine no. 7B10037H1

Aeronautica Macchi, soon Aermacchi, was founded in 1912 by Giulio Macchi on the shores of Lake Varese north of Milan, Italy, to manufacture seaplanes. After WW II the company began producing motorcycles and in 1960 the Harley-Davidson Motor Company purchased fifty percent of the motorcycle division to secure a source of small machines. The remaining half was sold to AMF H-D in 1974. Harley "sold back" all in 1978 to Cagiva.

Aermacchi created their "horizontal" four-stroke single in 1956 first as a 175cc in the Chimera, soon a 250 and 350...the racers usually known as the Ala d'Oro (Golden Wing). Development continued through the sixties resulting in literally hundreds of wins, and today it remains a force in historic racing.

This machine is one of a small batch of road racers built for North American. Records indicate that 35 were built, but it could be more. The 1967 model year offered an upgrade to powerful Ceriani brakes from the previous Oldanis. The 350 frame, with its distinctive L-shaped forged side plates supporting the rear of the engine and the swingarm pivot, is unique to the CRTT. The engine, short-stroke (with a bore and stroke of 72x61mm), could rev past 10,000 rpm reliably. It has a dry clutch and a five-speed close-ratio transmission with straight-cut primary drive gears. Compared with the European market battery and coil ignition, the American market CRTT had a magneto ignition driven by the camshaft under the famous ride side "bubble case".

While it is believed this bike was sold new in Canada, along with two known others, its racing history is unknown. The engine is from a 1971 racing-model ERS, originally a 350 but rebuilt with a special crankshaft giving 250cc. It has a Carrillo rod and forged piston. It also has the special cylinder head, unique to the CR, which allows the 35mm Dell'Orto carburetor to sit vertically with its air intake inside the screened window on the left side of the fuel tank. Fuel is drawn from an Amal matchbox float bowl, legendary tuner Francis Beart's trick, as a more reliable substitute for the Dell'Orto original. A Dyna 2000 electronic ignition, with rubber-mounted battery and a control box under the rear of the fuel tank allows custom tuning of advance curves and rev limiter settings.

Forks and wheels are Ceriani, while the rear shocks are custom units from Works Performance. There is a new Veglia tachometer and factory-style double-bubble fairing of the original wasp-waist shape. The special exhaust has a hydroformed megaphone supplied by British specialist Dick Linton, flexibly mounted to comply with noise regulations.

This is a very rare, top-specification 250 Aermacchi that demands respect. Put it in a museum or race it some more, the choice is yours.
\$12,000 - 15,000

Offered on a Bill of Sale.



230
Single ownership and only 6km from new
2002 DUCATI MH900E

Frame no. ZDM1LA4N82B001531
 Engine no. RA42013209

When Ducati's controversial chief designer Pierre Terblanche came up with a showbike homage to Mike "The Bike" Hailwood's 1978 Isle of Man TT-winning Ducati, he knew it would be a lightning rod in terms of reaction. "The people it's aimed at understand it, and I don't care about the ones who don't," he told the press.

The bike was a combination of old and new. Retro-looking half-fairing and 75hp air-cooled motor (with faux finned oil sump to recall the SS models of the 1970s), but equipped with monster brakes, zoomy tail section, upside-down forks, single-sided swingarm and wide, sticky tires.

Well, enough people understood it that the MH900e – for Mike Hailwood *evoluzione* – was put into limited production. Sales were undertaken in a unique way: To make sure everyone who wanted one had a fair shot at buying it, the Hailwood replica was sold on the Internet, straight from the factory, no waiting lists, and no dealer markups. Offered at the stroke of midnight on January 1, 2000, the first 1000 sold out within hours, prompting Ducati to double the production run.



Deposit down, buyers then waited a year, sometimes more, for their bikes to be built and delivered. Of the 2000 constructed, it's believed that approximately 500 were sent to America.

The owner informs us that this MH900e has *never* been started or ridden, and indeed the original tires look they've never rolled at speed. It is #1627 of the 2000-unit production run. It was delivered to him from Munroe Motors in San Francisco with the 6km that still show on the odometer now, and it was placed on static display in his living room. Also included is the original Bill of Sale, commemorative t-shirt and plaque, as well as the owner's manuals.

\$25,000 - 30,000

231

1960 VESPA 125cc SCOOTER

Frame no. 1GM1134

Like denim blue jeans, Vespa motorscooters started out as ordinary workaday items and became a style icon. One of the most prolific motor vehicles ever, with millions produced since 1947, the Vespa was first used as family transport in its native Italy, but by the 1960s had been conscripted, along with the Lambretta, as the preferred mode of transport for style-conscious Mods. Salvador Dali even painted a Vespa, and you can't get much more hip than that.

Aging Mods and others should feel right at home on this two-tone 1960 Vespa 125, restored several years ago and showing just 350km on the odometer. The bike is represented by Blue Moon Cycles, which inform us the Vespa runs fine.

\$2,500 - 3,500

231A

1981 HONDA CBX 1000

Regarded in its day as the best motorcycle in its class, the virtues of the Honda CBX 1000 are well known. When the CBX was introduced as part of the superbike category of motorcycles in 1978, *Cycle World* was so impressed they dubbed it the Vincent Black Shadow of its day, while *Cycle Magazine* praised it as a "breakthrough" and *Motorcyclist* called it the "new superbike king." With a massive inline 6-cylinder engine, the twin-cam, 24-valve engine produced an incredible 105bhp.

The motorcycle offered here may be one of the best anywhere in existence. The odometer reads just over 5,000 miles and the original paint and chrome look brand new. After having been stored in air-controlled storage for more than two decades, the bike recently received a \$4,000 refresher that included new tires, new chain, new fork seals, new engine and carb gaskets, new EBC clutch plates, fresh synthetic oil, engine dropped and valve shims adjusted, carbs cleaned, new jets and synchronization, new brake fluid and new Ferodo brake pads. Reported to be in perfection running condition and excellent cosmetic condition, this impressive sport-tourer represents a very unique opportunity indeed.

\$6,000 - 8,000



231



231A



232

1984 LAVERDA RGA1000 JOTA SPECIAL

Frame no. ZLVMVDGA6E000016

Engine no. LAV.1000RGS2398

Moto Laverda, located between Vicenza and Venice, in the Dolomite foothills, launched the RGS 1000 at the 1981 Milan Show. It featured the new 120° crankshaft-throw 1000 cc three-cylinder motor which was developed by former Fabio Tagliani disciple, and MV Agusta employee, Giuseppe Bocchi. Bocchi did good work on the motor making it just as powerful, but smoother, as its iconic 180° predecessor, this time rubber mounting it in a development of the familiar loop frame. The RGS featured a unique integrated fuel tank with filler flap in the front of the Bayflex, rectangular headlamp, half-fairing. The dual seat's rear was covered by a removable hump. RGS, Massimo Laverda once suggested, stood for Real Grand Sport.

The 1984/1985 RGA (and RGA Jota) was a mechanically similar, less expensive version without the unique RGS features. It carried a conventional fuel tank, no seat hump, and a bikini-style fairing surrounding a round headlamp. It is not recorded what RGA stood for.

This RGA was imported into the USA by Slater Brothers in the fall of 1984 and shipped to loyal Mannheim, PA dealer Fred Heistand Motors and modified to RGA Jota Special specification for display at the International Motorcycle Show in New York City.

The RGA Jota Special was created by then British Laverda importer, Keith Davies of Three Cross Motorcycles. Davies' intent was to recreate the "old Jota 180" performance by modifying each motor to RGS Corsa



specification and adding a twin-round-headlamp, Laverda Orange, Sprint (brand) fiberglass full or half fairing. After the show this bike was consigned to Ham's Motorcycles of Connecticut who set about its race preparation. How many RGAs were made is unknown and but what's clear is that RGA 1000 Jota Specials number less than a couple of dozen.

After some years languishing, this very rare RGA 1000 Jota Special – for that's what it surely is - has been thoroughly re-worked using all the "hidden fixes" of upgraded clutch, stock (not Corsa) F4 cams, Moto Witt DMC II digital ignition, upgraded starter motor and relay, and "big" battery among others, and is reported to be easy to start and to run well "even below 3,000 rpm". In other words it makes all the right noises in the right places. (Included with the motorcycles are some of the stock parts, owner's manual, and various accessories.)

\$11,000 - 14,000
Without reserve



233

With dealer-installed factory Formula bodywork

1999 LAVERDA 750 S

Frame no. ZLVSTA105X0001947

Engine no. 4ST-20783

At the heart of Laverda's middleweight was a 496.7cc (72x61mm) four-stroke twin with the cylinders slanting 20 degrees from the vertical and dual, chain-driven, overhead camshafts. The intricately cast aluminum crankcases were split horizontally, Japanese-style. Moto Laverda SpA was following the trend for mid-size air-cooled, wet sump, parallel twins started by Ducati with their surprising attempts of the middle 1970s. Laverda began the design program in 1975, the first production bikes, the 500 Alpino (named Zeta in the USA), arriving in 1977, soon to be followed by a home market 350 (a 60mm bore with the 61mm stroke). There were a lot of Laverda "firsts" for this machine: 4-valves per cylinder, 6-speed gearbox, and a balancer shaft, perhaps, the most significant. Givens were electric start, lightweight, superb handling, and real brakes.

Quickly thereafter there were faster, more inspired versions that soon rocked lots of boats: The Formula 500 launched in March of 1978 and the Slater Brothers, the UK Laverda importers, "café racer" Montjuic. After 1984 it was all over, the world had moved on.

By 1984 Laverda itself was in trouble entering first "controlled administration" and then, in 1987, receivership to be re-launched as Nuova Moto Laverda in 1989. After little success, Gruppo Zanini took over in 1991. But in the midst of this circus they somehow managed to develop a 668cc (78.5x69mm) water-cooled, fuel injected twin based on the aforementioned 500/350 twin of the 1970s, designed by former Lamborghini engineer Angelo Ferrari and Lino Borghesan, longtime Laverda faithful. Their masterstroke was to install this new motor in an aluminum twin-spar frame – fuel tank in the seat

- custom designed by famed Dutchman Nico Bakkar and add the best of equipment from Italy's component manufacturers. "The new 650 feels such a together motorcycle – brilliant," said *Fast Bikes*.

In October 1993, after Gruppo Zanini's departure, International I.Mo.La Moto Laverda SpA set up shop in Zane, a stone's throw from Breganze (Vicenza), Laverda's founding home. In 1999, Laverda stumbled again and was soon acquired by Aprilia (Piaggio) and the doors closed. The 1999 750 S, one of the last of the Zane Laverdas, had a healthy 82 horsepower mostly as a result of a thorough re-engineering by Antonio Calgaro.

This particular bike was purchased new by a John Peterson, a tech at Trackstar Motorsports, an urban "Italian" boutique motorcycle shop in Minneapolis, Minnesota. The Formula fairing, tail section, bars and D&D Performance carbon cans soon replaced the S-type half fairing and seat and other stock parts. In 2004, Peterson sold the bike, with approximately 5500 miles on the odometer, to Minneapolis collector Terrance Fenne, who immediately stored it away. In April 2012 he sold it to a Dr. Robert Schroeder, who transported it to Ducati Minneapolis for them to re-commission. New tires on newly powder-coated wheels, exhaust headers were "hot coated", a tach rebuild, and a new battery/charging system, accompanied a complete service since which it has only covered 250 miles - most ridden by a Bonhams specialist with thousands of Laverda miles under his belt – and his verdict, "best Zane I have ever ridden".

\$5,000 - 6,000

Without reserve



234

2003 HARLEY-DAVIDSON DYNA WIDE GLIDE 100TH ANNIVERSARY

Frame no. 1HD1GEV493K337394

Engine no. GEV3337394

If the FX Super Glide of 1971 was the first factory custom, then the FXWG Wide Glide, introduced in 1980 can rightfully lay claim to being the first factory chopper. The model name came from the bike's widely splayed fork tubes, grasping a wire-spoked 21-inch front wheel. A Fat Bob gas tank, forward-mount foot controls, stepped seat, sissybar and bobbed rear fender completed the look.

Despite a time span of some 23 years, those same styling elements are on display here. This 100th Anniversary Wide Glide is considerably better riding than its predecessor, though, thanks to the rubber-mount Dyna chassis, Twin Cam 88 engine, five-speed transmission and belt final drive. It's also finished in the official 2003 commemorative two-tone colors of Sterling Silver and Vivid Black, highlighted with centennial badging.

Looking like it just jumped out of a 2003 sales brochure, this motorcycle was purchased new in the crate and has covered just 3 miles since, the result of a short test ride after initial servicing.

\$10,000 - 13,000

Without reserve





235

2003 HARLEY-DAVIDSON FLHRS SCREAMIN' EAGLE ROAD KING 100th ANNIVERSARY

Frame no. 1HD1PGE173Y953626

Engine no. PGE3953626

Unique among modern bike-makers, Harley-Davidson's Custom Vehicle Operations program produces limited-run, factory-customized models, each one hand-built by a select team of technicians on a separate assembly line. Founded in 1999, each year the CVO Harleys are among Milwaukee's most anticipated new models.

For 2003, to mark the factory's centenary, the CVO crew pulled out all the stops with a 100th Anniversary Screamin' Eagle Road King, powered by a bored-and-stroked Twin Cam motor displacing 103 cubic inches (1690cc), at the time the largest-displacement V twin ever installed in a production Harley-Davidson. The claim was 100 foot-pounds of torque, which necessitated a hydraulically activated clutch, an oil cooler and stronger final drive belt.

Stylistically the bike was a standout, with stunning Centennial Gold paint highlighted by "ripped" black accents and burgundy pinstripes. Frame and swingarm were also finished in color-matched gold, making for a



clean, unified appearance, set off by solid, polished wheels. Leather seats were installed for both rider and passenger, while practically all else was chrome-plated, almost as if one of everything from the factory's voluminous Screamin' Eagle accessory catalog had been picked!

One of approximately 3600 built in 2003, the collection's exceptional 100th Anniversary CVO Road King was purchased from the original owner and shows less than 5000 original miles.

\$10,000 - 13,000
Without reserve

THE HERB HARRIS COLLECTION



236

Full Harris Vincent Gallery restoration with electric starter

1949 VINCENT TOURING RAPIDE WITH BLACKNELL BULLET SIDECAR

Frame no. F10AB12516

Herb Harris was not being boastful in 1991 when he set out to become the best Vincent collector in the world. It's just that the man does not go in for half-measures. An attorney by trade, naturally curious, he's been called the Indiana Jones of motorcycle collecting for his ability to unearth hidden treasures. Chief among those was the so-called "Bathing Suit Bike," the prototypical Vincent Black Lightning ridden to 150.313mph and a new U.S. speed record by Rollie Free in 1948 at the Bonneville Salt Flats. The photograph of a speeding Free, stripped down to swim trunks and lying prone on the bike to lessen wind resistance, is among the most famous in motorcycling.

Recently retired from his law firm, Harris is now, he says, in "decollecting mode," though the Vincent brand is still very much part of his life via the Harris Vincent Gallery, a three-man shop in Austin, Texas, turning out (what else?) some of the world's finest Vincent restorations.

This 1949 Touring Rapide with fully matching numbers is a good example of the work performed by HVG, restored both mechanically and cosmetically at the shop from boxes of disassembled parts. During the rebuild it was teamed with one of the deluxe Blacknell Bullet sport sidecars which Vincent installed on some bikes – in this case, the sidecar's frame number indicates it was originally factory-fit to a Black

Shadow. Fully restored by HVG, it boasts a trunk lined in Jaguar wool carpeting, a fitted tonneau cover and snap-on privacy panels for the sides. The host Rapide is equipped with correct Touring items such as wider Dunlop wheels, touring handlebars and, of course, the very rare and correct attachment hardware connecting sidecar to bike. It has also been discreetly outfitted with a modern aftermarket electric starter, as well as retaining a functional kick starter.

While it is not known if this Touring Rapide was originally red or not, the rare factory color was chosen here, along with cream upholstery, an even-rarer factory option. The outfit debuted in 2012 at the prestigious Quail Motorcycle Gathering, which used its image the next year on all tickets, show programs and posters as being symbolic of the high standards and style of The Quail. The Rapide has only a few running-in miles on it and will require a proper break-in to ensure long service.

Herb Harris has stated that collecting is more properly termed caretaking, his goal being to pass along motorcycles to the next owner in better condition than when found. As with this Rapide and all the other motorcycles in his collection, there's no doubt that mission statement has been met manyfold.

\$100,000 - 120,000





237

The very first Series B Vincent brought back to life

1946 VINCENT HRD 1X PROTOTYPE SERIES B V-TWIN

Engine no. F10AM1X1468

It's hard to underestimate how advanced a design the Series B Vincents were upon their introduction immediately following World War II.

“Frameless design, multiple functions in many parts, the adjustability of controls, quickly detachable wheels – with these developments the Vincent explored what the motorcycle could be, rather than merely elaborating what it had been,” states technical writer Kevin Cameron in *The Art of the Motorcycle* book.

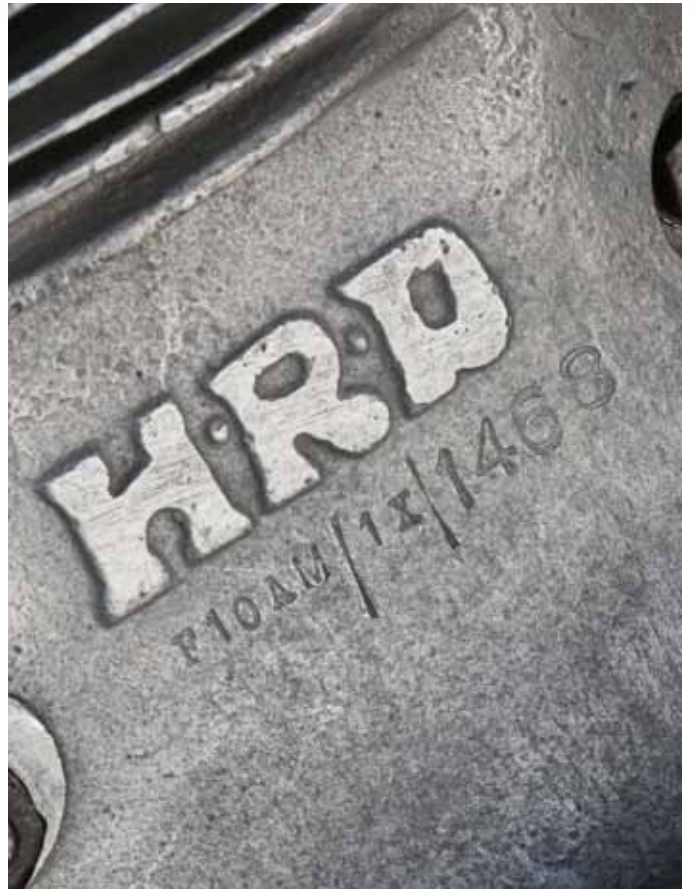
On April 27, 1946, an unpainted fuel tank arrived at the Stevenage factory and was hastily installed on the prototype Series B Vincent, engine no. F10AC/1X/1, so that Philip Vincent and others could ride it for the first time. Journalist Arthur Bourne of *Motor Cycle* was on hand to give it a test spin before returning to the magazine to write the first words about this revolutionary new Vincent. Photos from that day show some pre-war parts temporarily fitted to allow testing, including the rear seat stays, mudguards and number plate. In the ensuing months, the test hack was crashed, repaired, broken, repaired, etc. until it had demonstrated the design's strengths and weaknesses. Later that year the first production Series B's were coming off the assembly line and 1X was relegated to duty running errands as a sidecar outfit at the Vincent works.

Then in 1949 the British military wanted to test an 80bhp engine for assault boat applications, so 1X went to Vincent's race shop where foreman Denis Minett – as detailed in his published book of notes –hot-

rodded the engine, removed the gearbox via band-saw and renumbered the cases F10AM/1X/1468, the 'M' because it was now a Marine engine, overstamped on the previous 'C', and the '468' simply added to the existing '1'. The government evidently decided to not pursue the matter after testing and the engine was returned to Vincent. Lacking a gearbox now, not much could be done with a racing marine assault boat engine, so it mostly sat. Little is known of its history afterwards except that it is reputed to have been raced as a hill climber and sprinter, using an AMC gearbox attached by plates that it still wears today.

Long thought to have been scrapped, 1X resurfaced decades later in a British online auction, but just the engine. The balance of the original prototype motorcycle was long gone according to the owner of its registration number; in his words, “not a washer” of the original cycle parts remained except the log book. Harris purchased the motor anyway, but soon realized that such an important piece of Vincent history deserved a fitting home, so with the knowledge and permission of the Vincent HRD Owners Club he undertook to refit the original combination of Series A and B parts to make the unit a complete, running motorcycle again. Using those 1946 photos as his guide, Harris has recreated the very first post-war Vincent, the blueprint for some of the most important motorcycles ever, one that looks as if Philip Vincent himself has just parked it after a spirited test run.

\$350,000 - 450,000





238

An early example, fully restored
1949 AJS 7R ROADRACER

Early AJS 7Rs, like this one from the Harris collection, were often saved from the indignities of prolonged racing just because in 1950 the factory came out with a better, faster 7R. Not much is known about this bike's competition history in the UK, but we do know that in the mid-1970s it was shipped to America, where it found itself stripped down to parts in preparation for restoration. Several owners and more than a few years later, the AJS was still in pieces but had come into the possession of Rob Iannucci, leader of the Team Obsolete vintage race team and restoration shop.

Herb Harris commissioned Team Obsolete to carry out the 7R's restoration. TO's racer/mechanic Dave Roper carefully assembled the engine after discerning that the bottom end was sound and cylinder was still on its standard bore with no wear or taper, indicating that it had seen very little use. The cases were very good, with no damage showing. The gearbox, a roller-bearing Burman racing unit, is date-coded to 1949. Many NOS components, such as flywheels, cams, cam chain, tensioner, piston, valves, etc., were used for the rebuild. The genuine Lucas racing magneto was restored by expert Dave Lindsley. Roper's engine-assembly notes are detailed and will accompany the 7R.



Upon delivery to Texas, the 7R received further fettling by Harris' own restoration team until it met his high standards. At a time when these classic 350cc overhead-cam racers can virtually be built from reproduction parts, here is a genuine early 7R with engine, gearbox, chassis and cycle parts that are original to each other.

\$45,000 - 60,000

Offered on a Bill of Sale.



239

239 1953 ARIEL MK.II SQUARE FOUR CUTAWAY ENGINE

Edward Turner would go on to fame and acclaim as designer of one of the world's great motorcycles, the 1938 Triumph Speed Twin, but 10 years earlier he was a frustrated young man. Tucked under his arm were blueprints for a unique engine, yet no British factory would give him the time of day. Ariel, just coming out of bankruptcy and looking to make a splash, listened to Turner. So was born the Ariel Square Four, a landmark design that would remain in production for the next three decades.

This sectioned Mk.II version of the 1,000cc square-four was prepared by the factory for introduction at the 1952 Earl's Court show in London. Following Earl's Court, it came to America, arriving at Johnson Motors in Pasadena, California, West Coast distributor for Triumph, Ariel and Sunbeam. There the engine remained on display in the JoMo showroom, removed only for the occasional car or motorcycle show in Southern California. Following the Square Four model's demise in 1959, there was no more commercial use for the cutaway engine, which eventually migrated into the possession of Los Angeles-area Ariel collector Arlen Jeffries, who often displayed it at bike meets.

Eventually, one of British motorcycling's most prized cutaways was on its way to a new home in Texas. After some restoration, it is now back the original Earl's Court show finish.

\$25,000 - 35,000



240

240 1956 BSA DBD GOLD STAR CUTAWAY 500CC ENGINE

Every cutaway engine that has survived over decades without being parted out, has a story to tell, much like this Gold Star 500, an Earl's Court display piece believed to be one of only three DBDs sectioned by the factory. Following its show circuit appearances, the engine ended up in Oakland, California, in the care of Hap Alzina, BSA's West Coast distributor. When the parent company closed doors in 1973, an Alzina employee was given an A70 in parts and this Goldie cutaway as compensation in lieu of payroll.

From there, the engine was sold on, coming to rest in New Zealand where it remained until 1999, which is when Herb Harris enters the picture. Simply disassembled and cleaned, no replating or repainting was necessary.

As is customary on works-sectioned pieces, no serial numbers appear on the crankcases though the inlet port is marked "CK-7" and "9-25-HA." In 2005 the Harris Gold Star cutaway was loaned to the AMA Museum as part of its BSA Daytona exhibit.

\$20,000 - 30,000



241

241 1957 BSA A10 ROAD ROCKET 650 CUTAWAY ENGINE

This Earl's Court cutaway engine, on its 1957 display base of British oak complete with original descriptive tag from BSA, was sent to South Africa for exhibition after being shown in London. It is numbered only as to type, CA10R, as sectioned engines almost never carried serial numbers. Believed to be a factory inventory number of show items, it has "16" painted on the cylinder head. Tags from two motorcycle dealers in Capetown, South Africa, are on the base, documenting the engine's travels.

From South Africa, the Road Rocket engine traveled back to England, purchased by prominent bike dealer Ron Farthing. Harris entered into negotiations with Farthing about the cutaway, but had to wait some years until the latter's retirement, at which point the A10 was boxed up for another ocean crossing. Uncrated in Texas some pieces were missing, as is always the case, and some had rusted. Rust removed and wayward bits found, the restored engine now sits proudly on its original base.

\$15,000 - 20,000



242

242 1959 MATCHLESS G80 TYPHOON CUTAWAY ENGINE

An extremely rare, limited-production engine produced by Matchless, following the lead of Fresno, California dealer Harry D. Wilson, who developed a stroker kit for the 500cc G80CS, aimed at adding torque for endurance races run in the area. So successful were these that after 40 were built by Wilson, the factory took over the idea and produced its own bored-and-stroked Typhoon TCS models, a 600cc enlargement of the G80CS. When acquired by the Harris collection this cutaway Typhoon engine was in need of refurbishment. The chrome-plating was redone, the alloy professionally polished. A replacement NC1 Lucas competition magneto was sourced from specialists Bell Engineering. Note the valves springs are of the "hairpin" type, used on competition engines of the day.

\$15,000 - 20,000



243

Ex-Al Gunter, the 1957 Daytona 200 pole winner
1957 BSA GOLD STAR WORKS RACER

This Gold Star racer, with a works-prepared engine installed in a Clubmans roadracing chassis, was special-ordered by Hap Alzina, BSA's West Coast distributor, the goal being to win the biggest event of the day, the Daytona 200, still run on the old Beach Course. The pilot was Al Gunter, a top national- number rider, who promptly qualified on the pole, setting fastest time ahead of the factory Harley-Davidson team bikes. He came home second in the race owing to a slow pit stop, beaten only by defending national champion Joe Leonard.

Gunter's BSA had been selectively tweaked for Daytona. Its gas tank, at 5½gal., was slightly larger than stock issue to allow 100 miles of range so the race could be accomplished on just one pit stop. A set of heavy-duty Girling shocks originally intended for sidecar use dealt with the track's sandy, rutted corners. An RRT2 close-ratio gearbox meant the engine could be kept on the boil into and out of turns. Most important addition was a special Daytona air-intake system that placed the filter near the right rear shock, shielded from damaging sand spray by the rider's leg.

After the race the Gold Star was sold to prominent Los Angeles dealer Sir Kegian Motorcycles, so the owner's young son, Bobby Sirkegian, a successful teenage drag racer, could try his hand at AMA racing. The bike was entered in the 1958 Daytona 100-mile amateur race, where Bobby finished a very successful fourth place. The Gold Star's last race would come at the 1960 Ascot TT. Soon after, Sirkegian's father passed



away and Bobby, just 20, hung up his leathers and took on day-to-day operations at the family's motorcycle dealerships. In storage for decades, the BSA was restored by Sirkegian himself in 2010, and was purchased by Harris soon after.

The Gold Star has an outstanding paper trail documenting its history. It runs beautifully, having recently been serviced by the Harris team, at which time a fresh set of period-looking tires was mounted, though the original Avon roadracing tires from Daytona will accompany the bike.
\$30,000 - 40,000

Offered on a Bill of Sale.



244

Star of the Earl's Court Show, Fully Motorized Engine and Suspension

1956 BSA B34 GOLD STAR CLUBMANS "CUTAWAY" MOTORCYCLE AND DISPLAY STAND

If there were a Sectioned Motorcycle Hall of Fame, this complete BSA Gold Star and its brazenly lettered display stand would be unanimous inductees. Originally built by BSA for the season-opening 1953 Earl's Court motorcycle exhibit in London, it was fully sectioned and motorized to show drivetrain function, including piston, crankshaft, clutch and valves. If that wasn't enough, a separate electric motor drives two eccentric discs which not only simultaneously turn the front and rear wheels, but also articulate the wheels up and down on their suspensions. Static sectioned parts include the petrol tank, the oil tank, the toolbox, gearbox and front fork legs, even the Lucas horn! Brakes are also sectioned and the rear suspension damper bodies are reproduced in clear Lucite to show the flow of their oil supply when working. As classic British cutaways go, you would be hard-pressed to find one grander.

BSA modified the Gold Star for the 1956 show when developments made the CB components of the 1953 model obsolete. It returned to Earl's Court as a DB/DBD model. The trail taken by these cutaways after their show days is always obtuse, but Bob Schanz, owner of DomiRacer vintage bikes and parts in Cincinnati, Ohio, was surprised to discover the Goldie in the hands of famous New Zealand racer Rod Coleman and his brother at their motorcycle shop in NZ in 1986. Long-term negotiations ensued as the Colemans were reluctant sellers, but Schanz persisted and



eventually the BSA became the pride of his collection and was placed in front of the parts counter at DomiRacer for a long time.

In Schanz's care, lettering on the base was redone in time for the BSA to be loaned to the AMA Museum for exhibit, but when Harris acquired the display in 1999 much work needed to be done. Now fully operational, the mechanism is powered by its two original British electric motors, rebuilt to plug into U.S. 210-volt outlets. In the process, it was geared down so it now turns at approximately 9 rpm, half the original speed. Only a maker as big as BSA could be expected to invest the money in a fully motorized and articulated display motorcycle, and this is believed to be the only one ever built. Certainly, BSA never did another.

\$250,000 - 350,000

Offered on a Bill of Sale.



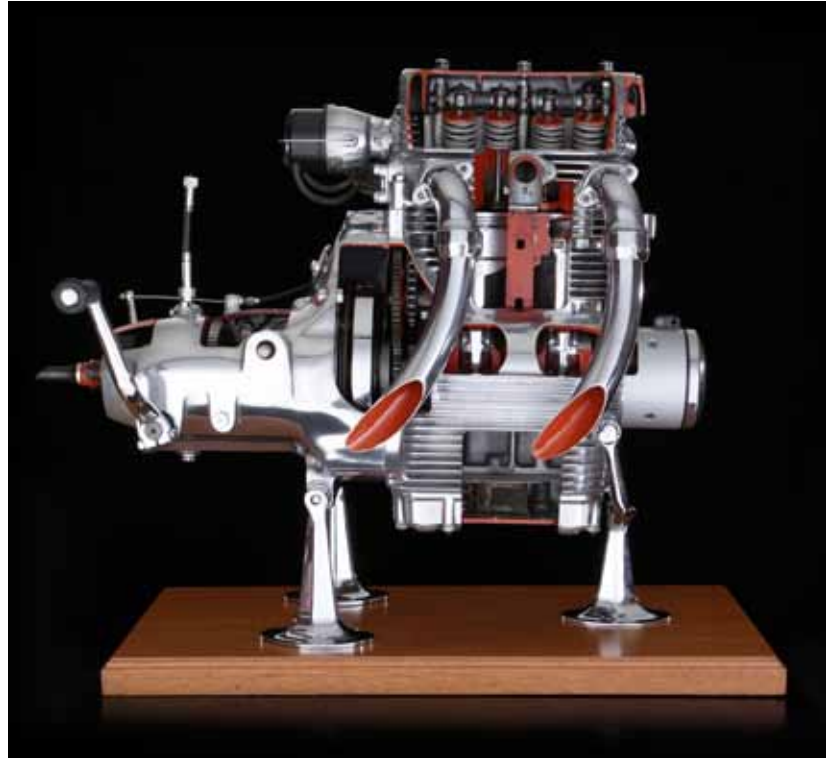
245

245 1961 NORTON 88 SS DOMINATOR CUTAWAY ENGINE

Norton produced its famous vertical-twin in several displacements, starting with 500cc in 1948. In 1961 the engine was installed in Norton's race-proven Featherbed frame, and a classic was born. Perhaps rarest of the 500s is the 88SS, a supersports version fitted with twin carburetors. This engine is believed to be the Earl's Court display model used to introduce the hot-rodded 88.

The engine was acquired by Harris from longtime Dallas Norton dealer Doc Storms in 1994. It had been on loan to Storms by U.S. Norton distributor Berliner to be used as a showroom display item, where it remained until the company went bankrupt. Former Berliner sales representative David Hewitt recalls the engine provided to Storms as being a genuine works-sectioned engine, and British motorcycle expert Brian Slark also has authenticated it as such. The engine remains its original 1950s Formica base. Doc had appropriated a number of screws, bolts, studs, etc. over the years as is always the case with cutaways displayed in a working motorcycle shop. Fortunately the major parts, notably the sectioned components, remained. Overall condition, though, was poor, requiring restoration. It is now complete, including one of the special short float bowl Amal carbs used on this very rare engine.

\$15,000 - 20,000



246

246 C.1949 SUNBEAM S7, S8 CUTAWAY ENGINE

Inspired by BMW, Sunbeam's S7 and S8 500cc twins were upscale touring bikes with advanced features for the time, including longitudinally arranged cylinders, an overhead camshaft and shaft final drive. The gentlemanly S7 and S8 remained in production until 1957, and nowadays command a faithful following of enthusiastic owners.

One of just two engines sectioned by the factory for Earl's Court, this cutaway was purchased from the estate of a Pennsylvania collector, found completely disassembled in his barn. Thankfully all the sectioned components were present, and even the spark plug cables were genuine and original to the engine. Other parts, like the rare Lucas "short" generator, had to be sourced, which took some time. The cutaway's mount supports were found, however after decades of sitting on the barn floor the wooden base had turned to mulch. A proper hardwood base was made to display the restored engine.

One vexing challenge during restoration was cleaning the engine of its years of accumulated dirt and dust. Rather than disassemble the main crankcase, cylinder and head assembly, Harris devoted a week of his time and, he remembers not so fondly, about 500 Q-tips to the task!

\$15,000 - 20,000



247

1964 BSA LIGHTNING ROCKET 650cc CUTAWAY MOTORCYCLE

With its tuned A65 motor and twin carbs, the new-for-'64 BSA Lightning Rocket was aimed squarely at America's speed-obsessed riders. It was important, then, after this works-built, completely sectioned display bike made its debut at the London Earl's Court show, that it be crated up and sent to the USA, by far BSA's largest export market.

First displayed here at the Plaza Hotel in Daytona Beach, Florida during the annual motorcycle show surrounding Speed Week in March, it later made the rounds to other shows in the U.S. and then on to important BSA dealers for display. When BSA failed and closed its doors in the early 1970s, the cutaway machine was in the hands of dealer Al Rodi at his Atlanta, Georgia store. By 1976, the Lightning Rocket, now a bike without a company, was the centerpiece of the Lullwater Tavern, a pizza joint and bar located nearby. From the late '70s through the '80s, the Atlanta British Motorcycle Club made it a point to hold meetings at the Lullwater in the company of the BSA, which had been hoisted 14 feet up into the rafters. It remained there for another 17 years until the bar closed and Harris arranged for its purchase.

In a good news/bad news situation, after so many years of exposure to cigarette smoke and beer fumes, the bike was amazingly well-preserved, almost as if it had been treated with cosmoline. The bad news is that the clean-up was extensive. Today, the showpiece of the 1964 Daytona show is clean, shiny and fresh-smelling. It is very original with only some minor electrical parts having been appropriated by the BSA-riding locals at the bar. Documentation accompanies the bike detailing its history.

\$40,000 - 60,000

Offered on a Bill of Sale.





248

248 C.1963 NORTON ELECTRA 400 CUTAWAY ENGINE

Contrary to popular belief, British bike-makers did know about the advantages of electric-start motorcycles, proof being the appropriately named 1963 Norton Electra. Unfortunately the British didn't do electric starting well, and the unreliable Electra was further handicapped with dubious styling so the model was gone after just two years. Makes for a great-looking cutaway engine today, though, especially with its expanses of polished aluminum. This Earl's Court display piece was in the U.S. after Norton's demise, still with its original tube stand. In the Harris collection's care, new rocker covers were found as the originals had been damaged, no easy task as few of these engines were made.

\$10,000 - 15,000



249

249 C.1952 TRIUMPH 6T 650 CUTAWAY ENGINE

Triumph broke with tradition in 1952 and equipped its latest 650cc twin with an automotive-style SU Type MC2 carburetor instead of the more usual Amal Monobloc mixer. This required a new intake manifold for the cast-iron cylinder assembly, and a unique rear downtube was incorporated into the frame, fitted with an "eye" through which the intake boot passed. To ballyhoo the SU fitment the factory undertook an economy run, achieving an amazing 150mpg at a steady 30mph.

This sectioned 650 with SU carb was acquired from Bob Schanz, founder of DomiRacer, the famous parts supply house in Cincinnati, Ohio. When he retired from the business upon the sale of his company in the 1990s, Harris purchased and got "running" the pride of Schanz's decades of collecting, the automated, sectioned BSA Gold Star motorcycle also on offer in this auction. Impressed with amount of work involved in getting the Goldie back to operable, show-worthy condition, Schanz offered Harris this 6T cutaway, in parts and in need of reassembly. Now back together, the engine features original finishes on the paint and chrome. The wooden stand is also original to the cutaway and has not been refinished.

\$15,000 - 20,000



250

Development machine and Earl's Court showbike

1954 VINCENT BLACK PRINCE PROTOTYPE

Engine no. F10AB/1B/10593

It was to be the Vincent that would move the company boldly into the future, a “two-wheeled Bentley,” in the words of Philip Vincent, who considered the design his best work. Its flowing, all-enclosing bodywork would set new standards of refinement, allowing gentlemen riders to commute to work in a business suit, not leathers or waxed cotton. This is the very first Vincent Black Prince, the dressed-up prototype shown to the world at the 1954 Earl's Court show. Ironically, what was to be a breakthrough machine for Vincent Motorcycles turned out to be a prelude to the company's last chapter. A year later, the last-ever Vincent rolled off the Stevenage assembly line.

Herb Harris did not set out to find the first Black Prince. Instead, it found him. He had purchased a small assortment of Vincents from an East Coast collector, among them this machine, thought to be nothing other than a normal production-run Black Prince. During his usual clean-up, inspection and detailing, though, Harris noticed more chromed and polished pieces than is usual for a Black Prince, and the fiberglass bodywork had subtle differences as well. Curious as ever, Harris went to his extensive research library, which among other volumes contains every issue of the Vincent HRD Owners Club magazine *MPH*. In a 1987 issue, among the remembrances of factory test rider Ted Davis, was his mention that the prototype Black Prince had chassis no. RD 12493 B –

the very same number as the bike sitting in Harris' shop! The engine, no. F10AB/2B/10593, also checked out as matching.

Following its Earl's Court debut and the company's demise, the Black Prince made its way to America, sold to a Maryland resident who used the machine as intended over many years, racking up close to 30,000 miles, before selling it on. The second owner had the engine's bottom-end rebuilt by a noted Vincent expert, while a third owner likely had the bodywork repainted, in which condition Harris acquired the bike. Apparently neither of the three previous owners knew of the bike's unique history.

Unfortunately for Vincent – man and company – troubles with the fiberglass supplier delayed Black Prince production, and when the bikes finally arrived the riding public was not even remotely ready for their avant-garde appearance. Just over 100 were built before the factory closed. Today, the very first Black Prince, now wearing its PRI 998 ceremonial Earl's Court license number, starts and runs, and is in very good mechanical condition.

\$250,000 - 300,000

Please note that this motorcycle is titled as a 1955 and under its engine number.



PRI 998 at the 1954 Earls Court Motorcycle Show



251

Two owners from new, award-winning restoration

1962 BSA DBD34 GOLD STAR CLUBMANS

Frame no. DBD34GS6783

Engine no. DBD34GS6738

Spectacularly restored, this matching- numbers Clubmans model was built in the last year of regular Gold Star production and sold through Houston BSA dealer Bruce Bristol, whose stamp is on the cover of the rider's handbook that came with the bike new. The Gold Star Owners Club has verified the authenticity of this motorcycle by letter, just one of many supporting documents that will be included in the sale.

Harris purchased the BSA from the estate of its original owner in the early 1990s. It had the correct 190mm front brake, original 4-gallon fuel tank, and Dunlop alloy rims in 19in. front and 18in. rear sizes, also original to the bike. Those difficult-to-find items already in place, a complete restoration was undertaken, with the engine farmed out to old-time BSA dealer Stovall's Cycle in Dallas for a full rebuild, using only NOS spares in the process. Top suppliers like Ken Bell rebuilt the magneto, redid the chrome-plating, etc. The Amal 1½in. GP carburetor was repainted in the correct factory color and remounted. A fresh seat from Britain's top saddle-maker was supplied. The Goldie's gearbox was the last NOS close-ratio RRT2 box in America, located at a shop in New Jersey.



During most of its time in Harris' care, the Gold Star has enjoyed pride of place in the collection's display room, only removed for the occasional outing, including a trip to California for the old Del Mar Concours, then the top U.S. classic bike show, where it took top honors in the super-competitive "1960s British" class. In 2013 the BSA was chosen as one of the featured machines in "Ton Up," a Sturgis, South Dakota exhibit exploring the roots and significance of the café-racer movement. This Gold Star, without doubt one of the best in the world, has not been run since its rebuild and presents as a fresh restoration.

\$40,000 - 50,000



252



253



254



255

252 1951 TRIUMPH TR5 TROPHY CUTAWAY ENGINE

Introduced in 1949, Triumph's Trophy 500 was a street-legal trail bike named in honor of three factory specials built for the 1948 International Six Days Trial. In 1951 the Trophy switched from cast-iron cylinders to die-cast. Besides permitting cooler running, the new close-pitch finning made for a particularly handsome motor, which Triumph of course wanted to display at the Earl's Court show.

This particular TR5 show engine passed through the hands of one of America's largest dealers in classic parts, British Only in Detroit, Michigan, until Harris was able to purchase it, in need of the usual clean-up and minor parts replacement. Of interest is the red and silver paint used to highlight the sectioned areas, instead of red and cream as was the custom in cutaway engines.

\$15,000 - 20,000

253 1957 TRIUMPH TERRIER 150 CUTAWAY ENGINE

Introduced in 1952, the 150cc Terrier ohv single was the first in a line of small-displacement Triumph engines that ran into the 1960s, culminating in the 200cc Tiger Cub series. This Earl's Court display engine featured the usual factory-done cutaway work but in addition it incorporated an actual section of frame tubing to hold the engine, painted in Triumph's familiar Amaranth Red, of course.

\$3,000 - 6,000

254 1930s NEW IMPERIAL SIDE VALVE 500CC CUTAWAY ENGINE

Little is known of this works-sectioned sidevalve single-cylinder engine, but it is mounted on what certainly must be its original British wooden base using the original mounts. Sectioning is typical for the 1920s to 1930s period, with angular sectioning but no curved sections. The engine was purchased at the Bealieu Autojumble in Great Britain in 2002 and shipped to Texas. It has been cleaned extensively but not restored.

\$5,000 - 8,000

255 PRE-WAR BSA SIDEVALVE SINGLE- CYLINDER CUTAWAY ENGINE

Pre-war sectioned engines differ greatly from their post-war counterparts. Only straight-line sectioning was carried out, while later pieces used curves as well as straight lines to reveal the inner workings of engines. This early BSA is a very good example of the pre-war sectioning style. It lacks the extra chrome-plating and polishing of post-war examples. The view is basic and the few moving parts can be seen easily, though it has to be said these early engines lacked the complicated valve gear or other complexities of the later powerplants.

\$3,000 - 6,000

PROPERTY OF VARIOUS OWNERS



256

Fully restored

1966 BSA A65 650cc LIGHTNING

Frame no. A65L10099

Engine no. A65L10099

BSA followed their acquisition of Ariel with the purchase of Triumph in 1951. It was decided from the outset that BSA and Triumph would retain complete autonomy. Indeed, that policy endured for almost two decades, until BSA Triumph Group Ltd were in dire financial straits, by when a certain amount of Badge Engineering did then occur, albeit against great opposition from a loyal middle management. So, when it came to the vital introduction of unit construction motors BSA unfortunately lagged about three years behind.

BSA's 650cc A65 still sold across the globe in tens of thousands; its rugged engine also evolved into the definitive mode of propulsion in the hyper competitive world of European sidecar racing. By 1965 this machine had become the Lightning which was a natural design progression aimed at the American market.

This matching numbers machine was subject to a three-plus year complete restoration. The bike was completely dismantled and every component was rebuilt, refurbished or replaced as needed. The frame was powder coated and the engine fully rebuilt by a marque expert. Tank and side panels were repainted and a new electrical system was installed. The bike was upgraded to electronic ignition to aid reliability. Attention was given to brakes and suspension and new rims were rebuilt at Buchanans. All in all, on offer here is a true British classic, useable and easy to own and ride, offered in a condition that make it eligible for any concours event.

\$12,000 - 15,000



257

1979 TRIUMPH T140D BONNEVILLE SPECIAL

Frame no. T140D BA19238
Engine no. T140D BA19238

Fueled by the movie "Easy Rider," motorcycling in the 1970s was heavily about choppers. Even the factories got involved with their own custom-style models, what would become the cruiser class, popular to this day. An early success in that vein was Yamaha's XS650 Special. Noting their competitor's good sales with an air-cooled vertical-twin, Triumph embraced the factory- custom concept with its own cruiser, the Bonneville Special. This was finished in black with gold pinstriping, ran special badges, and was equipped with Lester cast wheels, a 2-into-1 exhaust system and a stepped saddle. Produced for two years in limited numbers, it is one of the rarer Bonneville variants.

The owner reports that this first-year, matching-numbers T140D Special was "built to ride." A Nevada bike with just over 8000 miles, it has been treated to a rebuilt top-end and clutch, new tires and inner tubes, a fresh battery, electronic ignition, plus overhauled carburetors and new air filters. **\$10,000 - 12,000**





258

1961 BMW R60/2

Frame no. 622515

Engine no. 622515

The undisputed king of reliability and quality, the first manufacturer springing to mind when those two words are uttered, is without doubt, BMW. And more than any other, for contemporary riders and collectors, it is the BMW R60/2 which has a rock-solid spot in their hearts, and their admiration is entirely justified. There is simply no other Classic motorcycle which can be relied upon in the same way, and as such it is a connoisseur's machine which is extremely approachable for both the novice collector/rider, and the old hand seeking capital 'Q' quality.

Derived as the new foundation of their model line, the R60 of 1956 was a development of the R67/2 600cc 'plunger' model, but with a newly updated 'swingarm' frame, front and rear! The 'Earles' fork, developed by Englishman Ernie Earles, was made under license, and at the time was a novel and effective solution to the problem of fork-flex when hauling a sidecar – a duty to which many an R60 willingly complied. The new frame was extremely robust, made from expensive oval tubing, and could handle the torsional stress of 'chair' work without distortion. Changing spring rates at the rear was as simple as rotating the metal adjuster on the rear shocks, and the 'trail' of the front forks could be altered for solo or sidecar work by changing the position of the front swingarm pivot-pin. The driveshaft was fully enclosed within the rear swingarm, and long-lasting universal joints were used to compensate for rear wheel travel.

In 1960, a series of improvements were shared among the twin-cylinder BMW range, and the R60 added a /2 to denote changes which weren't visible. Much attention had been paid to improve durability and increase power; the engine now produced 30hp, giving this gentle beast a feeling of surprising power when the expensive chain-pull throttle assembly was rolled back; cruising in the 80s is easy, with a top speed in the 90s. While the motorcycle was hurtling forward in near-total silence, the suspension took on all surface irregularities with aplomb, there was never a more comfortable machine for the long-haul ride. Plus, with its enormous brakes on the interchangeable wheels, the BMW was the best stopper on the road.

Many collectors feel that the R50/60/69 series of BMWs was their finest effort ever, and their strong collectability and increasing value reflects the esteem in which they are held.

This machine has been completely restored by a previous owner and enthusiast in 2010. He turned his attention to every part of the motorcycle including the engine, gearbox, final drive, all cycle parts, as well as all cosmetics. Almost unused and on static display since restoration, the bike is offered as a show piece or a classic tourer with BMW reliability in abundance.

\$12,000 - 15,000



259

1956 ARIEL SQUARE FOUR MKII WITH WATSONIAN SIDECAR

Frame no. CM409

Engine no. ML403

So advanced was Edward Turner's original square-four design that 45 years later when Suzuki needed a new motor to go up against the established leaders in 500cc Grand Prix racing, they dusted off the concept and created the RG500, twice world champion in 1975-76. Basically two parallel-twins mounted one in front of the other in a common crankcase, the square-four has the advantage of being nicely compact, neither as wide as a transverse-four, nor as lengthy as one situated longitudinally. With counter-rotating crankshafts it also has the benefit of being nearly vibration-free, appreciated whether you're chasing GP titles or pulling a sidecar on tour.

Introduced as 500cc chain-driven overhead-cam design in 1931, the Square Four was totally revamped in 1957, displacement going to 1000cc, the valvetrain now pushrod actuated. The Mk.II version of that redesign came along in 1953, by which time the bike had thrown off most of its 1930s styling cues and was starting to look quite modern, with sportier, less valanced fenders, a dual saddle and a jaunty little cow for the headlight. Engine updates included a redesigned cylinder head with separate exhaust outlets, hence the bike's "four-piper" nickname. Good for 40hp, the motor would haul the Ariel up to an even 100mph; more importantly it had the grunt for relaxed sidecar duty.



This particular "Squarier!" outfit started out as a solo, one of the hoard of British classics rescued from an abandoned storage locker by Keith Martin at Big D Cycle in 2009. A complete mechanical and cosmetic restoration was carried out, completed in 2012. At that time a restored Watsonian sidecar was added, also of 1956 vintage, the last year of Watsonian's metal-over-wood construction before the company embraced fiberglass bodies. It is outfitted with a period-correct tool kit and optional rear luggage rack.

Now showing just 50 miles since restoration, to call this combination "show-worthy" would be an understatement. It was awarded Best of Show at the 2013 AMA Vintage Motorcycle Days concours, Best Design at the 2013 Quail Motorcycle Gathering and Best in Class at the 2013 Barber Motorsports Museum show. A build book detailing the Ariel's restoration is included in the sale.

\$35,000 - 45,000



260

1998 HARLEY-DAVIDSON FLSTS HERITAGE SPRINGER SOFTAIL

Frame no. 1HD1BRL1XWY015296

Engine no. BRLW015296

Introduced in 1997, the Heritage Springer was a retro-bike taken to the nth degree. Thanks to its jumbo 16-inch front wheel and fender, whitewall tires, fringed leather saddlebags and twin fishtail mufflers, the bike might easily be mistaken for a fresh restoration of a 1948 FL Panhead. The capper, though, was its springer-style front end, chromed and adorned with a trio of headlights. A front-fender running light, forward-facing horn and rear tombstone tail light completed the look.

Unlike first-year Heritage Springers, which were painted white with contrasting stripes, the 1998 models were primarily black, though the stripes and cloisonné tank badges were still present.

This red-striped model, showing 12,635 miles, has always been well cared for and is equipped with a few useful accessories to enhance the riding experience. Both rider and passenger benefit from backrests, rear crash bars have been added while the front bars get highways pegs, and a convenient cargo pocket sits atop the gas tank's center strip. Dress-up items include chrome eyebrows for the twin passing lamps and a billet teardrop trim piece for the front axle.

\$6,000 - 8,000

Without reserve





261

1942 HARLEY-DAVIDSON KNUCKLEHEAD

Frame no. 42E2388

Engine no. 42E2388

Even before the bombing of Pearl Harbor at the end of 1941 and America's subsequent entry into the Second World War, Harley-Davidson's civilian production was limited. With contracts to fulfill for the Allied armies already at war, the limited supply of steel, iron and aluminum meant US Harley-Davidson dealers received an average of only one new model in 1941. Then, with war at the onset of 1942, civilian production all but completely halted.

In full war production and with every resource dedicated to the Allied effort, Harley-Davidson nonetheless managed to build some motorcycles for civilian use in 1942. These model-year civilian Knuckleheads are famously uncommon, but ever rarer still are the E-model bikes with their 61ci (1,000cc), medium compression engines. According to the *Harley-Davidson Data Book 1903-1996*, just 164 units were produced.

The extremely low production number of these "E" OHV twins with standard 4-speed transmission, together with the number of small variances compared to their predecessors, makes these 1942 war time civilian bikes highly collectible today.

The motorcycle offered here has had the engine rebuilt from top to bottom and is an extremely period correct bike with only a few aftermarket replacement parts. Reported to be in very good running condition, it is not only a very useable and attractive classic Harley-Davidson, but also very rare and represents a fascinating period in American history.

\$35,000 - 40,000





262
*Paul Smith Limited Edition, #21 of 50 produced,
 only 9 miles from new*
2006 TRIUMPH BONNEVILLE T100

Frame no. SMT910K186J261651
 Engine no. 2262697

Ever since the re-emergence of a newly revitalized Triumph in 1990, enthusiasts had been eagerly waiting the revival of the Bonneville brand, one of the most evocative names in motorcycling history. Ten years would elapse before Triumph felt ready to do so, having by then emphatically established its credentials as a builder of thoroughly modern motorcycles rivalling the best from Japan and Europe. Triumph's design brief for the new Bonneville was to emulate the classic style of the late 1960s version while incorporating the best of modern technology in the engine, transmission and running gear. The new Bonneville debuted to critical acclaim at Munich.

In 2006, the celebrated British fashion designer Paul Smith personally designed a signature series of the classic Triumph Bonneville T100, nine of which were customised with individual paint schemes and used for display and promotion in Paul Smith shops worldwide. These nine original designs were for sale through Paul Smith shops only. Subsequently, the



'Multi-Union' and 'Fast Live' designs were produced by the factory as limited editions of 50 units each for sale through official Triumph dealers.

The machine offered here, number 21 of the 50, was purchased as a piece of art investment. It was passed to two further art collectors, who also never rode the machine. Showing only 9 delivery miles from new, the bike is in just about "as new" condition and ready to show in pride of place in any modern pop art collection.

\$12,000 - 16,000



263

Customized by Von Dutch

1961 TRIUMPH TR5C

Frame no. H22827

Engine no. TR5C H22827

One of the indelible images of motorcycling, and film, history is the scene in 1963 classic *The Great Escape* when Steve McQueen attempts to launch himself over a wall of barbed wire. Ostensibly he was piloting a German WWII motorcycle albeit it was a British-built Triumph in disguise. Back home in the USA another Triumph was waiting in the wings to take part in the filming, but the call never came and the 1961 500cc TR5C offered here traveled a different course, landing in the talented hands of a legendary artist/cult hero known as Von Dutch whose signature alone has probably sold a few million T-shirts.

Back in 1954 another famous actor and “biker” film actually helped put Triumph on the map and that would be Marlon Brando playing Johnny in *The Wild One* during which he roared around on a Triumph Thunderbird which effectively burned the brand image into the American motorcyclist’s mind.

The 1961 TR5C model as seen here was the direct result of the great Edward Turner-designed vertical twin engine first appearing in the Triumphs of 1938. While the early engines were mated to a separate transmission, by 1957 Triumph had update its design into a “unit construction” whereby the gearbox occupied the same casing as the crankshaft thus promoting a more reliable engine and one that established Triumph as one of the world’s leading bike manufacturers.



In a private museum setting for the several years, our vendor tells the story of this motorcycle’s unique provenance as told by the previous owner as follows. “When the bike didn’t make the cut for the McQueen movie, the original owner sent it to Von Dutch for one of his paint jobs. That was in 1966. The story goes that he wanted an American flag painted on the bike. But Von Dutch, being Von Dutch, ignored the request and did his own thing, as if using the bike as a metal canvas for whatever was moving through his head at the time. In any case, it’s a one of a kind Triumph. The bike was a time capsule when I found it. It had been sitting there in North Hollywood for 20 years waiting to be rediscovered.”

\$20,000 - 25,000

Without reserve



264

1973 HARLEY-DAVIDSON SERVI-CAR

Engine no. 5A44247H3

Like many other bike-makers, Harley-Davidson relied on sidecar-equipped solos as a means of tapping into the motorcycle's commercial possibilities, but the arrival of the purpose-built Servi-Car in 1932 raised the three-wheeler's money-making potential to new levels. The trike's main customer was police departments, used mainly for catching violators intent on underfeeding parking meters, but this versatile machine was also much favored by auto dealers. Hard to believe now but mechanics used to make house calls! If a car couldn't be fixed on site with the tools in the Servi-Car's voluminous cargo box, a front-mounted tow bar was attached to the car's rear bumper and the conjoined duo was driven back to the dealership. Likewise, the Servi-Car facilitated a convenient return home when repairs were complete. In addition, small businesses used the Servi-Car for deliveries, where it served as a useful mobile billboard, there being ample room on the rear of the cargo box to display the company name and telephone number.

Powered by Harley's rugged 45ci flathead V twin, the Servi-Car incorporated a car-type differential in its rear axle right from the start, and a useful reverse gear was added soon after introduction. Regularly upgraded, including the first electric starter fitted to a Harley-Davidson in 1964, it remained in the catalog until 1973 and at the time of its retirement was Milwaukee's longest-running model.

The collection's Servi-Car is from the last year of production, and is equipped with the disc front brake fitted that year. It has been professionally restored to museum quality, and has been stored without fluids and unriden since restoration.

\$16,000 - 20,000

Without reserve





265



266

265

1961 HARLEY-DAVIDSON TOPPER

Large-displacement V twins are the bikes that made Milwaukee famous, but at various times in its history Harley-Davidson has expanded the model line in an attempt to reach out to new buyers. So it was in 1960 when Harley introduced the Topper, a two-stroke motorscooter, of all things. "Tops them all in beauty and performance," claimed the magazine advertisement, going on to extol the new scooter's features to all "fun-loving Jacks (and Jills, too)," in an attempt to woo customers away from Vespa, Lambretta, Cushman and Mustang, then riding the crest of a scooter craze in the U.S.

Power came from a 165cc single with roots in the German DKW engine that Harley had acquired as part of war reparations agreements after 1945. Good for 9hp, it was updated with more displacement, a reed valve intake and a laydown cylinder, the latter to lower center of gravity and aid in cooling. Ease of operation came from the Topper's "Scootaway" automatic transmission, a variable belt system that did away with the need for clutching and shifting.

A fully enclosed design, the Topper's stylishly angular bodywork was a mix of steel for the front fender, floorboards and splash guard, with increasingly in-vogue fiberglass being used for the main body. For those in need of increased carrying capacity, an optional sidecar was available. One such outfit was famously used by the Milwaukee Braves to shuttle relief pitchers from the bullpen.

Unfortunately for Harley, the early Sixties saw the rise of the sophisticated small-displacement Japanese runabout, which brought an end to the scooter boom. In production for just five years, less than 3000 Toppers were sold, making it a rare Harley-Davidson indeed. This particular Topper was treated to a full restoration 15 years ago, and has covered just 22 miles since. Period advertisements are included with this lot.

\$4,000 - 6,000
Without reserve

266

1954 HARLEY-DAVIDSON ST165 HUMMER

Engine no. 54ST1312

It's been called the "paperboy's delight," and what red-blooded American kid wouldn't want to toss morning editions from the saddle of a flashy Harley Hummer? Quite literally a "spoils of war," the Hummer's two-stroke engine originated from a 125cc German DKW design appropriated by both BSA and Harley-Davidson following WWII.

While Harley's lightweight 125-175cc two-stroke line was produced from 1948 to 1966, technically, Hummer models were made only from 1955-59, named in recognition of Dean Hummer, an Omaha, Nebraska dealer who had the misfortune of selling his runabouts in the hometown of rival Cushman scooters. With aggressive pricing and great after-sales service, though, he soon became the Harley's top seller of lightweights, a feat the factory celebrated by naming a model after him, a rare honor. While officially other models were Model 165s, Scats, Rangers, Pacers or Bobcats, popularly they were all referred to as Hummers.

By the time this Model 165 rolled off the assembly line in 1954, displacement had grown from the original 125cc to 165, and power was now a healthy 5.5hp, up from 3. Gone was the 125's rubber-band controlled girder fork, replaced by a proper "Tele-Glide" setup. Likewise, sheetmetal was more stylish and the "peanut" fuel tank was becoming familiar, a shape soon to be repeated Harley's hot-rodded Sportster XLCHs.

Finished in the factory's Pepper Red, the bike was restored several years ago by a marque specialist, and has been on display ever since.
\$2,000 - 4,000

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



267

Class winner, 2011 World Championships of Custom Bike Building

1975/2011 AFT CUSTOMS HONDA CB750 "SENTOH"

Frame no. CB750F-1011169

Engine no. CB750E-2511199

Honda's blockbuster CB750 Four not only showed the world the Japanese were capable of building sophisticated large-displacement motorcycles with multiple cylinders, disc brakes and oil-tight crankcases, it also launched a whole new industry in aftermarket performance and custom parts. Throughout the 1970s, thousands upon thousands of CB750s were turned into choppers and café racers.

None of those older Honda customs, though, were quite as special as "Sentoh," a contemporary take on the CB750 built by AFT Customs to compete in the 2011 World Championships of Custom Bike Building in Sturgis, South Dakota. There in the bastion of the American V twin, Sentoh (Japanese for "Beginning") wowed the judges and scored a runaway first place in the prestigious Performance Custom category. That trophy was validated by a stunning Best-in-Show performance at the long-running L.A. Calendar Bike Show, the first time a Japanese machine had been so honored. More awards and worldwide press coverage followed.

Based in Jackson, California, AFT Customs has a long record of building show-stoppers, so Sentoh's performance should come as no surprise. Titled as a 1975, there's not much remaining of the original Honda. The frame was totally reworked into a perimeter-style design with suspended fuel tank, while the hand-fabricated rear seat cowl pulls double-duty



as the engine's oil tank. The engine itself was treated to an 836cc kit and breathes through a single Mikuni carburetor attached to a custom four-tract intake manifold. Sidewinder-style head pipes wend their way alongside the cylinders and through the frame to terminate in a pair of Leo Vince exhaust canisters. Suspension was updated with inverted forks from a Yamaha YZF-R1; out back a pair of Race Tech shocks work through a braced swingarm. Modern Beringer brakes, notably a six-piston caliper up front, bring Sentoh to safe, sure stops.

With just 100 miles logged since its construction, Sentoh remains in pristine, show-ready condition. Part-café racer, part-bobber and part-scrambler with unmatched build-quality, this most decorated of Honda CB750 customs is ready for a new owner. Included in the sale are a build book with photo discs, a collection of magazines and posters featuring the bike, and various show placards.

\$15,000 - 20,000



268

2000 HARLEY-DAVIDSON BAGGER CUSTOM

Frame no. 1HD1FCW32YY609690

Engine no. FCWY609690

If the 1990s and early '00s were the era of the neo-choppers with their stretched, spindly front ends and wide, beachball-sized rear tires, today's custom of choice is an altogether different, eminently more road-worthy machine. Named after the hard saddlebags they invariably wear, "baggers" value rideability over style for style's sake – which is not to say they can't be visually stunning in their own right.

Take this 2000-model Harley Electra Glide, for instance, with a jaw-dropping "ripped flame" paint job laid down on its fairing, leg shields, gas tank, sidepanels and saddlebags. The bags themselves have been customized, dropped two inches and molded around the twin exhausts. They also incorporate flush-mount taillights, freeing up the custom rear fender which carries nothing except the Frenched-in license plate. The fuel-injected V-Twin has been bumped from 88 cubic inches to 96, assuring equality in the show/go equation.

\$12,000 - 16,000





269

1989 SPUTHE V-TWIN CUSTOM

Frame no. 1HD4CFM32KY132115

The collection acquired this clean, no-frills chopper because it had a connection with “Indian Larry” Desmedt, one of the leading lights of the neo-chopper movement in the late 1990s and early 2000s. Charismatic and quote-worthy, Indian Larry was a fan favorite on the highly rated “Biker Build-Off” television shows, where his rideable, throwback choppers stood out in stark contrast to the frilly, over-the-top creations of some of his competitors. Demand for his old-school customs was so strong that in 2000 Desmedt and his partners formed the Gasoline Alley bike shop in Brooklyn, New York. Chopper-building to Indian Larry was more than just mechanics and metalwork, it combined artisan skills like sculpture, painting, engraving and leatherwork. “As far as I’m concerned, it is one of the highest art forms, because it combines all media...it’s just a lot more than any one single medium,” he told viewers. Sadly, Desmedt was killed in 2004 while performing stunts at a bike show.

Further research into this bike indicates that it is from a time after Indian Larry’s original shop, Psycho Cycles, was closed and before Gasoline Alley opened. For a brief time, Larry joined forces with builders Nick Nasty and Steg Von Heintz, doing business as New York City Choppers. The bike’s particular mix of parts, and especially the unique paint job –



reverse flames over chrome on the fuel tank, oil tank, rear fender, frame and even the exhaust heat shields – are the hallmarks of a Nick Nasty build. It’s certainly feasible, as the previous seller was told, that Indian Larry had a hand in the bike’s construction.

Titled as a 1989, it is powered by a 100ci Sputhe engine with both kick and electric start. Not equipped with a speedometer/odometer, it’s estimated that the bike has covered approximately 5,000 miles since its build.

\$10,000 - 13,000
Without reserve



270

2005 BOURGET FAT DADDY CUSTOM

Frame no. 1B9BFY8A85A393502

Engine no. FE6804X

An indication of just how popular choppers became during the 1990s and early 2000s is the story of Bourget's Bike Works, started by Roger Bourget in his three-bay garage in 1992. At the height of the movement Bourget's would be doing business in a 76,000-square-foot-facility with a staff of busy employees and a bank of 20 CNC machines, churning out as many as 800 bikes a year.

Fueled by numerous magazine articles and the then-popular cable television "builder" shows, enthusiastic customers had a myriad of options to choose from when ordering their Bourget's custom, everything from frame stretch to front fork type to paint and chrome. These were truly coachbuilt choppers. Bourget came to be known for innovations, notably his large-tube, drop-seat frames that also served as the engine's oil reservoir. He is also credited with igniting the trend toward jumbo rear tires, at first repurposing car tires then working exclusively with Avon to develop a massive 330-section bike tire that spanned a whopping 13 inches across! Rear rubber was so wide that Bourget developed a patented jackshaft system to solve chain clearance problems while keeping the tire on the bike's centerline.

This 2005 Bourget Fat Daddy is powered by a 117ci S&S Cycles V twin, polished and treated to diamond-cut cylinder fins. Frame stretch and fork length were kept reasonable for ease of handling. A monochromatic custom paint job featuring swirling flames finishes off the bike nicely. Since new, this stunning chopper by one of America's top bike builders has covered less than 2,000 miles.

\$10,000 - 15,000





271

Re-commissioned by the late "Big Sid" Biberman

1950 VINCENT 998cc SERIES C BLACK SHADOW

Frame no. RC5750B (upper) and RC5750B (lower)

Engine no. P10AB/1B/3850

"I was most attracted to the Series C Black Shadow, which was introduced in 1949 with a 998cc overhead valve V-twin that produced 55 horsepower. Not only was the engine amazingly powerful and reliable for the time, but every aspect of the Vincent was innovative and forward-thinking. The frame, for example had no down tube; the powerplant doubled as a stressed member, which allowed engineers to increase the angle of the twin's "V" to 50 degrees for better cooling and torque." A quote from Denny Cornett III, the seller of this Black Shadow, in *Harley in the Barn*, Tom Cotter (Motorbooks, 2012).

This numbers matching Black Shadow was bought new in West Virginia by a bridge builder who rode it about 7500 miles. After he died in a construction accident his best friend mothballed it after riding it about 100 miles having hit, or been backed into, by a car which wrecked the front wheel (to be replaced at the time by a 19in Triumph rim) and broke some fins on the front cylinder, together with its carburetor (replaced there and then by an older Amal which is still installed). Unrecorded as to how and why, the bike found its way to a barn near Columbus, Ohio belonging to the second owner, many years later, to be subsequently purchased by a Gregory Jelkin, an auto mechanic, who began to revive the dormant machine. Battery acid had damaged the rear fender so both fenders were replaced with stainless patterns. He added more stainless parts but kept the originals. Once running again the Ohio owner decided he didn't care

for British bikes and so in 2002 offered it for sale on TheVincent.com. Denny Cornett III, the fourth owner and now seller, bought the bike with 7900 miles on the odometer. Today it shows 10,027 miles.

After his purchase, the seller had local Louisville, Kentucky tuner "Big Sid" Biberman fully re-commission the bike – all within Big Sids's philosophy of "function over form" - including having the fins fixed, having one of the RFM tubes replaced (original included), the partial repainting of the engine, the internal sealing and external painting of the gas tank (believed to have been undertaken by "Bones"), installation of new petcocks (originals included), and a large variety of other tasks that are documented in the bike's file which together with original parts (including the original broken front rim), some spares, manuals and receipts, are included in the sale. Clearly, the available bike file is worthy of a full inspection.

This motorcycle is mentioned in two of the most appreciated and best-selling books in the motorcycle collecting genre, Matthew Biberman's *Big Sid's Vincati* (Hudson Street Press, 2009) and the aforementioned *The Harley in the Barn*.

Today the bike is claimed to be a "first kick starter" when expertly prepared by the rider, and runs very well, reports the seller. Since 2002 its storage has always been in a climate-controlled environment.

\$90,000 - 110,000



272

Big D replica of a Jack Wilson racebike

1950 TRIUMPH 650 "DUKE II" DRAG CUSTOM

Built by the current team at Big D Cycle as a tribute to shop founder the late Jack Wilson, this bike is a replica of the Triumph 6T dragbike Wilson campaigned with great success all over Texas in the early 1950s. Nicknamed "Duke," it was sponsored by Dalio's Motorcycle Sales, the Triumph dealership in nearby Fort Worth where a young Wilson first worked as a mechanic. A gifted builder and tuner, Wilson always turned out great-looking machines that ran as good as they looked. Inhaling a potent fuel mixture, the Triumph reportedly clocked as high as 120 mph in the quarter-mile.

With the original Duke long ago lost to the mists of time and only a few remaining photographs of the bike to guide them, Big D set out to replicate Wilson's racebike. The frame and engine were easily sourced, the latter fully rebuilt, appropriately hopped up using "big-bearing" cases and a unit 650 crankshaft, and exhaling through a pair of gaping open megaphones. Stylishly shaped fuel tanks from a Mustang scooter came next; once mounted they were capped by a rebuilt Smiths RC126 tachometer and chromed center strap. All chrome work was carried out by well-respected Brown's Plating, while Buchanan's built up the shouldered alloy rims. All hardware was newly plated; the frame and chassis parts were powdercoated.

The unfamiliar-shaped oil tank proved a hard-to-decipher mystery until further research showed the resourceful Wilson had taken an Indian Warrior 250 tool box, welded up its lid and plumbed it with oil fittings. Its finishing touch is a hand-painted Dalio's logo applied by local hall-of-fame pinstriper Alton Gillespie, who also did the lettering and striping on the



fuel tanks. As a mark of respect, during construction several of Wilson's remaining Snap-On tools bearing his engraved J.W. initials were used to fasten various nuts and bolts.

Faithful to the original in almost every aspect, Duke II makes a couple of bows to convenience. The leak-prone oil-bath primary chain setup has been replaced by a Newby rubber belt, and for ease of starting and tuning the bike now runs on gasoline via a pair of Amal 930 Concentric carbs. Restoration completed in early 2014, Duke II was taken to an eighth-mile dragstrip for several shakedown passes, and has been used for a handful of demonstration runs in front of the shop, otherwise it has been on display in the Big D showroom. Not street-legal, the bike is sold on a bill of sale only. **\$15,000 - 18,000**

Offered on a Bill of Sale.



273

1950 HARLEY-DAVIDSON FL PANHEAD

Engine no. 50FL8247

The 1949 Panhead was the first Harley model fitted with the new Hydra Glide telescopic fork, which brought an improved ride and more modern styling to Milwaukee's lineup. It would be another eight years and the introduction of the Duo-Glide before swingarm rear suspension was adopted. This 1950 FL is equipped with the hardtail frame favored by many for its simple, clean looks. Also present for the first time were fuller fenders, a shape still seen today in Harley's Softail and Touring models.

Like almost all Harley-Davidsons, this bike has been personalized over the years. It breathes in through an S&S teardrop air cleaner and exhales through a set of straight pipes. A tastefully custom paint scheme was applied, featuring two-tone panels, flames and pinstripes. For ease of riding, the original foot-clutch/hand-shift arrangement was replaced with a conventional setup. Gone, too, is the stock sprung saddle, in favor of a frame- and fender-hugging seat and pillion with backrest.

\$15,000 - 18,000

Without reserve

Please note that this motorcycle is titled under engine.





274

1958 HARLEY-DAVIDSON DUO-GLIDE "FOREVER YOUNG" CUSTOM

Frame no. SOS302910

Engine no. 19256069

The 1958 Duo-Glide was so named because it was the first year that Milwaukee's 1200 was equipped with both telescopic front forks and a swingarm rear suspension, the latter's action controlled by a pair of chrome-covered shock absorbers. It was a big step forward in comfort for touring riders, who came to revel in the bike's cushy "Glide Ride." Many mounted saddlebags and a windshield, and hit the road bound for points unknown. This year also saw the arrival of a hydraulically activated rear drum brake.

This first-year Duo-Glide was mildly customized by a previous owner and christened "Forever Young." Equipped with an S&S Panhead-style motor, it was featured in American Rider magazine. Notable are the tri-tone paint scheme and a conventional seat and backrest in place of the original sprung saddle. All build receipts accompany the sale of this motorcycle, which was purchased by the collection in California.

\$13,000 - 16,000

Without reserve





275

1971 HUSQVARNA ENDURO 360 CROSS

Frame no. S11586

Engine no. 370435

In late 1960s, Edison Dye, a Husqvarna distributor, began an American racing series for the previously European-dominated discipline of motorcycle racing called Motocross. Dye brought over European champions who crushed the American competition for a while, but the American kids were fast learners. Two strokes were taking over from the British singles like BSA, Matchless and AJS in the US, as they had previously in Europe, and by the time Mark Blackwell won the US section of the Trans-Am series in 1971, he was on a Husqvarna. By then, Husqvarna had won nine World Motocross Championships and U.S. riders like Malcolm Smith, Bud Ekins and Steve McQueen were aboard.

That was the same year that our subject bike was made. It is an Enduro 360 C, a slightly detuned 360 Cross with road equipment, and features the rare 8-speed transmission. This bike was meant for serious competition such as the International Six Days Trials but is licensed for the street. It is from the most collectable era of Husqvarnas, when they dominated off road competition on both sides of the Atlantic. It has been the subject of a major earlier restoration and has been little ridden since. This is an exceptional relic of the era when American off-road events increased over one hundred fold, changing the face of American motorcycle sport forever.

\$6,000 - 8,000





276

1977 BULTACO PURSANG 250 MK10

Frame no. PB19200832

The Bultaco Pursang was introduced in 1965 and quickly became a favorite for what U.S. riders were calling “rough scrambles,” soon to morph into motocross. In 1973, riding a Pursang 250, unknown American Jim Pomeroy, age 20, served notice that the USA would be a coming force in international motocross. In his first race on the world stage, Pomeroy took the overall victory at the Spanish Grand Prix; in doing so, he became the first rider ever to win his debut motocross GP, the first American to win an MXGP and the first rider of any nationality to win a motocross GP on a Spanish motorcycle.

By the time the Mk10 Pursang arrived in 1977, the move to long-travel rear suspension was on, so we now see a pair of moved-up shocks and a reinforced swingarm. Though Pomeroy never rode this particular bike, he did autograph the gas tank. The Bultaco is from the collection of Linda Pomeroy, his widow, and is titled in her name. A complete, low-hours example, it comes with the original owner’s manual. Also included in the sale is a pair of riding gloves signed by Jim Pomeroy.

\$5,000 - 7,000

Without reserve



THE SILVERMAN MUSEUM RACING COLLECTION



277

One of 67 produced for Sound of Singles road racing

1995 DUCATI SUPERMONO

Frame no. ZDM550R*000037

Engine no. ZDM550W4*000037

In the present it's usually hard to predict what motorcycles will become future classics, but there was never any doubt about the Ducati Supermono. Created for the then-popular Sound of Singles race class, the Supermono was a technological tour de force and one of the best-looking racebikes ever. Factor in rarity, as just 67 of the machines were built between 1993 and 95, and it's easy to see why today the Supermono has become so collectible.

Starting with the front cylinder design from the company's potent 888 V twin, complete with four valves and desmodromic valvetrain, Ducati's engineers attacked the problem of vibration, which would be considerable at the revs needed to make competitive power. A second "dummy" connecting rod attached to a pivoting-bar arrangement killed vibs and allowed the single to spin to its 10,750-rpm redline without shaking to pieces. Displacing 550cc, early Supermonos made about 65hp.

Light weight was a design priority in creating the Supermono, so carbon-fiber was used extensively – for the fairing, front fender, airbox, rear subframe, seat cowl and footpeg mounts. While the main frame was tubular steel, engine sidecovers were magnesium, as was the fork's top triple-clamp. Marchesini provided the magnesium three-spoke wheels. Claimed dry weight was a feathery 267 pounds. Unfettered by the need for any street equipment, Ducati design chief Pierre Terblanche had a free hand in styling the Supermono, which many consider his best work.

For their exclusive story on the new Supermono, *Cycle World* magazine editors took the bike to fast, flat-out Willow Springs Raceway in the

California desert. Road Test Editor Don Canet, a former roadracer, was in the saddle and soon had the lightweight red machine up to speed. Back in the pits the stopwatches told an amazing story. With very few acclimatization laps, Canet was circulating the track some 4 seconds under the singles-class lap record! This on a borrowed, high-dollar machine, the first Supermono in the U.S., one that could not be crashed.

"On any other bike we can think of, lapping Willow that fast requires that the rider be well-grounded in the science of losing and reclaiming traction," noted CW's John Burns. "The Supermono, however, never broke loose at either end. It could rail precisely on the tightest line, and its Dunlops had considerable life left at the end of the day. That's what light weight will do for you. With 3.6 inches of trail, contact patches 53.6 inches apart, and the almost ideal mass centralization available with a laydown Single, the Supermono flicks from side to side like nothing we have ridden. And after one little suspension adjustment, the bike sucked up whatever Willow could throw at it without the slightest hint of instability."

The Silverman Museum's final-year example has the 572cc engine fitted in 1995, good for a claimed 76hp as delivered from the factory. This one has been further fettled by Supermono experts AMS in Dallas, Texas, and runs a titanium con-rod, lightened, balanced and polished crankshaft, ported cylinder head, factory #431 camshaft and 60mm fuel-injection throttle body.
\$150,000 - 170,000

Offered on a Bill of Sale.



278

c. 1973 DUCATI 450 DESMO

Fabio Taglioni has quite rightly been called Ducati's savior, the engineer who laid the cornerstone for all the company's ensuing success. When the young Taglioni was hired away from rival Mondial in 1954, Ducati was in dire need of new engine designs, and "Dr. T." as he came to be called had a head full of ideas. Chief among them was desmodromic valve actuation, now a signature Ducati feature.

In the 1950s metallurgy had yet to catch up to improving engine designs, so at the 10,000rpm and above Taglioni wanted to spin his race singles, valve springs began to fail, leading to "float" and the resulting inaccurate combustion, or worse to the valve head and piston top coming into contact, with predictable dire results. In a "desmo" system an engine's valves were both opened and closed mechanically, no need for conventional springs, so Taglioni was free to shorten his piston's stroke and rev it into five figures without harm. On the track Dr. T's desmo was a winner first time out, but it would take another decade of development and constant improvement in Ducati's production-line techniques before desmodromics made it the street in the 1968 Sport 250s and 350s. To this day, no other company has mass-produced desmo motorcycles.

In 1969, Taglioni's desmo single was taken to 436cc, as large a capacity as was possible without a major retooling of the cases. Sold first as a scrambler and roadster, the 450 later received the same café makeover as the 250 and 350. It's this last 450 that many informed observers rate as the best of the Desmos.



"A delight to a motorcyclist with red blood in his veins," puts forth veteran British moto-journalist Frank Melling. "Truly one of the great sporting singles of all time, a worthy companion to such icons as the BSA Gold Star and Velocette Venom. The crackle of the lightly silenced desmo engine bouncing off the hedgerows as the 450 slices through bends with the precision of a surgeon's scalpel is still one of the great experiences of motorcycling."

The Silverman collection's 450 Desmo has been fully restored and is ready for the show field, or as no doubt Mr. Melling would prefer, a simple safety check and recommissioning away from more entertaining roadwork.

\$15,000 - 18,000



279

279 1962 DUCATI 125 SPORT

Frame no. 203235
Engine no. 200044

Long before Ducati became known for their fast and stylish desmodromic V twins, the mainstay of their production was small and medium capacity single-cylinder motorcycles, with which they cemented their reputation as makers of reliable, fast and beautiful motorcycles. Designed by the brilliant engineer Fabio Taglioni, the first Ducati overhead-camshaft single – the 100 Gran Sport, also known as the “Marianna” – appeared on the starting grid and soon proved unbeatable in its class. The design was rugged, too, as high finishes in long-distance over-the-road events like Milano-Tarnato and the Giro d’Italia bore out. Taglioni’s versatile design proved capable of considerable enlargement, being produced in various road-going capacities from the original 98cc up to 450cc.

The engine in this 125 Sport from 1962 shows the style that Ducati singles would become known for, with a deeply finned cylinder canted forward about 10 degrees into the wind and the familiar tower shaft running up the right side to the bevel-driven overhead camshaft. The signature egg-shaped crankcases are present also, their alloy side covers polished to a nice sheen. This is the basic configuration seen on all of Ducati’s Taglioni-based singles through 1974.

The rest of the machine is just as stylish, especially the fuel tank with its heavily dished sides, screwed-on nameplates and scalloped two-tone paint. The dropped handlebars clearly indicate the bike’s sporting intent and more than a few 125 Sports ended up back on the track in club-level road racing.

The Silverman 125 Sport, finished in stunning copper and metallic blue, is a nicely burnished older restoration, having covered a total of 16,000km from new.
\$6,000 - 8,000



280

280 c.1959 DUCATI 85 SPORT

Frame no. DM85S*553188
Engine no. S553994

While Ducati’s earlier overhead-valve engines lacked the panache and performance of Ing. Fabio Taglioni’s bevel-drive singles, the 85 Sport cannot be accused of a lack of trying. With its dropped handlebars and curvy “jelly mold” fuel tank proudly flying the Ducati Meccanica winged logo, the Sport mimicked the factory racers and would have been the object of many an Italian schoolboy’s café-racer dreams.

Very few 85 Sports have survived the ravages of time and are rarely seen today, even in museums or on the concours field. The Silverman Museum’s example, an older restoration, has to be among the best in the world, showing just 13km since its refurbishment.

\$6,000 - 8,000



281

1974 DUCATI 250cc DESMO

As design debuts go, Ducati's desmodromic valve actuation could not have done much better. The factory shocked the established European racing order in 1956 when its unheralded 125 with desmo valvetrain took a surprise win at the Swedish Grand Prix, the very first race it entered. This was followed with a first-in-class performance at the prestigious 24 Hours of Barcelona endurance race, a true test of speed and stamina. Desmodromics would eventually make its way onto production streetbikes, and indeed become synonymous with Ducati, which to this day uses the setup on its V-twin sportbikes.

In 1968 Ducati launched the first of its desmo roadsters, these top-of-the-range 250 and 350cc supersports variants being distinguishable from the valve-spring models by virtue of their extra chrome and restrained D decals on the sidepanels. Dubbed "wide case" models due to their wider-spaced rear engine mounts, the bikes had more going for them than just a higher-revving valvetrain. Fabio Taglioni and his team took the opportunity afforded by the redesign to incorporate a stronger connecting rod and big-end bearing, and to increase capacity of the lubrication system. There were also improvements to the gearbox. Subsequent developments included the addition of a front disc brake, introduction of electronic ignition and more than one increase in big-end diameter, the last of which occurred in 1974, the final year of production. Styling evolved along ever more sporting lines, culminating in a classic café-racer look with "monoposto" tailsection as seen here.

The Silverman Museum's 1974 250 Desmo has been restored to high standard by a marque expert.

\$11,000 - 14,000





282

1977 DUCATI 900SS IMOLA

Frame no. 087189

Engine no. 087189DM860

After years of building their brand with small-displacement, high-performance single-cylinder motorcycles, Ducati entered the emerging superbike wars in 1971. Their opening salvo was a Taglioni-designed, 90-degree V-twin of 750cc capacity, in a package designated 750 GT. The field was dominated by the declining Brits with their Norton twins and Triumph triples, and the up-and-coming Japanese, whose Honda four-cylinder CB750 had raised the bar considerably with its electric-starter and low price. The new Ducati was a performer, pulling seamlessly through the rpm range, but so-so fit and finish and the visual oddity of the twin's laydown front cylinder led initially to mixed reviews.

A seminal event in Ducati history would overcome the critics' carping. A visionary Italian promoter, Francesco Costa, promoted a race at Imola that was meant to be a European version of the famed Daytona 200-miler. Ducati entered hastily prepared prototype Super Sport racers based on the 750 GT and took on all their large-displacement rivals. The untried mounts posted an incredible 1-2 finish with Paul Smart the winner, followed home by Bruno Spaggiari. From that moment, Ducati became the bike of choice for hard-core sporting riders with a taste for exotic mechanicals. It also spawned a generation of SS versions of Taglioni's bevel-drive V-twins.



The first of these was the iconic Green Frame roundcase 750SS. In 1975, the 900SS, fitted with the 864cc "square-case" engine was introduced. It remained in production for the remainder of the decade, offered in a variety of specifications and trim levels. The Silverman collection's 900SS is a rare Imola model, like the first 750SS patterned after the race-winning bikes, with special gas tank and paint. The bike wears the number-one option for hard-charging riders, a high-rise exhaust system to give added cornering clearance. This 900SS Imola offers an opportunity to own a top-of-the-line Ducati from the era when the firm was establishing its reputation as one of the world's elite superbike manufacturers.

\$40,000 - 50,000



283

c.1950 DUCATI 60 SPORT

Frame no. 72*00916

Engine no. X3876

As unlikely as it seems, the path to Ducati's current cutting-edge sportbikes and world-championship roadracers began with the diminutive 60 Sport.

Ducati started out making radios before World War II, but post-war, with unemployed workers and a devastated factory, Ducati needed a new product in order to get back on its feet. In late 1945 it began production of a small "clip-on" engine for bicycles, called the Cucciolo. The "Little Pup" was a big success in transport-starved Italy, selling some 200,000 units, and soon Ducati considered producing a whole vehicle.

The result was the 60 Sport, first sold in 1950, using an enlarged and improved version of the Cucciolo engine. This was a proper little motorcycle with swingarm rear suspension, telescopic forks and nary a pedal in sight. A tucked-in rider could coax the Sport to almost 40mph at top whack, while those with a steadier throttle hand were rewarded with well over 100 miles to each gallon of gas.

The Silverman collection's 60 Sport, resplendent with its chrome-and-green gas tank, appears to be an older correct restoration and proudly flies its front fender pennant, a metal ornament that rarely survives the years attached to the bike, usually removed and hung on someone's garage wall as a trophy.

\$4,000 - 6,000



284

1965 DUCATI BRIO 48 SCOOTER

Frame no. DM48BR*01078

Engine no. 902314

Ducati models in the Silverman collection truly run the gamut, from rare, fire-breathing racebikes all the way to simple, sedate people-movers. A Ducati motorscooter? Yes, and the Brio wasn't the company's first attempt at urban transport. Following WWII, scooters were popular as a low-cost way to get Italy moving again, the boom led by the Vespas and Lambrettas we're all familiar with. Little known today is the innovative Ducati 175 Cruiser of 1952-54, a scooter way ahead of its time, with a four-stroke engine, automatic transmission, electric starter and styling by the Ghia design house. Unfortunately, it was also expensive, overly complicated and not very reliable, so less than 2,000 were made before production was halted.

Lesson learned, a decade later the Brio was a much more successful model, staying close to established scooter practice. Power came from a 48cc fan-cooled two-stroke single, while its three-speed manual transmission was hand-shifted via the left twistgrip. Celebrated Italian architect and industrial designer Gio Ponti was brought in for his style input. The resulting angular, pressed-steel bodywork had removable rear panels to allow access to the engine and drivetrain. At the rear, riders could fit an optional luggage rack or a spare tire as seen here. In production from 1963-67, the Brio came in 48cc and 100cc versions, the latter favored by the Bologna Police for traffic duty in Ducati's hometown.

The Silverman Museum's Brio 48 is immaculately restored and has traveled few, if any, miles since its rebuild.

\$4,000 - 6,000



285

1987 DUCATI 750 F1 DESMO

Frame no. ZDM3AA3L0HB751495

Engine no. ZDM750L75014750

Cycle World staffer Steve Anderson got an insight in Ducati's future when he was one of the first to ride the new 750 F1 Desmo at Italy's Misano racetrack. This was a thoroughly modern machine, lightweight, with a short wheelbase and responsive suspension, derived as it was from the TT1 endurance racer, itself an evolution of the Formula 2 world-beating TT2. "To create the F1, Ducati did little more than add lights, a battery, and milder cams to the TT1," he told readers.

That direct approach yielded a sportbike that did not rely on horsepower to make its point. "With only 70 claimed horsepower the F1 isn't faster than the best Japanese 600s, but it offers no similarity in feel. Because of its heavier flywheels, broad power and light weight, it is easier and more fun to ride," Anderson said.

He saved his highest praise for last, noting, "This is a throwback in spirit to the 750SS of 1973, the F1's most famous predecessor. Like the 750SS, the F1 is the Italian sportbike of its era."

\$20,000 - 25,000





286

1988 DUCATI 750 F1A DESMO

Frame no. ZDM750R7500456DGM

Engine no. ZDM750L7500572

The race-styled F1 first appeared in 1985. Last design by the legendary Dr. T, the Taglioni-influenced 750 holds a special place in Ducati history, considered by many enthusiasts to be the last of the “real” Ducatis, pre Cagiva’s takeover of the bankrupt company. Seen in prototype form in endurance races in 1983, the F1’s 750cc engine was the latest in a long line of stretches applied to the original 500cc “belt drive” desmo unit that had first appeared in the Pantah in 1979. An markedly oversquare unit of 88 x 61.5mm bore/stroke, the F1’s engine produced around 60bhp and functioned as a stressed element within the frame, the swingarm pivoting in the rear of the gearbox. Clearly visible above the deliberately cutaway fairing sides, the frame attracted almost as much attention as the engine: a trellis of short, straight tubes, a type that has formed the basis of almost every Ducati since, including the original Desmosedici MotoGP racer. In the fashion of the day, the F1 came with a 16-inch front wheel, while braking power was provided by state-of-the-art triple Brembos.

In a retrospective ride review, *JustBikes* warned that the F1 makes demands, but that the rewards of ownership are great: “Being a race replica, the 750 F1 is a ‘no compromise’ bike. The overall dimensions are quite small, which taller riders may struggle to get comfortable with. The seating position is wrist heavy, wheelbase short and suspension firm. Steering is heavy, too, due to the small front wheel and hydraulic steering damper. It can hoist its front wheel easily on acceleration, and almost lift the rear under heavy braking. However, those who have got comfortable with the characteristics of the 750 F1 swear by it. On a straight – or twisty – bit of smooth tarmac, the 750 F1 offers the sort of performance to surprise a lot of newer sportbikes. It’s also a collectable piece of Ducati history.”

\$20,000 - 25,000





287

DUCATI 250 DESMO

While the motor was clearly the big news about Ducati's first Desmo street singles, stylistically the early 1968-72 bikes bordered on garish, with chrome splashed across the fenders, headlight shell, even the sides of the angular fuel tank. Wheels were steel and the two-up bench seat spoke more to touring than tearing around corners. As the 1970s moved on, café-racers were the hot ticket and the narrow, lightweight, high-rewing Ducati Desmos needed a makeover if they were to be taken seriously by the Ace Café crowd. Enter Leo Tartarini, a winning long-distance roadracer in the 1950s before a terrible crash ended his career. He went on to form Italjet, a low-volume producer of snappy-looking motorcycles, and also hired himself out as styling consultant from time to time. Ducati approached Tartarini about re-doing the Desmo line and the result was magic, among the best-looking roadsters of all time.

Shouldered Borrani alloy rims set the tone, followed by a jaunty blade of a front fender. Clip-on handlebars and rearset footpegs dropped the rider into a proper roadracing crouch. Passengers weren't part of the café package, which dictated a solo fiberglass bumstop seat. The fuel tank was a simple, smoothly contoured shape, and the whole affair was sprayed a bright yellow-orange with basic black racing stripes as the only graphic adornment.

Dashing good looks aside, as always it was the ride that really mattered on a Ducati single. Running gear was an all-Italian effort, with Ceriani



forks, Marzocchi shocks and a Brembo front disc brake. "It's a scratcher's delight, because not only does it handle like a dream, but squeezing on that 11 in. front disc has almost the same efficiency as hitting a brick wall," noted England's *Bike* magazine. "With a gearbox that's so sweet you change gear when you needn't just for the hell of it, that all adds up to a permanent adrenalin high. Everything behaves so impeccably that the bike gives an incredible feeling of security."

As with virtually all the Silverman Museum's machines, this 250 Desmo looks as if it is ready for judging at a concours meet.

\$10,000 - 14,000



288

1968 DUCATI 350 SPORT

Frame no. DM350*03212

Engine no. DM350 16708

Ducatis have always had a strong following among the enthusiast motoring press. At one point in the 1970s, *Cycle* magazine staffers owned a total of nine Ducis, and editors Cook Neilson and Phil Schilling raced a 750SS to many a track victory, including the Superbike win at Daytona in 1977, the first of what turned out to be many Ducati victories in the class over the decades. It was the light weight and nimble handling of the singles, though, that first won journalists over. "The result is a feeling of instant confidence," noted *Cycle's* editors after a ride on an early 350. "Ducatis feel as though they had been built just for you, that they weren't something that came out of a crate."

Well, here's an early 350 that's been updated to the better-looking bodywork and running gear of the later Tartarini redesign, so instead of 1968's chrome-plated gaudiness, we have the café-racer inspired good looks of the 1973-74 Desmos.

\$12,000 - 15,000



PROPERTY OF VARIOUS OWNERS



289

Ex-Gené Aucott – founder of the first US Vincent dealership

1974 EGLI-VINCENT 998cc BLACK SHADOW

Engine no. F10AB/1B/3496

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

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

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

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



290

Ex "Yukon Lou" Kazajian

1949/50 VINCENT 998cc SERIES C BLACK SHADOW

Engine no. F10AB/1B/4199

Frame no. RC60998 (Upper) RC60098 (lower)

The Series C Vincent Black Shadow had a 7.3:1 compression ratio version of the long-standing, HRD-designed, 84x90mm bore and stroke, 998cc all-alloy, 50-degree, air cooled v-twin. Quoted was 55 horsepower at 5700rpm, an increase of 10 horsepower and 400rpm, over the Rapide. A pair of 1-1/8in Amal carburetors and a KVF GM1 magneto, together, created the necessary combustion. These few differences – including an increase of 3lb in dry weight at a quoted 458lb – were enough to up the top speed by 15mph and quicker acceleration getting there.

This Shadow left the Stevenage factory on June 29, 1950 and was delivered to Indian Sales Corporation in Springfield, Massachusetts. A copy of the Work's Order, serial no. 23098, is on file. The engine was fitted with a non-standard camshaft, set at "2° ATC – 6 pinion". A Lightning sealed beam headlamp was also installed.

The bike was first purchased in 1950 by one Louis Kazajian from Atlantic Motorcycle Sale in Everett, a suburb of Boston. The salesman is believed to be a Mac McConnaughey. At the time it was understood the bike was a 1949 "leftover"; the Work's Order contradicts this. Kazajian was an avid motorcyclist, sportsman and storied adventurer. In the early 1950s, he singlehandedly drove from Watertown to and up the ALCAN Highway. One month and twelve tires later he earned the moniker "Yukon Lou", which aptly described his zest for life. A "confirmed bachelor", when Kazajian was not fishing, hunting, motorcycling or doing other "manly

man" activities, he was fighting fires for the Watertown Fire Department. He rode the Shadow until 1969 when he thought it wasn't running well and parked it in his basement. There it sat until spring 2012.

In 2011 due to deteriorating health, Kazajian was forced to sell his home. A neighbor, Bob Fenochetti, an estate broker was sought by Kazajian's family to dispose of the home and its contents. It was in the basement that Fenochetti made one of the most memorable discoveries in his 40-plus years as a "picker". Triggered by a passing comment to St. Paul resident Steve Hamel, one of the world's most reputable Vincent engineers, made 10 years earlier, our vendor's phone rang on a Sunday morning in May 2012. Hamel explained that a one owner Shadow had been unearthed on the east coast after 40 odd years covered up, and it was reportedly the "real thing". Quoting Hamel, "Someone needs to buy this...now!"

In late July of 2012, the Vincent arrived at our vendor's studio in Minneapolis for cleaning. The mechanical evaluation and effort to restart the bike was postponed until the spring of 2013 for Hamel was focused on his Bonneville Salt Flats quest to ride the fastest Vincent since Rollie Free. On April 12, 2013, after four kicks, the bike came alive. Hamel had undertaken simple re-commissioning by the massaging and coaxing of all mechanical systems, multiple fluid changes, adjusting valves and rebuilding the carburetors. He expressed disappointment that it hadn't started on the first kick!

\$75,000 - 90,000



291

1972 HARLEY-DAVIDSON XR750 ROADRACER

Frame no. 47675-7

Engine no. 1C10179H2

Harley-Davidson's XR750 will always hold a high place in American motorcycle history, remembered as the motorcycle that brazenly informed the rest of the world that Yanks could roadrace. That it happens to be one of the most handsome competition bikes ever certainly doesn't hurt.

The XR750's distinctive shape burst onto the world stage in the spring of 1972 when team rider Cal Rayborn accepted an invitation to ride in the Trans-Atlantic Match Race series, a yearly six-race tilt on the UK's short circuits that had America's top racers, primarily dirt-trackers, lined up against England's best pavement artists. Nobody gave the Americans much of a chance, and even the Harley-Davidson factory wasn't crazy about Rayborn's participation. This was before the all-alloy version of the XR-750 V-twin was ready for prime time, so Rayborn went into battle with the old iron-barrel XR, an engine that ran so hot it was nicknamed the "Waffle Iron." Cool English weather helped keep the tired motor together, though, and Rayborn put in masterful performances on tracks so unfamiliar to him that he only knew their layouts from hastily drawn diagrams on the back of cocktail napkins. Slack-jawed Brit crowds numbering as high as 70,000 saw Rayborn set lap records and take the checkered flag in three of the six contests, tying for top scorer of the series. In the coming decades Americans would come to dominate international roadracing, but it was Cal Rayborn in 1972 on an aging Harley-Davidson who first served notice.

The XR750 was a much better machine with the redesigned alloy XR-750 in its engine bay, and Rayborn gave Harley-Davidson its last-ever AMA Grand National roadrace win at Laguna Seca Raceway later that year, but the bike's days were numbered. Multi-cylinder Japanese two-strokes would come to rule American roadracing, relegating the XR-750 engine to dirt tracks where it became – and still is – almost unbeatable.

Factory XR750s were never built in great numbers, no more than two dozen, with some experts estimating only half that amount. Those few that survived their racing days are now in museums or well-funded private collections. Genesis for this bike was a genuine early alloy engine, which was then entrusted to noted XR specialist shop Hi-Speed in Chagrin Falls, Ohio. Longtime Harley dirt-track tuner Carl Patrick went completely through the motor, which was then installed in a frame built to Hi-Speed specs using factory blueprints. Sourcing the rest of the parts and final assembly took Hi-Speed the better part of two years, and shop owner John Steel is justifiably proud of the results. "To the best of our ability, this is what a brand-new XR750 would have looked like as it rolled out of the factory doors," he says.

Under present ownership this truly immaculate XR750 has been on display only, stored without fluids and not started.

\$55,000 - 60,000

Offered on a bill of sale.



292

1974 HARLEY-DAVIDSON RR350 ROADRACER

Frame no. 3502C2T10027

Engine no. 350/2C/2T/10027*

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

Villa’s bikes were state of the art for the time, liquid-cooled two-stroke twins with six-speed transmissions. Originally a 250, the RR design was bored and stroked to 347cc so he could compete in two classes. A meticulous development rider, Villa would log countless test laps, getting his mounts fully dialed in. Come race time, he became singlemindedly focused on victory, a dedication that resulted in eight Italian national titles, 23 GP wins and his four world championships for Harley, the final two a rare “double” in the 250 and 350cc classes for 1976. No less a motoring dignitary than Enzo Ferrari took notice, calling Villa, “the Nicki Lauda of the bike world, a thinking racer.”

Harley-Davidson made replica RR250 and RR350 racers available to customers, though not in great numbers, with the 350 being by far



the most scarce. Experts disagree on the exact number produced – some claim as few as 26 – but in any case the RR350 today is a rare sight indeed.

This matching-numbers RR350 is believed to have been raced in 1974-75 seasons, but details as to its rider, team and finishes have been lost to time. Subject of an extensive restoration in 2011 to better-than-new condition, the bike was previously part of the extensive Brian Keating collection. Recently the rare dual front Scarab disc brakes were sent to Italy to be rebuilt by a specialist. In the present owner’s care the RR has remained unstarted and on static display.

\$25,000 - 30,000

Offered on a bill of sale.

FROM THE DAVID FREEMAN COLLECTION



293 1975 HARLEY-DAVIDSON XR-750 FLAT TRACKER

Engine: 1C10094H5

This XR-750 is from the collection of David Freeman, an eclectic grouping of mostly 1960s and '70s milestone machines. Freeman is one of the co-founders of PMI, innovators in the Paintball industry, responsible for furthering development of the sport's air guns and gel capsules.

Unique among classic, collectible motorcycles, the alloy-engined Harley-Davidson XR-750 was an instant success when it was introduced in 1972, yet XRs continue to be viable today, winning races 43 years after the bike first rolled a wheel in anger. Certainly, current XR-750s on the AMA pro circuit have benefited from advances in chassis design, brakes and suspension, but 1972-era engine cases bolt right into 2015 frames, and vice versa.

It is thought that Harley-Davidson produced perhaps 520 XR-750s during a sporadic production run that lasted from 1972-80. Besides winning numerous AMA Grand National Championships and literally an untold amount of races in lesser series, it was an XR-750 that was under (sometimes more, sometimes less) jumpmaster Evel Knievel for many of his death-defying leaps.

This particular XR's race history has been lost over the years, but it was found in excellent shape with lights attached, being used as a street-tracker in Southern California. Soon after purchase a full restoration was



carried out, bringing the bike back to its as-new, pre-raced state. A set of 35mm Ceriani fork legs leads the way, grasping a spool hub that in turn is laced to a shoulderless alloy rim. In the rear is a solid brake rotor and Grimeca caliper. Period-correct Pirelli MT53 tires are mounted at both ends. One of the reasons Milwaukee discontinued making complete XR-750s is because many racers preferred to use different frames of their own choosing, which is the case here. Further research would be needed to discover the maker of this frame, which was nicely nickel-plated back in the day.

Following a brief start-up to check systems, the bike has not been ridden since its restoration five years ago.

\$20,000 - 25,000



294

1967 HONDA CL77

Engine: CL77E-1050688

Frame: CL77-1050579

Honda's most important motorcycles? Tough question but the Super Hawk 305 and Scrambler 305 have to be in the conversation. These were the two that put Honda on the big-bike map in the mid-1960s, each more than a match for British 500s of the day. While the Super Hawk roadster was heavily European influenced, the Honda 305 Scrambler was quintessentially an American motorcycle, meant for the wide-open spaces, gravel pits and dirt roads of the U.S. Many think the Beach Boys song "Little Honda" was written about a CL Scrambler. Roy Rogers rode a Scrambler, with a rifle scabbard attached to the fork tube no less! You don't get much more red-white-and-blue than the Beach Boys and the King of the Cowboys.

Basically an enlarged version of the CL72 Scrambler 250 introduced three years earlier, the dual-purpose bike differed from the road-only Super Hawk in its use of a full-cradle frame, and as a weight-savings measure the streetbike's electric starter was deleted. Like most scramblers of the day, it was not intended as an out-and-out racer, but rather a competent all-rounder that could be ridden just about anywhere. People wanted to have fun on two wheels, and with a scrambler the adventure did not have to end when the pavement did.



"We liked the Honda Scrambler," wrote *Cycle World* magazine in their 1965 road test. "It's not the best scrambler in the world, nor the best touring bike. What it does offer is a surprisingly good ride-to-work motorcycle that will not balk at excursions out into the boondocks. That is precisely what a lot of riders want, and that is why so many Honda Scramblers are seen on our streets."

This CL77, showing less than 2500 miles on the clock, was treated to a restoration four years ago and has been ridden very little since. It retains its stock muffler end cap, the majority of which were jettisoned soon after purchase. Recent work includes a clutch overhaul, and the gas tank, fenders and sidepanels have just been resprayed in a more correct shade of Honda's Cloud Silver.

\$3,500 - 5,000



295
1964 HONDA CL72

Engine: CL72E10039869
 Frame: CL721003966

In 1962, two lonely Honda CL72 Scramblers were bounding down Mexico's Baja peninsula trying to establish a record time for covering the 1000 miles from Tijuana and La Paz. The 250cc CL72 was the first full-size Honda that could be considered a dirtbike; to prove its mettle, riders Dave Ekins and Bill Robertson minimally prepped a pair of out-of-the-crate examples, timed in at the telegraph office in Tijuana and pointed the bikes south. If all went well, 962 miles later they would send another telegram from La Paz, verifying their time, but between crashes, getting lost, running out of gas and holing a piston on one of the bikes, just completing the trek was in serious jeopardy.

Robertson's CL suffered the worst crash, which eventually caused an air filter to fail, leading to the engine dropping a cylinder just 130 miles from the finish. Ekins reluctantly rode ahead and found the La Paz telegraph office. It had been 39 hours, 56 minutes since he departed Tijuana. Robertson limped in an hour and a half later.

Result of the ride? Well, it certainly helped the CL's reputation. Honda would sell some 89,000 Scramblers between 1962 and 68. Dual-purpose bikes would for a time take over the number-one sales spot in the U.S. market. Baja did pretty well, too. Soon, thousands of dirtbikers and four-wheelers were flocking south of the border, and the Baja 1000 has grown into one of the most prestigious off-road races in the world.



This 1965 CL72 has covered 12,629 from new and is presented in largely original condition, notably the correct, hard-to-find winged-logo tank badges with "250" included below. The gas tank, fenders, air filter panels and engine sidecovers repainted in the correct factory colors. One not-so-obvious deviation from all-stock is the fitment of aftermarket "Snuff-or-Nots" in the exhaust pipe ends; a popular 1960s accessory, these cut down on noise when the flapper valve inside the pipes was manually flipped to the closed position. On static display for the past eight years, the Scrambler has not been started or ridden in that time.

\$3,500 - 5,000



296

Japan's first turbocharged streetbike

1978 KAWASAKI Z1RTC TURBO

Engine: KZT00DE001861

Frame: KZT00D001797

The opening salvo in the Turbo Bike Wars of the mid-1980s was actually fired in 1978 when Kawasaki pulled the wraps off its Z1R-TC, an outrageously hot-rodded Z1-R that jumped the bike's horsepower output by 40bhp to a whopping 130 and was capable of scorching 10sec. quarter-miles. Sold for two years only, just 500 of the TCs were built. It would be another few years before all four Japanese bike-makers entered the turbocharged ring with their Honda CX650, Yamaha XJ650 Turbo Seca, Suzuki XN-85 and Kawasaki GPz750 Turbo models.

That quartet of turbo bikes benefitted from factory development, but the TC came into being the good old-fashioned way: Kawasaki took a Z1-R to a California aftermarket performance shop and said have at it. That shop was Turbo Cycle Corporation, which sold bolt-on turbocharger kits for a number of different bikes. TCC fitted an American Turbo Pak compressor and its attendant plumbing to the Z1-R, including an adjustable wastegate that could be dialed up to a frightening 10psi. Sold exclusively at Kawasaki dealerships but without the usual warranty, 250 TCs were produced in '78, all in the stock ice blue paint with discreet TC decals.

In 1979, another 250 TCs were made, ironically in a slightly more refined engine tune but with a blatant designer paint job. In deference to crankshafts and clutch packs, maximum boost was now set at 6psi and new 4-into-1 "snake" header pipes lessened turbo lag. But to make



sure the TC didn't go unnoticed, Molly Designs was hired to come up with the sinister black paint scheme highlighted by neon stripes. The late Rollin "Molly" Sanders was in high demand among manufacturers for his graphics skills, coming up with Yamaha's memorable yellow/black/white "bumblebee" scheme, the Toyota race team's longtime livery and later in his career the Lexus logo, among many others.

This Molly Z1R-TC was purchased from a Kawasaki turbo expert who was then commissioned to cosmetically restore the bike to better-than-new condition. It still wears some of the period accessories it acquired over the years, namely a twin-sparkplug cylinder head, aftermarket shocks, braided-steel brake lines, and chromed valve cover and engine sidecovers.

\$10,000 - 15,000



297

1979 KAWASAKI Z1-R

Engine: KZT00DE004960

Frame: KZT00D004946

The first major revision of Kawasaki's trend-setting Z1 arrived in 1977 in the form of the Z1000, which, as its name suggests, was a bored-out version of the original dohc four. Now with 1,016cc, power went up marginally to 83bhp, while there was more torque delivered farther down in the rev range. A revised frame meant that the Z1000 lost some of its predecessor's wayward handling when pushed hard in the curves. Introduced two years later and capitalizing on the then-burgeoning café-racer trend, the Z1-R version featured a cockpit fairing, lower handlebars and a distinctive coffin-shaped fuel tank, with obvious mechanical changes being its cast wheels, drilled brake discs and brake calipers mounted behind the fork legs, said to improve handling. The chassis itself was mildly revised (yet again) and power increased to 90bhp, good enough for a top speed of over 130mph. Painted an icy metallic blue with simple double pinstripes, the Z1-R was among the most handsome motorcycles of the 1970s, one of the first Japanese machines that had a look all its own.

"The R has what most bikes of its type do not – a styling theme, a common design theme which runs from one end of the bike to the other," noted the writers at *Cycle Guide*. "The R's theme is straight sides and sharp corners, and the execution is graceful, with angular lines that flow so naturally from one area to the next that the bodywork sometimes appears to be all one piece."



Purchased as an unmolested 5,000-mile machine, this Z1-R's only flaw was sun-faded paintwork on the upper surfaces. The present owner, aware the color might be extremely difficult to duplicate, entrusted the respray to a painter of high-end exotic cars, who did an excellent job. All else on the bike is stock, and it has seen very few miles since its repaint. **\$9,000 - 12,000**



298

*Featured in the Guggenheim Museum
"Art of the Motorcycle" exhibit*

1970 HONDA CB750 K0

Engine: CB750E-1011391

Frame: CB750-1011574

Here's a Honda CB750 Four with a unique history. Built in October, 1969, it's a genuine 1970 K0 model from the later "die-cast" production run. It was owned from 1993-2009 by former *Cycle World* Editor-in-Chief David Edwards, who purchased the bike from the original owner. The bike was then ridden across old Route 66 and featured in the magazine's May, 1993 story "West By CB750."

After its cross-country trip, the bike, showing less than 12,000 miles, was treated to a full restoration by Honda expert Kurt Winter, co-founder of the CB750 Preservation Society (build receipts included with sale). During restoration, all bodywork was replaced with NOS components in the correct candy turquoise, and Edwards' connections at Honda helped in the acquisition of a brand-new set of proper HM300 mufflers, a rare commodity. Likewise the old shocks gave way to NOS replacements and new DID rims were laced with stainless-steel spokes. A reproduction seat with the correct ducktail kick-up at the rear was fitted. The completed bike was featured in *CW*'s "A Bike to Remember" tribute article on the CB750's 40th anniversary (magazine color proofs included in sale).

Now showing just a few hundred miles since restoration, the bike has nonetheless traveled extensively. In 1998 American Honda was so



impressed with the CB750's presentation that they asked to borrow the bike for the company's 50th anniversary celebrations in New York City. It was ridden onto the stage at Radio City Music Hall as part of the festivities.

Two years later, the bike was back in the Big Apple, this time as one of the machines featured in the Guggenheim Museum's landmark "The Art of the Motorcycle" exhibit, at the time the most well-attended show ever at the museum. From there, the CB750 traveled with the exhibition for the next four years, going to the Field Museum in Chicago, the Guggenheim Bilbao in Spain and the Guggenheim Las Vegas. A certificate from the Guggenheim and a museum catalog are included in sale.

\$15,000 - 20,000



299
1973 KAWASAKI Z1

Engine: Z1E02327
Frame: Z1F02207

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 motorcycles.

This well-kept first-year example shows just over 9000 miles from new and remains as delivered, with the exception of a paint respray in the factory colors and a re-chroming of the original exhaust system.
\$12,000 - 15,000





300

1971 NORTON COMMANDO 750SS

Engine: 148140

Frame: 148140

Rarest of all Norton Commandos is the 750 SS, the letters standing not for "Super Sport" but for "Street Scrambler." In the late 1960s and early '70s, scramblers were all the rage in America, never mind that most of the bikes never ventured very far off the road. It was the style that mattered and Norton's SS had lots to look at: Twin high-mounted "peashooter" exhaust pipes, one on each side; a rounded, bright-yellow fuel tank; a chromed, raised front fender; a protective engine skidplate.

Beneath the quasi-dirtbike styling was a rubber-mounted Commando 750 engine, a good thing indeed. Most of the standard Commando's chassis and running gear were also present, again a good thing for the street, but not so swell if rocks, roots, sand and mud were on the agenda. While nobody expected the SS to be a race-winning desert sled, there were better choices for the casual trail rider, namely the much lighter two-stroke singles then coming on line from Japan. Then there was competition from its own camp in the form of another street scrambler, the Commando S with its zoomy, twisting twin pipes mounted on the left side and trendy metallflake paint, so chunky it would do a bass boat proud. All of which left the SS in a rough spot – not particularly good off-road and not as sexy as one of its Norton stablemates. As a result, the SS was produced for just one model year, and those that did get sold were often retrofitted as Roadsters.

To find a stock, unrestored SS today, then, is a rare happenstance. This one, with just over 5,000 miles on the odometer, is reported to run like new.

\$10,000 - 14,000





301

Ton-Up Classics full restoration, just 6.9 miles

1967 TRIUMPH TR6C TROPHY

Engine: TR6CDU63551

Frame: TR6CDU63551

Introduced in 1956, the Triumph TR6 Trophy was the kind of competent all-around machine that owners could modify in almost any direction. Many headed off-road, either as dual-purpose machines or as outright competition mounts in scrambles, enduros and desert races. Bud Ekins and Steve McQueen, among others, jetted across the Mojave Desert on TR6 650cc desert sleds. Not coincidentally when the two friends filmed the riding scenes in the movie *The Great Escape*, many of the bikes involved were painted-up Triumph TR6s, including the climactic final chase in which Ekins, doubling for McQueen, flies over a barbed-wire fence near the Swiss border.

To many eyes, the 1967 Trophy is the prettiest of all the TR6s, with the added benefit of being powered by a unit-construction engine. "The Holy Grail itself," mused *Cycle World* columnist Peter Egan upon moving his recently purchased TR6 into the garage. "I focused in on the Triumph, its pipes, the air cleaner, its lovely tank, the perfect chromed bullet headlamp, the just-tight curve of its sloping seatback, the artful finning of the cylinder head, and I realized I was seeing perfection."

This particular 1967 TR6C was meticulously restored by noted Triumph experts Top-Up Classics in 2011, the exceptions being its fuel tank, an



NOS unit taken out of the box with its original Mist Green over white paint job intact, and another extremely scarce NOS score, an original set of exhaust pipes. Also original is the seat cover, stretched over replacement foam. Carburetor is the correct single Amal Concentric, purchased new. A meaty set of Dunlop enduro tires purposely fill the fender wells, the front a period made-in-England Trials Universal, now almost impossible to find. Following restoration, the engine was test-fired using an alternate set of exhaust pipes to prevent "bluing" of the rare upswept system. The bike was ridden a total of 6.9 miles, then prepped for display. The current owner has not started or ridden the bike, which still maintains the gleam of a fresh restoration.

\$10,000 - 14,000



302

1995 DUCATI 916 MONOPOSTO

Frame: ZDM15B8505B003735

Once in a while 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.

Motorcyclist again: "There have been more innovative motorcycles, and motorcycles that accelerated faster or sold better, but few will argue there's ever been a more beautiful motorcycle than Ducati's 916. Massimo Tamburini's masterpiece brilliantly mixes purposeful



mechanical details and purely sensuous design. The cat's-eye headlights and underseat exhaust defined sportbike styling trends for almost two decades, and the 916 virtually dominated World Superbike racing as well. This was unquestionably the most influential sportbike of the 1990s."

This second-year 916 is a rarity in that it has covered just 1266 miles and remains in virtually unmodified, as-delivered condition, right down to the stock exhaust canisters, usually the first things an owner would remove. The one deviation – and a desirable one at that – is the fitment of a premium Ohlins rear damper. Several years ago, the 916 was taken to a Ducati expert for a thorough detailing and has remained on static display ever since.

\$8,000 - 10,000



303

1971 TRIUMPH X75 HURRICANE

Engine: V75U-NH00209
 Frame: TRX75-NH00209

American designer Craig Vetter is best known for his prolific line of Windjammer fairings, sleek frame-mounted bodywork that starting in the 1970s made long-distance riding on a motorcycle that much easier, prefacing today's huge luxury-touring market. Largely for that accomplishment Vetter was inducted into the AMA Hall of Fame, but the man designed so much more, including complete motorcycles. Chief among those was the Triumph X75 Hurricane, for which Vetter penned a swooping one-piece gas tank/seat/sidepanel structure.

When introduced in 1968, the new Triumph and BSA triples were far from a styling success, way too overdone, even automotive-looking. A "beauty kit" was quickly offered with more conventional gas tank, seat and sidepanels, but BSA had grander plans in hopes of appealing to the all-important American market. They commissioned the long-haired, free-thinking Vetter to give their Rocket III a radical makeover. Vetter took cues from the chopper movement then sweeping over America, fueled by the film *Easy Rider*. "Chopper people recognize, unconsciously perhaps, the 'animalness' of a motorcycle, its feeling of power," he said at the time. "Look at a lion: deep chest, paws forward, the rear end light. I see some lean animal proportions in choppers today. Some go too far, but chopper ideas are pointing in the right direction."



And so, in 1972 the X75 Hurricane was born, now wearing a Triumph nameplate as BSA was already in the throes of decline. The X75 joined Harley-Davidson's FX Super Glide and Norton's Hi-Rider as the first "factory customs," precursors of what we know today as cruisers. With its slightly raked frame, extended front fork, upswept three-pipe exhaust system and that eyeball-popping bodywork with its reflective striping, Vetter's version was the most avant-garde of the three.

A true milestone in motorcycle styling, the limited-edition Hurricane was produced for little more than one season and today is highly sought after. Purchased from British bike specialists Baxter Cycle, this 7500-mile X75 is thought to be largely original, benefiting from polished alloy pieces and a high-quality replacement exhaust system.

\$14,000 - 18,000



304

1976 HONDA GL1000 GOLD WING

Engine: GL1E-2011835

Frame: GL1-2011650

Today, Honda's long-running Gold Wing line is synonymous with luxury touring, but when the model was introduced in 1975 it was as a standard-style naked bike – factory-installed fairings, saddlebags, radios, GPS systems and safety airbags were to come much later. The big news was the powerplant, a liquid-cooled, 999cc flat-four that was super-smooth and loved to pile on the miles.

The Wing's inception goes back to 1972 and the development of a proof-of-concept prototype code-named M1, which used a liquid-cooled flat-six displacing 1,500cc, a CB750 front fork assembly and a BMW shaft-drive rear end. Leading the R&D team was Soichiro Irimajiri, the young engineer responsible for Honda's all-conquering multi-cylinder 1960s Grand Prix racers. The goal was to design the "King of Motorcycles," a machine that would set new benchmarks for overall performance, smoothness and build quality. At the GL1000's 1975 debut the M1 had lost two cylinders and 500cc to become the Gold Wing, the first Honda motorcycle to employ liquid cooling and shaft final drive. Forty years and some 650,000 units later, the Wing is one of Honda's most successful models, and remains the standard for luxu-touring bikes.

Early GLs like this second-year 1976 model also served an important secondary role, in effect creating a whole aftermarket industry that catered to long-distance riders. It wasn't until 1980 and the introduction



of the GL1100 Interstate model that Gold Wings came direct from the factory equipped with fairings and saddlebags. To fill the void, quick-thinking entrepreneurs developed a whole range of accessories tailored to the GL1000, chief among them Craig Vetter with his innovative line of Windjammer fairings, so popular they were seemingly a required add-on for all Wing riders.

As a result, only a miniscule number of early Gold Wings have remained in stock condition. This GL1000 is showroom-original right down to its tires, and shows just 3.5 miles on its odometer – that amazingly low amount no doubt from being pushed around at shows and in the garage. Under present ownership it has remained unstarted and unriden.
\$7,500 - 9,000



305
1979 HONDA CBX 1000

Engine: CB1E-2000637
Frame: CB1-2000419

When it comes to modern-day Japanese exotics, the conversation starts – and some might say ends – with Honda’s mighty CBX. Six cylinders all in a row. Twenty-four valves. Double overhead camshafts. Wailing exhaust note. Dynamic styling. Jaw-dropping performance. The CBX had it all.

Said *Motorcyclist* magazine of the bike, “The CBX Six demonstrated – once again, and with phenomenal clarity – that Honda could build anything it could imagine. In the process, the CBX reestablished Honda both as motorcycling’s unrivaled performance leader and its undisputed technological visionary.”

The 1,000cc engine, still a standout today, was inspired by Honda’s RC 250 and 350cc six-cylinder Grand Prix racers, ridden to glory by the likes of Mike Hailwood and Jim Redman. First-year CBX models like the ‘79 on auction here were good for 100-plus horsepower and quarter-mile times in the mid-11-second range. For a while the CBX held the high ground in the Superbike wars. Soon enough, though, lighter more powerful designs superseded the CBX, and after just four short years in production the Six was discontinued, leading to that other trait of an exotic: rarity.



This unrestored CBX has clocked just 2500 miles from new, and was regularly ridden by the current owner for several riding seasons. When the bike’s 6-into-2 stock exhaust system needed replacement, an almost-new very lightly used OEM set was sourced, its rarity reflected in the pipes’ \$3800 purchase price! In addition, the bike’s cylinder head cover and generator cover have been resprayed silver; otherwise the CBX is as-delivered in 1979.

\$10,000 - 12,000



306

1969 HONDA CL350

Engine: CL350E-1035357

Frame: CL350-1026070

Scrambler-style motorcycles with their high-mounted exhaust systems and go-anywhere attitudes have always been a favorite of American riders. In 1968, Honda followed up their popular 305 Scrambler with the CL350, powered by the new-style 325cc twin-cylinder motor that would also find a home in the CB350 streetbike. CB and CL combined, and with the later addition of an SL variant, the Honda 350s soon became the best-selling bikes in the U.S., with total units produced numbering some 625,000.

Despite its distinctive mid-rise cross-over exhaust system and “boom box” muffler, the CL was much more a street scrambler than a true off-roader, as pointed out by the editors of *Road Test Quarterly* in 1969. “Bold, beautiful and boss,” they said in the CL350’s write-up. “The best part about the Scrambler is tooling it down the road. With the double leading shoe brake at the front and a single leading unit at the rear, stopping is assured. Handling is more along the lines of a road racer.”

Because these popular bikes were used for everything from commuting to backroad to long-distance touring, the likelihood of finding a complete low-mileage example these days is not very good. This particular second-year CL350 had clocked just 2800 miles and was mechanically sound, so a cosmetic restoration was carried out on the original chrome pieces and bodywork, the latter finished in the correct, eye-catching Candy Blue over white.

\$4,000 - 6,000





307
1966 BSA HORNET 650

Engine: A50C1582
Frame: A65H417

The Sixties was a golden era for amateur racing in the U.S. It was a time before motorcycle types became super-specialized, and bikes like this BSA 650 Hornet twin, stripped down from the factory, could be found on flat tracks, scrambles courses, dragstrips or out in the desert. "Fast, rugged, designed for top performance in TT, scrambles, any kind of off-road competition," enticed BSA's magazine ad. "Has full-race Lightning engine with dual carburetors, 10.5:1 pistons, special ignition system and tuned exhaust."

BSA's unit-construction A65 engine, known for its streamlined "power egg" styling, was introduced for the 1962 sales season and remained in the lineup until the BSA factory was shuttered in 1973. The Hornet was one of many variants, an obvious answer to Triumph's 650 TT Special, another pruned-for-racing model. The Hornet had just a tachometer for instrumentation and its short, straight-through exhaust pipes let loose with a healthy racket. A lighting coil was part of the package so some Hornets sprouted small headlights and made their way onto the street. Many others were modified even further for serious competition. Most famous weekend warrior of the day was actor Steve McQueen, who evaluated the Hornet as a desert racer



for an article in the November, 1966 issue of *Popular Science*. "It's a keen bike," he wrote, although the Beezer did seem a little heavy compared to his preferred lightweight Rickman Triumph special. "I always had to stay on top of it, but it sure had a good-functioning powertrain," he added.

This Hornet is an immaculate Baxter Cycles restoration, completed about five years ago. It has covered just a few test miles and has spent the rest of its time in climate-controlled storage/display.
\$8,000 - 10,000



308

1976 KAWASAKI KZ900 LTD

Engine: Z1E118011

Frame: KZ900B-503488

It will go down in history as the first-ever Japanese cruiser, and this virtually stock example, having covered less than 2,000 miles since new, has to be one of the finest remaining. The 900 LTD was a “factory custom” version of the mighty Z1, introduced three years earlier, powered by the largest, most powerful motorcycle engine Japan had til then produced. It followed the Harley-Davidson Super Glide, Norton Hi-Rider and Triumph Hurricane into a styling arena heavily influenced by America’s chopper builders. It would be another two years before Yamaha joined the fray with their XS650 Special, and a full decade before all the Japanese manufacturers were fully onboard with V-twin cruisers that came to top the sales charts.

To arrive at the 900 LTD, Kawasaki started with their standard Z-bike and called on the American aftermarket. Jardine supplied the 4-into-2 bell-mouth mufflers; Morris provided the cast wheels, quite a novelty at the time on streetbikes; Goodyear was tapped for its raised-white-letter Eagle A/Ts, the rear tire a meaty 16-incher, again following chopper practice; Mulholland fitted a pair of its shocks, ironically of higher spec than those on the Z1 roadster. More custom touches included the two-tiered “king & queen” saddle, bobbed front fender, teardrop fuel tank and buckhorn handlebars.

Labeling the bike a “Kalifornia Kustom” and a “crypto-chopper,” *Cycle* magazine nonetheless came away impressed by the LTD’s handling and



above all by its mega-motor, capable of knocking off 12sec. runs at the dragstrip. “It won’t merely yank the headlights out of a good Corvette – it’s going to take the windshield wipers and door handles as well!” the editors enthused.

Originally a production run of 2,000 LTDs was planned but reaction to the bike was so strong that perhaps double that number was eventually produced, all assembled in Kawasaki’s Lincoln, Nebraska plant. Four decades later very few of this important model have survived intact. This particular LTD, with 1,800 miles on the odometer, is all-stock with the exception of a modern replacement front tire.

\$6,000 - 8,000



309



310

309 2009 BUELL 1125CR

Engine: YL049C01613
Frame: 4MZYLO4D493C01613

Here's one of the last bikes built in what undoubtedly will be recorded as a most interesting chapter in American motorcycling history. In October of 2009, parent company Harley-Davidson shut down its Buell subsidiary, claiming it needed to concentrate on core products, bringing to a close 26 years of operation in which 136,923 motorcycles were produced. Erik Buell, a roadracer and ex-Harley-Davidson engineer, struck out for himself in 1984, at first planning to build his own brand of Formula One racebike. When the AMA governing body suddenly dropped that class, Buell turned his attention to making sportbikes, the first with a Harley XR-1000 motor. This indirectly brought him back into the Harley-Davidson fold and in 1993 Milwaukee purchased 49% of the company, intending to use Buell as a sort of in-house R&D effort aimed at bringing in customers not interested in H-D's traditional V-twins.

For the next 15 years, using a modified version of Harley's air-cooled Sportster engine, Buell and his enthusiastic team turned out a dizzying array of innovative models, not to mention a near-cult following from loyal customers who appreciated a sporty, lightweight, unique machine built right here in the USA – East Troy, Wisconsin, to be exact. It's no small irony that Buell Motorcycles was closed just a couple of years after introducing its most advanced models ever, the 1125 series, powered by liquid-cooled, four-valve, dual-overhead-cam engines developed in conjunction with Austrian firm Rotax. Displacing 1,125cc, the thoroughly modern V-twins produced a claimed 146bhp.

The 1125CR was the naked streetfighter version and holds the distinction of being the last new Buell model announced. This particular bike was from the final batch of CRs produced and has covered just 4,000 miles..
\$7,000 - 9,000

310 2008 KAWASAKI Z1000

Engine: ZRT00AE051831
Frame: JKAZRCB118A020004

Kawasaki's naked-style Z1000 has always been a competent, comfortable motorcycle, so much so that *Cycle World* magazine has twice named it their Best Standard of the year, noting that, "the Z's blend of massive, smooth, broadband thrust, near-faultless handling when flogged over our toughest test roads, and a high degree of comfort and usability in everyday riding won our hearts." The bike's avant-garde styling, it has to be said though, was not to everyone's liking, particularly the stock overdone mufflers.

This Z1000 special does away with that bone of contention, while its clever paint job evokes images of the mighty Z1, Kawasaki's first four-stroke superbike in 1973. A pair of more classically shaped Leo Vince mufflers cleaned up the styling dramatically, as did removal of the plastic radiator shrouds, the under-engine cladding and the rear subfender. Next came the metallic maroon paint scheme with orange panels, reminiscent of the first-year Z1, right down to the screw-on tank badges. After spraying the wheels solid silver, the painter then used the same accent orange to highlight the brake calipers and rotor carriers. Final touch was a variety of chrome and silver-painted engine covers, bringing out the inline-four's shape much better than did the stock all-black treatment.

Dynamically the Z1000's all-round goodness remains, it's just that now that competence is wrapped in a much more attractive package. Total mileage is just over 2,000.
\$4,500 - 6,500

PROPERTY OF VARIOUS OWNERS



311

1961 TRIUMPH T120C BONNEVILLE SCRAMBLER

Frame no. D10167

Engine no. T120CD10167

Graced by one of the most evocative model designations in the history of motorcycling, the Triumph Bonneville owes its existence to record-breaking successes achieved on the eponymous Utah salt flats in 1958, when a Tiger 110 set a new 650cc production machine record of over 147mph. A new alloy cylinder head with inlet ports splayed wide to accommodate twin carburetors had become available as a tuning aid early in 1958 and it was, chiefly, this innovation that enabled the specially prepared T110 to so far eclipse the performance of the standard version. Triumph lost no time in capitalising on its technical breakthrough, announcing a new model equipped with the splayed 'head and twin Amal carburetors in September 1958: the Bonneville. Testing a T120 'Bonnie' in June 1961, Motor Cycling found that Triumph's range-topping sportster possessed abundant vitality. "With exceptional top-end performance goes extraordinary vigor and tractability at low and medium speeds - a combination which makes it perhaps the fastest point-to-point roadster produced in Britain today."

The USA had long been Triumph's most important export market and to cater for local tastes, T120R and T120C models were offered here, the



former having a more raised handlebar when compared to its European counterpart, while the latter catered for the American rider's passion for off-road motorcycling. Also known as the 'Competition' or 'Scrambler' model, the T120C boasted a more purposeful, stripped-down look, being equipped with smaller fuel tank, 'dirt' tires and high-level exhaust system.

This quite rare matching numbers Bonneville 'Scrambler' was restored in Europe by renowned marque specialist Jim Hiddleston to correct, show quality condition.

\$14,000 - 18,000
Without Reserve



312
1954 HARLEY-DAVIDSON KH

Engine no. 54KH1258

Two years after Harley's K-model was introduced, the engine was stroked to 54 cubic inches, giving us the familiar 883cc displacement still seen in the modern Sportster line. To handle the increased torque, the gearbox was beefed up. Horsepower was now a claimed 38bhp and top speed jumped to 95mph. This first-year KH has been restored to largely stock condition.

\$14,000 - 16,000
Without Reserve

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





313

1947 INDIAN CHIEF

Frame no. AZ292478

Engine no. CDG2131

No motorcycle says "America" quite like a skirted Indian Chief. Those big fenders are signature items; then as now, they set the bike apart from anything else on the road. For a style so associated with a brand, it's surprising that the fenders didn't make their appearance until 1940, some 39 years after the company's founding. Indian went all-in on the design, outfitting Scouts, Chief and Fours with the new tinware. After World War II only the Chief made a return, supposedly a stop-gap measure until lighter, more advanced models came online. But a series of financial and engineering missteps doomed the company and Chiefs were still being sold when the Springfield, Massachusetts factory shut its doors in 1953.

This 1947 Chief was subject of an extensive 2006 restoration, at which time it was upgraded with the telescopic forks first fitted to the 1950 Chief, a common period modification. Also popular with riders back in the day were fringed dual saddles, rear luggage racks, tasteful pinstripes and non-stock mufflers, all as seen here.

\$20,000 - 24,000

Please note that this motorcycle is titled with make SPCNS and year 0000.





314

Full restoration of first-year factory custom

1971 HARLEY-DAVIDSON FX SUPER GLIDE “BOATTAIL”

Frame no. 2C24404H1

Blame it on Easy Rider. After that Peter Fonda & Dennis Hopper flick hit cinemas and drive-ins in 1969, choppers were the hot ticket. And not just for backyard customizers. Harley-Davidson recognized the trend and built the seminal Super Glide, one of the first “factory customs,” to take advantage of America’s new taste in motorcycles. It would several years before the Japanese factories followed suit, and of course now a large portion of new motorcycles sold in the U.S. are custom-style cruisers.

The Super Glide was the handiwork of William Godfrey Davidson – soon to be known simply as Willie G – then 38-year-old grandson of company co-founder William Davidson, who had just been promoted to Vice President of Styling. Taking note of custom design trends, Willie G started with the 1200cc Shovelhead V twin and main frame of the Electra Glide, but grafted on the athletic fork assembly from a Sportster, nicely bridging the gap between full-dresser and lightweight roadster. But Davidson wasn’t quite done. Influenced by European café-racers, he drew up a flowing, two-tiered fiberglass tailsection for his Super Glide, a piece that for better or worse came to be known as the “boattail.” Crowning touch for the new bike was a stunning, patriotic paint job in red, white and blue listed as “Sparkling America.”



The zoomy one-piece seat/fender turned out to be too overstyled for the times – though it has to be said that through today’s eyes the FX’s boattail appears distinctly handsome. Sales were disappointing until a conventional seat and fender were fitted in 1977 to create the Low Rider, a runaway showroom hit that instantly became a best seller and helped change Harley-Davidson’s fortunes for the better. The Low Rider is still in the company catalog today, but that model (and a goodly number of its competitors) owes much to the original Super Glide factory custom.

One of 4,700 FX Super Glides built in 1971, this as-new first-year example has been fully restored to museum quality, is without fluids and has not even been started since is restoration.

\$8,000 - 10,000
Without Reserve



315

1992 BUELL RS 1200

Frame no. 1B9RS11G3N2133003

Engine no. CAPM905229

The 1984 Buell RW 750 was a development of the British-made, liquid cooled, square-4-cylinder, two-stroke Barton F1 racing motorcycle. Ex-Harley-Davidson engineer Erik Buell had bought the parts and tooling from the failed Barton concern and developed the RW 750 for his own use, and for sale to others. Buell's development resulted in a more competitive racer, but production ceased when the AMA discontinued the Formula One class.

After the Road Warrior 750 came the RR 1000 Battletwin, a street sportbike, using a modified Road Warrior chassis and a Harley-Davidson XR1000 engine. Buell invented the Isoplanar engine-mounting-system to dampen the vibration of the heavy motor while using it as a structural frame member (without it vibrating the frame too). The "reverse motion" suspension components found space under the engine.

This example was delivered new to the present owner and has always been stored in a climate controlled garage. Ridden sparingly and showing only 1,471 original miles, this well-kept and maintained machine is an excellent machine and is now ready for its second owner.

\$3,000 - 5,000

Without reserve





316

316

1971 CARABELA CARRERA 200 MX

Rare original and unrestored 200cc motocrosser from Mexican bike-maker Carabela. Exact mileage is unknown but judging by the bike's condition it was ridden for only a few hours, if that, then parked. Knobs on the original Barum tires are still sharp and the expansion chamber has only minor dents. All fins on the Minarelli-licensed engine are intact, the piston is free with good compression, the original Dell'Orto carburetor is in place and the ignition throws a nice fat spark. The bike is equipped with its original Betor forks.

In storage for decades, the silver-painted steel frame now has a light coat of surface rust, as do the wheels and handlebars. Black paint on the gas tank and fenders is the original color. A rare survivor of 1970s motocross boom, this Carrera would respond well to a sympathetic recommissioning, or form the basis for a spectacular restoration.

\$1,500 - 2,500

Offered on a Bill of Sale.



317

317

1979 HONDA CR125R ELSINORE

An all-new design for '79, the CR125 motocrosser introduced the short-lived 23in. front wheel and "Claw Action" tires to Honda's off-road line. This is an original low-hours bike, box-stock, including its original rear shocks. Reportedly the engine is a good runner. The bike has been on display for many years, so will need to be safety-checked and serviced before riding.

\$2,500 - 3,500

Offered on a Bill of Sale.

318

1971 TRIUMPH T150RV TRIDENT

By 1971 the Trident was fully exorcized of its controversial "Ray Gun" styling and was looking much more like the three-cylinder Bonneville that buyers expected. This bike is one of 200 five-speed T150RVs built for the '71 model year to satisfy AMA racing homologation requirements. Reportedly it's a strong runner, showing 15,396 miles from new. The bike was recently restored, its only deviations from stock being modern tires and the 1972 Trident paint scheme. It has logged very few miles since restoration, ridden only for club events.

\$6,000 - 7,000



318

319

1984 HONDA XR/SUZUKI T500 COBRA SPECIAL

If unique is what you seek in a dual-purpose bike, your search may have just concluded. The builder here, obviously a fan of two-stroke technology, has taken a 1984 Honda XR rolling chassis and shoehorned into its empty engine bay a Suzuki T500 Cobra twin. At the time of its debut in 1968 the 500cc Cobra was the largest two-stroke made. We know it better as the Titan, after lawyers from the Ford Motor Company suggested a name change. This street-legal special caught the attention of *Dirtbike* magazine, which published a story on the bike.

\$7,000 - 8,000



319



320 1948 INDIAN CHIEF

Frame no. 348 1892
Engine no. CDH1892B

Back in 1922 the Indian range was extended by the introduction of a new, Scout-based 61ci (1,000cc) flat head V-twin called the Chief – the first of a line that would endure for 31 years. Constantly developed over its tenure, from new frame, forks, dry-sump lubrication, coil ignition, rear suspension and the like, the Chief quickly became one of the most legendary motorcycles in the world, particularly after 1940 when it was clothed in those now iconic Art Deco-style valanced fenders.

This particular matching numbers motorcycle is quite special in that its interesting history has allowed it to remain completely original, down to its Seafoam Blue paint.

Put into storage in an old gristmill in Quebec in 1973, it emerged 30 years later when it was purchased by noted Quebec Indian mechanic and collector Barry Brown. During Brown's ownership a complete mechanical

rebuild was performed with emphasis on keeping the bike as original as possible. Everything internally and externally was carefully inspected, rebuilt or replaced, including the generator and wiring harness. This exhaustive process was carefully documented with all pictures placed on a CD (included in the sale). Additionally, all the original parts that were replaced during the rebuild have been kept, such a transmission components and the original chummy seat and accompany the bike.

Described as in very good mechanical condition, the bike has been on display and drained of fluids for the past four years. With its host of original items still in tact, like the Indian scripted fog lights and mirrors, taillight, Indian head fender light, fender tips, factory accessory Indian head gear shift knob, and Buco-style saddlebags, not to mention the paint job, this highly original, highly useable Chief is sure to impress.

\$32,000 - 36,000



321

2003 HARLEY-DAVIDSON FXST SOFTAIL DEUCE 100TH ANNIVERSARY

Frame no. 1HD1BSY483Y030501

Engine no. BSY3030501

If Harley-Davidson created the “factory custom” motorcycle in 1971 with the Super Glide, then it redefined that term in 2000 with the debut of the Softail Deuce, which looked like it was on its way to the trophy stand at a custom bike show.

“Assembly-line motorcycles just don’t look like the Deuce,” noted the impressed editors at *Motorcycle Cruiser* magazine. “They don’t have these sort of sexy curves – all that chrome and those super-clean details. You’re supposed to visit a professional customizer if you want looks of this caliber. Judging from the comments our sample bike elicited, the Deuce is the best-looking full production motorcycle gracing any showroom.”

Fuel tank and rear fender were specific to the Deuce, the former a smoothly contoured design with a chromed console running its length, the latter severely bobbed with a form-fitting tail light. Power is via Harley’s Twin Cam 88B V twin, the B indicating counterbalancers, which allowed the engine to be solidly mounted in the frame yet not pass its vibration on to the rider.



This 100th Anniversary Deuce is finished in the official two-tone paint combination of Sterling Silver and Vivid Black with centennial badging. Its stock shotgun-style exhaust has been replaced with a freer-breathing stacked, slash-cut system, all work carried out by a certified Harley-Davidson mechanic. Ridden less than 3,100 miles from new, the bike was thoroughly detailed after purchase by the collection and placed in climate-controlled storage.

\$10,000 - 13,000



322

322

1975 HONDA CB550 F SUPER SPORT

Frame no. CB550F1002180

Engine no. CB550E1102729

Honda followed its sensational CB750 with a range of smaller fours, notably the 500/550 series. These were just as well specified as their larger brother, boasting overhead-camshaft engines, five-speed gearboxes, electric starters and disc front brakes. Generally considered the best of the middleweight fours was the CB550F, with 4-into-1 exhaust and sportier styling. *Bike* magazine was unstinting in its praise of Honda's newly enlarged bike, stating: "We believe the CB550 provides one of the finest balances between performance, economy and handling quality in today's motorcycling arena." Britain's best-selling motorcycling monthly went on to state that it considered the CB550 "one of the better bikes to emerge from Honda's design team in recent years." The passage of time has, inevitably, transformed what was a cutting-edge sports bike then into a classic collectible today.

\$3,000 - 4,000

Please note that this motorcycle is titled with frame number 1002180.

323

1976 HONDA CB550 FOUR

Frame no. CB5501244710

Engine no. CB550E1082436

Upping the CB500's engine capacity by 10 percent, the CB550 offered the same blend of performance and civility with a useful touch more torque. The model was introduced in 1974 and would run for five model years. Said *Cycle World* columnist Peter Egan of the 550's appeal, "In full acceleration it woofs through the gears in a series of smooth, euphonious lunges with enough spirit to be fun." This example appears to largely stock, the exception being its aftermarket exhaust, a common substitution when the expensive stock four-pipe system needed replacement.

\$2,500 - 3,000

Without reserve



323

324

1977 HONDA CB550K

Frame no. CBK550K2000554

Engine no. CB550E2000510

Popularly known as a “four-piper” to differentiate it from the sportier 550F with its café-inspired 4-into-1 exhaust, the 550K was recipient of a style makeover in 1977 that included the addition of longer, more traditional mufflers and a recessed gas filler under locked cover. The effect was of a larger machine, easily mistaken for a CB750 at first glance. Writing about the 550 four-piper, *Cycle World*'s Peter Egan noted, “It’s a beautiful bike, a simple, clean design from an era when the Japanese were still following the classic British formula for the styling of tanks, seats and sidecovers, with a little MV Agusta thrown in on the pipe and engine.”

\$3,000 - 4,000



324

325

1975 HONDA CB750 FOUR

Frame no. CB7502531774

Engine no. CB750E2414178

Forty-plus years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the 1968 Tokyo Show. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight.

\$3,500 - 4,000



325



326

326

1971 HONDA CT90 TRAIL

Frame no. CT90410985

Engine no. CT90E411276

One of the most successful derivatives of the original Honda Cub step-thru was the CT90. Essentially a trail version of the C90, it dispensed with the former's plastic apron and featured a sump 'bash plate', high-level exhaust, cut-down mudguards, knobby tyres, large rear luggage rack and twin crash bars. The standard three-speed gearbox with automatic-clutch was augmented by a 2:1 step-down transmission offering three additional low ratios for use in difficult terrain.

\$1,000 - 1,500

Without Reserve



327

327

1971 HONDA CL350

Frame no. CL3503035100

Engine no. CL350E3101548

In 1968, Honda followed up their popular 305 Scrambler with the CL350, powered by the new-style 325cc twin-cylinder motor and it soon became one of their best-selling bikes in the U.S. The CL offered here is for parts only and is offered on a Bill of Sale.

\$2,000 - 2,500

Without Reserve

Offered on a Bill of Sale.



328

2003 HARLEY-DAVIDSON HERITAGE SOFTAIL CLASSIC 100TH ANNIVERSARY

Frame no. 1HD1BWB463Y101503

Engine no. BWB3101503

To many, this is what a proper motorcycle should look like, substantial, stately even, with lots of chrome, deep rich paint, wire wheels, studded leather saddlebags and a jaunty let's-go-riding attitude. First introduced in 1988, the Heritage Softail Classic hit a chord with buyers who wanted a vintage-looking machine but with modern features and no-fuss reliability. A strong seller from the beginning the model is a mainstay in Harley-Davidson's catalog to this day.

"Riding the Heritage Softail made me feel solidly connected to all the good things that make America great," journalist Brian Day wrote in his review of the bike. "As I chugged along, heads turned and kiddies waved, other motorcyclists flashed me thumbs-up, and even the sun seemed to shine brighter as I lumbered along in all my silver-and-chrome glory."

This 100th Anniversary Heritage Softail Classic wears the two-tone paint and commemorative badging special to Harleys in the company's centennial year of celebrations. If it looks brand-new, that's because essentially it is, purchased in the crate from a Harley-Davidson dealer. After an initial service and short test run, it now shows just 1.2 miles.

\$10,000 - 13,000

Without Reserve





329

2003 HARLEY-DAVIDSON ROAD KING 100TH ANNIVERSARY

Frame no. 1HD1FRW473Y740568

Engine no. FRW3740568

Over the years Harley-Davidson has embraced its own history and created various commemorative models for special occasions. To celebrate 100 years of producing motorcycles, 2003 models across the line were treated to distinctive 100th Anniversary paint, a two-tone scheme in Sterling Silver and Vivid Black. Sprinkled about the bike were numerous badges and emblems, highlighting a century of American bike building.

The Road King model, introduced in 1994 and a top seller ever since, is itself a tribute to Harley history, with elements of 1960s Electra Glides on display, notably the iconic chromed headlight nacelle. The trademark front fender goes back even farther, all the way to the 1948 Panhead, its then-new telescopic fork graced with sheetmetal penned by the great industrial designer Brooks Stevens.

Like most Harleys, the collection's Road King shows some individual touches, among them higher-performance Screamin' Eagle exhaust pipes and a custom seat with passenger backrest. With less than 3000 miles on the odometer, this well-kept 100th Anniversary edition is ready for more years on the road.

\$10,000 - 13,000

Without Reserve





330

2003 HARLEY-DAVIDSON VRSC V-ROD 100TH ANNIVERSARY

Frame no. 1HD1HAZ533K847426

Engine no. HAZ3847426

No other model showed just how far Harley-Davidson had come from its founding in 1903 than the 100th Anniversary V-Rod. The bike's 1130cc "Revolution" V twin, introduced the year before, developed from the company's AMA Superbike program with a helping hand from Porsche engineering, was the first Harley powerplant to feature liquid cooling and overhead camshafts. It delivered 115hp, far more than any stock, streetable Harley-Davidson had ever produced.

Just how much of a departure was this bike for The Motor Company? "Harley didn't just think outside the box, it blew the box away!" said *Motorcycle Cruiser* magazine at the time of the bike's debut. "The V-Rod certainly doesn't fall anywhere near the various niches Harley has created previously, and it forces us to expand our thinking about what a Harley can be technologically, aesthetically and functionally."

Realizing this bike's significance, the original owner purchased it as a collector's item, always stored it indoors, and only took it out in good weather for the occasional ride. In near-mint condition, it has covered just 118 miles from new.

\$6,000 - 9,000
Without Reserve





331

1992 HARLEY-DAVIDSON FXDB DYNA DAYTONA

Frame no. 1HD1GAL11NY305878

Engine no. GALN305878

Bike Week in Daytona Beach, Florida, has always been a must-see springtime destination for Harley-Davidson fans, whether to watch the roadrace action at the famed International Speedway, or just to bask in the sun after a long winter of bike hibernation. So, given Milwaukee's penchant for building low-volume commemorative models, it was only natural to unveil the 1992 FXDB Dyna Daytona just in time to celebrate the 50th anniversary of the Daytona 200, for many years the most prestigious event on the American motorcycle racing calendar.

The bike itself was an important milestone in Harley's move to modernize its product line, being the second model to use the new Dyna Glide chassis, a square-backbone configuration designed with extensive computer-aided technology and employing rubber engine mounts to quell the big V twin's power pulses. The Daytona also marked Harley-Davidson's first use of true pearlescent paint, highlighted by discreet 50th anniversary graphics and an inscription on the air cleaner cover.

This collection's Dyna Daytona is number 1,537 of just 1,700 produced. It was purchased in 2010, cleaned and detailed, then like the rest of the motorcycles in the collection was placed in a climate-controlled display area.

\$4,000 - 5,000

Without Reserve





332

2003 HARLEY-DAVIDSON FXST SCREAMIN' EAGLE DEUCE 100TH ANNIVERSARY

Frame no. 1HD1PFD183Y954585
Engine no. PFD3954585

The whole concept of factory custom cruisers took a giant step forward in 2000 when Harley pulled the wraps off the new Softail Deuce. Here was a production bike that at first glance appeared to be the work of a talented customizer. The stance was aggressive with a fat 17-inch rear tire mounted on a solid disc wheel, while the front was a spindly wire-spoked 21-incher. The gas tank was stretched and smoothed. The rear fender was severely bobbed and fitted with a contoured tail light. Acres of chrome started with the front fork assembly, every component of which seemed to have been dipped in the shiny stuff. Most fasteners were nicely hidden, and even the new-style turn signals looked like aftermarket items.

A popular model in the H-D lineup for eight years, the ne plus ultra of Deuces has to be the 2003 Screamin' Eagle 100th Anniversary edition, which marked the first time Harley's skunkworks Custom Vehicle Operations team had turned its attention toward a Softail. Like all CVO models, this Deuce boasts an impressive array of custom components from the factory's Genuine Motor Accessories catalog. To accentuate the long, low look of the standard Deuce, front and rear suspension



were lowered slightly, and a low-profile seat was fitted. The bike rides on slotted-spoke chrome wheels. Marking Harley-Davidson's 100 years, all CVOs received special paint jobs, a color-matching Centennial Gold for the fuel tank, fenders, frame, swingarm, front spoiler and belly pan, contrasted with black panels and 23K gold-leaf graphics.

One of approximately 3,000 Screamin' Eagle Deuces produced in 2003, the collection's example was further enhanced by a 103 cubic-inch big-bore kit installed by the same Harley-Davidson dealer the bike was purchased from. It has covered just 844 miles since new.

\$10,000 - 13,000
Without Reserve



333
**2002 HARLEY-DAVIDSON FLHTCU
ULTRA CLASSIC WITH SIDECAR**

Frame no. 1HD1FCW112Y600811
Engine no. FCW2600811

Sidecars have long been part and parcel of Harley-Davidson's history, the first "chair" offered as a factory option way back in 1914. An advertisement from the era showed a father, mother and toddler frolicking in a meadow, their trusty Model F with sidecar standing by. "You can get more out of life with a Harley-Davidson," the ad copy promised, calling the sidecar, "a pleasure outfit that all the family will enjoy."

Sidecars made a lot of sense in the early days of motorized transport in America. Roads were usually unpaved and often muddy, so the extra stability of a third wheel came in handy. And besides toting loved ones out into the countryside for a day of communing with nature, a sidecar's extra carrying capacity was favored by the post office, police departments, military motor pools and delivery companies.

One of the few motorcycle companies to offer sidecars as an option, Harley-Davidson sold its last Ultra Classic sidecar in 2011, through three-wheelers remain in the company lineup courtesy of the Tri Glide trike series. This outfit was purchased new by the collection in 2011 and now shows 31,184 well-maintained miles. It is equipped with upgrades and add-ons installed by a certified Harley-Davidson dealer.

\$10,000 - 13,000
Without Reserve





334

1972 TRIUMPH TRIDENT

Frame no. T150VNG04163

Engine no. T150VNG04163

Introduced in 1969 with its three cylinders bolt upright in the chassis, the T150 Trident got off to a shaky start. While the triple was technically impressive and soon to have a race pedigree that would be envied, the production streetbike was hampered with dubious styling that was just plain off-putting to most buyers. The bike's squared-off "bread loaf" gas tank and campy "ray gun" mufflers were over the top and not well received. Triumph quickly retreated and offered a "beauty kit" for dealers to install that replicated the look of the beloved Bonneville, soon incorporated in the bike's production run. This T150 Trident is equipped with several common period accessories, namely a 3-into-1 collector exhaust and piggyback-reservoir shock absorbers.

\$6,000 - 8,000

Without Reserve

END OF SALE



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171.....1912.....Harley-Davidson.....X8E Big Twin	275.....1971.....Husqvarna.....Enduro 360Cross	139.....1952.....Vincent.....Rapide to Black Shadow specification
217.....1913.....Harley-Davidson.....Model 9B Single	125.....1905.....Indian.....Camelback	250.....1954.....Vincent.....Black Prince Prototype
187.....1938.....Harley-Davidson.....EL Knucklehead	161.....1912.....Indian.....Twin Boardtrack Racer	175.....1954.....Vincent.....Black Shadow
261.....1942.....Harley-Davidson.....Knucklehead	122.....c.1913.....Indian.....Model E 7hp Twin	140.....1955.....Vincent.....Black Prince
115.....1942.....Harley-Davidson.....WLA	162.....1914.....Indian.....7HP 61ci Twin	290.....1949/50.....Vincent.....998cc Series C Black Shadow
219.....1945.....Harley-Davidson.....WL45	153.....1915.....Indian.....Single	220.....1970.....Yamaha.....AT-1B Enduro
273.....1950.....Harley-Davidson.....FL Panhead	216.....1925.....Indian.....Prince	221.....1974.....Yamaha.....SC 500 Open Class Motocrosser
112.....1953.....Harley-Davidson.....K-Model	124.....1936.....Indian.....Chief	222.....1942.....Zundapp.....KS750 Military Sidecar
312.....1954.....Harley-Davidson.....KH	218.....1940.....Indian.....Junior Scout 30.50ci	
266.....1954.....Harley-Davidson.....ST165 Hummer	313.....1947.....Indian.....Chief	
	320.....1948.....Indian.....Chief	
	143.....2003.....Indian.....Chief	
	225.....1929.....Indian-Crocker.....45ciOverhead-ValveConversion	

CONDITIONS OF SALE – MOTORCYCLES & AUTOMOBILIA

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom it acts as agent.

1. DEFINITIONS

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

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local auctioneer or affiliated entity Bonhams may engage to assist with the Sale.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means the property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at Bally's Las Vegas Hotel & Casino in Las Vegas, Nevada, on Thursday, January 8, 2015.
- 1.11 'Seller' means the person who offers the Lot for sale.

2. BONHAMS AS AGENT

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

3. CURRENCY CONVERTER

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

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

- 4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.
- 4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

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

- 5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.
- 5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. BIDDER REGISTRATION

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

7. THE BUYER

- 7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.
- 7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

8. BUYER'S PREMIUM

- 8.1 Buyer's Premium for Motor Vehicle Property: 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. For purposes of determining applicable Buyer's Premium in this Sale only, the Herb Harris cutaway engines and cutaway motorcycles for display (lot nos. 239-242, 244-249, and 252-255) will constitute "motorcycles" and receive the Buyer's Premium rate set forth in this paragraph 8.1.
- 8.2 Buyer's Premium for Memorabilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of memorabilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-FIVE PERCENT (25%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above One Hundred Thousand Dollars (\$100,000) up to and including Two Million Dollars (\$2,000,000), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds Two Million Dollars (\$2,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

9. CONTRACT OF SALE

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

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, debit card transaction made in person with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency, no later than 12:00 noon Pacific Time on Saturday, January 10, 2015. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot by personal or business check with approved credit but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

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

12. RISK OF LOSS OR DAMAGE TO LOT

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

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

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

14. EXPORT LICENSE

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

CONDITIONS OF SALE – MOTORCYCLES & AUTOMOBILIA (CONTINUED)

15. NON-PAYMENT OF PURCHASE PRICE

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

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

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

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

17. BONHAMS' COPYRIGHT

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

18. MISCELLANEOUS

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

MEDIATION AND ARBITRATION PROCEDURES

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

All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

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

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service: (i) the arbitration shall occur within 60 days following the selection of the arbitrator; (ii) the arbitration shall be conducted in the city of San Francisco, California; and (iii) discovery and the procedure for the arbitration shall be as follows:

- (A) All arbitration proceedings shall be confidential;
- (B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;
- (C) Discovery, if any, shall be limited as follows: (I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law;
- (D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;
- (E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof.

To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

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

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

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

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

18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns.

18.7 Time is of the essence of this agreement.

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

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTABILITY 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, REGISTABILITY, 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.

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

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Scottsdale Auction on January 15, 2015.

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

Sincerely,

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

SAMPLE BANK LETTER OF GUARANTEE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Quail Lodge Auction on August 14th and 15th, 2014.

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

Sincerely,

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

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder. Third party payments will NOT be accepted.

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

Bonhams

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders: If you have forgotten your username and password for www.bonhams.com, please contact Client Services. (Online bids accepted for Friday only.)

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

Bonhams Client Services Department
220 San Bruno Avenue
San Francisco, California 94103
Tel +1 (800) 223 2854
Fax +1 (415) 861 8951
Automated results
Tel +1 (415) 503 3410

Sale title: The Las Vegas Motorcycle Auction		Sale date: January 8, 2015	
Sale no. 22125		Sale venue: Bally's Las Vegas	
General Bid Increments:			
\$10 - 200by 10s		\$10,000 - 20,000by 1,000s	
\$200 - 500by 20 / 50 / 80s		\$20,000 - 50,000by 2,000 / 5,000 / 8,000s	
\$500 - 1,000by 50s		\$50,000 - 100,000by 5,000s	
\$1,000 - 2,000by 100s		\$100,000 - 200,000by 10,000s	
\$2,000 - 5,000by 200 / 500 / 800s		above \$200,000at the auctioneer's discretion	
\$5,000 - 10,000by 500s		The auctioneer has discretion to split any bid at any time.	
Customer Number		Title	
First Name		Last Name	
Company name (to be invoiced if applicable)			
Address			
City		County / State	
Post / Zip code		Country	
Telephone mobile		Telephone daytime	
Telephone evening		Fax	
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.			
E-mail (in capitals) _____			
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.			
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>	
Resale: please enter your resale license number here _____ We may contact you for additional information.			

SHIPPING		
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Memorabilia: I will collect purchases myself by 12pm January 10 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____	Motorcycles: I will collect purchases myself by 12pm January 10 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in US\$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

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

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

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

**THE PREMIER INTERNATIONAL SHIPPING SERVICE
DEDICATED TO COLLECTIBLE MOTORCYCLES.**



Please visit our booth at
Las Vegas Motorcycle Auction:
Bally's Hotel & Casino, Las Vegas, NV
Jan 8th 2015

Warren Barnes will be on site
email: warren@sclusa.com
tel: 310 626-7117



**SCHUMACHER
SECURE**
Confidence in transport.

7TH ANNUAL

THE QUAIL MOTORCYCLE GATHERING

PRESENTED BY TUDOR | MAY 16, 2015 | CARMEL, CA



Jeff Bushnell Photography

CALLING ALL MOTORCYCLES!

The Quail Motorcycle Gathering is excited to announce the 2015 featured classes: Antique, American, British, European, Japanese, Competition On/Off Road, Custom/Modified, Scooter, Unrestored/Preservation (FIVA Candidate), Chopper, Formula 750 Group, and A Tribute to Military Motorcycles. With over 200 motorcycles on display, *The Quail Motorcycle Gathering* features one of the world's finest and rarest collections of vintage and modern motorcycles sponsored by leading motorcycle manufacturers and top lifestyle, retail, and beverage companies — all hosted on the stunning green grasses of Quail Lodge & Golf Club in Carmel, California. Entry is inclusive of a mouthwatering barbecue lunch, parking, and gear valet service for those riding a motorcycle to the event.

Tickets and Entry: Phone 1 (831) 620-8879 | Toll-free 1 (877) 734-4628 | thequail@quailodge.com | signatureevents.peninsula.com

Admission: Adult \$75 | Military and Student \$60 | Teen (ages 13-17) \$60 | Children (ages 2-12) \$15 | Children (under 2) Free



THE PENINSULA
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*Low mileage, matching numbers example
Presented in factory delivered livery*
1962 MASERATI 3500 GTI COUPE
Coachwork by Touring

Superb restoration by Junior Conway
1972 FERRARI 365 GTS/4 DAYTONA SPIDER
Design by Pininfarina – Coachwork by Scaglietti
Ferrari Classiche Certified

*Matching numbers
1 of just 123 produced*
1964 ASTON MARTIN DB5 CONVERTIBLE

*Matching numbers
Highly original, low mileage example*
1958 MERCEDES-BENZ 300SL ROADSTER

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FCA Platinum Award winning
One of just two examples produced
Factory competition spec and Mille Miglia veteran
1955 FERRARI 250 EUROPA GT ALLOY
Coachwork by Pinin Farina



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THURSDAY MARCH 12
Fernandina Beach Golf Club
Fernandina Beach, Florida
Consignments now invited

*The ex-EMF Factory Racer,
driven by Jack Tower in the
1911 Savannah Grand Prix*
1911 EMF 30 RACER

*Courtesy of George Eastman House,
International Museum of Photography and Film*

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The ex-Dr. Frederick A. Simeone, William Ruger, Sr.,
1932 STUTZ DV-32 SUPER BEARCAT CONVERTIBLE



*From the Estate of George Fink, 37,000 miles
and two owners from new, totally original,*
1956 AUSTIN-HEALEY 100M ROADSTER

THE
AMELIA ISLAND
AUCTION



1936 WANDERER W25K ROADSTER



The ex-Marlene Dietrich, Multiple Best in Show Winning,
1930 ROLLS-ROYCE PHANTOM I TRANSFORMAL PHAETON
Coachwork by Hibbard & Darrin

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**The International
Classic MotorCycle Show**

Sunday 26 April 2015
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01



03

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01

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seven-year restoration to concours standard*

1939 VINCENT-HRD 998CC

SERIES-A RAPIDE

£220,000 - 260,000

\$345,000 - 405,000

03

The Earls Court Motorcycle Show

1937 BROUGH SUPERIOR

1,096CC 11-50HP

£30,000 - 40,000

\$47,000 - 62,000

02

1930 BROUGH SUPERIOR

BLACK ALPINE 680

£70,000 - 100,000

\$109,000 - 156,000

04

1955 VINCENT 998CC

BLACK SHADOW SERIES D

£40,000 - 50,000

\$62,000 - 78,000

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**2013 HARLEY-DAVIDSON
1,690CC FLSTC 103 HERITAGE
SOFTAIL CLASSIC**
€15,000 - 25,000
\$19,000 - 31,000

**1974 BIMOTA 750CC HB1
RACING MOTORCYCLE**
€58,000 - 75,000
\$72,000 - 93,000

*The ex-Bengt Aberg,
United States InterAm Series*
**1970 HUSQVARNA 405CC
MOTO-CROSSER**
€15,000 - 18,000
\$19,000 - 22,000



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