

# THE LAS VEGAS MOTORCYCLE AUCTION

Thursday January 25, 2018  
The Rio All Suite Hotel and Casino  
Las Vegas, Nevada



## Bonhams











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Thursday January 25, 2018 1pm  
The Rio All Suite Hotel and Casino  
Las Vegas, Nevada

## BONHAMS

7601 W. Sunset Boulevard  
Los Angeles, California 90046

580 Madison Avenue  
New York, New York 10022

220 San Bruno Avenue  
San Francisco, California 94103  
**bonhams.com**

## PREVIEW & AUCTION LOCATION

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

## PREVIEW

Wednesday January 24, 9am to 6pm

## SALE NUMBER: 24509

Lots 1 - 187

## INQUIRIES

### General Information

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motorcycles.us@bonhams.com

### Motorcycles

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## Vehicle Documents

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stanley.tam@bonhams.com

## BIDS

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

From January 23 to 26, to reach us directly at  
The Rio in Las Vegas:  
+1 (415) 391 4000  
+1 (415) 391 4040 fax  
motorcycles.us@bonhams.com

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

Please see pages 2 to 3 and 124 to 125 for  
bidder information including Conditions of  
Sale, after-sale collection and shipment.

## AUTOMATED RESULTS SERVICE

+1 (800) 223 2854  
**bonhams.com/vegas**

## ILLUSTRATIONS

Front cover: Lot 131  
Inside front cover: Lot 133  
Opposite: Lot 170  
Session page: Lot 123  
Inside back cover: Lot 126  
Back cover: Lot 15

## Bonhams

220 San Bruno Avenue  
San Francisco, California 94103  
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## BUYER INFORMATION

### CONDITIONS OF SALE AND DISCLAIMER OF WARRANTIES

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

### IMPORTANT NOTICE

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

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

For all registrable Motorcycles, Bonhams will be working in conjunction with Nevada dealer Munari Auctions Inc, license no. DLR000042175. Please note that following the auction, history documents and accompanied items may ship from Bonhams offices. Titles will be mailed via FedEx from our San Francisco office, but please allow up to 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time.

### ADMISSION TO PREVIEW AND AUCTION

All Bonhams auctions are open to the public. Catalogs can be purchased for \$50 in advance and 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 (lots 1-19) and other non-motor vehicle property, the premium is 25% on the first \$250,000 of the bid price, 20% of the hammer price at \$250,001 up to and including \$4,000,000, and 12.5% on any amount exceeding \$4,000,000.

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

Purchased lots picked up by an ICC licensed carrier and shipped to your home state or country are exempt from Nevada sales tax. However, any purchased lot shipped by an ICC carrier to the following states will be subject to applicable sales and/or use taxes unless exempt by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New Jersey, New York, Pennsylvania, Texas, Virginia, 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 \$9.25 drive away permit and complete the non-resident affidavit to avoid Nevada sales tax and pick up at the sale. Buyers must provide an out of state driver's license and social security number to qualify for this exemption.

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

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

### MOTOR VEHICLE CUSTOMS DUTY

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

### BIDDER REGISTRATION

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

### REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 3pm on Friday January 26.

### ESTIMATES

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

### RESERVES

The seller may place a reserve on his/her property, which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential.

### BIDDING AT AUCTION

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



## PAYMENT & COLLECTION OF LOTS

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

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

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

### ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (323) 850 6090 or to Bonhams at The Rio in Las Vegas at +1 (415) 391 4040 beginning Wednesday January 24 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](http://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](http://www.bonhams.com/vegas) or contact the Client Services Department to obtain information and learn how you can register and bid online.

### CURRENCY CONVERTER

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

### DAMAGE

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

### PAYMENT

Payment for purchased lots must be made no later than 3pm on Friday January 26. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft), debit card with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

### PAYMENT & COLLECTION HOURS AT THE RIO IN LAS VEGAS

Bonhams will be accepting payment during and after the auction on Thursday January 25. We will be open on Friday January 26 from 8.30am until 3pm, for payment and collection of lots.

Please notify us of your collection plans upon payment.

### COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All lots must be paid for and collected from the sale venue by *3pm on Friday January 26*. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 3pm Friday January 26. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/ removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

### UNCOLLECTED MEMORABILIA AND ENGINE LOTS

Uncollected memorabilia and engine lots will be removed to Las Vegas Crating & Logistics' location for shipment or for collection by buyer or third party agent. Instructions for collection

from Las Vegas Crating will be given to buyers at the time of payment. Please note these lots are subject to uplift charges and potential storage fees.

Las Vegas Crating & Logistics contact information:

Chris Long, +1 (702) 604 6564  
[contact@lasvegascrating.com](mailto:contact@lasvegascrating.com)  
web: [www.lasvegascrating.com](http://www.lasvegascrating.com)  
3535 W Harmon Ave, Suite D,  
Las Vegas, NV 80103

### UNCOLLECTED MOTORCYCLE LOTS

Motorcycle lots uncollected by 3pm Friday January 26. will be removed to hold location by Schumacher and held to order until the buyer issues instructions. The buyer/seller will be informed of the hold location and will be solely responsible for any expenses incurred. Motorcycle removal and storage charges will be charged by Schumacher according to standard rates and the ultimate destination of the vehicle. Bonhams urges buyers to inquire in advance. Lots are at the buyer's risk from the fall of the hammer.

### TRANSPORT 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 3pm Friday January 26.

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

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

### BONHAMS AT THE RIO ALL SUITE HOTEL AND CASINO

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

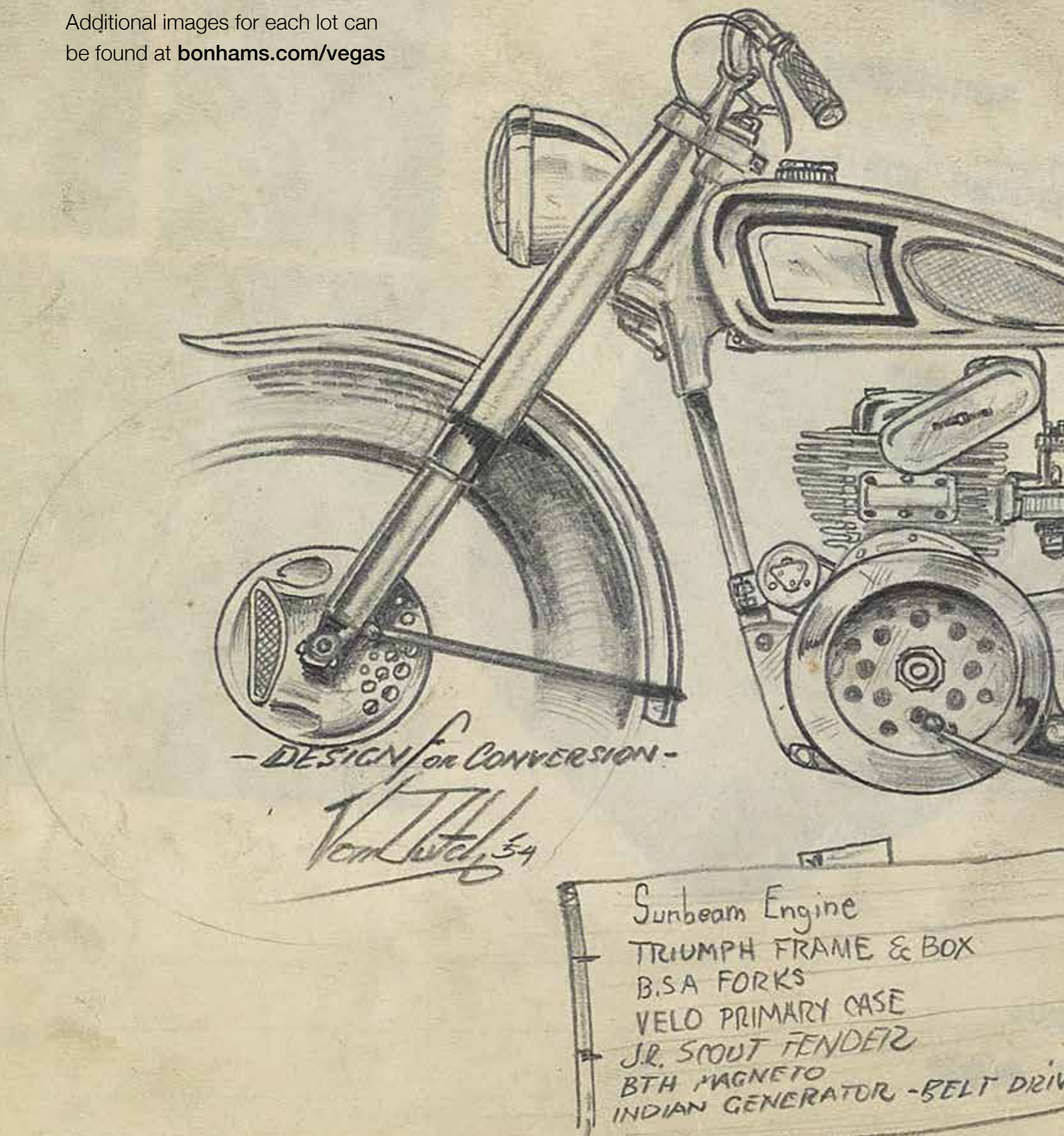
Telephone numbers for January 23 - 26  
+1 (415) 391 4000  
+1 (415) 391 4040 (fax)

Sale start time 1pm

## MEMORABILIA

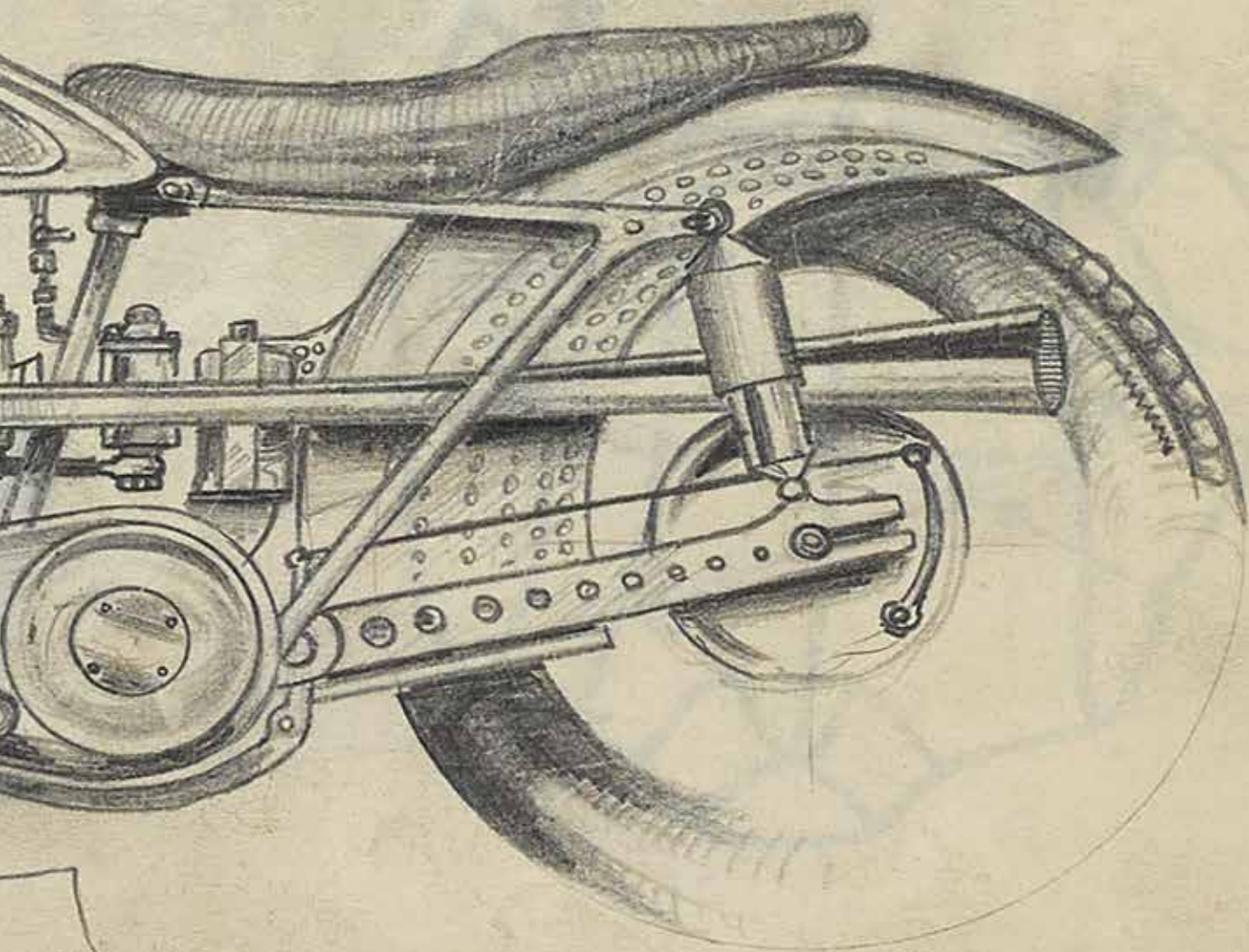
Lots 1 - 19

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



Sunbeam Engine  
TRIUMPH FRAME & BOX  
B.S.A FORKS  
VELO PRIMARY CASE  
J.R. SCOUT FENDER  
BTH MAGNETO  
INDIAN GENERATOR - BELT DRIVE







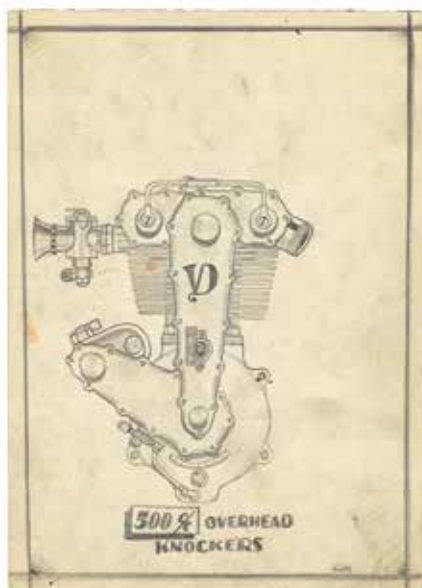
1



4



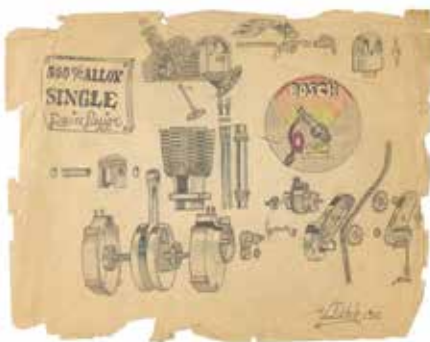
8



13



9



12

1

#### A GARDENA GOLD CUP AMA 1/2 MILE GENERAL ADMISSION SIGN

a metal sign hand-painted, 28" x 22" together with a 'no alcoholic beverages' metal sign, 12" x 24".

(2)

US\$50 - 100

£40 - 80

2

#### A GOOD SELECTION OF MOTORCYCLE RACING PROGRAMMES FROM 1952-1961

including Culver City Speedway, AMA Motorcycle Races and other related programmes.

(Qty)

\$250 - 350

£190 - 260

3

#### 'MOTORCYCLE RACING IN CALIFORNIA' SCRAPBOOK

a comprehensive scrapbook containing 196 pictures of racers from 1925 - 1935, photographs are numbered and detail the year and riders together with a check signed by Joe Patralli.

(3)

\$300 - 500

£230 - 370

4

#### A DODGE CITY NATIONAL MOTORCYCLE RALLY POSTER

some wear to main body, 22" x 28" together with two Culver City Speedway posters and a LA Speedway poster, 14" x 22".

(4)

\$200 - 400

£150 - 300

5

#### VON DUTCH (KENNETH HOWARD 1929 - 1992) 'DREAM RIFLES'

colored pencil on paper with tears and loss to margins, sketch of different guns and bullets with wear to the paper, 8.5" x 11".

(1)

\$600 - 750

£450 - 560

6

#### VON DUTCH (KENNETH HOWARD 1929 - 1992) 'DESIGN FOR FLOAT'

pencil on paper, minor folds to the corners, sketch of a float chamber, signed Von Dutch '51, 5" x 7.5".

(1)

\$400 - 500

£300 - 370

7

#### VON DUTCH (KENNETH HOWARD 1929 - 1992) 'ARIEL LOGO'

pencil on paper, with fold marks to the paper, sketch of the Ariel logo, 5" x 7.5".

(1)

\$500 - 600

£370 - 450

8

#### VON DUTCH (KENNETH HOWARD 1929 - 1992) 'DESIGN FOR ENGINE'

colored pencil on paper, with tears and losses to paper, sketch of an engine design with black pencil sketch of motorcycle in lower right hand corner incorporating engine design, signed with Von Dutch monogram, 8" x 11".

(1)

\$600 - 750

£450 - 560



9

**VON DUTCH (KENNETH HOWARD  
1929 – 1992) 'ENGINE DESIGN'**

pencil on paper, with tears and losses to paper, sketch of an engine, gearbox and clutch design, signed Von Dutch, 8.5" x 11".

(1)

\$600 - 750

£450 - 560

10

**VON DUTCH (KENNETH HOWARD  
1929 – 1992) 'UNTITLED'**

pencil on paper, with tears and losses to paper, sketch of an engine design with drawn question mark in top right hand corner, signed Von Dutch, 8.5" x 11".

(1)

\$500 - 600

£370 - 450

11

**VON DUTCH (KENNETH HOWARD  
1929 – 1992) 'DESIGN FOR CONVERSION'**

pencil on paper, with tears and losses to paper, sketch of a motorcycle with a sign detailing different parts used, signed Von Dutch '54 7" x 10".

(1)

\$600 - 750

£450 - 560

12

**VON DUTCH (KENNETH HOWARD  
1929 – 1992) '500CC ALLOY SINGLE,  
ENGINE DESIGN'**

pencil on paper with colored pencil incorporated, with tears and losses to paper, sketch of a single cylinder engine design, signed Von Dutch 1'52, 8.5" x 11".

(1)

\$600 - 750

£450 - 560

13

**VON DUTCH (KENNETH HOWARD 1929 –  
1992) '500CC OVERHEAD KNOCKERS'**

pencil on paper of an engine design with the Von Dutch logo on the timing cover, signed Von Dutch to lower right-hand corner, 5" x 7.5".

(1)

\$500 - 600

£370 - 450

15

14

**VON DUTCH (KENNETH HOWARD 1929 –  
1992) 'TRIUMPH MOTORCYCLE DESIGN'**

pencil on paper, with tears and losses to paper, sketched design of a complete Triumph motorcycle with streamlined fairing on reverse side of paper, 8.5" x 11".

(1)

\$600 - 750

£450 - 560

15

**VON DUTCH (KENNETH HOWARD 1929 –  
1992) 'DESIGN FOR ENGINE DOUBLE  
OHC TRIUMPH'**

pencil on paper with colored pencil incorporated, with some folds and slight losses to paper, sketch of a Triumph DOHC engine, signed Von Dutch, 6" x 8".

(1)

\$600 - 750

£450 - 560

16

**VON DUTCH (KENNETH HOWARD 1929 –  
1992) 'DESIGN FOR ENGINE 500CC'**

pencil on paper, sketch of an engine design within a frame, signed Von Dutch, 10" x 7".

(1)

\$600 - 750

£450 - 560

17

**VON DUTCH (KENNETH HOWARD 1929 –  
1992) '2030'**

colored pencil on paper with tears and loss to margins, abstract design, depicting a winged question mark and people with reflections in their eyes, with Von Dutch monogram to the bottom righthand corner, 8.5" x 11".

(1)

\$1,000 - 1,250

£750 - 940

18

**VON DUTCH (KENNETH HOWARD 1929 –  
1992) 'UNTITLED'**

pencil on paper, sketch of unnamed engine design, 5" x 7.5".

(1)

\$400 - 500

£300 - 370

19

**A PIERCE FOUR-CYLINDER ENGINE**

no.3278, together with shaft drive, carburetor and silencer, imported into Greece in the 1920's, condition and completeness unknown, close inspection advised.

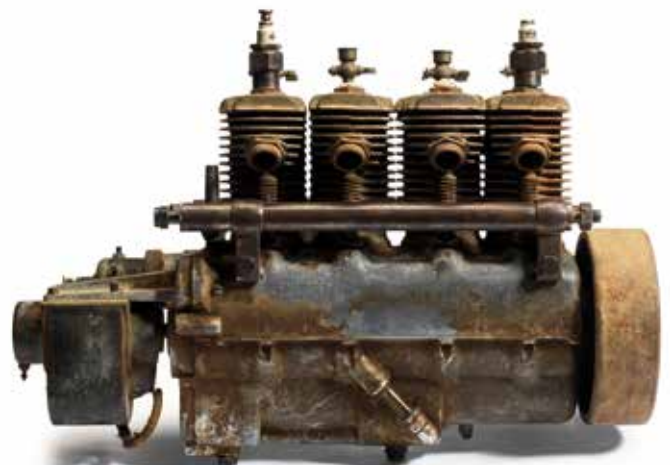
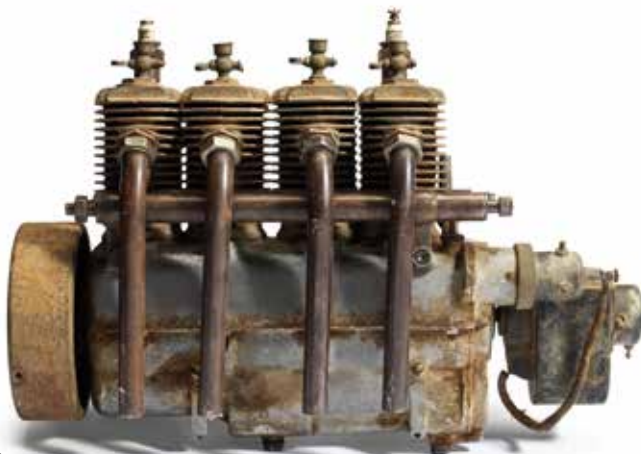
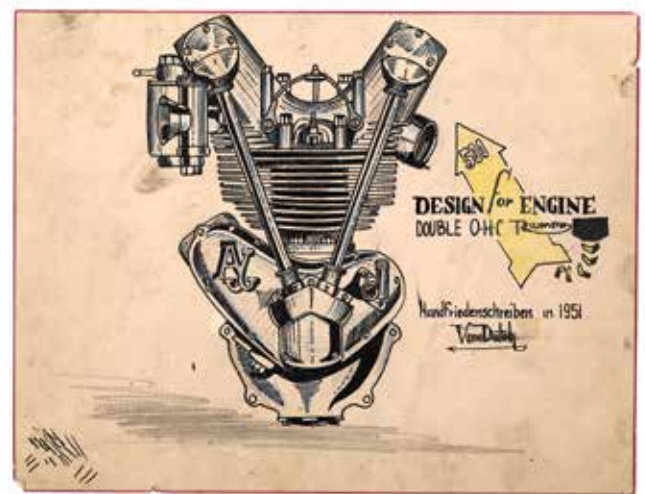
(Qty)

\$26,000 - 30,000

£19,000 - 22,000

20 - 100

**NO LOTS**



(opposite)

Sale start time 1.30pm

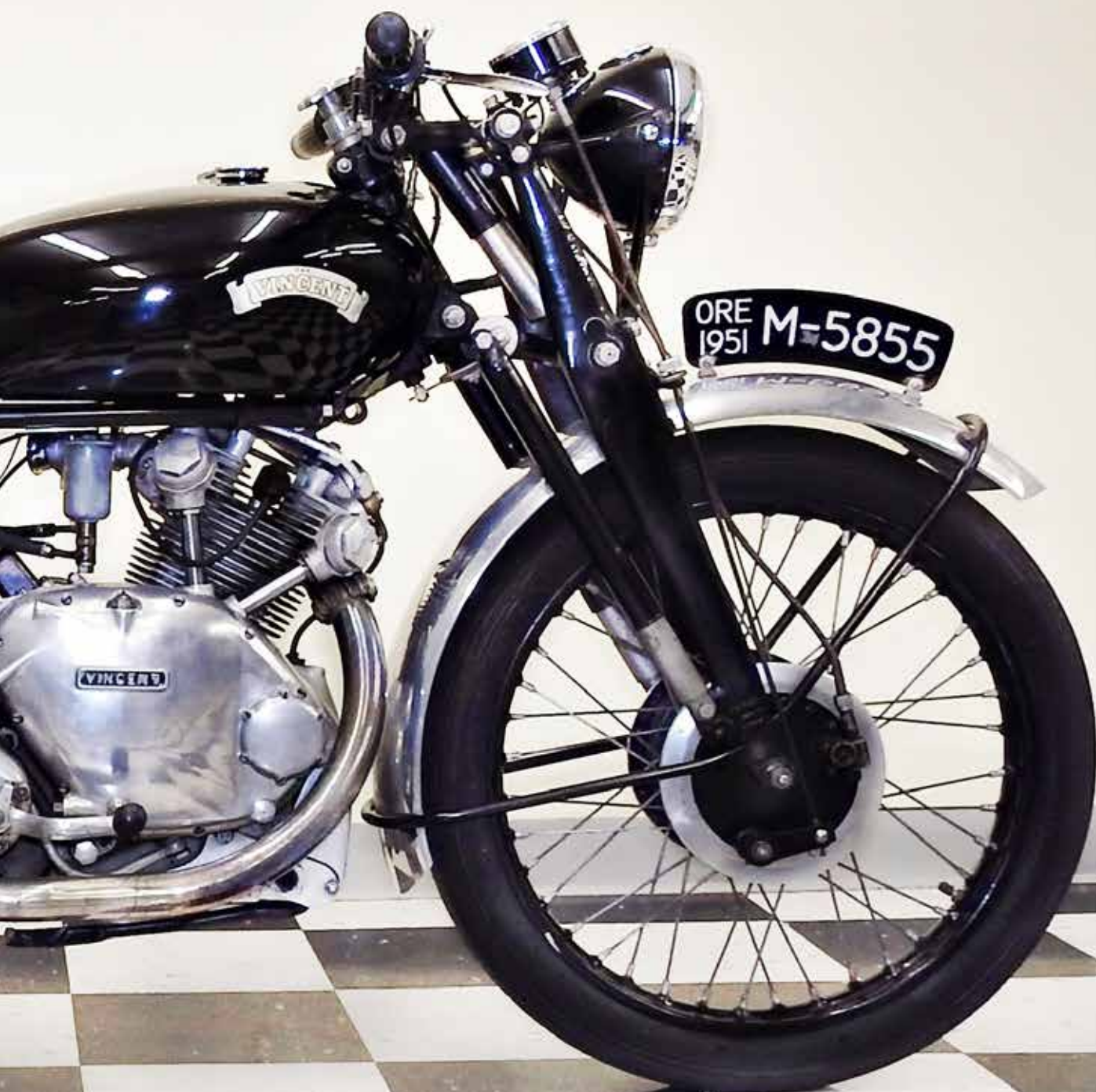
# MOTORCYCLES

Lots 101 - 187

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









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



101  
**1959 ARIEL 247CC ARROW**  
Frame no. T10334S  
Engine no. T103163

It was Val Page who once again designed for Ariel a machine so far advanced that it almost lost sight of its competitors within the industry. Unusually, the strength of the frame was contained in a pressed steel box member, extending from the steering head to the rear suspension. The whole machine was heavily valanced, from front fork through leg shields to panniers. Aptly called the Leader it was launched in 1958 and powered by a new 250cc two-stroke twin. Its partner was the Arrow. 'Fast, robust and handling like a thoroughbred, the Arrow...goes into the record as one of the most pleasant sports mounts to pass through our hands in recent years'. So said Motor Cycling. Amazingly, despite being given a proper caning, Motor Cycling's Arrow averaged 68 miles per gallon! The Arrow sought to combine the virtues of speed and agility with those of cleanliness and convenience. Announced in 1959, the Arrow dispensed with its predecessor's bodywork while remaining mechanically virtually identical. It was revised for 1961, gaining squish-band, center-plug cylinder heads. This Arrow was purchased as a basket case and restored. The paint color is the original applied to a bike that was fully stripped and carefully prepared, then clear coated. All chrome was re-plated and hardware, cadmium plated. Every component was stripped and received whatever treatment it needed to bring it 'back'. The engine has a first overbore, new bearings and seals. The heads were milled flat ensuring that with a hidden electronic ignition, the vendor advises that the bike starts and runs very well.

**\$4,000 - 6,000**

**£3,000 - 4,500**

**No Reserve**



102  
**C.1955 VINCENT 48CC FIREFLY CYCLEMOTOR**  
Frame no. TM 145

Seeking new products to ease its parlous financial situation, Vincent took over the production of electrical component manufacturer Miller's new cyclemotor in 1953. Known as the Firefly, this 48cc two-stroke unit was designed to fit beneath a bicycle's bottom bracket and drove the rear wheel via a roller. The latter was larger in diameter than many similar devices and was claimed to offer improved traction and reduced tyre wear. Vincent soon offered a complete machine, which featured a lady's-type open frame manufactured for them by Sun, the long-established Birmingham-based manufacturer of bicycles and (later) lightweight Villiers-powered motorcycles. The Firefly outlasted its more famous heavyweight v-twin brethren, remaining in production until 1958. Fitted to a Sun lady's bicycle, this Firefly must represent by far the cheapest route to Vincent ownership. The machine is un-restored and original, still retaining its factory-applied paint and decals, and even - it is believed - the original tires. Noteworthy features include electric lighting and a luggage carrier at the rear. The vendor advises us that the machine only requires a fresh battery to get running. A rare survivor, and all the more so in this condition.

**\$4,000 - 8,000**

**£3,000 - 6,000**



Please note, this lot is sold on a Bill of Sale.

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103

## 1960 NORTON 750CC DOMINATOR CAFÉ RACER SPECIAL

Frame no. 125885

Engine no. 101706

- Recent build of period-correct café racer by Norton expert
- Dunstall mufflers, Akront alloy rims, aluminum oil tank



Like the blue jeans and black leather jackets favored by their riders back in the day, café racers never go out of style. Coined in England, the term "café racer" was at first derogatory, bestowed by older riders upon these young turks of the tarmac and their lashed-together machines, dismissed as barely being able to get from one transport café to another. But much like American hot-rodders in the Fifties and chopper riders in the Seventies, those first "Rockers" set a style that is still with us today.

That style, though, had to be backed up by speed. Doing the Ton – 100mph – was proof that rider and bike had the right stuff, as Cycle magazine writer John Covington discovered when he dropped in on London's café scene in the late 1960s. "They don't do the Ton on a race course or a flat stretch of country road," he wrote. "Likely as not, they do it on the North Circular Road or the Watford Bypass or the M1 expressway. They don't do the Ton in broad daylight when there's no traffic and the pavement is dry. They do it at night, when challenged to a burn-off. The air will be damp and the high-beam won't be good for more than 60 mph and there will be trucks and cars of all sizes on the road. And that, mate, is when you do the Ton".

Looking back fondly, one old Rocker summed up the attraction succinctly. "We were in love with speed," he said. "Our life was bikes, burning and birds".

Even though it was built just four or five years ago by a Canadian Norton expert, the café racer on offer here looks like it was ridden straight out of those Swingin' Sixties. Like many a Rocker's ride, it is anchored by Norton's stellar Featherbed frame, this one originally issued to a 1960 Dominator. A useful bump in displacement and power comes by way of a 750cc engine transplanted from a 1968 Norton P11, mechanically updated with belt primary drive and a single Mikuni carburetor conversion. A centrally located aluminum oil tank is a racetrack touch taken to the street, likewise the headlight-mounted flyscreen. Dramatically sweptback exhausts with Dunstall mufflers provide the requisite look and sound. Alloy rims are all but required fitment on a café bike, and here we see period shouldered Spanish Akronts. Capping off the build is the original steel Dominator gas tank, shorn of its badges and finished to resemble the famous Norton International race paint scheme.

**\$8,000 - 9,500**

**£6,000 - 7,100**



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104

## 1970 NORTON 750CC COMMANDO S CAFÉ RACER

Frame no. 136121

Engine no. 136121

- *Lightweight, narrow, and aggressive looking*
- *One man's vision well executed*



As the 1960s wound down, Norton had a problem. To battle rivals BSA and Triumph, the company's parallel twin had been taken to 750cc, and while the resulting Atlas model retained superior handling thanks to its Featherbed frame, now engine vibration was a problem for riders. The solution was ingenious and would make the Commando 750, and later 850, two of the most useable, rider-friendly Britbikes of the era. For 1968 a new frame held the engine/gearbox/swingarm unit in a rubber-mounted cradle, a remarkably efficient 'Isolastic' anti-vibration system that effectively, indeed, isolated the motor's oscillations from the rider as soon as revs passed 2,500rpm. The new Commando became an instant hit with the motorcycling public, being voted Motor Cycle News' 'Machine of the Year' five consecutive times in the UK.

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

There were few models in the beginning but by 1970, two years after launch, there were three: the Fastback; the R for Roadster – the model that established the 'Commando look' in the public mind; and the S for Street Scrambler (two high pipes on the left side.) Mid-1970 saw the start of model 'alphabet soup'.

The S, the model this Cafe Racer is based on,' made a radical styling statement. Its 5in headlight wore a chrome "halo" attached to a special upper steering yoke, and side panels, color-keyed to the metallflake-painted fiberglass gas tank... covered a central oil tank. Gone were the sensible shrouds and gaiters from the front forks, exposing slender chrome fork tubes with token dust excluders. Chrome exhaust headers wove around the frame downtubes, exiting on the left and sweeping along the side of the bike, with chrome heat shields adding a finishing touch. Chrome also anointed the fenders, rear damper shrouds, chain guard and seat trim. Gaudy, maybe — but subtle it was not.' (Robert Smith, Motorcycle Classics, 2008)

This Commando Café Racer was bought as a rolling frame in 1998 and built up...rearsset footpegs, 'café' tank (internally coated), hump seat, low bars, upswept exhaust with Dunstall-style Decibel mufflers. The engine, transmission, including the primary drive, have never been opened as a result of careful use and regular maintenance in its previous life. Not surprisingly it won a show award in 2007 and been on display for the last three years.

**\$5,000 - 7,000**

**£3,700 - 5,200**

**No Reserve**



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105

## 1974 NORTON DUNSTALL 829CC COMMANDO INTERSTATE 'SHADOW'

- Handsome, iconic mid-1970s 'special edition'
- Distinctive Dunstall fiberglass bodywork

Frame no. 212133

Engine no. 212133



By 1970 a Dunstall Norton was a production motorcycle modified by Paul Dunstall in his shop in Thamesmead, London. Paul, a specialist tuner from the 1960s and early 1970s Norton twins, had become a motorcycle manufacturer in his own right, so that a Dunstall could compete in production races. After numerous race track successes and the setting of a number of world speed records, sales of Dunstall Nortons were declining consistent with the demise of the British motorcycle industry as a whole and corresponding rise in Japanese imports. Paul had already turned his attention to modifying Japanese marques before the collapse of Norton (then part of the fated NVT) in 1974. After several more successful years, he left the motorcycle industry to concentrate on property development and sold the brand in 1982. However, his name is ever intertwined with that of the Norton twin.

The Commando's vibration-beating Isolastic frame enabled Norton Villiers successfully to prolong the life of their ageing parallel twin. Launched in 1967, the Commando used the preceding Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling.

Introduced in 1973, the 850 (actually 829cc) featured a larger bore, through-bolted cylinder block, stronger gearbox casting and an all-metal clutch among a host of other, more minor improvements. The extra capacity provided the 850 with even more mid-range urge, and the model would continue as the sole Commando after 1975 when the MkIII was introduced. An electric starter was the major MkIII innovation, while other upgrades included a rear disc brake, left-side gear lever, right-side rear brake lever and an automatic primary chain tensioner.

This Dunstall Norton (manufacture and order paperwork is in the history file) was originally shipped to Winnipeg, Canada. It was brought into the USA by the seller in 1996 to be enjoyed. It has been an International Norton Owners Club award winner and apart from having its tank and side panels repainted in 2009, all the Dunstall original mods are intact. The engine, transmission and primary drive have never needed to be opened. Currently there is no battery installed, or fluids, but with replenishment and a simple check over, it should start and run as well as it ever did.

A unique opportunity exists to purchase a genuine Dunstall Commando, seldom available in the marketplace.

**\$8,000 - 12,000**

**£6,000 - 9,000**

**No Reserve**

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106

## 1970 TRIUMPH 500CC T100C TROPHY

Frame no. HD56310T100C

Engine no. HD56310T100C

- *Matching numbers example*
- *Iconic original Jacaranda Purple paint*



Through the 1960s, Triumph's 500cc twin had been considered a 'rider's motorcycle,' appreciated not for any one outstanding quality but rather for its overall balance and competence. The editors at Cycle World magazine, for instance, most with racing and cow-trailing experience, considered the 500 to be Triumph's finest machine, calling it a 'sound and well-proportioned design'. They waxed more eloquently in the wrap-up of their road test on the 1970 Trophy 500, same model as seen here: 'The T100C is poetry. Superb road handling. A modicum of convertibility for the dirt. Excellent braking, requiring only one or two fingers on the front stopper. Easy starting. And exemplary reliability'.

The sports version of Edward Turner's trend-setting Speed Twin 500, the Tiger 100 was launched in 1938, reappearing in 1946 with telescopic forks in place of the original girders and separate dynamo and magneto instead of the pre-war version's magdyno. An alloy cylinder head and barrel were adopted for 1951, these and other engine improvements boosting power to 32bhp, while a swinging-arm frame and 8-inch-diameter front brake were fitted from 1954 onwards.

By the decades end a splayed-port cylinder head with twin carburetors had become standard equipment, and this would represent the ultimate development of the Tiger 100, which in mid-1959 was replaced by the new, unitary construction Tiger 100A. Various models of the 500 twin continued in production through model year 1974 but by then the Triumph company was in 'deep' turmoil and the rest is history

For 1970 the catalog says there are four 500s – T100S, T, R and C – each with its own unique specification. The 'trail' C is quoted at a dry weight of 340 pounds with a 7-inch twin leading shoe front brake, shared only with the S. Showing just 7,235 miles, this Trophy 500 has always been stored properly and maintained in running condition. It is virtually as it left the showroom 47 years ago, right down to the mufflers' 'barbeque grille' heat shield, which were usually removed and hung on a nail in the garage. To be sure, there are signs of use but not misuse – minor scuffs, discolored fasteners, some fading in the gas tank's Jacaranda Purple paint, as examples – but these are just proof of a good motorcycle being enjoyed as intended, with the same future ahead of it.

**\$7,500 - 10,000**

**£5,600 - 7,500**



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107

## 1969 TRIUMPH 649CC TR6C TROPHY

Frame no. DC16920TR6C

Engine no. DC16920TR6C

- *We recommend the closest inspection*
- *One of the finest examples available anywhere*
- *Superbly detailed throughout*
- *Masterly attention to detail*



International Six Days Trial successes in the late 1940s prompted Triumph to adopt the 'Trophy' name for their off-road-styled twins, at first for the 500cc TR5 and then for the 650cc TR6, introduced for 1956. The bigger Trophy retained its sporting character but became more of a roadster as time passed, ending up, in effect, as a single-carburetor T120 Bonneville, whose specification in all other respects it closely followed. More tractable than the Bonnie and more economical too, the Trophy gave little away in terms of outright performance, its standing quarter-mile time and top speed being within a whisker of its twin-carb sibling's. The Trophy continued in this form when Triumph's 650cc twins changed to unitary construction of the engine/transmission in October 1962. Styling and mechanical updates coincided with the Bonnie's from then onwards.

However, although the pair possessed an impeccable engine, Triumph's larger models were widely recognized as lacking in the handling department, especially when compared to rivals Norton. Following the wholesale changes of frame layout in the late pre-unit era, a single down-tube design was introduced on the 650cc 'unit' twins for 1963, although even this would undergo several detail alterations over the next eight years.

By the decade's end the 650 Triumphs had arrived at what most enthusiasts agree is the models' ultimate incarnation, and today these late, pre-'oil-in-frame' 650s are becoming increasingly sought after by collectors on both sides of the Atlantic.

The Vintage Motorcycle Club in the UK, confirm that this TR6C was built on April 4, 1969 at Meriden and shipped to Johnson Motors of Pasadena, California, America's western distributor. There is a Certificate of Origin in the history file which accompanies a full build sheet from the restorer. The goal was to bring this TR6C but to its original showroom finish. The bike was completely stripped, measured, refurbished, re-finished, re-plated to factory specification (and better where appropriate). Note the Dunlop Trials Universal tires, a factory option preferred by many riders for serious off-road use.

This award winning motorcycle has had approximately 100 break-in miles since the restoration was completed, since when it received its post break-in service – valve adjust, oil change and head bolt re-torque.

**\$15,000 - 20,000**

**£11,000 - 15,000**

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108

## 1967 TRIUMPH 649CC T120R BONNEVILLE

Frame no. T120RDU61062

Engine no. T120RDU61062

- *We recommend the closest inspection*
- *One of the finest examples available anywhere*
- *Superbly detailed throughout*
- *Masterly attention to detail*



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. Launched at the Motor Cycle Show in September 1958, the production Bonneville remained recognizably similar to the first Speed Twin of 1938 for the next few years, as did Triumph's other large-capacity twins. Unitary construction of engine and gearbox was already a feature of the 350 and 500 twins though, and that innovation duly appeared on the 650s in 1963. The café racers' favorite since its introduction, thanks to lusty acceleration and a top speed approaching 120mph, the Bonneville continued in this new form as Triumph's top-of-the-range sportster. This particular T120R Bonneville dates from 1967, by which time the handling problems associated with earlier versions had been sorted and 12-volt electrics standardized.

There's little argument that a late-1960s Triumph Bonneville is one of the best-looking British motorcycles ever made, with just-right proportions and a jaunty, let's-go-riding attitude. More than that, by then the Bonneville had become a cultural icon in America.

Writer Peter Egan may have put it best in a tribute to his 1967 Bonnie published in Cycle World magazine in 1980. 'It provoked a bad case of "XKE Syndrome" – impossible to park and walk away from without looking back over your shoulder', he said, referring to Jaguar's sultry E-Type.

The history file with this beautiful Bonneville contains a UK VMCC Certificate of Origin based on the Triumph factory records and the restoration build sheet. It was built on April 11, 1967 and shipped to TriCor in Baltimore, Maryland – Triumph's east coast distributor - on April 15. It lacks nothing. The bike was dismantled and then restored and re-built to as close to factory specification as possible but with a few sensible, modern upgrades so that the bike can be ridden successfully today – such as Tri-Spark electronic ignition. The bike sparkles, enough to win a Junior First Award at the 2017 Antique Motorcycle Club of America Dixon National Motorcycle Show.

**\$15,000 - 20,000**

**£11,000 - 15,000**



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109 Ω

## 1962 NORTON PETTY-MOLNAR 519CC MANX ROAD RACING MOTORCYCLE

Frame no. PETTY PR93006

Engine no. MOLNAR 066

- Owned by former AHRMA National Champion John Cooper
- Molnar short-stroke motor rebuilt by the late Bob Barker



This distinctive machine represents the final evolution of the Manx Norton as developed by noted English tuner Ray Petty. He spent a lifetime extracting winning performances from the big bangers – including five British championships from 1962 to 1966 with Derek Minter. In 1971 Petty prepared the last single to win a British championship and continued to tune Nortons for classic racing until his death in 1987, recording more wins than the famous Francis Beart in whose shop he had served an apprenticeship. In 1971 Petty started making his own race frames, which were lower and quicker-handling, adopting Colin Seeley's swingarm design – rear axle securely clamped to sliding blocks of aluminum – with added triangulation to the steering head. He bronze-welded the frame using thin-wall T45 carbon-manganese steel alloy aerospace tubing. White Rose Racing went on to build 'continuation' Petty-style frames following his death. "Taut and predictable like a wideline Featherbed combined with lightness and ride comfort," said Classic Racer magazine of the design in 1992.

This particular Petty-framed Manx was developed further to meet AHRMA rules. Its Molnar short-stroke engine (92 x 78mm) displaces 519cc, the maximum AHRMA overbore, and uses a lightweight crankshaft assembly with needle-roller big end, a Carrillo rod and a JE forged piston. Titanium valves are attended by R/D springs that are fully enclosed, eliminating that source of oil leaks.

The motor was built by the late Bob Barker, a former Can-Am development engineer who went on to become a most reputable Manx engine expert. Inhaling via a 1½in. Amal GP carburetor and sparked by an electronic PVL magneto built by Brian Richards, there's a strong 60bhp at the crank (an engine-tuning file comes with the bike). The clutch is from NEB and is mated to a six-speed TT Industries magnesium-casing gearbox. Magnesium brakes – a Fontana 210mm up front and Norton conical at back with a floating backing plate mount – mean the Norton is not lacking for binders. Suspension is of equal quality: Computrak-tuned Roadholder forks and ultra-light Works Performance shocks. So this fire-breathing, nimble-handling Manx is guaranteed to go as good as it stops as good as it steers!

The alloy gas tank is a Manx short-circuit style, mounted in front of a custom, hand-formed alloy seat and tailsection. The whole bike is freshly painted in black and silver, and all alloy surfaces have been polished. This well-sorted Manx has competed at many racetracks in North America, ridden by Hourglass Racing's Chuck Davis and by Team Whitworth's John Cooper, the machine's current owner. Cooper was AHRMA Classic 60s National Champion in 2000 on a BSA Gold Star. Today, the Norton is beautiful, race prepared and track ready. Choose practice days, AHRMA 500 Premier competition, or just display – this Petty Manx will succeed at any one, or all three! Offered on a bill of sale.

**\$30,000 - 35,000**

**£22,000 - 26,000**

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110  
**1967 MOTO GUZZI 749CC V7**  
 Frame no. 1871  
 Engine no. 1536

This V7 is an exemplary example of the re-born Moto Guzzi – now the oldest European manufacturer in continuous production - using the original design. The 45bhp pushrod, 90-degree, air-cooled 700cc v-twin has a longitudinal crankshaft with a 4-speed transmission and shaft drive to the rear wheel. Its transverse cylinder heads stick into the air flow with a 'presence' and the fuel tank sits in the vee in a commanding style. It is perhaps all the more surprising that the V7 was ever launched, let alone would become a long-term sales success, for in February 1967 SEIMM, a state controlled receiver, took over the company. The rest is history for that same engine and transmission package concept is still being produced some 60 years later. The vendor has advised us that it has been completely checked over from top to bottom. Everything was disassembled, cleaned and every component, inside and out, that needed repair or replacement was indeed repaired or replaced with OEM parts. It had sat forever until very recently. The battery had corroded a side cover and so a NOS replacement was installed and the tank desperately needed repainting and so that was done, too. Apart from mechanical freshening the motorcycle is an original, happily surviving example that, today, starts and runs well. Moto Guzzi owners are passionate about their bikes and this is an opportunity to take home a thoughtfully restored example of the first Moto Guzzi v-twin.

**\$7,000 - 9,000**  
**£5,200 - 6,700**



111  
**1974 BMW R90S**  
 Frame no. 4950338  
 Engine no. 4950338

Heading the new /6 line-up, the R90S shattered forever the perception that BMW motorcycles as staid and stodgy touring machines. It represented a new direction, combining innovative styling, class-leading performance, and supreme refinement. BMW's first superbike? And for the only time in the history of BMW production motorcycles [until 2008 and the S1000RR], the R90S's performance was comparable to that of any motorcycle produced in Japan, Italy or England. In 1976 a race-prepared R90S, ridden by Reg Pridmore won the Daytona 200 and the AMA Superbike championship. Released in October 1973 the R90S was the pioneer and it remains the classic post-1970 boxer. The impetus behind it was one Bob Lutz, the American-born, then BMW sales director, with ex-Ford stylist, Hans A. Muth. If nothing else it was a styling tour de force. With its twin front disc brakes, racing-style seat, megaphone-shaped silencers and cockpit fairing, the R90S looked like no BMW before it, and the air-brushed 'smoke' custom finish to tank, seat and fairing meant that no two examples left the factory exactly alike. This particular 'middle year' example is incredibly blessed. It's an original example complete with ride-off stand, its tool kit, and an engine, transmission, and chassis all of which are in fine shape. The seller, the second owner, bought the bike with the gold stick-on tape pinstriping in a 'terrible mess'. He found that the only way to clean up the mess was to re-paint the tank, apply the appropriate tape, complete with 'correct' square ends, and clear coat it; the only diversion from perfectly stock motorcycle. But does it ever look good?

**\$8,000 - 10,000**  
**£6,000 - 7,500**





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112

## 1969 BMW R69US

Frame no. 664385

Engine no. to be advised

- *Rare R69US model*
- *Believed 4,634 miles from new*
- *Two owners from new*



In the early 1950s BMW concentrated on refining what were essentially pre-war designs, but by 1955 was ready with a brace of new machines, the R50 and R69. Of 500cc and 600cc respectively, the newcomers inherited the up-dated flat-twin engine introduced on the R51/3 a few years previously. The engine was deployed in all-new cycle parts, the most notable departures from preceding practice being the Earles-type leading-link front fork and swinging-arm rear suspension enclosing the drive-shaft in the right leg - developments first seen on the works racers.

A luxury tourer capable of over 100mph, the R69 cost as much as a small family car and sold to discerning enthusiasts to whom expense mattered little when set against the excellence of BMW engineering. The R50/69 were produced until the arrival of the slightly more powerful 'S' versions for 1961. The larger of these, the R69S, produced 42bhp and was good for a top speed of around 110mph. 'Luxury roadster with superb high-speed performance yet docile traffic manners; magnificent steering, roadholding and brakes', was The Motor Cycle magazine's verdict.

This original motorcycle is a last year R69US complete with this model's 'US market only' telescopic front forks in spite of the R69S badge on the rear fender, a case of the rear fender not knowing what the front fender is doing!

The seller is the second owner. It was he who 'went through' the motor and transmission, cleaning, measuring and checking every last component. New rings were installed. The first owner, a CHP rider, kept extensive records all of which are in the history file that comes with the bike.

The June 1962, Cycle World magazine review read: 'Whatever the BMW's merits in a contest of speed, it is still the smoothest, best finished, quietest and cleanest motorcycle it has ever been our pleasure to ride. All things considered, if we were planning a two-wheel style vacation/tour, the BMW would have to be our choice of mount'.

**\$15,000 - 18,000**  
**£11,000 - 13,000**

**1975 MV AGUSTA 750S AMERICA**

Frame no. 221-009

Engine no. 221-012

- *One of the most sought-after street bikes of the postwar period*
- *Original owner was the MV's then US importer*
- *Known provenance from day one*



Developed from its long line of highly successful multi-cylinder racers, MV Agusta's first road-going four - a twin-carburetor, 600cc tourer - appeared in 1965. But the public demanded something more exciting from many-times World Champions MV, and the Gallarate manufacturer duly obliged in 1969, upping capacity to 743cc and further boosting maximum power (to 69bhp) by fitting a quartet of Dell'Orto carburetors to the revised 750GT. Equipped with shaft rather than chain final drive, the 750 four arguably was more of a tourer than an out-and-out sports bike. Not that many people got to find out for themselves, for the MV was handmade in limited numbers and priced accordingly.

Also in the line-up was the more sporting 750S, a high-speed symphony in red, white and blue. Although no lightweight - it weighed nearly as much as a Kawasaki Z1 - the 750S gave little away in outright performance terms to such larger machinery, thanks, no doubt, to its engine's Grand Prix heritage. Testing a 750S in 1975, Bike magazine found the motor very powerful. 'Surprisingly it also has great reserves of torque, and pulls happily from four thousand. It's probably the most powerful 750cc motor made; in a straight drag with a Z1 it lost only a few yards up to 100mph.'

The 750S continued in production after the GT's demise in 1973. In the following year 'MV was persuaded (by Chris Garville and Jim Cotherman of Commerce Overseas Corporation, then US importer of MVs) to invest in new equipment and create the 750 America.' Newly hired, ex-Ducati, designer Fredmano Spairani was 'clearly convinced...that there was an untapped market for an expensive luxury motorcycle in the US, and had MV prepare for considerably increased production of the America', *The Book of the Classic MV Fours*, Ian Falloon (Veloce, 2011).

The 750S America was introduced for 1975. Almost immediately Cycle magazine had an early example on the drag strip announcing, '13.06 seconds standing quarter-mile, 105.14mph terminal speed'. Not shabby! Bored out to 789cc, the America produced a claimed 75 horsepower, an output sufficient to propel the Italian sportster to 100mph in around 13 seconds and on to a top speed of 135mph. There was a major re-think for the styling. Gone was the swoopy, smooth-curved voluptuousness of the earlier years, replaced by a no less attractive but stronger, perhaps even Germanic, angularity matching the front fender shape with that of the tank, side panels and seat. Real suede was used for the seat cover, a direct 'buy me now' component if ever there was one. Otherwise, the model was familiar to MV enthusiasts.



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Regrettably, things didn't work out. Factory records are somewhat spotty but it is believed as many as 540 Americas had been made when production stopped in February 1979. 'It was rumored 200 machines were sent to the US...and another 50 assembled from spares...(and) shipped to Cosmopolitan Motors in the US.' A handful of left over Americas were converted at the factory into the 850SS.

This 1975 750S America was one of the earliest models imported into the US. The first of only two owners was the importer, The Garville Corporation, where it was used in displays, shows and for magazine tests. This was the bike featured in Cycle, Big Bike and Motor Cycle World to name a few. Ownership was transferred to Peter Garville (brother of importer Chris) in 1984 where it stayed in his possession until 1990. The seller, the second owner, acquired the bike by way of famed restorer Perry Bushong (one of the first MV Agusta dealers in the US). The seller had previously worked for Bushong and he was aware of the seller's desire to one day own an America, and so when it became available his first call was to the seller who has owned it ever since. It was in 1994 that the seller met the late John Surtees at Daytona and he was gracious enough to autograph the fuel tank.

Restoration was undertaken by Perry Bushong starting in 2014 and was completed in November 2016. Sadly in the spring of 2017 both Perry Bushong and John Surtees passed away within one week of each other. This lovely bike was restored to its original, stock configuration with nothing removed or modified except for the exhaust which is a handsome, archetype black four-into-four manufactured by Kay Engineering, and the air box, each carburetor now has its own intake.

With the motorcycle is a comprehensive history file, including a video of its restoration, three sets of mufflers, one set of headers, spare brake disc, tail light, air box assembly, rear shocks, RH/LH foot peg assemblies, front fender, side stand, oil filters, handlebar switch, and many miscellaneous small parts. Also, two factory tool kits, factory parts manual and a copy of factory workshop manual and a 1990 California license plate '750 MV.'

**\$85,000 - 100,000**  
**£64,000 - 75,000**

114

## 1977 MV AGUSTA 850SS

Frame no. 221-011

Engine no. 221-006

- Very limited production, less than 42 made
- Original, excellent example with factory fairing



Developed from its long line of highly successful multi-cylinder racers, MV Agusta's first road-going four - a twin-carburetor, 600cc tourer - appeared in 1965. But the public demanded something more exciting from many-times World Champions MV, and the Gallarate manufacturer duly obliged in 1969, upping capacity to 743cc and further boosting maximum power (to 69bhp) by fitting a quartet of Dell'Orto carburetors to the revised 750GT. Equipped with shaft rather than chain final drive, the 750 four arguably was more of a tourer than an out-and-out sports bike. Not that many people got to find out for themselves, for the MV was handmade in limited numbers and priced accordingly.

Also in the line-up was the more sporting 750S, a high-speed symphony in red, white and blue. Although no lightweight - it weighed nearly as much as a Kawasaki 900 Z1 - the 750S gave little away in outright performance terms to such larger machinery, thanks, no doubt, to its engine's Grand Prix heritage. Testing a 750S in 1975, *Bike* magazine found the motor very powerful. 'Surprisingly it also has great reserves of torque and pulls happily from four thousand.

It's probably the most powerful 750cc motor made; in a straight drag with a Z1 it lost only a few yards up to 100mph.' The 750S continued in production after the GT's demise in 1973 and was not replaced (by the 750S America) until 1976. *Bike* rated the 750S as 'one of the most dramatic-looking bikes made, the real stuff of legend.' Few would disagree.

The slightly more conventional but still handsome 750S America, based on the earlier intoxicatingly curvaceous 750S, was created by an inspired Fredmano Spairani in cahoots with Ing. Giuseppe Bocchi. Within a year the MV company was regrettably on the ragged edge yet they still managed to launch the 850SS, sometimes called Monza (after Milan's neighboring race track). It was to be the end of the line for MV's shaft drive fours. Respected historian Ian Falloon from his book (*The book of the classic MV Fours, Veloce, 2011*) says, 'Some mystery surrounds the 850SS, or Monza. Certainly, a number of unsold Americas were still in the factory in 1977, but the amount converted into 850SSs appeared to be very small.'



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The number 42, 850SSs that is, is often quoted but this is the number of unsold 750S Americas still the factory in 1977, not all of which were converted to 850SS. Whatever the true number, it's a very, very small one.

The 850SS has a capacity of 837cc, a compression ratio of 9.5:1 and a quoted 85bhp at 9,500rpm. The US model have four 26mm Dell'Orto VHB26D carburetors as opposed to rest-of-the-world's 27mm. There is no consistency with badging and it is believed that no 850SS left the factory with a fairing.

This lovely, original, matching numbers 850SS, however, has a full factory-style fairing and black Magni pipes (the chrome originals come with the bike). The seat is a custom design to celebrate the iconic design of the Ferrari 365GTB/4 Daytona's seat upholstery in both leather and suede. An original style seat covers comes with the machine.

The seller bought the bike in 1997 and at the time contacted the MV Owners Club of Great Britain and they suggested it was indeed the 'real thing' endorsing that the Brembo brakes, front and rear, and cast wheels with screw holes to secure the tire to the rim, and side cover decals were some of the 'right things.'

Later he contacted Albert Bold, well-known expert on these MV fours, who suggested taking the head off to measure the bores, which should be 69mm, but it was not done. And so the engine remains unopened. While researching the bike the seller discovered another 850SS with the same frame number (but not engine number) which only endorses the reality that MV was on its last gasps as a factory assembling the 850SSs out of left over parts from the 750S Americas. The bike has been inside on display for 20 years.

**\$98,000 - 110,000**  
**£73,000 - 82,000**

115

## C.1957 DUCATI 125 GP BIALBERO ROAD RACING MOTORCYCLE

Frame no. DM542

Engine no. DM542

- *Very rare, original, matching numbers machine*
- *Believed to have been raced in Italy in period*
- *Featured in several books by the late Mick Walker*



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 single overhead cam, twin cam and desmo single cylinder engines 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?

The 125cc bialbero made its official debut on February 25, 1956 and was almost identical to the Gran Sport apart from the cylinder head. With a maximum of 17bhp available at 12,000rpm, the 125 bialbero weighed 90kg (198lb) and had a top speed of around 175km/h (109mph). While the factory only campaigned the bialbero in a limited fashion, they were supplied to privateers and saw considerable development up until 1959. The young Mike Hailwood won many races on a Ducati bialbero in the late 1950s, and national championships were won in the 125cc class from Sweden to Brazil.

Quoting from the Falloon Report (March 2016) – with permission - this machine, biabero no.DM542, is 'Almost certainly authentic. While the Gran Sport frame and brakes could indicate a modified Gran Sport, the DM frame number suggests this is a genuine bialbero. Other factors contributing to this assessment are their outstanding originality.



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



All components such as the wheels, brakes, suspension, and controls are original and matching, and of course period correct, indicating that this motorcycle has enjoyed an easy post-retirement compared to many racing motorcycles which were plundered for parts or went onto historic racing, and thus were further developed away from their original specification. Although the racing history is unknown, as it was part of a Swiss collection (Rene Rutz Collection in Weiningen until 1980) it is most probably a motorcycle that was initially domiciled in Italy. It is believed to have been ridden by one of Ducati's star riders of the 1950s, Leopoldo Tartarini. From 1980 it was part of a collection in England. And in April 2011 it was sold into a west coast collection in the USA.

'As an example of the 1957 Ducati 125 Grand Prix this is undoubtedly one of the most original and correct in existence.' And thus this is a clearly unique opportunity to acquire a genuine benchmark Ducati GP race bike – a valuable work of mechanical art. Offered on a Bill of Sale.  
**\$90,000 - 100,000**  
**£67,000 - 75,000**



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116

*Offered from The Collection of the Late Jack Silverman*

## 1958 DUCATI 125 GP

Frame no. 526

Engine no. 502

- *Rare early Ducati competition motorcycle*
- *Purchased in Italy*
- *Restored condition*



Designed by newly arrived engineer, Fabio Taglioni, formerly with Mondial, Ducati's first overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1955 and soon proved unbeatable in its class. The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this method was carried over to Ducati's next racer, the '125'. A landmark design in the history of motorcycle engineering, the newcomer debuted Taglioni's famous 'desmodromic' method of valve actuation that dispensed with springs, the valves being closed by a third set of cams, an arrangement that spawned the sobriquet 'trialbero' (literally: three shafts).

Positive valve closure was not a new idea, but Taglioni was the first to make it work on a motorcycle engine, and Ducati remains the only manufacturer to have offered this innovation for public sale. The new 125 racer debuted in the Swedish Grand Prix at Hedemora in July 1956 when, with factory rider Degli Antoni aboard, it lapped the entire field, romping away to a fairytale victory.

Immediately prior to the desmo's arrival, the new 125 racer had appeared fitted with two camshafts and conventional hairpin valve springs, and in this 'bialbero' (two shafts) form was later sold to customers. The 125cc bialbero made its official debut on 25th February 1956 and was almost identical to the Gran Sport apart from the cylinder head. With a maximum of 17bhp available at 12,000rpm, the 125 bialbero weighed 90kg (198lb) and had a top speed of around 175km/h (109mph).

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This rare Ducati bialbero was bought, un-restored, at the Mostra Scambio 'swap meet' in Reggio Emilia, Italy within the last 10-12 years. Presented now in restored condition, it is offered with a Federazione Motociclistica Italiana (FMI) certificate. Offered on a Bill of Sale.

**\$65,000 - 85,000**

**£49,000 - 64,000**



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117

*Offered from The Collection of the Late Jack Silverman*

## **C.1956 DUCATI 98CC GRAN SPORT**

Frame no. 20549DM

Engine no. DM20602

- Landmark Ducati model
- Restored by Enea Entati
- Owned 3-4 years



'The Gran Sport, particularly in 100 and 125cc versions, was incredibly successful between 1955 and 1958, and even after it was replaced by the F3 many riders in Italy continued to campaign the Gran Sport. As it was hand-built and produced in very small numbers for Italian racing, the Gran Sport is rarely seen today outside Italy.' – Ian Falloon, 'Standard Catalog of Ducati Motorcycles'.

Designed by newly arrived engineer, Fabio Taglioni, formerly with Mondial, Ducati's first overhead-camshaft single - the 100 Gran Sport, nicknamed 'Marianna' - appeared on the racetrack in 1955. The existing 98cc overhead-valve engine had reached the limit of its development, at least as far as racing was concerned, hence the need for a design with greater potential. The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this method was carried over to Ducati's twin-cam (bialbero) and triple-cam (trialbero) racers, the latter featuring Taglioni's famous 'desmodromic' method of valve actuation that dispensed with springs. Incorporating a four-speed gearbox, the Gran Sport engine was carried in a simple single-downtube frame and acted as a stressed member.

Apart from the Italian Grand Prix, the most important motorcycle races in Italy at this time were the long-distance events, held on public roads, such as the Moto Giro d'Italia and Milan-Taranto. Hence even competition-orientated models like the Marianna had to have lights and a horn, as required by the FMI (Italian Motorcycle Federation) regulations. Almost all the Italian manufacturers contested these events, victory bringing with it much valuable publicity. Ducati's overhead-valve racers had been outclassed by the Laverdas in 1954, but from the time of its arrival the Marianna proved unbeatable in its class.

In the Silverman Collection for the last 3-4 years, this Gran Sport was restored in Italy by Enea Entati, a highly respected specialist who has more than 50 years experience in the restoration of classic Ducati motorcycles.

**\$8,000 - 12,000**

**£6,000 - 9,000**

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118

*Offered from The Collection of the Late Jack Silverman*

## 1955 CECCATO CORSA 75CC SOHC

Frame no. DM030

Engine no. 185/160

- *Rare Italian competition motorcycle*
- *Restored in Italy by Enea Entati*
- *Concours winner at Le May 2013*



Few motorcycle enthusiasts outside its native Italy are likely to have heard of Ceccato, though its stylish and well-made products are unmistakably Italian. The company was founded in the mid 1930s by pharmacist Pietro Ceccato, occupying premises at Montecchio Maggiore and then Alte Ceccato near Vicenza in northern Italy. Ceccato manufactured industrial equipment, and only turned to motorcycle making after WW2, commencing in 1948. The company started out by producing a 38cc (later 48cc) moped - the Romeo - before developing a range of lightweight motorcycles. Argentina was a major market, where Ceccato's motorcycles were marketed under the 'Zanella Ceccato' name.

In 1953, Ceccato bought the design (originally offered to Mondial) for a 75cc double-overhead-camshaft engine from the legendary Fabio Taglioni, who would be responsible for Ducati's desmodromic valve system. That engine, Taglioni's first, brought him to the attention of Ducati, and following a spell with Mondial he joined the company in 1954.

While five of Ceccato's DOHC racers were built, the modified single-overhead-camshaft Corsa model was the mainstay of the company's racing efforts, its lighter weight being more suitable for long distance road races such as the Giro d'Italia. Indeed, a 75cc Ceccato won its class in the 1955 Moto Giro. With a maximum of 7bhp available at 10,500rpm, the 75cc Ceccato had a top speed of around 110km/h (68mph).

As well as motorcycles, Ceccato produced bicycles, air compressors, gas cylinders and service station equipment, and remained active in those fields after it ceased motorcycle manufacture in 1963. It is still in existence today.

This rare Ceccato Corsa was bought at the Mostra Scambio 'swap meet' at Reggio Emilia, Italy at least 10 years ago, and was restored by Enea Entati, a highly respected specialist who has more than 50 years experience. Presented in beautiful condition, the machine won the 'Best of Show' award at the Le May 'Vintage Motorcycle Festival' in 2013.

**\$10,000 - 15,000**

**£7,500 - 11,000**



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119

*Offered from The Collection of the Late Jack Silverman*

## **1954 DUCATI 125CC MARIANNA SPORT**

Frame no. DM 030

- *Rare competition model*
- *Purchased in Italy*
- *Restored condition*



'The Gran Sport, particularly in 100 and 125cc versions, was incredibly successful between 1955 and 1958, and even after it was replaced by the F3 many riders in Italy continued to campaign the Gran Sport. As it was hand-built and produced in very small numbers for Italian racing, the Gran Sport is rarely seen today outside Italy.' – Ian Falloon, 'Standard Catalog of Ducati Motorcycles'.

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This rare Ducati Marianna Gran Sport was purchased at the Mostra Scambio 'swap meet' at Reggio Emilia, Italy around 8-10 years ago and is offered on a Bill of Sale.

**\$40,000 - 60,000**

**£30,000 - 45,000**

120 Ω

*The ex-Pete Johnson, Dale Quarterley 1987  
& 1988 AMA Pro Twins GP2 Winning*

## **C.1985 DUCATI-NCR 850 2-VALVE PRO TWINS/ BEARS ROAD RACING MOTORCYCLE**

Frame no. HRTT36

- Unique 750TT F1 complete with NCR motor and Harris frame
- First built by Eraldo Ferracci, then by Jeff Nash. Now restored
- Ex-Pete Johnson, Dale Quarterley, Jeff Nash and Loren Poole



Researching and documenting the history of a Ducati road racing motorcycle which began over thirty years ago is typically both a frustrating and rewarding task. Not so this one for the bike's story is well documented in spite of it spanning two continents. It was in 1985 the American road racer Pete Johnson bought a Ducati 750TT F1 from Steve Wynn's Sports Motorcycles in Manchester, UK. (Steve Wynn was the UK's go-to Ducati specialist who engineered Mike Hailwood's return – as in win - to the Isle of Man TT on the big bevel Ducati.) Already this bike was 'special' because it came with a 'factory' NCR 750 air-cooled, 2-valve desmodromic motor built around un-stamped NCR crankcases but NCR stamped cylinder heads. Within came an NCR close ratio gearbox and clutch.

This two-valve motor was installed in a top quality custom bronze welded Harris Performance (brothers Lester and Steve's Hertford, north of London, shop) Reynolds steel tube frame including aluminum foot pegs, levers, etc. and a Verlicchi aluminum swing arm. The forks were Marzocchi M1R, the rear shock from Dutch specialists White Power (its name changing to WP somewhat later). The latest Brembo brakes were front and back, 280mm discs and 4-pot racing calipers, and 260mm disc and 4-pot fully floating rear caliper, respectively. Veglia supplied a 'race' tachometer. On paper it was just right; on the track it proved itself to be right 'on the docket.'

Late in 1985 it was taken to the Fast by Ferracci's shop in (Roslyn, Pennsylvania) where it was bored out to 850cc to take Eraldo Ferracci-designed 92mm Arias pistons. The heads were ported, the valves enlarged to 44mm inlet and 39mm exhaust, and added was a long stroke (64mm) NCR crankshaft (reputedly one of only ten) and titanium rods. 41.5mm flat-slide Mikunis replaced the Dell'Ortos. Seventeen inch Mavic wheels replaced the 'stock' 18-inch.

Pete Johnson won the 1987 AMA Pro-Twins GP2 championship, on this bike – this being the first of many podium results for Ferracci upon his return to motorcycle road racing. Ferracci bought the bike from Johnson the following year and used it as a test mule alongside the new water cooled, four-valve 851 as it was being sorted as race bike. Ferracci's rider was one Dale Quarterley, a road racing 'hard man', who won the AMA Pro Twins GP2 series that year on this bike, too.

By 1989 Jeff Nash (prominent Ducati dealer in Dallas, Texas) had bought the bike and raced it successfully in his native New Zealand. Two years later it was bought by another Jeff, Jeff Knewstubb, who had connections with John Britten and his crew, and campaigned it for the next four years, still in New Zealand, with the best result being at the F1 round of the Bears 'Sound of Thunder' in 1994 ridden by Loren Poole.





The bike then sat idle until 2012 when it was purchased by the seller, Ian Knewstubb, Jeff's father, and 'gentle' restoration started. The whole bike was carefully dismantled and rebuilt – as much patina as could be saved was saved – and it was brought back to its 'as raced' by Scuderia Nostalgica's Pete Johnson livery. Auto Restorations of Christchurch – a shop with a huge portfolio of award winning cars - did the painting, Mike Brosnan undertook the final check through and first start up - Brosnan had built the John Britten dynamometer – and perhaps it was no surprise that this Ducati ran 115bhp at the rear wheel!

Motorcycle road racing was in its heyday in the late 1980s with the likes of tuner Ferracci and riders Johnson and Quarterley always battling hard all year from Daytona to Laguna Seca, often on non-factory 'production' racers. To be able to offer today a genuine, no-holds-barred, Ducati home brewed racer – a winner to boot – is indeed a rare privilege.

**\$80,000 - 120,000**  
**£60,000 - 90,000**



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121

## 1950 VINCENT 499CC COMET

Frame no. RC/1/6714

Engine no. F5AB/2A/4814

- A time capsule machine
- Three known owners from new
- Recently displayed at the Western Antique Aeroplane and Automobile Museum
- One of the most original Comets extant



Unlike in pre-war days, when the first (Series-A) Vincent-HRD v-twin had been created by - in effect - combining two of the existing singles, post-WW2 Vincent's approach was reversed, with the Series-B twin appearing first, in 1946, and the single-cylinder version in 1948. The latter was offered in two forms initially: Series-B Meteor and Series-C Comet. Apart from its Burman gearbox and 'missing' cylinder, the Comet followed Series-C twin lines, featuring the newly introduced Girdraulic front fork and hydraulic dampers at front and rear. The Meteor was soon dropped but the Comet continued in production until 1954, offering the same refinement as its bigger brother. It combined a 90mph potential with excellent economy, and was an ideal touring mount. An expensive machine to produce, the Comet did not sell as well as hoped and was dropped when the Series-D range was introduced.

Robert 'Buddy' LaLonde was a professional ice skater. While working in the Sonja Henie Ice Revue in London he personally visited the Vincent factory in Stevenage, Hertfordshire and ordered this Comet. The factory Completion Note dated 15-9-50 in LaLonde's name comes with the bike.

LaLonde still owned the bike at his death in 2006 when it was sold by the trustee of his estate. However, the new owner didn't get the non-runner going, and so sold it on to the third owner, now selling the bike, who recommissioned it most successfully.

Offered is a low mileage, unrestored condition Comet with a fascinating provenance and fine patina and with a complete set of tools. Parts replaced were the tires, foot pegs, most of the wiring and the seat cover. The magneto armature was re-wound and the capacitor replaced. An electronic voltage regulator is hidden inside the original Miller box.

**\$30,000 - 50,000**

**£22,000 - 37,000**



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122

**1959 VELOCETTE 499CC VENOM**

Frame no. RS14671

Engine no. VM 4197

Introduced in 1956, the Venom sports roadster was derived from the touring MSS. The latter disappeared from the range in 1948, reappearing in 1954 with a new swinging-arm frame and telescopic fork. The engine too was up-dated, changing to 'square' bore and stroke dimensions of 86x86mm and gaining an alloy cylinder barrel and 'head. Engine development pursued as part of the scrambles program bore fruit in 1956 in the shape of the high-performance Venom and its 350cc sibling, the Viper. The MSS frame and forks were retained for the newcomers, but full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. Manufactured until the end of Velocette production in 1971, the Venom represents the final glorious flowering of the traditional British sports single, and today these supremely well-engineered thoroughbreds are highly sought after. UK registration OTK 738 first came to the USA in 2004. In the accompanying paperwork was some evidence that the bike had spent time in Geoff Dodkin's Richmond Road, London shop. Further, when the bike was dismantled for a full rebuild, the GD initials were found stamped on the bottom of the Thruxton cylinder head. The Amal MkII carburetor installed was to the exact Dodkin specification. The Alton electric starter and alternator, together with new Thruxton rear sets and clip-ons, and front fender, were recently fitted along with a restored genuine Avonair-built Veeline fairing from a 1964 Venom Clubman which went to Puerto Rico when new. OTK 738 is a rare find...an attractive, carefully upgraded and functioning Venom, well presented.

**\$14,000 - 18,000**

**£10,000 - 13,000**



123

**1948 VELOCETTE 349CC KSS MKII**

Frame no. KDD 9651

Engine no. KSS 10848

The 349cc KSS represented a major redesign of Veloce Ltd's road-going overhead-camshaft single when it arrived for the 1936 season. The MkII version featured many improvements including a new aluminum-alloy cylinder head with enclosed valve-gear, together with the cradle frame and heavyweight Webb forks of the new MSS. In this form, the KSS resumed production post-war in November 1946 before being updated, together with the other road models, with (optional) Dowty Oleomatic telescopic front forks in August 1947. Expensive to produce in a period of austerity, the KSS was dropped from the range at the year's end. This beautifully restored example first arrived in the USA when it was traded in to Brooks' Cyclery of San Jose, California on October 1, mileage at the time, 4,847. Ed Brooks' shop was the place to go in San Jose, in the heyday of the British motorcycle, although Brooks was pretty much everything but a Velocette dealer. 'Old man' Brooks died years and years ago and the shop closed, 'locked up like a big time capsule' and not re-opened again until just after Mrs. Brooks' passing. This KSS had slumbered in Ed's back room until his collection of bikes were sold at auction in 2011. Post sale it was built up from a bare frame with every component dismantled and 'administered' to. These late overhead camshaft KSSs are wonderful motorcycles to ride...here is a well restored example. Ed Brooks would be proud.

**\$16,000 - 20,000**

**£12,000 - 15,000**



124

## 1910 HARLEY-DAVIDSON MODEL 6A 30.2CI SINGLE

Engine no. 6026

- *Restored finish in Harley's Renault Grey*
- *Built from an incomplete basket*
- *Comprehensive history file with invoices for the work done*



Early Harley-Davidson history has always been shrouded in mystery since the beginning years, perhaps intentionally to put its own stamp on history during those days. The Harley and Davidson boys experimented initially with a small engine but soon learned it was underpowered and quickly settled on a 24.7 cubic inch engine of inlet-over-exhaust design. Working on a shoestring, they couldn't afford to miss their targets, so they wisely were conservative in their approach to design, gleaning the best ideas they saw in the new industry. By 1905, new Harley-Davidsons were moving out of their small shop and into the hands of local enthusiasts. They continued to grow as a company and the motorcycle evolved in sensible progressions, proving their ideas were good and the results reliable.

Harley Davidson only built single cylinder machines in 1910, and only 334 of these were magneto equipped. Total production of this year was only 3,168. Original costs in 1910 were \$210 for the more common battery ignition units and \$250 for the up-graded magneto ignition examples.

This is a restored example found by the seller as a basket case with a number of parts missing. Said parts were found or machined from similar parts from other models – for example the flywheels and connecting rod are from a 1914 model, and the bike assembled. There is large history file complete with invoices for the restoration work.

This machine is restored from a mostly all original motorcycle, using the original engine, original magneto (proper Bosch DA2), original 3/4" Schebler carburetor, and most of the original frame and fork. Some of the sheet metal has been meticulously replicated to the highest museum quality that this bike deserves. No expense was spared on this fine example of a prime American belt drive. This motorcycle is built to be used and driven, yet it has a pristine museum finish and presence.

This fresh example of perhaps the most favored and usable, early belt-drive Harleys has been owned by the vendor for the last 22 years. During his tenure, the vendor restored the bike to the condition it is today in his award winning shop.

These super-rare early Harleys have become very desirable and sought after. Belt drives have a special niche. This is truly a usable link to Harley history, and the importance of which will only escalate.

**\$35,000 - 45,000**  
**£26,000 - 34,000**



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125

## 1912 HARLEY-DAVIDSON MODEL 8A SINGLE

Engine no. E4848B

- *Two-time entrant in the modern Cannonball across America events*
- *An easy entry into '19teens' motorcycling*



Harley-Davidson has been a very fortunate company. The founders had determination but more importantly, every advancement of their fledgling motorcycle company was based upon logic. Each year saw an evolutionary change in their product and not a wholesale overhaul. Decisions made sense and the motorcycle business prospered.

The first production motorcycle was the successful 28.6ci F-head single with an atmospheric intake valve that propelled Harley-Davidson into the history books. This basic 3-1/2 horsepower engine design remained through 1908. The following year, displacement was upped to 30.16ci with this configuration lasting through the 1912 model year. Magneto ignition became optional in 1909 requiring a different engine case to support the ignition device. The motorcycles were beginning to lose their 'antique' look when the gas tanks were elongated to cover the frame opening. In 1910, a belt idler was introduced, something the company probably wished they had for their plagued 1909 twin.

The 1912 model year brought about many changes. A new frame lowered the seat height and improved the looks of the motorcycle plus a new Troxel saddle was mounted on a sprung seat post. The roller chain was made simpler to adjust with a new eccentric pedal crank adjuster, allowing the leather drive belt to remain undisturbed.

Up front the Sager-Cushion spring fork still took the jolts out of the road as they had done since their incorporation in 1907, and the front fender received a valance to keep both bike and rider mud free. A Free Wheel rear hub clutch became available which allowed the rider to engage a clutch for smooth lurch-free starts rather than pedaling down the road while tightening the drive belt. Finally, the oil tank was moved to under the saddle. This was also the final year of the 30.16ci engine, evolving the next year into a larger motor with mechanical intake valves. Price when new was \$235.

This Silent Grey Fellow was built by Dave Kapton of Lodi, California starting in 2008 and finishing in 2010, and then ridden by him in the 2010 Pre-1916 Cannonball Run which started in Kitty Hawk, North Carolina and finished on the Santa Monica Pier, California. He completed about 60 percent of the 3,300 miles. In 2015 the bike was purchased by the vendor who entered the 1916 Motorcycle Cannonball. He ran about 20 percent of the distance because of the atmospheric intake valve being defeated by the very steep hills. He notes that the bike can easily be converted to a mechanical intake valve system, the parts for which are included with the bike. The bike remains in Cannonball patina, and comes with a spare engine, a repro Eclipse clutch, a rebuilt magneto, spare belts, and a pair of 21-inch wheels with brakes.

**\$45,000 - 55,000**  
**£34,000 - 41,000**

126

*The ex-Steve McQueen, Otis Chandler*

## **1914 POPE 61CI MODEL L TWIN**

Engine no. 3L19A6

- *Well restored but still ridden*
- *Rare Pope v-twin, top quality 19teens bike*
- *Features leading edge technology of the period*



Colonel Albert Augustus Pope made his start in manufacturing just after the American Civil War. From a period as a general manufacturer, his firm made an entry into the bicycle market right at the start of the late 19th century's great boom in cycling. He had already moved into the then promising electric car field through the 1890s with the Columbia brand, the subsequent two- and four-wheelers being 'prefixed' by Pope, as in Pope-Hartford, Pope-Tribune, and so on. An extremely astute judge of the worth of an acquisition, and now with huge resources, by the turn of the century, he was head of a conglomerate with the grand name of the American Bicycle Company.

For his first effort in the motorized bicycle field, he used a variety of marketing names for what were essentially the same ranges, with American, Columbia, Crescent and more, all being successful in those very early days. It took until 1911 for the first Pope-badged motorcycle proper to materialize, and that was the Model H, a single-cylinder machine.

Already exhibiting the developing 'American' styling of the period with leaf-sprung forks, back-swept handlebars and cylindrical tank between the frame-tubes, that first Pope was very well engineered and powered by an inlet-over-exhaust, single-cylinder, F-head motor of 4hp, a then unusual layout, its soundness proved in its later use by so many prominent makers including Rolls-Royce. Transmission was by direct belt with some braking available in the rear hub. Production in Westfield, Massachusetts of his single only ran through 1916, manufacture of the Pope range ceasing altogether in 1918.

It was in 1912 that Pope branched into the manufacture of a v-twin, the 70mph plus Model L, created from scratch with the latest technology: a 61ci (1,000cc) engine with overhead valves on detachable heads—a first for a production road-going motorcycle in the U.S. - mechanical worm-and-peg oil pump to keep everything lubricated, a combination oil tank and tool box sat under the seat and for fast running, or hills, there was a hand pump - counterweighted pistons for nearly vibration-free operation, phosphor-bronze crankshaft bearings, and a Schebler carburetor and Bosch magneto. Rated at eight horsepower, but delivering over 15, power was delivered initially via a single-speed hub (this bike) and on later bikes by a two-speed countershaft transmission with an Eclipse clutch.





The engine sat as a stressed member of the Keystone-type frame with Branham-style advanced plunger-type rear suspension and front leaf springs. In 1913 the look was 'modernized' with pannier fuel tanks, more angular than round, and deeply valanced fenders. Experts today say the pre-1916 Model L was the fastest motorcycle in the world – indeed, faster than the Cyclone - and no question it was one of the most expensive, at a lofty \$250 – close to that of a new Ford Model T. This Pope has a PowerPlus bottom end which lengthens the stroke and thus ups the torque – it's a modern bolt-on, no machining necessary, upgrade – that makes the bike even faster, now well north of 70mph.

Even the controls were top notch: Back pedal pressure operated the Corbin Duplex v-band brake, a hand lever on the left controls the clutch for the single-speed transmission. The left side handlebar grip opens the compression release, the right the throttle, also on the right is the tank mounted ignition advance and the bar mounted kill switch.

This beautiful Pope, both a show bike and a rider, was acquired by Steve McQueen in the late 1970s or early 1980s. He and his close friend Bud Ekins scoured the countryside for such bikes. It was then sold after McQueen's untimely death, not at auction as most of his machinery was but privately...there is a copy of a Bill of Sale signed by a Kenneth Ziffren, co-trust of the McQueen Children's Trust, dated 21 November 1984.

It went on display in the Otis Chandler Museum (Chandler was the proprietor of the Los Angeles Times) in Oxnard, California (now the Mullins Automotive Museum, focused on French cars, which opened in 2010). Upon Chandler's demise it was acquired by the seller whose philosophy has been to restore and maintain it in a strictly appropriate manner given its historical importance but to ride it at every suitable occasion. Steve Huntzinger, the recognized go-to-guy with such motorcycles, has laid his hands on it as necessary.

The late Steve Wright, the author and publisher of the benchmark work *The American Motorcycle 1869-1914* (Megden Publishing, 2001), features this very bike. Above it on page 241 is an iconic image of a Wells Bennett, 'On this occasion he was competing at a one-mile dirt track, riding one of the new Pope overhead valve twins which were very successful in stock class racing events.' There could not be a better blessing!

Seldom do Pope v-twins appear for sale. Even less likely with those that do, is that they have such a provenance. Not to be missed!

**\$120,000 - 140,000**

**£90,000 - 100,000**

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

127

## 1920 HARLEY-DAVIDSON 61CI MODEL 20J

Engine no. L20T3172

- *Comprehensive history file*
- *Complete with original 1920 and current title*
- *Lovely period olive green with black and green striping*



Boyhood friends William S. Harley and Arthur Davidson began experimenting with powered transport in the early 1900s, producing their first complete production motorcycle around 1903. Little more than a motorized bicycle, the first prototype Harley-Davidson had proved fragile, prompting a major redesign and the establishment of a reputation for ruggedness that endures to this day. Like many of their contemporaries, Harley-Davidson laid out their engine along de Dion lines.

A single-cylinder four-stroke displacing 24.74ci (405cc), the latter remained in production essentially unchanged until superseded by a 30.16ci (494cc) version in 1909. Of greater significance was the appearance that same year of the firm's first v-twin, though this would turn out to be a failure and was dropped at the year's end. The twin returned for 1911 in redesigned form boasting mechanically operated inlet valves (replacing the 'atmospheric' type inherited from the single) and production really took off. Known by the sobriquet 'pocket valve', this 'F-head' (inlet-over-exhaust) engine - built in 61ci and 74ci capacities (1,000cc and 1,200cc respectively) - would remain in production for the next 20 years.

The Harley single's transmission arrangements - direct drive by means of a leather belt - were continued at first on the twin but the need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from then on as the Model J. Periodically revised and up-dated, the Harley-Davidson F-head twin had gained a front brake, stronger fork and pumped lubrication by the time production ceased in 1929.

This Model 20J is recently restored after the seller had bought an incomplete, dismantled bike at an internet auction. Many parts had to be found elsewhere or manufactured. Unfortunately there is little known history except that the seller remarkably has the bike's original certificate of title from the Commonwealth of Pennsylvania Department of Highways - the original buyer was one Thomas Ohler of Somerset County. The current title is from California.

**\$17,000 - 25,000**  
**£13,000 - 19,000**



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

128

## 1927 HARLEY-DAVIDSON 74CI MODEL JD

Engine no. 27JD5213

- *Recent restoration*
- *New oil/gas tanks made by Replicant Metals*
- *Aluminum pistons, stainless steel valves and new exhaust*



1909 marked the appearance of Harley-Davidson's first v-twin, though it was not until the adoption of mechanically-operated inlet valves in 1911 (replacing the 'atmospheric' type inherited from the single) that production really took off. Known by the sobriquet 'pocket valve', this 'F-head' (inlet-over-exhaust) engine - built in both 61ci/1,000cc and 74ci/1,200cc capacities - would remain in production for the next 20 years. The Harley single's transmission arrangements - direct drive by means of a leather belt - were continued at first on the twin, but the need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from now on as the Model JD. Periodically revised and up-dated, the model had gained a front brake, a stronger fork and pumped lubrication by the time production ceased in 1929.

The Harley-Davidson Motor Company has never been one to take chances and throw wholly untested motorcycles into the market. Instead they have traditionally been a conservative company of honor bound to careful evolution.

The year 1925 stood as a breakthrough year as they left behind the loop frames that served them well since 1903, and brought many other modernizations to their family of motorcycles including smaller-diameter wheels. The next few years saw only incremental improvements. Hailed as the most significant innovation for 1927, Harley-Davidson introduced a new distributor-less ignition system that used a circuit breaker. While one spark plug fired on compression, the second plug was also firing but during the exhaust stroke producing a "wasted spark". It remained a hallmark into the 1959 model year. Reportedly the Juneau Street company sold 9,691 JDs in 1927, a not insignificant number, quoted retail price \$320.

This 1927 Harley-Davidson JD features the robust 74 cubic inch V-twin signature engine with a 3-speed chain drive transmission, and is fitted with electric lights. It has been fully restored, the seller starting with a non-runner, with a substantial number of invoices in the history file. The JD would make an excellent motorcycle to participate in vintage touring and occasional recreational use. The vendor reports that it will fire on the first kick, and that it is in excellent mechanical condition and ready to travel the roads again as it did 85 years ago.

**\$15,000 - 20,000**  
**£11,000 - 15,000**

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

129

## 1916 HARLEY-DAVIDSON MODEL E

Engine no. 5428M

- Recent restoration by TR Restorations
- One of Only 252 Model E's built in 1916



Boyhood friends William S Harley and Arthur Davidson began experimenting with powered transport in the early 1900s, producing their first complete motorcycle in 1903. Little more than a motorized bicycle, the prototype Harley-Davidson proved fragile, prompting a major redesign and the establishment of a reputation for ruggedness that endures to this day. Like many of their contemporaries, Harley-Davidson laid out their first engine along De Dion lines. A single-cylinder four-stroke displacing 25ci (400cc), the latter remained in production essentially unchanged until superseded by a 35ci cubic-inch (575cc) version in 1909. Of greater significance though, was the appearance that same year of the firm's first v-twin.

Dropped at the year's end, the twin returned for 1911 in redesigned form boasting mechanically operated inlet valves (replacing the 'atmospheric' type inherited from the single) and production really took off. Known by the sobriquet 'pocket valve', this inlet-over-exhaust engine - built in 61 and 74ci capacities - would remain in production for the next 20 years.

The need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin, which with full electrical equipment, was listed from now on as the Model J. Inside the engine, the cams were altered from two-lobe to four-lobe, making alterations to valve timing - previously achieved by reshaping the followers - that much simpler. The Harley-Davidson twin in this general outline would endure for the next eight years.

A newly completed restoration by TR Restorations in Kansas, it began life as a collection of disparate genuine 1916 specification Model E Harley-Davidson parts. Within the all-Harley structure - there are a few repro parts such as the tool box and chain guard - is an all steel motor carefully assembled with an original magneto and a single speed transmission - single speed were still manufactured in 1916.

**\$45,000 - 50,000**

**£34,000 - 37,000**



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

130

## 1928 HARLEY-DAVIDSON 61CI MODEL J

Engine no. 28J5689

- *Restored by Matt Walksler*
- *Unique color scheme*



Following an abortive debut in 1909, the twin-cylinder Harley-Davidson returned for 1911 in redesigned form boasting mechanically operated inlet valves, replacing the 'atmospheric' type inherited from the single. Production really took off and this 'F-head' (inlet-over-exhaust) 'pocket valve' engine - built in 61ci and 74ci capacities (1,000cc and 1,200cc respectively) - would remain in production for the next 20 years. The Harley single's transmission arrangements - direct drive by means of a leather belt - were continued at first on the twin but the need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted.

Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from now on as the Model J. Periodically revised and up-dated, the Harley-Davidson F-head twin had gained a front brake, stronger fork and pumped lubrication - and an enviable reputation - by the time production ceased in 1929.

Classic America Iron says this about the Model J, 'The J models dominated Harley's offerings in 1928. It included the following: J Solo, JS Sidecar, JX Sport Solo, JXL Special Sport Solo, JH (61 cubic inch 2-cam)... Costs were \$310 for the J, JS, & JX models...\$325 for the JXL... and \$360 for the JH... 4,184 Harley J models sold...This was the year Harley introduced the front brake...' And then there's the JD but that's another series.

This 61ci was beautifully restored by Matt Walksler, son of Dale Walksler, founder of the Wheels Through Time Museum in Maggie Valley just off the Blue Ridge Parkway in the scenic Smokey Mountains. The work was commissioned by an Ohioan collector. And very splendid it is too. Many admirers love the color but it isn't from the original Harley-Davidson palette. You decide. But there's no questioning the quality of the paint or of the rest of the bike. It's really a very good example of a well restored Model J.

**\$25,000 - 30,000**

**£19,000 - 22,000**

131 Ω

*The ex-Tony McAlpine, Jack Ehret, Australian Land Speed Record-breaking*

## **1951 VINCENT 998CC BLACK LIGHTNING**

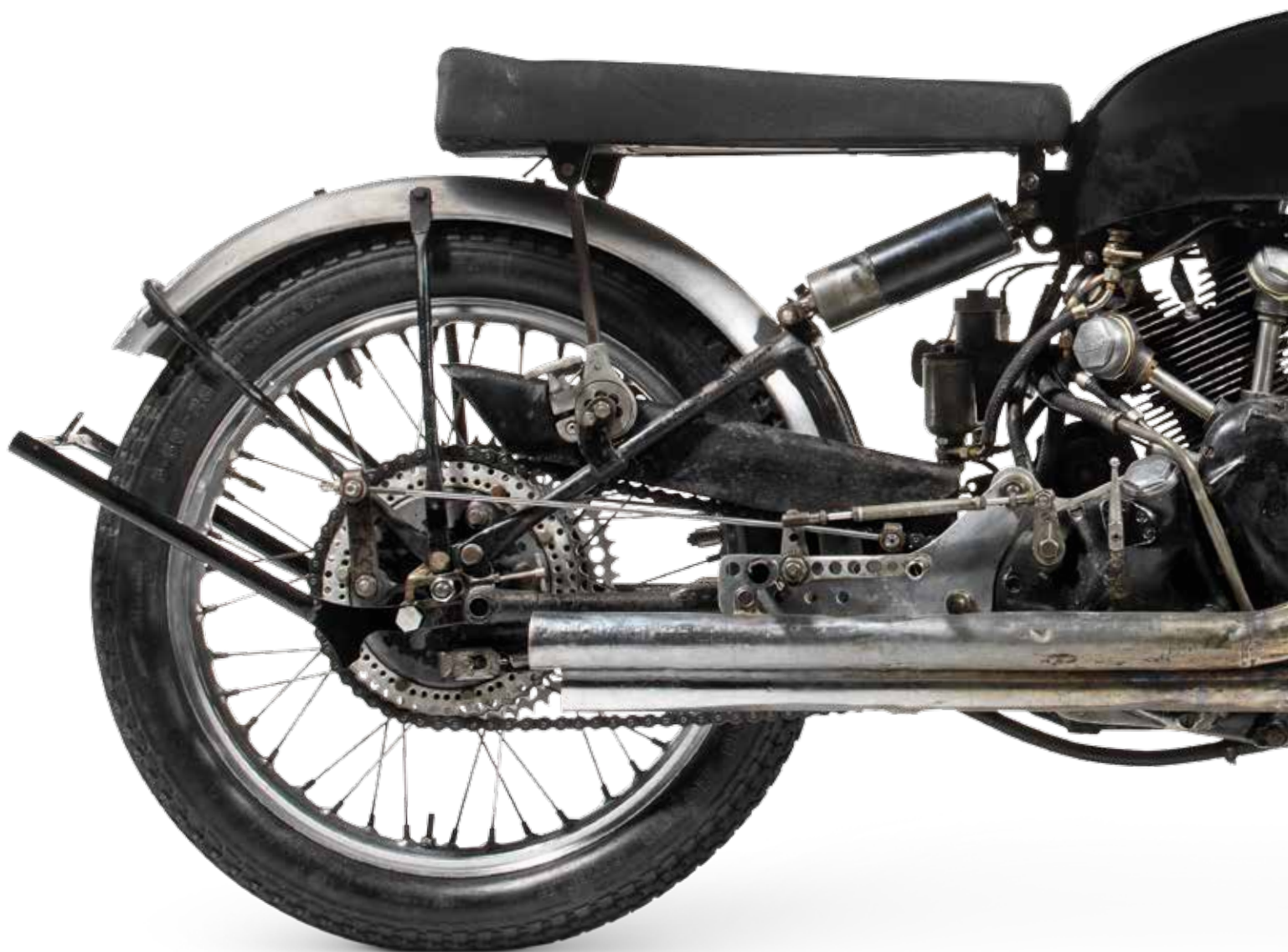
Upper frame no. RC9205

Rear frame no. RC9205

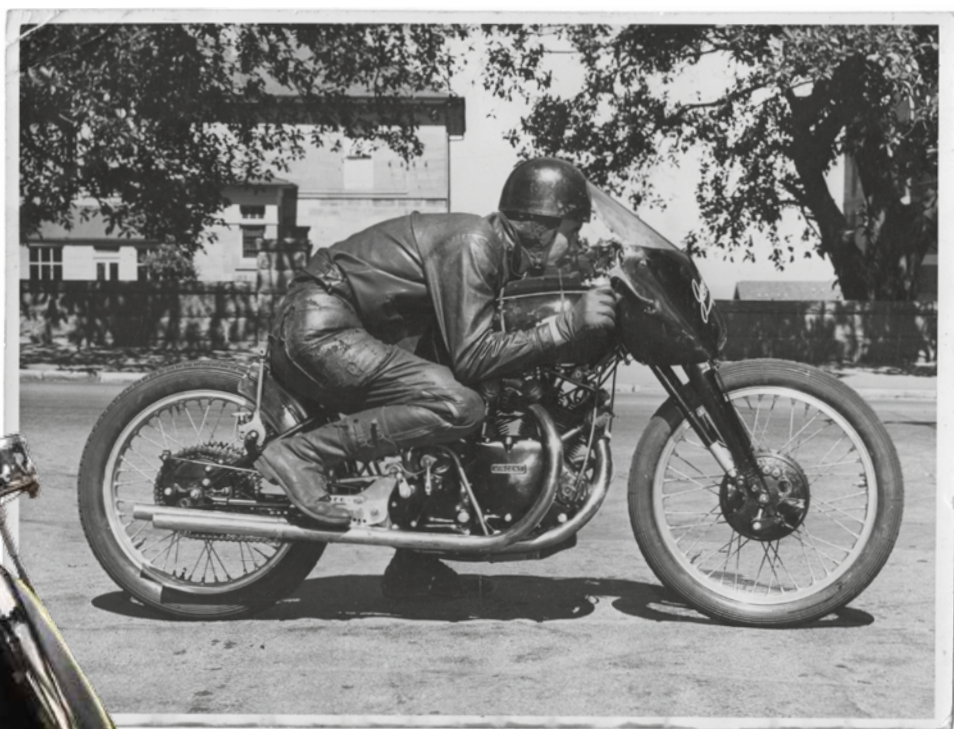
Engine no. F10AB/1C/7305

Crankcase mating no. SS25

- *One of approximately 33 made*
- *Full matching numbers*
- *One of an estimated 19 matching-numbers examples still existing*
- *Five owners from new*
- *Re-commissioned by Patrick Godet*









Ehret breaking Australian speed record at Gunnedah in January 1953



More than six decades ago, the Vincent Black Shadow delivered the most performance from a street-legal vehicle that money could buy — on two wheels or four. Officially timed at 122mph, it outpaced the Jaguar XK120 two-seater, then the world's fastest production car, making the Shadow the first true Superbike of the modern era.

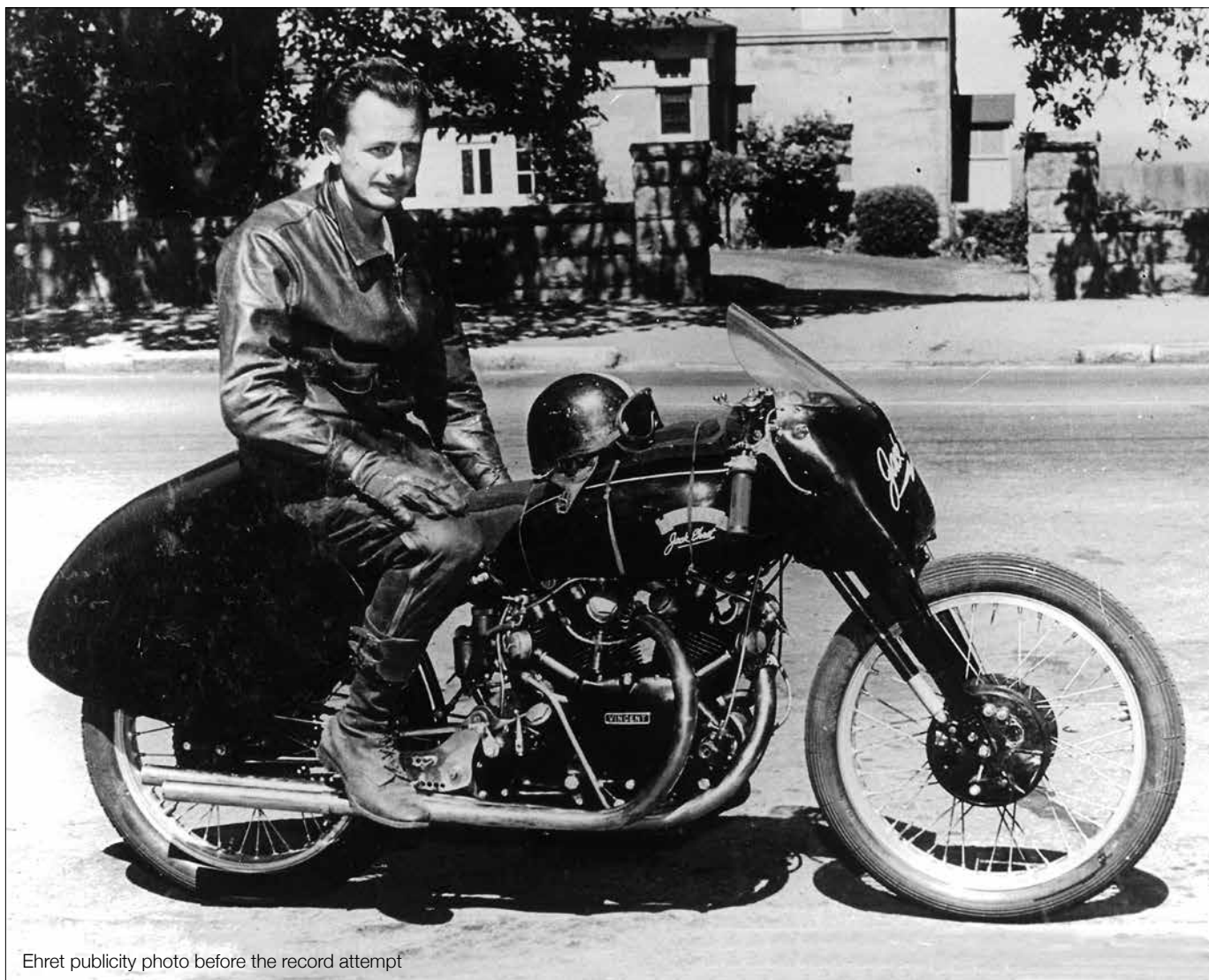
The ultimate Vincent was the Series C Black Lightning, a production version of the bike Rollie Free rode to break the AMA's land speed record in 1948 on the Bonneville Salt Flats. Available only by special order, the standard Black Lightning was supplied in racing trim with a tachometer, Elektron magnesium alloy brake plates, racing tyres on alloy rims, rear-set foot controls, a solo seat and aluminium mudguards. This reduced the Black Lightning's dry weight to just 360lb/172kg versus the Black Shadow's 458lb/208kg complete with lights and a horn. The Lightning's 998cc air-cooled, overhead valve 50° V-twin engine was given higher-performance racing components including Mark II Vincent cams with higher lift and more overlap, stronger, highly polished Vibrac connecting rods with a large-diameter caged roller-bearing big end, polished flywheels and Specialoid pistons delivering a 13:1 compression ratio for methanol fuel.

The combustion chamber spheres were polished, as were the valve rockers and the streamlined larger inlet ports, which were blended to special adapters and fed by twin 1¼-inch Amal 10TT9 carburettors.

The Ferodo single-plate clutch's cover featured centre and rear cooling holes, while the four-speed gearbox was beefed up to transmit extra power of at least 70bhp at 5,600 rpm (versus the Black Shadow's claimed 55bhp) and a top speed of 150mph.

The Black Lightning's genesis is the stuff of legend for Vincent enthusiasts, and essentially began with London Vincent dealer Jack Surtees, the father of future World champion and Vincent factory apprentice John Surtees. He'd been racing a Norton sidecar with some success, and in 1947 ordered a Vincent Rapide with special tuning parts. This engine was built at Vincent's Stevenage plant alongside a second such engine, which was loaned to George Brown, Vincent's experimental tester, whose ensuing bike became famously known as Gunga Din and was the test bed for the Black Shadow and Black Lightning.





Ehret publicity photo before the record attempt

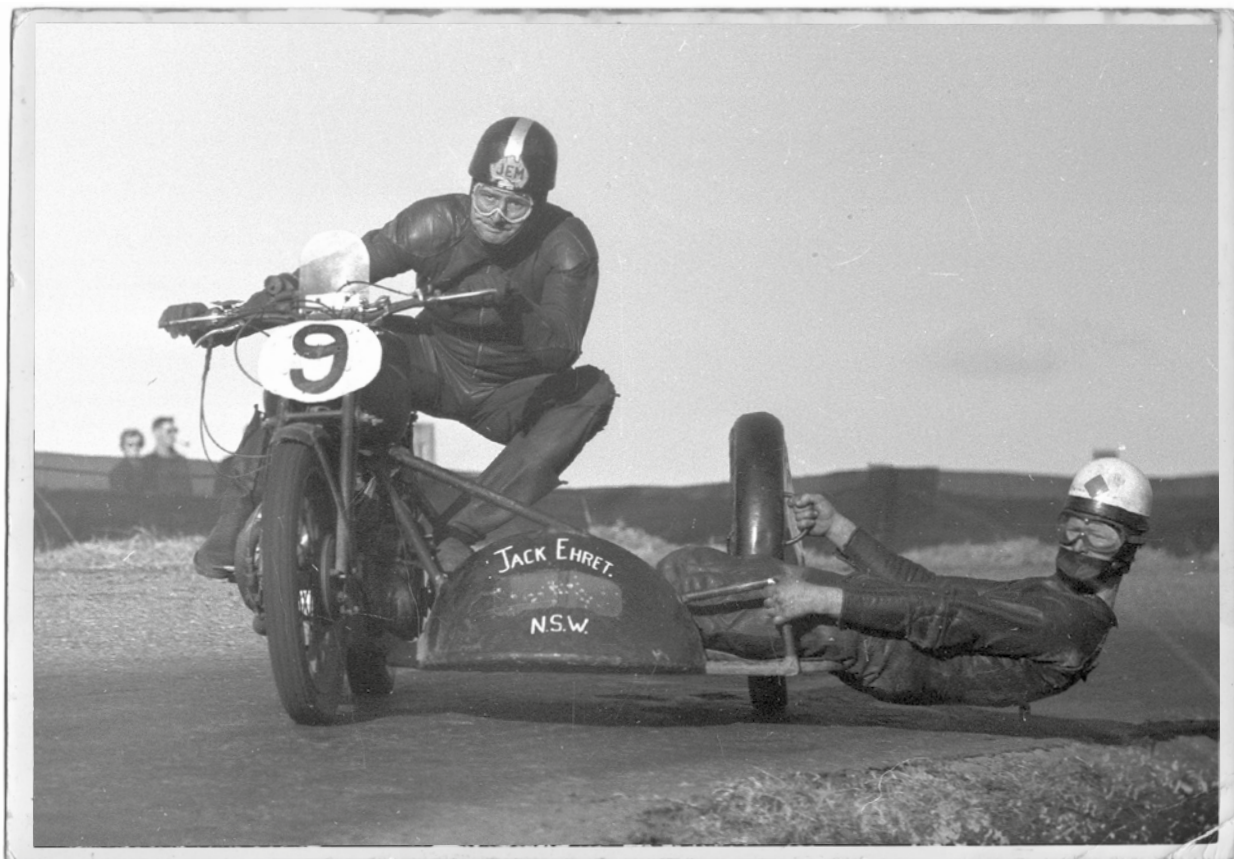
First shown at London's 1948 Earls Court show, the production Black Lightning caused a sensation despite its then-enormous £400 price tag plus a hefty £108 purchase tax. It is generally accepted that only 33 complete customer versions - all Series C except for one Series D model - plus Rollie Free's first 1948 Series B prototype were ever built (together with anything up to 13 engines for installation in racing cars), before production ended in 1952.

Today, the Black Lightning is perhaps the most coveted production motorcycle ever built. It is believed that 19 matching-numbers Lightnings still exist, making the cosmetically un-restored ex-Jack Ehret five-owner example, with its glorious racing history, a rare and immensely desirable slice of motorcycling history. The first two "Lightningised" engines for Surtees and Brown's Gunga Din were numbered F10AB/1A/70 and F10AB/1A/71, respectively, and the special Shadow sold to US dealer John Edgar in July 1948 was F10AB/1B/900. Subsequent Lightnings all carried the "IC" designation, and the third of these to leave the factory, F10AB/IC/1803, was sent to Sydney, Australi, in March 1949 and purchased by sidecar racer Les Warton.

From 1949-1952, six complete Black Lightnings plus one engine went to Vincent agents in Australia, the company's second-largest export market after the USA, with two more privately imported, one via Singapore. One was raced in 1949 by Sydney rider Tony McAlpine, who became virtually unbeatable in Unlimited class events aboard the Black Lightning, winning 12 major races from 13 starts.

For the 1951 European season, McAlpine decided to try his hand overseas, securing an AJS 7R for the 350cc class and finishing 13th in the Isle of Man Junior TT. In between races, McAlpine worked at the Vincent factory at Stevenage, and with the factory's blessing, assembled his own Black Lightning with engine number F10AB/1C/7305 and frame number RC9205.

This was completed on June 5th 1951, and tested on July 19th at Great Gransden airstrip alongside Gunga Din, hitting 130mph in third gear and, according to McAlpine, out-accelerating Gunga Din by a clear 30 yards on each standing-start sprint run. McAlpine's final race in Britain before sailing for home was at Boreham Aerodrome, a very fast circuit, in a programme that included an Unlimited race.



Ehret passengered by Stan Blundell at Mount Druitt







For the meeting, Phillip Vincent invited McAlpine to ride Gunga Din, which he did with great verve, sliding speedway-style through the turns to demolish the field. McAlpine then sailed home, taking with him the new, un-raced Black Lightning. He had no plans to return to Europe, but after receiving a sponsorship offer from Shell, plus the nomination as Australian representative for the TT, he decided to return for 1952. To save money and stay clear of injury he didn't race during his brief return to Australia, and put the Vincent up for sale.

The £500 price asked for the Black Lightning would have bought a couple of nice houses in Sydney at the time. One of the few riders with funds to buy the Lightning was car dealer Jack Forrest, a talented rider. At the 1951 Australian TT held at Lowood in Queensland in June, Forrest was the star of the show, winning the Junior race on a Velocette KTT and the Senior on a Manx Norton. He also raced a Vincent Black Shadow in the Unlimited class, and he was out in front in that race before a split fuel line sprayed methanol on the rear tyre. Although he controlled the resulting skid, his race was over.

Forrest had now seen that a well-tuned Vincent on a fast circuit was superior to even the best Norton, so when the opportunity to acquire McAlpine's Black Lightning came along, it proved irresistible. He bought the bike and raced it in the Australian TT at Bathurst in the Senior Unlimited TT, but crashed during the race, without serious injury and with mainly superficial damage to the bike.

Nonetheless, the experience seemed to break the love affair with the Vincent; Forrest set out to acquire a new Manx Norton and placed the Lightning for sale with Sydney dealers Burling and Simmons.

There it sat for months until bought by Jack Ehret, who owned two Sydney motorcycle shops. Ehret wasn't exactly flush with funds, but knew that if he didn't get hold of the Lightning, one of his racing rivals would. And so F10AB/1C/7305 found a new home, where it would remain for the next 47 years. "Black Jack" Ehret's first major outing on the Lightning was the Australian TT at the Little River circuit on Boxing Day 1952, where he finished second in the Senior Unlimited TT. At that time the Australian Land Speed record was constantly under attack, so in January 1953, Ehret selected a remote stretch of road in western NSW to challenge Les Warton's Vincent record of 122.6mph.



Despite a few problems, he averaged an officially timed 141.509mph to smash the record. Ehret claimed the attempt cost him £1,000-plus, but considered it well worth it in sales promotion for his business to earn the coveted certificate from the Auto Cycle Council of Australia.

Over the next five years, Jack Ehret and the Black Lightning were regular fixtures at Australian road race meetings, with the Vincent appearing in both solo and sidecar guise, often in the same day, with Stan Blundell in the chair. Ehret and the Lightning wound up Australian Title points leaders in 1954 ahead of a host of famous names. Undoubtedly its proudest moment as a solo came at the much vaunted international meeting at Mount Druitt in February 1955, where 500cc World Champion Geoff Duke visiting from England was the star attraction with his works four-cylinder Gilera.

Duke had demolished the opposition in his previous starts on his Australian tour, but on his home track, Ehret was fired up for action, and fancied his chances in the Unlimited TT. Reporting on his tour in the British motorcycle press, Duke wrote: "Ehret made a poor [push] start in the Unlimited event, whereas I was first away, and piled on the coals from the beginning.

Thereafter I was able to keep an eye on the Vincent rider approaching the hairpin as I accelerated away from it. Although he was unable to make up for his bad start, Ehret rode to such purpose that he equalled my fastest lap, and we now share the honour of being the lap record holders." After this scintillating performance, Jack then bolted on the chair for him and Blundell to win the Sidecar race!

One win that had eluded Ehret was the Australian TT at Bathurst, but he put that right in Easter 1956, winning the Sidecar TT with passenger George Donkin. Perhaps with this goal achieved, Jack and the Vincent became less frequent competitors, and when Mount Druitt closed in 1958 the Black Lightning was mothballed for 10 years. In 1968, Ehret made a comeback of sorts at Oran Park, with the Lightning now fitted with 16" wheels and John "Tex" Coleman in the chair. Despite the long layoff, Ehret didn't disgrace himself, finishing third in the Sidecar race. But a further decade passed before he brought the Black Lightning out for one more outing, again at Oran Park. By this time, the Vincent was in a different class - Historic - and Ehret demolished the field to win both his races by almost a complete lap. Its last appearance was at the Eastern Creek circuit in 1993, where Ehret lapped the entire field, winning both Historic Sidecar races passengered by his son John, then removed the chair for John to ride it in two solo races. According to Jack, the Vincent finished on the rostrum in 80% of the races he entered during his 40 years of racing it.





Thereafter, the Lightning began a long hibernation in a Sydney shed while Jack Ehret started a different life running nightclubs in the Philippines, before it was put up for sale in 1999, not long before Ehret passed away unexpectedly on July 7th, 2001, aged 78.

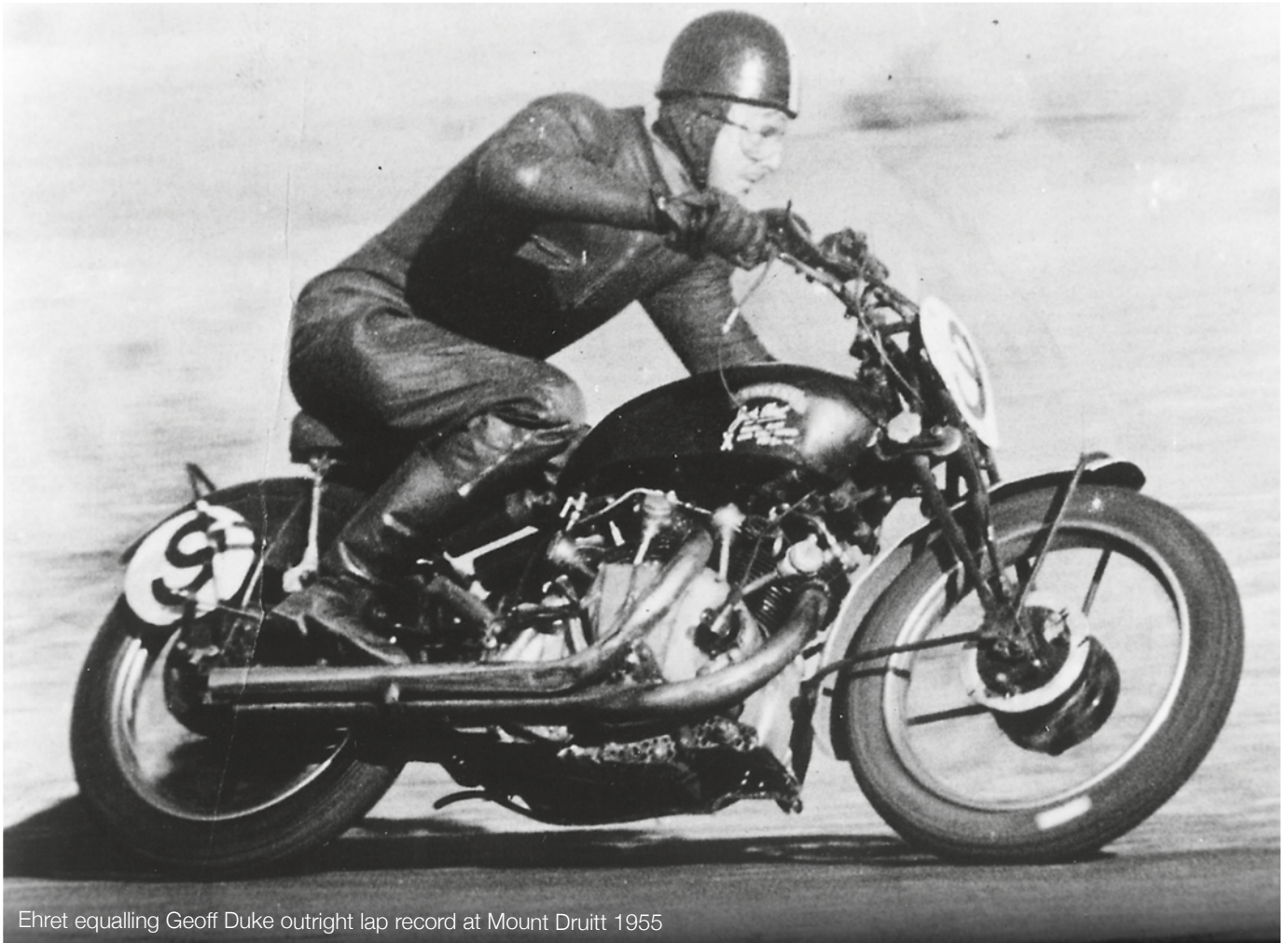
The new owner was Franc Trento, owner of Melbourne-based EuroBrit Motorbikes, and a noted Vincent enthusiast who fortunately determined that the Lightning would not be restored, but would be kept in exactly the same "as used" condition he'd acquired it in. It had been returned to its original specification with 21" front and 20" rear wheels, and the very rare Elektron magnesium-alloy brake plates. Far from becoming a static piece, the Lightning was regularly displayed, including taking to the track at the Broadford Bike Bonanza in 2009 and 2010.

In 2014, Trento sold the machine to the vendor, who shipped it to France where Vincent expert Patrick Godet re-commissioned it. The re-commissioning cost approximately €53,000 (invoices on file) and there is a video available of the machine being started for the first time. All removed parts, together with the original sidecar - including the fairing, seat, etc - are offered with the lot.

In its 66-year existence, Vincent Black Lightning, engine number F10/AB/1C/7305, frame number RC 9205, has so far clocked up 8,587 kilometres (the kilometre speedometer was fitted from new in "European" specification) and virtually every single metre has been covered in pursuit of glory. As far as the vendor was concerned, 7305 wasn't ready to be tucked up in bed in a museum just yet – so he invited the author to come and ride it.

To be invited to ride a bike such as the Ehret Vincent was an act of huge generosity, as well as implied trust. My two dozen laps came at the Circuit Carole on the outskirts of Paris, to which the vendor brought the battle-scarred warrior, re-commissioned by Patrick Godet, for me to ride.

The impression you get on the Ehret Vincent is that of being pulled along by a huge bungee cord. Once you see the rev counter needle track its way to the 3,800rpm mark, the bungee cord releases and you're swept to what must have been unimaginable speed by mid-20th Century standards. Nothing much happens below those revs, though, so you have to coax the engine into meaningful action with a dab on the Ferodo clutch's light-action lever.



Ehret equalling Geoff Duke outright lap record at Mount Druitt 1955

Soon the tachometer is showing 6,000rpm, at which point you stab the gear lever downwards with your right foot for the next of four gears. There are such massive amounts of torque, even by today's standards, that the Vincent just lunges forward when you get back on the throttle again.

In returning the Vincent to running condition, Godet has been at pains not to destroy the truth of time. "Once the vendor decided to preserve the machine in its current state, and not restore it – which was 100 percent the right decision – I wanted to make sure that any new parts I fitted were as unobtrusive as possible," he says. "But to make it safe to be ridden took quite a lot of work, because the engine parts were very worn, and the crankshaft had been repaired in a funny way. We stripped the bike totally, and rebuilt it using the original spec parts we have manufactured using the original Black Lightning factory drawings that we've obtained. But they're all inside where you can't see them, so while the throttle and brake cables may look old, all the internal wires are brand new, to give a smooth action. We've also converted it to running on petrol rather than methanol – we have much better fuel available today than they did back then."

The crankcases are the original ones, with the main bearings re-sleeved. New pistons, liners, valves, dual valve springs, Mark II Vincent cams, cam followers and oil pump are fitted to the bike. The original parts have all been saved. The original 20" rear wheel has been replaced by a 19-incher, as 20" racing tires are no longer available. Now shod with rear Avon GP rubber matched to a front 21" ribbed Avon Racing tire, the Ehret Vincent tracked well through Carole's infield section, with good grip delivered exiting both of its hairpin bends, which on most race bikes ask for bottom gear. Not the Lightnings, though, thanks to their reserves of torque and the way they break into a gallop very quickly in second gear once you've straightened up.

The ex-Jack Ehret Vincent Black Lightning is more than just an ultra-desirable collector's item, providing a window on the refined but still raw-edged performance that Philip Vincent's motorcycles delivered more than 60 years ago. How wonderful that its present owner rides and enjoys it, rather than wrapping it up as the mechanical objet d'art it undoubtedly is.

**Refer to department**





**AUTO CYCLE COUNCIL OF AUSTRALIA**  
THE CONTROLLING BODY OF MOTOR CYCLING IN AUSTRALIA  
(AFFILIATED WITH THE AUTO CYCLE UNION, ENGLAND)

President: Dr. F. G. VOLT, C.B.  
1953

General Secretary: N. STILES  
CARELOT STREET  
TENNISBORN, S.A.  
ADELAIDE

1953 January 1953

1953 February 1953

1953 March 1953

1953 April 1953

1953 May 1953

1953 June 1953

1953 July 1953

1953 August 1953

1953 September 1953

1953 October 1953

1953 November 1953

1953 December 1953

We have received news of the following successes.

**AUSTRALIA**

On the 19th February, 1953

Mr. Jack Ehret

established a new Australasian Motor Cycle record for the quarter mile flying start. He was riding a 997 c.c. Vincent "Black Lightning" and achieved

141.52 miles per hour (227.754 km.p.h.)

The course chosen was on a straight 2 mile stretch on the Gunnedah-Tamworth Road, nine miles from Gunnedah, New South Wales.

THE CONTROLLING BODY OF MOTOR CYCLING IN AUSTRALIA

**ACCA**

AUTO-CYCLE COUNCIL OF AUSTRALIA

AFFILIATED WITH ACU OF GREAT BRITAIN

**CERTIFICATE OF PERFORMANCE**

This is to certify that:-

Jack Ehret on 19th January 1953, in the vicinity of Gunnedah, N.S.W., recorded 141.50 m.p.h. for a two way flying start over One Quarter Mile riding 998cc. VINCENT H.R.D. an Australian Record for Class E (two motorcycle engines cc.)

President Secretary

**1950 VINCENT 998CC BLACK SHADOW SERIES-C**

Frame no. RC7636B

Engine no. F10AB/1B/5736

Rear frame no. RC7636B

- Works Order Form available
- Vincent Owners Club Dating Certificate
- Matching numbers



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

But above all else it was the Stevenage v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family sedan was barely capable of reaching 70mph!

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

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

The prototypes incorporated gas-flowed cylinder heads, Comet cams, polished con-rods and larger carburetors, these changes being good for a maximum output of 55bhp despite a compression ratio limited to only 7.3:1 by the 72-octane petrol that was the best available in the UK at the time. Ribbed brake drums were fitted to cope with the increased performance, while in a marketing masterstroke Vincent specified a 5-inch-diameter '150mph' speedometer and black-finished engine cases for his new baby: the Black Shadow. With a claimed top speed of 125mph, soon born out by road tests, the Vincent Black Shadow was quite simply the fastest road vehicle of its day. Deliveries commenced in the spring of 1948 and only around 70-or-so Series-B Black Shadows had been made before the improved Series-C's introduction at that year's Earl's Court Motorcycle Show in west London.



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



The Black Shadow was indeed a legend in its own lifetime, and in the 60-plus years since production ceased the esteem in which this iconic motorcycle is held has only increased, fueling the demand among discerning collectors for fine examples of the marque, such as that offered here, which retains matching frame and engine numbers. Vincent's definition of matching means that the frame and engine serial numbers are actually 1900 apart...the engine's being the lower of the two.

The factory Works Order Form comes with the bike showing it originally came with a sealed-beam headlamp and completed its road test just before Christmas on December 21, 1950. There is also a Vincent Owners Club Dating Certificate. The WOF clarifies that the bike's destination was the Indian Sales Corporation in San Francisco, California to be dispatched in a crate on January 3, 1951. However, very little else is known of the history of this Black Shadow. The seller states that it has recently been overhauled by an experienced technician with 'Stevenage blood in his veins' and is in need of break-in, so that it can perform well for another 68 years, or more.

**\$110,000 - 130,000**

**£82,000 - 97,000**



133

## 1950 VINCENT 998CC RAPIDE SERIES-C TOURING MODEL

Frame no. RC5975

Engine no. F10AB/1/4075

Rear frame no. RC5975

Crankcase mating no. EE69

- *Rare Chinese Red example*
- *Complete with Works Order Form*
- *Vincent Owners Club Dating Certificate*
- *First sold by the Burbank, California dealer, Mickey Martin*



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: adjustable brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day.

The outbreak of WW2 in 1939 brought production of all Series A models to a halt, and when Vincent resumed production at the war's end it was with the all-new Series B. Its rear suspension aside, the Series A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc. but with the Series B Messrs. Vincent and Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence.

For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads, that served as the oil tank and incorporated the headstock and the attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 70 years ago. Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopic forks, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

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





The tuned Rapide would be realized later in the form of the Black Shadow and Black Lightning models. In 1948 the Vincent range began to be updated to Series-C specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own aforementioned 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers. These technological advances and other cosmetic differences began to find their way onto production models during 1948, but it would be 1950 before all Vincents left the factory in Series-C specification.

This Red Rapide, complete with Touring fenders, is believed to have been purchased new from Mickey Martin's Burbank, California shop by Ray Schumacher, a friend of legendary Vincent racer Marty Dickerson. Throughout his interactions over the years with the seller, Marty would talk about how this Rapide went along on his first trip to Bonneville. Marty tells the story of how he went out to Bonneville in 1950 to watch, and to assist his friend Rollie Free.

Three riders undertook the 28-hour journey to the Salt Flats. Marty rode his blue bike, still set up at that time for the street. His friend Ray Schumacher rode this Red Rapide, and their acquaintance Don Bishop went along on his 500cc Triumph. Marty said 'Don was such a very nice guy, but we had to stop all the time because the tiny tank on his Triumph kept running out of gas, so we would pull over and get the hose out to top him off from the tanks of our Vincents.' As if that wasn't bad enough, the trip out to Utah became an even greater adventure. 'Don's bike got a flat rear tire, too. We gave him a bunch of grief because it was so very cold out there'.

Of the 2,800 plus Vincents produced in 1950, 76 Rapides were finished in 'Chinese Red'. So there's no question that original Chinese Red machines are extremely rare. The sale of this original (the tank only was once repainted), well cared for (proper maintenance has been undertaken its whole life), storied example is a gem, likely never to be repeated.

**\$95,000 - 120,000**  
**£71,000 - 90,000**

**1953 VINCENT 998CC BLACK SHADOW SERIES-C**

Frame no. to be advised  
 Engine no. F10AB/1B/9681  
 Rear frame no. RC11581B/B  
 Crankcase mating nos. G25G.

- *Previously in storage for many years*
- *Believed-genuine 14,804 miles recorded*
- *Running and riding condition*
- *Registered in New York*



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

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage.

Indeed, when it was introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of 110mph.

The basic design clearly had even greater potential though, as was demonstrated by the tuned Rapide known as 'Gunga Din', ridden by factory tester George Brown, that proved unbeatable in UK motorcycle racing in the late 1940s. Private owners too had expressed an interest in extracting more performance from their machines, all of which convinced Philip Vincent that a market existed for a sports version. Despite opposition from within the company's higher management, Vincent pressed ahead with his plans and together with Chief Engineer Phil Irving, clandestinely assembled a brace of tuned Rapides.

The prototypes incorporated gas-flowed cylinder heads, Comet cams, polished con-rods and larger carburettors, these changes being good for a maximum output of 55bhp despite a compression ratio limited to only 7.3:1 by the 72-octane petrol that was the best available in the UK at the time.



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Ribbed brake drums were fitted to cope with the increased performance, while in a marketing masterstroke Vincent specified a 5"-diameter '150mph' speedometer and black-finished engine cases for his new baby: the Black Shadow. With a claimed top speed of 125mph, soon born out by road tests, the Vincent Black Shadow was quite simply the fastest road vehicle of its day. Deliveries commenced in the spring of 1948 and only around 70-or-so Series-B Black Shadows had been made before the improved Series-C's introduction at that year's Earl's Court Motorcycle Show.

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

This particular Series-C Black Shadow was purchased in New Hampshire having been in storage for many years. Its previous history is not known. Currently displaying a total of 14,804 miles on the (working) Smiths 5" speedometer, the Vincent appears substantially original apart from the striping on the fuel tank, possibly indicating an earlier repaint. Indeed, the machine's condition would seem to indicate that the mileage total may very well be genuine. There are some original tools in the tool tray, and the carburetors are correct, the front instrument retaining the brass float chamber. Interestingly, the wheel rims are painted black, possibly reflecting the shortage of certain metals caused by the Korean War, which led to many British motorcycles of the 1952/1953 period leaving the factory with painted rather than chromed rims.

Presented in running and riding condition, this Black Shadow represents a wonderful opportunity to acquire an example of Vincent's iconic and much sought-after superbike preserved in unusually original condition.

**\$80,000 - 120,000**

**£60,000 - 90,000**



135

## 1955 VINCENT 998CC BLACK PRINCE

Frame no. D12508F

Engine no. F10AB/2B/10608

Crankcase mating no. E74V.

- One of only some 200 enclosed models produced
- Matching numbers
- Supplied by Harper Engines Ltd
- Runs and rides 'like new'



Ever since the Series-A's arrival in 1937, the Vincent v-twin had been synonymous with design innovation, engineering excellence and superlative high performance. So in September 1955 when it was revealed that production of the Stevenage-built machines would cease, the news stunned the motorcycling world. It had been decided that the firm's future lay in more profitable lines of manufacture, and just 100 more of the fabulous v-twins would be completed. By the time its demise was announced, Vincent's final twin - the Series-D - had been in production for just six months.

It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox, would make the Vincent Series-D the ultimate 'gentleman's motorcycle' and to reflect this change of emphasis the enclosed Rapide and Black Shadow were known as Black Knight and Black Prince respectively. In actuality, delayed delivery of the glassfibre panels - plus continuing demand for traditionally styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form.

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

Notwithstanding the fact that, as far as Philip Vincent was concerned, the Series-D was his finest design, the motorcycle-buying public greeted the innovative new models with suspicion, as is so often the case. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family saloon was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage.



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Its creator's vision of the Series-D as a two-wheeled Grande Routière just did not conform to the public's perception of the Vincent as the ultimate sports motorcycle. The firm lost money on every machine made, and when production ceased in December 1955 only 460 Series-D v-twins had been built, some 200 of which were enclosed models like the example offered here.

This Black Prince was imported by Gene Aucott from Harper Engines Ltd, which had acquired the defunct Vincent Engineers (Stevenage) Ltd in 1958. Harper's continued to produce Vincent spares and offered repairs and servicing, and even sold fully refurbished machines for a time during the 1960s. According to a previous owner, a VOC member for many years, the Black Prince was purchased in Cambridge, Massachusetts circa 1989, and we are advised that only some 840 miles have been covered since it was supplied 'as new' by Harpers. The windscreen has crack from age but a new-old-stock screen is included in the sale. Displaying some paintwork blemishes from age and storage, this is nevertheless a very presentable and original low-mileage example of one of Vincent's rarest models.

**\$60,000 - 80,000**

**£45,000 - 60,000**



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136

## 1949 VINCENT 499CC COMET

Frame no. RC/1/6845

Engine no. F5AB/2A/4945

Rear Frame no. RC/1/6845

Crankcase mating no. 32N

- *Matching-numbers example*
- *Restored 2007*
- *Relatively few miles since completion*
- *Registered in New York*



'Apart from the reduction of speed and acceleration to more normal levels due to their smaller 500cc engine, these machines (the Meteor and Comet) incorporate nearly every worthwhile feature of the fabulous Rapides.

'Are they cheap? Of course not! Vincent HRD quality cannot be obtained at mass production prices.' - The Vincent HRD Company Limited.

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

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

A matching-numbers example registered with the VOC since circa 1971, this particular Comet was imported into the USA by Dean Martin's mechanic in the 1970s, and was once ridden in the Pacific Northwest by Vincent's Chief Engineer, Phillip Irving, during a visit to the area (as confirmed by previous owners). Restored in approximately 2007 by Firefly Engineering Works, the Comet has covered relatively few miles since and is said to be in running and riding order. The machine is set up for touring and comes complete with period-correct Craven panniers. It should be noted that the Vincent's previous UK registration was 'OPK 142' (the numberplates were altered by a previous owner).

**\$20,000 - 30,000**

**£15,000 - 22,000**



137

## 1938 HARLEY-DAVIDSON 61CI EL 'KNUCKLEHEAD'

Engine no. 38EL3464

- *Matching numbers example*
- *'Barn find' condition*
- *5 miles covered since engine rebuild*



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 61ci'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 Petralli setting a new speed record of 136mph at Daytona Beach in March of that year, while Fred Ham later averaged 76mph for 24 hours at the Muroc Dry Lake in California to set a new best mark. (The Muroc Dry Lake, in Kern County, California is named after some early settlers, Ralph and Clifford Corum - their last name spelled backwards!)

Progressively improved, the ohv Harley became available in 74ci (FL) form from 1941, remaining a cornerstone of the Milwaukee range through the 'Panhead' and later 'Shovelhead' versions until superseded by the Evolution-engined bikes in the 1980s. You'd be right in thinking the EL and FLs are the archetypal Harley type we all picture when we hear the word.

Last registered in 1960, the previous owner stored it in a California barn - dry and protected from critters - shortly thereafter it was purchased by the vendor from the son, now well into his seventies, needing an engine, transmission, carburetor (Linkert), and speedometer re-build, and little bit of wiring help. Instantly the seller determined that it would suffer from a traditional restoration, or even just a re-paint. 'Original bikes in this kind of condition are rare and don't need spoiling'. Specialists Jerry Ballard of Forest Hill, California undertook the rebuild of the big components, John Bordas, the speedometer. The bike has but five miles of break-in on the rebuilt Knucklehead.

From the very beginning the Harley and Davidson boys sought to build a rugged motorcycle, for indeed the times were rugged... This Knucklehead is a prime example of how Harley 'does rugged.' Now 80 years old, let's hope for the next 80 years - two generations, or more - this Knucklehead will continue to provide motorcycling pleasure.

**\$50,000 - 60,000**  
**£37,000 - 45,000**

138 Ω

## 1926 BROUGH SUPERIOR 980CC SS80

Frame no. 437

Engine no. KTR/A 35485/Y (see text)

- Professionally restored between 2014 and 2016
- Gearbox original to frame
- New fuel tank
- Brough Club concours award winner 2016



Legendary superbike of motorcycling's between-the-wars 'Golden Age,' Brough Superior - 'The Rolls-Royce of Motorcycles' - was synonymous with high performance, engineering excellence and quality of finish. That such a formidable reputation was forged by a motorcycle constructed almost entirely from bought-in components says much for the publicity skills of George Brough. But if ever a machine was more than the sum of its parts, it was the Brough Superior.

W E Brough's machines had been innovative and well engineered, and his son's continued the family tradition but with an added ingredient - style. The very first Brough Superior Mkl of 1919 featured a saddle tank - an innovation not adopted by the rest of the British industry until 1928 - and the latter's broad-nosed, wedge-profiled outline would be a hallmark of the Nottingham-built machines from then on. Always the perfectionist, Brough bought only the best available components for his bikes, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right.

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph. With the new SS80's performance threatening to put the overhead-valve Mkl in the shade, it was decided to completely re-design the latter. The result was the legendary SS100. First shown to the public in 1924, the SS100 employed an entirely new 980cc JAP v-twin engine. A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karslake. And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.

Brough entered the 1930s with an entirely JAP-powered range and then, after a brief absence, the SS80 reappeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles. Although broadly similar to that of the Matchless Model X, the 982cc sidevalve v-twin incorporated Brough's preferred 'knife-and-fork' big-end bearing arrangement instead of the side-by-side connecting rods of the Matchless.



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



By now recast in the mould of luxury tourer or sidecar tug, the SS80 continued to use the AMC engine until production ceased in 1939. Frame number '437' originally belonged to a Brough Superior SS80 Standard model that left the factory on 28th July 1926 bound for R & H Chambers, Rutland. The Brough was registered as 'FP 1773' and is still registered with that number in the UK. 'FP 1773' was registered to the previous owner on 16th August 2010, and between 2014 and 2016 was comprehensively restored by marque specialist, Simon Miles.

The original engine having suffered fire damage, another unit was assembled using the original cylinder barrels and heads, together with replacement crankcases that had been re-stamped, albeit not with the original numbers. (The original damaged crankcases, numbered 'KTC/Y 56785', are included in the sale). Given the extensive nature of the rebuild, prospective purchasers should satisfy themselves with regard to the originality and correctness of this motorcycle's components prior to bidding. Accompanying documentation consists of a Copy Works Record Card and UK V5C Registration Certificate.

**\$125,000 - 150,000**

**£94,000 - 110,000**



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139 Ω

## 1947 INDIAN 74CI CHIEF

Frame no. 347 6188

Engine no. CDG6840B

- *Ordered from Indian by the Molson Brewery*
- *Landmark Indian model*



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

Constantly developed over its tenure, from new frame, forks, dry-sump lubrication, coil ignition, rear suspension and the like, the Chief quickly became one of the most legendary motorcycles in the world, particularly after 1940 when it was clothed in those now iconic Art Deco-style valanced fenders. For a style so associated with a brand, it's surprising that the fenders didn't make their appearance until 1940, some 39 years after the company's founding. Indian went all-in on the design, outfitting Scouts, Chief and Fours with the new tinware.

After World War 2 only the Chief made a return – in 1947 they did make 11,849 of them - supposedly a stop-gap measure until lighter, more advanced models came online. 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.

To many viewers the postwar girder-fork Chiefs are the model's styling epitome. This original, unrestored, all-red 1947 74ci Chief surely makes that point, complete with fringed seat popular with riders back in the day. It was ordered directly from Indian Sales by Sam Molson of the Canadian brewing family in Montreal. In 1978 it was the prize in a Molson Brewery 'lucky bottle cap' contest won by one Donald Johnson of Vancouver, British Columbia. He showed the bike eight times at the Daytona Beach Custom Tour and won best-of-show several times. Eventually the still immaculate bike was sold into a private collection where it has been kept in its original specification in a controlled atmosphere ever since. It reportedly starts and runs well.

Here is a one-time opportunity to acquire an as-new 70 year old Indian Chief, a Chief with a most unusual story. One of a kind...

**\$80,000 - 120,000**

**£60,000 - 90,000**



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## 1954 HARLEY-DAVIDSON 74CI FL DELUXE W50TH ANNIVERSARY

Engine no. 54FL2423

- 50th Anniversary model
- Historic Harley-Davidson of Topeka refurbished the engine



Harley-Davidson was in a celebratory mood in 1954. After all, the Motor Company had been in business for a half century, beginning from the dawn of the motorcycle industry. Their current Big Twin offering at the time was a machine first offered in 1948, the Panhead. The Panheads differed from the earlier Knuckleheads primarily by their distinctive valve covers which contained hydraulic valve lifters, catapulting Harley-Davidson more into the modern age of motorcycling, though on their terms as no one else was producing a large displacement, heavy weight touring motorcycle. Motorcycles of that period were evolving quickly. The British bikes vibrated, the few new Japanese motorcycles buzzed while the Harleys still shook.

The ever-conservative Harley-Davidson company continued to improve their offerings through 1954, producing three different frames in that single year. The new Jubilee trumpet horn was mounted between the cylinders, one of the reasons for multiple frame offerings. The Panhead featured aluminum cylinder heads and now the oil passages were drilled, eliminating external oil lines. Faster action throttle and spark controls were brought over from the Model K Harleys. Motorcycles were available with either the old hand shift, favored by the police departments or a new foot shift transmission presenting new foot and heel levers that appealed to the average street rider.

The 1954 Harley-Davidson was named the 'Hydra-Glide' in reference to its telescopic front forks. Rear suspension was still years away. The Panhead was designed to put on miles comfortably making them in their time, the pre-eminent touring bike on the roads of America. With Indian now gone, it left only Harley-Davidson to carry the flag, an American flag at that.

This 1954 Harley-Davidson Panhead, with hand-shift 74ci motor, being offered for sale is a nice mix of original paint with necessary touch-up work here and there, yellow on black. An Anniversary badge is proudly displayed on the front fender tip. On the rear fender there is a chrome factory carrier. The motor was recently run through by Historic Harley-Davidson of Topeka, Kansas – that is new rings and a valve job. The speedometer was rebuilt and the recorded miles 'returned.'

Sales of the Big Twins had been in decline since their introductory year in 1948 with the production of 1954 FLs at about sixty-percent of that leading year, making this motorcycle highly collectible today. This '54 Harley Panhead is set up to enjoy on the highways and is ready for that next excursion on a very roadworthy vintage motorcycle to your favorite destination.

**\$20,000 - 25,000**

**\$15,000 - 19,000**

# THE JIM JALBERT COLLECTION

Like many an American boy growing up in the 1960s, young Jim Jalbert was crazy about dirtbikes. Part of the “On Any Sunday” generation, he started with lawnmower-engined kitbikes, progressed to the factory-built minibikes that were then all the rage, then moved on to proper off-roaders like Hodaka 100s. Unfortunately, Jalbert’s motorcycling pastime was cut short a few years later when a family tragedy forced a life decision.

In 1968 Jalbert’s father, Joe, had started a fledgling business, a shuttle service to Boston’s Logan Airport using a few stretched Checker taxi cabs. When he unexpectedly fell ill and passed away, aged 54, it was up to son Jim to take over the 25-employee company. Only a few years out of high school and with an admittedly cursory knowledge of the business, Jalbert set to work modernizing the operation. First step was to purchase a full-size motorcoach and expand service. Today, with commuter runs to Boston and New York City, C&J Bus Lines celebrates its 50th year in business. Jalbert oversees a workforce of 100-plus people and a fleet of 30 modern coaches, including the first double-deckers used in commuter service. With his son now joining him at C&J, Jim is proud that three generations of Jalberts will make their mark on the company and that it remains family-run.

About 20 years ago, with the business on firm footing, Jalbert returned to motorcycling, this time as a serious collector. His main area of interest was “between the wars” classics from America’s Big Three, Harley-Davidson, Excelsior-Henderson and Indian. The latter marque is a favorite as the old “Wigwam,” Indian’s former factory in Springfield, Massachusetts, was located just 150 miles from Jalbert’s New Hampshire home. Over time, the collection numbered better than 30 motorcycles.

Some were purchased as already-restored machines but several underwent complete, fastidious restorations, where Jalbert’s laser-sharp attention to detail is on prime display. The Indian collection on offer here in Las Vegas is indeed impressive, with an example of virtually every important model from the late 1920s to the time of original factory’s closing in the early 1950s. Represented are flat-fendered Chiefs, a Four, a 101 Scout, several skirt-fendered Chiefs, a rare stock Sport Scout, a Scout flat-tracker, a freshly restored 741 Military Scout and even one of the new-design modular 1949 Arrows meant to lead Indian into a bright future.

Also of note are a Henderson Four and Excelsior Super X, both of 1929 vintage, examples of the highly engineered machines from Ignaz Schwinn’s stable of motorcycle companies, which succumbed to the onset of the Great Depression in 1931. Newest bike in the collection is “Elvis,” a purple-and-white 1966 Harley-Davidson Electra-Glide, first year of the famous Shovelhead motor, that is Jalbert’s regular rider.

Philanthropic work is also important to Jalbert. “When you work hard your whole life, when you scrape to get by, then do better and better as time goes by and start to enjoy some success, if you’re a good Samaritan and want to give back, you now have that capacity,” he says. To that end the collection will play a part, as all proceeds from sale of the 1941 Indian Army bike will be donated to Veterans Count, a charity that provides resources and support to service members and their families.









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## 1929 HENDERSON 1,301CC KJ FOUR

Engine no. KJ-30829

- First year Henderson KJ model
- Fully restored example



William and Thomas Henderson entered the motorcycle market in 1912 with their unique four cylinder engine, housed in an equally unique chassis that featured a long cylindrical gas and oil tank mounted between two frame tubes, which was standard for the time. Not the most successful businessmen, their company ran into financial problems being undercapitalized. In late 1917, the Henderson enterprise was purchased by bicycle magnate, Ignaz Schwinn who already owned the Excelsior motorcycle from a prior purchase. Schwinn already had a prototype four cylinder engine made but it was far less expensive to purchase the Henderson, and perhaps avoid the competition. Under Schwinn, the Henderson motorcycle improved each year and became extremely popular with riders and police departments. The original Hendersons had inlet over exhaust valve configurations and in 1920 they used sidevalve engines. The final engine was developed by Arthur Constantine and returned to the i.o.e. configuration.

The Henderson KJ (the more powerful Henderson Special KL debuted in 1930) was introduced to the motorcycle market for 1929, and ran until 1931 when Schwinn ended motorcycle production to save his bicycle industry during the Great Depression. The literature claimed 57 new features from the earlier Henderson motorcycle. Most notably was the styling. The former DeLuxe models still retained the antique looking square tanks between frame tubes as common from motorcycling's inception through the 1920's.

Now there was a beautiful streamlined pair of cast aluminum saddle tanks. Beneath was a new frame that used an I-beam forged head casting, regaled by the company as the newest innovation in the industry and the strongest. But secured within the steel tubing and fresh sheetmetal was the heart of the Henderson, an all-new power plant. A newly designed 5-main bearing crankshaft ensured the power was transmitted smoothly, reducing any vibration to the point of being non-existent. The inlet-over-exhaust top end used an efficient new manifold and downdraft carburetor, claiming that the cold starts in frigid Chicago was not an issue. A three-speed, hand shift transmission provided the directional motion and even was available with a reverse gear for sidecar aficionados.

This first year Henderson KJ was restored using correct Henderson colors of burgundy with cream side panels, running in cream colored wheels. It also features Henderson's new for 1929 rocker clutch pedal and a reverse gear. This KJ is has zero miles put on the bike following extensive work. One couldn't ask for a prettier motorcycle to enjoy and own. When compared to the Indian Four of that period, the Henderson was like a sports car. It was quick off the line, fast, smooth and comfortable. Even today, it is a great motorcycle to enjoy on modern roads.

**\$75,000 - 90,000**

**£56,000 - 67,000**



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## 1929 EXCELSIOR 750CC SUPER-X

Engine no. SX-6682

- Fully restored example
- Zero miles covered since restoration



Excelsior and Henderson as owned by Ignaz Schwinn may have been the smaller sibling of the Big Three in the United States motorcycle industry which included Harley-Davidson and Indian, but the company brought out some remarkable motorcycles that changed the market place as well as motorcycle competition. In a mere 18 years, Excelsior grew from the spindly belt-drive single cylinder motorcycle, as the motorcycle company purchased by Schwinn in 1911, to graceful V-twins in a matter of a few years, and to the innovative Super-X in 1925.

Schwinn had problems with the marketing of its motorcycles. The Henderson was considered the leader with sales double that of the Excelsior. The 61 inch V-twin Excelsiors of the teens and early 1920's were essentially in the same class as the touring heavy weight Hendersons so they were in competition with each other's market share, plus the twins were also competing against the offerings from Indian and Harley-Davidson. Thus in 1925 when the new Super Excelsior was debuted, it was a 45 cubic engine that none of the other manufacturers currently produced. Right in the middle of light weight and heavy weight motorcycles, the new Super-X featured a novel unit construction engine with a transmission where the gears could be removed from the bike without removing the engine from the chassis. It also featured helical primary gears in the primary that were extremely similar to that of Indian's Scout series.

Like the dated look of the Hendersons, the Super-X desperately needed a refreshed appearance which it received for the 1929 model year. It rode on balloon tires to improve the riding comfort, had a low saddle which enhanced the handling, and improved its economy through efficient engineering. It received new streamlined gas tanks and fenders with this model.

When the Super-X came onto the market, it created an entirely new class of middle weight motorcycles. Due to their lesser weight, the bikes became a sporting representative of motorcycling and undoubtedly gave a shot in the arm to sales. The rest of the country's industry quickly followed, with Indian updating their popular little Scout and Harley-Davidson introducing their own 45 in 1929. Motorcycle competition was changed too. A new class for 45 inch engines came into being and it still with us today, as is the same class for street motorcycles.

This 1929 Excelsior Super-X has been impressively restored, finished in an all-black paint scheme, highlighted with red and cream pin stripping and no mileage covered since restoration. It features a correct Bosch Magdyno, a bullet headlight, 18 inch drop center wheels and a pivoting rear fender to facilitate rear wheel removal. As Excelsior sales never matched its stablemate Hendersons, and both of these fine bikes never came close to the output from its other two industry rivals, the Super-X is rather rare. But this beautiful rare bird can be yours to own and admire.

**\$65,000 - 80,000**

**£49,000 - 60,000**



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143

## 1927 INDIAN 74CI BIG CHIEF

Engine no. BH 1523

- Fully restored example
- Fitted with the desirable 74 CI engine



When contemporary motorcyclists think of the Indian Chief, they envision the postwar models featuring full skirted fenders. However the Chief goes back into the 1920's and was actually the twinning of two earlier motorcycles from the iconic Springfield company. As Indian's Powerplus of 1916 was beginning to get old by 1920, it became apparent it was time for an upgrade. The Powerplus, Indian's first venture into the sidevalve motor, had a single cam actuating the valves for its 61 inch engine and the chassis featured a pair of leaf springs for rear suspension as well as a leaf spring front fork. With the introduction of the Chief for 1922, the new 61 ci. motor retained a sidevalve configuration but from the diminutive 37 ci. Scout came two cam shafts to work the valves and an enclosed primary drive using helical gears to transmit the power from the crankshaft to the transmission. And gone was the unconventional rear spring assembly. The Chief was essentially a bigger Scout. And in the following year, 1923, the Big Chief became available with a 74 ci motor to remain competitive against Harley-Davidson.

The Chief and Big Chief soldiered on the next few years with incremental improvements however both models had to compete not only with rival competitors Harley-Davidson, Henderson and Excelsior but with Indian's own Scout and the new four cylinder Indian Ace where corporate development funds were funneled. Perhaps Indian was the Chief's own worst enemy as the company promoted the Scout where the Chief was supposed to shine.

The Indian Chief was advertised primarily as a sidecar machine and for police departments across the globe. Despite the company's infatuation with the Scout, the mighty Chief represented the majority of sales. This 1927 Indian Big Chief features the 74 cubic inch displacement that would become the standard for decades to come from the Wigwam and its 30 bhp could power the motorcycle to an estimated 70 mph. It's a stunning restoration that will surely please the next owner.

Finished in Packard Blue with a white fuel tank and set off with gold pin striping, the motorcycle is an absolute jewel. It's the first year for detachable cylinder heads. Indian Chiefs had a double front down tube on their cradle frame, a feature not found on the company's competitors and added to the secure feeling on the road. Also retained was the aluminum, oil bath primary case, linking the engine to the transmission. Included is a speedometer with 28,716 miles indicated and an Indian ammeter mounted on the upper frame rail. This is an exquisite motorcycle sure to become a favorite in any collection.

**\$40,000 - 50,000**

**£30,000 - 37,000**



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144

## 1926 INDIAN 21CI PRINCE

Engine no. W 123

- *Fitted with a rare "W" Prexix engine, only 1 of 20*
- *Fully restored example*
- *Desirable lightweight model*



When Indian's Chief Engineer, Charles B. Franklin, began to design a light weight, single cylinder motorcycle, he imported several machines from overseas for evaluation. He singled in on a new Velocette Model K noted for the bike's remarkable performance. The first Indian Prince for 1925 looked remarkably similar to the Velocette, other than the stock engine used a sidevalve motor to trim manufacturing expenses. The most obvious styling cue to the Velocette was a wedge-shaped gas tank which did not appeal to American buyers, and in the following year the tank was restyled to appear more like the popular Scout, only slimmer. Also following English motorcycles of the time, the little Indian used a light weight girder fork which Indian labeled a truss type with a spiral spring. As Franklin was Irish-born, the acute knowledge and appeal of English motorcycles was natural.

The Indian Prince had a 21 cubic inch displacement (350 cc) that served out a hearty 6 bhp. The engine was secured into a keystone frame with steel plates and had a 3-speed sliding gear transmission with a foot clutch. It was a bit of a retrograde when compared to the stout chassis of its stablemates but the Prince was designed to be very affordable.

Unlike other Indian motorcycles, it had a dry plate clutch. With a nod to earlier times, the Prince used sheet metal covers for the primary and final drive chains. Despite the limitations of economics, the Prince used all modern Indian controls and electrics, and a detachable cylinder head. They were economical to operate, achieving nearly 55 mph and delivering excellent fuel economy. The intended market for the Indian Prince was new riders, young women and perhaps older beginning riders who did not trust their skills with a heavier motorcycle.

A clean restoration, this 1926 Indian Prince has foot pegs as used on continental machines instead of footboards which came in 1928, the final year of the Prince. The engine is an Indian industrial motor which only 20 units were ever produced bearing a "W" prefix, and used in the motorcycles as residual at the factory. As American single cylinder motorcycles of this period the Indian Prince is exceedingly rare. The target audience is the same today as it was in 1926, with the little bike appealing to newer and older collectors for its size and handling.

**\$15,000 - 20,000**  
**£11,000 - 15,000**



145

## 1929 INDIAN 45CI 101 SCOUT

Engine No. DGP 8933

- *Landmark Indian model*
- *Originally an Export model*



Respected as one of the finest motorcycles to ever be manufactured at the famous Wigwam, home of the Indian Motorcycle, the Series 101 Scouts were produced from 1928 through 1931 in both 37 cubic inch and 45 cubic inch engines. The 101 Scouts were both nimble and rugged, finding enthusiastic followers in all corners of the globe. Credited to the development by Indian engineer, Charles B. Franklin, the Series 101 Indians were directly derived from the earlier Scouts but with many improvements. Most obvious was the new shorter frame which improved the handling of the motorcycle, making it popular with stunt riders. The shorter frame required a new gas tank which gave a more streamlined and modern appearance, along with the new fenders. The 101 also had new crankcases which used a stronger mounting at the front of the engine to secure it to cast lugs in the frame. The engine used a sidevalve configuration which was both durable and less expensive to manufacture.

This 1929 Indian 101 Scout was originally an export model, coming back to the United States from Australia and features the more popular 45 cubic inch engine. The smaller 37 cubic inch engines were sold more to Scandinavian and European countries where the smaller motors weren't taxed as heavily. It is completely intact and includes an export front wheel stand.

An older restoration, it would be a very easy motorcycle to bring up to concourse presentation, or one could simply enjoy the attributes of Indian's finest and ride it. A late model 1929 motorcycle, it features the updated rear fender which facilitated rear wheel removal. Indian at that time did not have year to year model changes but evolutionary improvements and changes so it is probable that the fender is original to the motorcycle. All the hard-to-find parts are intact on this motorcycle; speedometer, lighting panel with panel light, ammeter and switch, bullet headlight, Klaxon horn and accessory rear carrier. Ignition is provided by a correct Splitdorf NS magneto and electrical power by a Splitdorf DU-7 generator. With only 5,809 miles indicated on the odometer. It only shows minimal wear from a prior owner enjoying the motorcycle.

Indian Scouts have delivered its riders to several top finishes in the Motorcycle Cannonball competition across the United States in recent years. Twenty years ago, Max Bubeck, Jerry Hatfield and Butch Baer rode their Indian 101 Scouts across the United States, leaving on Max's 80th birthday and ended their ride at the Indian factory in Springfield, Massachusetts. The Scouts are both highly desirable to collectors and an absolute ball to ride. The old adage is that "You can't wear out an Indian Scout" but one sure can have fun trying.

**\$25,000 - 35,000**

**£19,000 - 26,000**

146

## INDIAN SCOUT FLAT TRACK RACING MOTORCYCLE

- Restored example of Indian's successful AMA Class C racer
- Ridden very little since restoration by HP Indian



While full-fendered Fours and Chiefs were the company's flagships, it was stripped-down 750cc Sport Scouts that gave Indian most of its racetrack glory throughout the 1930s right up until the attack on Pearl Harbor put most racing on hold. Performance was stressed from the model's first advertisement in 1934: "Acceleration, speed, agility, the Sport Scout 45, streamlined from the ground up," promised the copy. That boast was more than fulfilled in 1937 when Ed "Iron Man" Kretz took a Sport Scout to victory in the inaugural AMA 200-miler on the sands of Daytona Beach. A reputation for outright top speed was taken care of later that year when former racer and Pasadena Police motor officer Fred Ludlow rode a tuned example to 128.57mph on California's Muroc Dry Lake.

No new Sport Scout street bikes were produced after WWII but the factory did conjure up a special batch of so-called "Big Base" engines so Indian could continue doing battle with their great rival, Harley-Davidson. The hot-rodded Sport Scouts gave a good account of themselves, starting with another Daytona 200 win in 1947 with smooth-riding Johnny Spiegelhoff at the controls. Next year it was Indian rider Floyd Emde's turn to take the Daytona 200 headlines.

More victories were notched by the famous "Indian Wrecking Crew" consisting of Bobby Hill, Bill Tuman and Ernie Beckman – like Kretz, Ludlow, Spiegelhoff and Emde, all AMA Hall of Famers. Hill rode a Sport Scout to 11 AMA national wins and was Grand National Champion in 1951 and '52. Tuman, with a total of five nationals, also had the distinction of being the last Sport Scout rider to wear the GNC crown when he took the title in 1953. Beckman won nationals three times in his career, and at the Williams Grove Half-Mile in 1953 was the last Indian rider to take the checkers at an AMA race – until last year, that is, when a reconstituted Indian Motorcycle Company began racing once again.

The Jalbert Collection's Sport Scout flat tracker was built by HP Indian, a New England specialty shop. It is equipped with an Edison-Splitdorf magneto and tuned "Bonneville" carburetor. The bike has blank engine cases and is sold on a bill of sale.

**\$20,000 - 25,000**

**£15,000 - 19,000**



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## 1940 INDIAN 74CI CHIEF

Engine no. CDO 3448

- *Matching numbers example*
- *AMCA Senior Award winner*



Entering the new decade of the 1940's, the Indian Motorcycle Company debuted new styling that would become their signature and define the company into the present day. They added skirts to the front and rear fenders of the graceful streamlined fenders from previous years.

The new fenders were applied to all Indian models across the board, from the Four, Chief, Sport Scout and even the Thirty-Fifty. Another important change was a new Spring Cradle Frame for the Fours and Chief that provided a small amount of rear suspension while a longer spring fork served the duties up front. Some riders lamented the changes as moving the Indian from a good all-around motorcycle and making it more of a touring only machine. But no doubt about it, the Indian Chief was a very comfortable motorcycle whether it was used for every day riding or going for the long haul across state or the country.

Aesthetics aside, there were many improvements on the Chief. The engine gained larger cooling fins in the cylinders and heads, and new 4.50 x 18 tires were standard to help improve comfort. For a short time, a new Purolator oil filter was mounted in front of the engine but early on was deleted because if they were installed wrong, oil would become blocked resulting in an engine failure. The generator was now mounted behind the seat post, clamped to that section of the frame and used a belt to drive the unit.

Gone were the stamped steel footboards that were a left over from the Ace motorcycle, and replaced with new boards with bonded rubber tops. A new padded saddle improved comfort and also heightened the seat a little.

This 1940 Indian Chief is a matching numbers motorcycle and expertly finished in Indian's Fallon Brown. The motorcycle is correct with a tool box mounted behind the clutch pedal, a one-year only rain boot over the distributor, a black painted kick starter arm and its generator belt guard has an inspection hole for oiling the generator. The new decade also brought in additional styling cues around the industry and Indian added stamped steel tear drop tank badges, replacing the decals. It was also the first year for a fender light on the front fender. The motorcycle only has 2,447 miles on the odometer.

This is a beautiful pre-war Indian Chief, expertly restored and has an AMCA Senior Award substantiating the thoroughness of the work. Indian Chiefs make exceptionally comfortable riders, capable of that long tour or a casual meandering on back country roads. A rider on a Chief will always return home with a huge smile on their face.

**\$35,000 - 45,000**

**£26,000 - 34,000**

**1938 INDIAN 74CI CHIEF WITH PRINCESS SIDECAR**

Engine no. CCH 1179 B

- *Iconic model of the Indian range*
- *Fully restored example*



By 1938, the Indian Chief model had been the mainstay of the company's motorcycle production and sales for over 15 years. In that time the motorcycle evolved into a graceful and beautiful machine. Introduced in 1935, the Chief gained sweeping streamlined fenders, and these remained until 1940 when the full skirted fenders emerged. Aside from the pleasing cosmetic appearance, the Chief received several engine upgrades to keep it competitive against Harley-Davidson's offering, especially against the new 61 ci. OHV twin later known as the Knucklehead.

To prove the speed of the Chief, Rollie Free took a blueprinted 1938 Chief of stock condition to a record of 109.65 mph on a rough Daytona beach in March of that year. He was hampered by the condition of the sand and suffered from insufficient oil scavenging from the crankcase, yet set a new record. Fred Ludlow in September of that year fixed the problems Free encountered and ran the Chief through the traps at 120.747 mph, significantly faster than its Milwaukee competition with a stock machine.

This 1938 Indian Chief with a Princess sidecar is restored in Mohawk Green with Seminole Cream panels in Indian's popular V-Panel paint scheme, highlighted with gold pin striping. Complementing the paint scheme, the gas tank used the all-gold Indian headdress tank decal. During the DuPont era of Indian ownership, any paint color from the DuPont catalog could be made available for the buyer however the choice with this restoration was a stock color option.

Plating options were also an open book. One could even have the wheel rims in cadmium plating if they so desired, at an additional fee of course. This motorcycle has the optional chrome plating on the handlebars which would have added \$4.00 to the bill. Much of the hardware is cadmium plated while the engine's cylinders are correctly electro-less nickel plated. Chrome plating became a standard in 1931 with Indian so levers, caps, air cleaner, valve covers, horn face and headlight bezel are enhanced with chrome.

One year only features on this motorcycle include a correct gray and red lettering 120 mph speedometer showing 39459 miles on the odometer, a gray buffalo ignition switch and gray handlebar grips. The year 1938 also introduced the first tank top instrument panel which necessitated a frame modification for the now standard speedometer.

The base price in 1938 for the Indian Chief was \$385 and an additional \$70 for the Princess sidecar, plus another \$10 for the optional brake featured on this sidecar. This sidecar has a windshield mounted from an Alfa Romeo as a personal preference by the owner when the machine was restored, and it enhances the sporting appeal of the entire combination. Indian Chiefs from 1935 through 1939 are highly desirable and very difficult to find. They are so appreciated by their owners for their unbeatable appearance and riding qualities that they rarely come up for sale. This Indian is an excellent opportunity to own an iconic motorcycle that has not been ridden since its restoration.

**\$40,000 - 50,000**  
**£30,000 - 37,000**



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## 1939 INDIAN 74CI CHIEF 'WORLDS FAIR'

Frame no. 3391827

Engine no. CCI1827B

- Last year of the open-fender Chiefs, first year for metallic paint
- Restored as a showpiece, zero miles since build
- World's Fair paint scheme



Think 'Indian Chief' and images of the iconic post-1940 skirt-fendered models no doubt come to mind. In fact, the Chief came into being way back in 1922 and by comparison those early versions were practically stripped-down in appearance. Charles Franklin was the man responsible for first the 1920 Scout and then that inaugural Chief in '22. Multi-talented with a fertile mind, Franklin was born in Ireland, trained as an electrical engineer and became a very good motorcycle racer with an affinity for the Isle of Man island road course. In 1911 he was a rider on the Indian team, finishing second in the Senior TT as part of an unprecedented 1-2-3 sweep for the American manufacturer.

Recognizing Franklin's usefulness, Indian hired him in 1916 to be part of the Springfield factory's engineering staff. Soon promoted to Chief Engineer, he took on the aging 61ci Powerplus V-twin and thoroughly revamped it for use in the 1922 Chief. The next year saw displacement bumped to 74ci for the Big Chief, ostensibly intended for sidecar use, but fast solo riders were soon putting to good use the extra oomph that 1200cc brings. Sadly, Franklin has just 10 more years to live as cancer took him in 1932, aged 52, but he should always be remembered as the man who put one of America's great motorcycles on solid footing.

By 1939, the last year for open fenders, the Chief was a premier road bike that had helped Indian weather the dark days of the Depression. The USA's newfound optimism was on display that year at the New York World's Fair. Indian's full-line brochure for '39 played up the prestige of having the event stateside and used renderings of the fair's pavilions as backgrounds to the new bikes.

A revised paint scheme was unveiled, still employing the Chief headdress but with a contrasting band of color and different pinstriping, described simply in the copy as "streamlined tank paneling." Because of the brochure's artwork, though, this soon became known as the "World's Fair" paint job. More paint-related news was that for the first time metallic colors were available on the Chief – fitting as Indian was being run by E. Paul duPont of the famous DuPont chemical conglomerate, which included an automotive paint operation among its many endeavors.

Restored over 2 ½ years during its time in the Jalbert Collection, this matching-numbers 1939 Chief with metallic blue-and-silver World's Fair paint is unabashedly over the top, intended as a show-stopper, as if it were bound for an Indian Motorcycles stand at the exposition had there been such a thing. Crankcases, floorboards and primary cover were polished, the cylinders and brake drums were nickel-plated, while wheel hubs, rims, the fork's leaf springs, the rear prop stand and sundry fasteners were all chrome-plated – though it should be pointed out that a dedicated owner in '39 could certainly have done likewise.

Something not available back then was laser-etching, which was used here to transfer the design of a vintage World's Fair subway token onto the Chief's chromed air-cleaner cover. The bike has been on static display in Mr. Jalbert's climate-controlled "bike shed" since its restoration and has not been ridden.

**\$40,000 - 50,000**

**£30,000 - 37,000**



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150

## 1939 INDIAN FOUR WORLD'S FAIR

Engine no. DCI 217B

- *Flagship Indian model*
- *Fully restored example*



Indian motorcycle's flagship model was always the four cylinder offering, ever since the company purchased the financially ailing Ace Motor Corporation in 1927. The sales generally represented less than 10% of the overall production, but the Four was as unique as it was mystical. Most old photographs of Fours showed either a police officer mounted on one for duty, or a Hollywood star.

When debuted in 1938, the Indian Four was stunningly beautiful. Graceful streamlined fenders and gas tanks adorned the motorcycle as it had in the previous few years, but it was the engine that captivated the followers. Gone from the lineup were the so-called Upside Down Fours that Indian called Sport Fours. In actuality the Sport Fours were exactly that but gained an unfair reputation based on their looks. The new engine featured two paired cast cylinders of standard inlet-over-exhaust configuration, and a gorgeous exhaust system that began with a porcelain manifold and ended with a straight chromed fishtail muffler. However that year was a disaster for both the automotive and motorcycle industry with new sales plummeting about 40%.

Indian didn't falter however and in 1939, the exciting Four emerged once more with several improvements. Celebrating the New York World's Fair, Indian unveiled its World's Fair paint scheme and even featured the World's Fair on their catalog cover. They offered seven different stock colors and combinations, including their first metallic color.

The full color Indian headaddress tank decal was now standard. Equipment improvements included a new circular air cleaner, a chrome rear bumper, a larger leg heat shield, a high output Auto-Lite generator and interchangeable wheels rolling on 4.00x18 inch tires. An optional Edison-Splitdorf RM (rotating magnet) was also offered.

With only 2 miles indicated on the Corbin speedometer since its restoration, this Indian Four came into the Jalbert collection previously restored and since that purchase it was discovered that the engine cases, one or both, have been replaced, not uncommon to keep these fine motorcycles on the road. This year Indian Four is not only exciting to appreciate visually but a very capable motorcycle on the back roads as they have excellent tracking with Indian's leaf spring front fork and low center of gravity.

**\$55,000 - 70,000**  
**£41,000 - 52,000**



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## 1941 INDIAN 30CI 741 SCOUT MILITARY

Engine no. GDA32908



- All proceeds from this sale to go to the Veterans Count charity
- Authentically restored to battle-ready condition, U.S. Army livery
- Vintage G.I. helmet and replica Tommy gun included in sale



When Indian went to war after Pearl Harbor, three different models were conscripted, and the factory even developed a completely new machine to do battle with Field Marshall Rommel and his vaunted Afrika Korps. While rival Harley-Davidson got the bigger military contracts, Indian still contributed 40,000-plus machines to the war effort, supplying bikes to U.S. armed services and those of our allies. Even the big Chief 74 pulled duty, renamed 340B in military parlance, most fitted with sidecars. It's said that France ordered 5,000 340B outfits before the country's fall, rumor insisting that many are still resting in their crates on the ocean floor, victims of U-boat torpedoes. The 640B, a militarized Sport Scout, was produced in smaller numbers, perhaps 2500 units. In answer to a government request to supply a motorcycle that could stand up to the chain-eating sands of North Africa, Indian developed and built 1,000 Model 841s, a 750cc transverse V-twin design with shaft final drive. Rommel's withdrawal from that theater and the amazing capabilities of the Jeep meant that the 841s remained in a warehouse, many sold off after the war for \$500 apiece. In fact, a surplus civilianized 841 was the favorite ride of company boss E. Paul duPont.

By far the most prolific of war Indians was the 741B Scout, some 35,000 of which saw service. Power came from a 30.50ci (500cc) V-twin repurposed from the prewar Junior Scout. To cope with the low-octane gasoline often found in war zones, compression ratio was lowered, which also aided reliability and made kickstarting easier – never a bad

thing when someone is shooting at you. A huge canister-style air filter kept dirt and debris out of engine's innards. Chassis-wise, longer forks increased ground clearance (and became popular with chopper builders after the war), and provided a location for a gun scabbard and ammo box. Fenders were simple flat blades, mounted with enough wheel clearance to prevent packed mud from halting forward progress. Leather saddlebags were hung from a heavy-duty rear carrier, with capacity on top for even more kit. A perforated shield was fitted to the engine's right side to cut down on radio interference from the ignition system.

The Jalbert Collection's military Scout is freshly restored to an accurate and impressive level, has logged only a few test miles and is ready for display, D-Day reenactments or easy, attention-getting rides to the local bike show. The authentic WWII-era helmet and replica Thompson submachine gun seen in the photos will be included with the lot. All proceeds from sale of the 741 will be donated to Veterans Count, one of the charities Mr. Jalbert works with, the philanthropic arm of Easterseals' Military and Veteran Services which provides critical and timely financial assistance and other aid to veterans, service members and their families, the goal being to "ensure their dignity, health and overall well-being". A noble motorcycle, then, for a noble cause.

**\$20,000 - 25,000**

**£15,000 - 19,000**



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152

## 1940 INDIAN 45CI SPORT SCOUT

Engine no. FDO 250

- *Matching numbers*
- *42 miles covered since restoration*



Like its bigger brothers, the Four and the Chief, in 1940 the 45 ci. Sport Scout also gained the signature full skirted fenders however it retained the rigid rear frame like its predecessors. The Spring Cradle frame would have to wait one more year for the Sport Scout. And unlike the Chief, the Sport Scout used a Keystone frame where the engine and transmission were bolted together, and the entire motor assembly was secured to mounting plates to the frame rather than supported in a cradle like the Chief and earlier Scouts. The rear section of the frame also bolted to the front section instead of being manufactured as a single frame.

While the assembly created more time and expense at the factory, it provided more ground clearance than earlier Scouts and may have been a wink at the important American dirt track races. A new front fork was marginally larger to clear the newer front skirted fender but overall the fork remained the same girder style as it was in years past. New gas tanks with stamped steel tear drop emblems embellished the motorcycle while aluminum strips defined not only where the fender skirts met the fender crowns but were also used to decorate the top of the fenders. With the introduction of the full skirted fenders, the rear stand that clipped to the fender became obsolete and a new center stand bolted to the bottom of the frame. A side stand remained where the rider simply used his or her foot to extend the support stand. A new tool box was mounted alongside the battery.

The Sport Scout series had many improvements over earlier Scouts to maximize power output and reduce manufacturing costs. A significant difference was the change back to chain primary drives, eliminating the costly helical gears introduced in 1920, however the chain drives were retained in the same oil-tight cast aluminum cases. For 1940, the engine had larger finning on the cylinders and heads, and used a one-piece exhaust system. It was the first year for a new Linkert carburetor and Edison-Splitdorf RM (rotating magnet) magnetos became optional. And as on the Chief, a Purolator oil filter made a brief appearance but was soon withdrawn because if mounted improperly it would create an oil blockage which could damage the motor. A correct and one-year only rain boot covers the distributor.

This 1940 Indian Sport Scout is a matching serial number motorcycle and expertly restored. It is an AMCA Senior Award winner verifying the quality and accuracy of the restoration. There is only 42 miles on the motorcycle since restoration and is finished in Indian's Fallon Brown.

**\$35,000 - 45,000**

**£26,000 - 34,000**



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## 1953 INDIAN 74CI CHIEF

Frame no. CS6756

Engine no. CS6756B

- Last year for the original Springfield Indian Chief
- Recent repaint and new fringed solo seat added
- Period Indian accessory driving lights and rear carrier



No motorcycle is as easily identifiable as a skirted Indian Chief. Penned by Indian stylist G. Briggs Weaver, those iconic fenders are unmistakable and set the bike apart from anything else on the road. For a style so associated with the brand it's surprising that the outrageously valanced fenders didn't make their first appearance until 1940, some 39 years after the company's founding. With WWII looming and Indian increasingly turning to production of military models, though, the Army version of the Chief emerged stripped of its skirted fenders and chromework, finished in olive drab.

After World War II, the civilian Chief made a return, as did the fenders, but by 1953 Indian was in deep trouble. The company's new Dyna-Torque vertical singles and twins, meant to blunt a postwar invasion of highly competent lightweights from England, had teething problems and were dead in the marketplace. That left the venerable Chief to soldier on, a flathead design in an increasingly overhead-valve world. Not that the proud old Indian wasn't ready for a fight.

The motor had been punched out to 80ci (1320cc), an up-to-date hydraulic telescopic fork replaced the traditional girder arrangement, and on the engine's timing side a rounded shroud was meant to impart more of a modern, automotive feel. Styling-wise, the art-deco fenders looked as good as ever, maybe even more so as the front was trimmed back and a small shroud was added to the headlight area.

Still, financially the clock was ticking and Indian was destined not to survive past '53. This matching-numbers machine from the Jalbert Collection is among the last batch of Chiefs produced. It is an older restoration that was recently treated to a paint respray. The fork tubes have been chromed, a common period touch. Likewise, the less-than-aesthetic stock bench seat has been replaced by a fringed tractor-style saddle, another popular mod back in the '50s, this one a quality reproduction from Heather's Leathers. Useful factory accessories include twin driving lights and a rear fender luggage rack.

**\$30,000 - 40,000**

**£22,000 - 30,000**

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

154

## 1941 HARLEY-DAVIDSON SERVI-CAR

Engine no. 41G3372

- *Fully restored example*
- *'Small Box' model*



Once a favorite of Meter Maids everywhere, Harley-Davidson's three-wheeled Servi-Car was actually developed during the Great Depression, targeted at car dealerships and service shops as a way of increasing revenue while cutting the man-hours required to service a customer's automobile. In those days it was not uncommon for shops to retrieve a car from the owner's home, perform the required maintenance and then return the vehicle. Because it was designed to tow behind a car, clipping onto the bumper via a universal hitch bar, the Servi-Car turned this retrieval/delivery into a one-man operation. Additionally, the inherent balance of its three-wheel configuration meant the Servi-Car could be operated by those without extensive motorcycle experience.

"A new service system: The modern method for profitable pick-up and delivery of automobiles", blared the Servi-Car's multi-page introductory brochure. "Cuts down the gas, oil, tire and depreciation cost of pick-up and delivery with a car. Prevents the losses occasioned through use of service or tow cars in this work, when that equipment can be used more profitably elsewhere".

Other businesses soon discovered uses for the three-wheeled workhorse. The steel box between the rear wheels was available in two sizes through 1941, that cargo space making the Servi-Car a natural for intra-city delivery of all kinds of goods.

The box also provided highly visible placement for a company's logo and telephone number, with accessory wheel spats available if even more billboard space was desired. And, of course, city police departments found Servi-Cars extremely handy for traffic control and the revenue-generating ticketing of parking violators. A left-hand throttle was even an option, freeing up the traffic officer's right hand to swipe his/her chalk stick on a loiterer's tire as the black-and-white Servi-Car trolled by.

The original 1932 Servi-Car utilized the engine from Harley-Davidson's 45ci R model, but by 1937 the familiar WL V-Twin was in place. This 750cc flathead design stayed with the Servi-Car until end of production in 1973, making the Servi-Car Harley's longest-running model. It also was the first Harley-Davidson to be equipped with electric start in 1964, a year ahead of its two-wheeled brethren. The Servi-Car incorporated a car-type differential, albeit chain driven, and had a reverse gear to ease maneuvering. In 1940 a stronger axle housing was introduced and the following year the Servi-Car received a new rear subframe, which coincided with the adoption of a welded (rather than riveted) rear axle tube.

The Jalbert Collection's 1941 Servi-Car is a 'small box' version, fully restored and showing less than 5 miles on its odometer.

**\$25,000 - 30,000**

**£19,000 - 22,000**



155

## 1946 HARLEY-DAVIDSON WL45

Engine no. 47WL2805

- Older restoration of Harley's long-running 45ci flathead
- Tombstone taillight, 18-inch wheels, factory crash bars
- Showing less than 3 miles since restoration



A trusty workhorse of a motor aptly describes the WL family of Harley-Davidson powerplants, introduced in 1937 as a follow-on to the company's Model D 750cc flathead V-twins. Better known as the 45 for its capacity in cubic inches, the new 750 soon gained a reputation for near-bulletproof reliability – a stature heavily underscored when America's entry into WWII created an unprecedented demand for the military WLA version. Some 90,000 were produced, many pulling duty with U.S. allies, including the Soviet Union, which took delivery of thousands of WLAs through the Lend-Lease program.

The sidevalve engine would turn out to be one of the longest-running of Harley motors. While it was superseded by the K Model in 1952 for solo use, the venerable design continued to power the Servi-Car commercial three-wheeler right through 1973. Easily hot-rodded, it also enjoyed considerable success in dirt-track racing following the AMA's introduction of Class C competition for 750cc production-based motorcycles, intended to make racing more affordable for ordinary enthusiasts. Indian's Sport Scout initially set the standard on race circuits but Harley was quick to catch up, introducing a series of ever more powerful versions of the 45, culminating in 1941 with the arrival of the first version built specifically for racing, the WR, available in dirt-track and WRTT road racing forms.

With the WL back in civilian trim following the end of hostilities, the Motor Company's ad writers were quick to play up the bike's wartime service, its racing pedigree and its simple, rugged nature. "You've got to take your hat off to the Harley-Davidson 45", began the pitch. "It was a hero on the battlefields of Europe and the South Pacific, it has broken records on all the nation's racetracks, and it is providing hundreds-of-thousands of riders many happy hours of pleasant, economical, trouble-free rides". Racing successes continued, with the WR winning the Grand National Championship three years on the trot in 1947-49, ridden by the great Jimmy Chann, and once more in 1950 with Larry Headrick up. The WLA even served its country one more time, put back into limited production for the Korean War, 1950-53. The bike also became a favorite of budget customizers, thanks to cheap surplus Army bikes on the market and the huge stockpile of military spare parts.

The Jalbert Collection's 1946 WL civilian streetbike, finished in maroon-and-black, is an older restoration, ridden very little since its rebuild. It runs the more sporty 18-inch wheel/tire combination, rather than the ballooned 16-inch option, and is equipped with factory crash bars front and rear.  
**\$15,000 - 20,000**  
**£11,000 - 15,000**

156

## 1966 HARLEY-DAVIDSON 1,200CC FLH ELECTRA GLIDE

Engine no. 66FLH2575

- Second year for electric starting, first year for Shovelhead engine
- Polished headlight nacelle, chromed crash bars and fender/saddlebag guards



As a milestone in mid-century Harley-Davidson history, the 1966 FLH Electra Glide as seen here is a motorcycle to take note of. A year before, the FLH had been modernized with electric starting, the first Harley two-wheeler to be so equipped. That led to a name change from Duo-Glide to Electra Glide, celebrating the addition of the self starter, which made the bike accessible to a much wider range of customers. Then in 1966, in answer to riders asking for more open-road passing power, the 74ci engine was given a new, better-breathing alloy top end, good for an additional 5-10hp. The cylinder heads resembled overturned coal shovels, some thought – so in the FLH timeline, 1966 is remembered as the second year for electric starting and the first year for the ‘Shovelhead’ motor. It would be Harley-Davidson’s prime mover over the next two decades, until introduction of the Evolution series in 1984.

Also making their first appearance in ‘66 were the Electra Glide’s signature saddlebags. Harley-Davidson had acquired a Wisconsin fiberglass factory a few years earlier, a move that allowed the bags to be molded specifically for the FLH. Even today, all Harley touring bikes all have luggage that resembles those first Electra Glide saddlebags. Cycle World magazine tested an early Shovelhead-powered FLH and came away impressed: “In its field – high-speed, long-distance touring – the Electra Glide is without equal”, wrote the editors.

“The Harley-Davidson 74 V-twin is one of the finest motorcycle engines ever built, not because it is revolutionary or unusual, but because it is the product of years of thoughtful, careful, conscientious development”.

On the Jalbert Collection’s FLH, a unique built-in anomaly can be seen in the engine’s so-called “belly numbers,” the crankcases’ stamped-in casting numbers which should match but here are sequential, one digit apart. It’s not known if one matching case half was found to be faulty during original assembly so the next one was used instead, or if two engines coming down the production line simply got their cases mixed up.

With its sparkling burgundy and birch white two-tone paint, acres of chrome, whitewall tires and studded fender flaps, the Jalbert Electra Glide looks like it would be right at home in Elvis Presley’s garage which is why Jim Jalbert has nicknamed the bike after the King. Expertly restored some years ago, ‘Elvis’ now shows just over 2,000 miles and is his favorite regular rider, thanks in part to its cushy suspended saddle and, of course, the push-button starting that gave the bike its model name more than 50 years ago.

**\$20,000 - 25,000**

**£15,000 - 19,000**



157

## 1949 INDIAN 220CC ARROW

Engine no. ADI1086

- *Fully restored example*
- *Zero miles covered since restoration*



They have been called the motorcycles that put Indian out of business, which really isn't fair. The Arrow 220 single and Scout 440 parallel-twin were fresh designs for a post-WWII world, and in many ways checked all the boxes for what a modern motorcycle should have been – if anything they were ahead of their time. Penned by Indian engineer G. Briggs Weaver, the so-called Dyna-Torque engines with their close-pitch finning, angled pushrod tubes and overhanging cylinder heads were undeniably good-looking. Modular in design, there was even a prototype 880cc version with four of the cylinders all in a row.

Certainly hopes were high at the bikes' rollout for 1949. "The world's most modern motorcycles!" brashly claimed the advertisements, and the spec sheet backed up that assertion. The lightweight, all-alloy engines had overhead valves, a first for Indian. Another departure from the past was a four-speed transmission shifted by foot and a "silky-smooth" clutch operated via a handlebar lever. "These are brand-new engines, so modern in design, so beautifully built, so precisely engineered that they obsolete every motorcycle engine built before", boasted the ad copy.

Likewise, the chassis was up to date, with oil-damped Aerodraulic telescopic forks in place of Indian's venerable girder design – "Built like an aircraft landing gear", explained the ads.

It was clear that Indian believed these new models would greatly expand the motorcycle marketplace. "Indian set out to design and build motorcycles so safe and simple to ride, so light in weight and easy to control, that anyone could handle them, even though he or she had never ridden before," readers were told. "Their whole purpose, the whole thinking behind them, is to open up the sport of motorcycling to everyone".

Unfortunately, when the new bikes hit showrooms there were niggly quality-control issues – ignition was faulty, fork seals leaked, primary chains stretched, some bikes left the factory without grease in their wheel bearings. Financially strapped, with millions of dollars plowed into R&D, Indian had rushed the Arrow and Scout into production, and paid the price. And while the problems were all relatively easy to fix, when the British government devalued the pound sterling by 30% in late '49, effectively cutting the purchase price of Triumphs, BSAs, Nortons, etc. by one-third, it spelled the end for the new lightweight, and a few years later for Indian itself.

All of which makes restored examples such as the Jalbert Collection's 1949 Arrow single among the rarest of collectible Indians. With 0 miles since its complete, spokes-up rebuild, like all the Jalbert machines, the Arrow has been on static display in a secure, climate-controlled building.  
**\$8,000 - 12,000**  
**£6,000 - 9,000**

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158

#### 1953 INDIAN 98CC PAPOOSE FOLDING SCOOTER

Frame no. to be advised

Engine no. to be advised

Despite its innocuous name and unimposing appearance, the Indian Papoose actually started out as an instrument of war – and a clandestine one at that! In the early days of World War II, the UK's Special Operations Executive, charged with supporting resistance cells throughout occupied Europe, called for development of a lightweight motorcycle that could be air-dropped with an operative behind enemy lines. The work was farmed out to a secret SOE facility, codename Station IX, in the town of Welwyn just north of London. By happy circumstance Station IX was commanded by Lt. Colonel John Dolphin, an experienced rider, and among the staff was Harry Lester, a former race bike engineer. The Corgi's emigration to America was more by coincidence than any great marketing strategy. Brockhouse Engineering of Southport, on the northwest coast of England, manufactured the bikes for Corgi – the same Brockhouse that by 1951 had purchased the rights to Indian and was looking to broaden the model line. Which is how the Welbike became the Corgi became the Papoose! Altogether some 27,000 were built before production ceased in 1954. The Jalbert Collection's Papoose, a 1953 example, is complete – albeit having suffered a minor electrical malady – and would be an excellent candidate for restoration. It is sold on a bill of sale

**\$1,500 - 3,000**

**£1,100 - 2,200**



## FURTHER PROPERTIES



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#### 1978 YAMAHA TT500

Engine no. 2178

Introduced for 1976 and sold only in the US market at first, the Yamaha XT500 single-handedly made singles cool again thanks to its smart, functional styling and bullet-proof engine. An 'adventure bike' before the term was coined, the XT was soon proving its reliability and speed in desert races in North America and the grueling 1979 Rallye Paris Dakar, the first of which started on Boxing Day (the day after Christmas) 1978 and ended on January 14, 1979. And of the 90 motorcycles entered, the most common weapon of choice was the Yamaha XT500. Already proven in the Abidjan-Nice Rally, 38 of the 90 riders that departed Paris were astride a 500XT. Fourteen of those riders would cross the finish line at Lac Rose in Dakar and included in that 14 would be the winner and the runner-up of the first Dakar Rally, Frenchmen Cyril Neveu and Gilles Comte. This flat tracker – its frame builder is strictly-speaking unknown although the bike's builder, the late Bart Otti of Wichita, Kansas, maintained it was an early Kenny Roberts production, he referenced the way it was welded, clearly it is very similar to both a Trackmaster or a Champion – is powered by a lightly modified XT500 motor. What secrets are held inside the motor are just that, secrets, for there is no paperwork that came with it. It appears never to have been raced, perhaps even broken in. It clearly provides great potential for an enthusiastic rider. Offered on a Bill of Sale.

**\$3,000 - 5,000**

**£2,200 - 3,700**





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160 Ω

## C.1966 NORTON 750CC 'FEATHERBED' ROAD RACING MOTORCYCLE

Frame no. 1 8104905

Engine no. 221011

- Formerly owned by legendary California Norton dealer Sonny Angel
- Raced in period by Sonny
- Recent restoration



Norton Motors was Birmingham's most prominent motorcycle maker, always in the news and always providing winning exploits for the city. Post-WW2, their success rate increased, with 'the unbeatable Norton' taking trophy after trophy in racing, becoming in the process Britain's most famous motorcycle firm. Commercially, the company's brilliant adaption of the TT-proved 'Featherbed' frame for their road range in the 'fifties lifted the handling of these fine machines on to another level, as witness their owners' scornful jibes at other makers' 'hinged frames' put about in period.

Norton launched its first 650cc twin, the US-market Manxman, in 1960. Available in Europe the following year, the Dominator 650 was built in standard, De Luxe and SS variants, all of which featured a new cylinder head with down-draught inlet ports. With 49bhp on tap, plentiful low-down torque and exemplary handling courtesy of its race-proven Featherbed frame and Roadholder forks, the 650SS was one of the outstanding sports motorcycles of the 1960s, being more than a match for Triumph's Bonneville in terms of all-round performance.

Sonny Angel located his Norton dealership on East 18th Street in National City, California in the mid-1950s and stayed there and prospered for well over 50 years...

In addition to Norton he went through NSU, Moto Guzzi and many other brands. He went to Bonneville in the '50s on a home-tuned Vincent; then raced through the desert on a Triumph, an NSU 250 Max, and even a Manx Norton! In 1960 he tried the Isle of Man TT on a loaner Yamaha, a trip that turned into him wishing he'd taken his Manx. Two years later he did take a Manx to Willow Springs taking third behind Mike Hailwood, in first place. He built a Hillman Imp-powered Featherbed... In 18 years of road racing finishing in 1974, he sat on, among others, both Aermacchis and MVs in addition to the brands already mentioned. He went back to Bonneville with a Max Lambky Vincent streamliner piloted by his younger brother, Don Angel. After a SpeedTV recorded wreck, Don made 212.91mph in the Streamline/Vintage Pushrod Blown Fuel class!

This Norton 750 was another of Sonny's successful homebrews perfect for the tracks of Southern California in the sixties; the Featherbed frame is believed to be from 1962 and the engine is from a 1962 650 twin, bored to 750cc. As trick as can be for the period, one unique feature is its NSU (Sonny was an NSU dealer) rear wheel to allow for quick gearing changes, something a stock rear wheel won't let you do.

This historic bike has been recently rebuilt and runs strongly. It looks period and sits on the road as only a Norton Featherbed can. Of course, it starts, steers, and stops. And flies like an angel!

**\$16,000 - 20,000**

**£12,000 - 15,000**

*The ex-South African Champion 'Beppe' Castellani*

## **1955 MATCHLESS 498CC G45 RACING MOTORCYCLE**

Engine no. G45 138

- *Rare Matchless road racing 498cc twin*
- *Arguably the most aesthetically attractive racer of the period*
- *Beautifully, sympathetically restored 'as found'*
- *Imported into the USA directly from South Africa*



One of the oldest of British motorcycle manufacturers, Matchless pursued a vigorous competition policy in its early years, the founder's son, Charlie Collier, winning the inaugural Isle of Man TT (single-cylinder) race of 1907 and repeating the feat in 1910, brother Harry having brought home the honors in 1909. However, by the 1930s Matchless had ceased to be thought of as a racing brand and after WW2 the firm, by now reconstituted as Associated Motor Cycles having acquired AJS, chose the latter's badge for its competition machines. In this context the arrival of a new Matchless racing motorcycle in 1951 caused something of a stir.

The prototype of what would become the G45 first appeared at the 1951 Manx Grand Prix with Robin Sherry aboard, eventually finishing 4th after a promising debut. In fact, the machine was not an entirely new design but essentially a hybrid comprised of AJS 7R-based cycle parts into which was installed a tuned Matchless G9 roadster engine. The engine's bottom-end remained more-or-less stock G9 and retained AMC's unique center-bearing crankshaft, but above the crankcase there was a new aluminum-alloy cylinder barrel and cylinder head, the latter sporting distinctively finned exhaust rocker boxes. Fuel was fed by a single Amal TT carburetor and exhausted via a pair of short megaphones.

In 1952, the prototype G45 garnered much valuable publicity and not a little controversy when Derek Farrant - later an AJS works rider on both Porcupine and 7R3 - won the Senior Manx GP after leading from start to finish. Strictly speaking, a works prototype had no business running in an event for amateurs riding over-the-counter machines, but AMC quickly announced that a production G45 would be available for 1953. Although still based on that of the G9, the production version's engine incorporated a different camshaft, which opened the valves via roller followers, and breathed via a pair of Amal GP carburetors mounted either side of a central float chamber. Claimed power output was 48bhp at 7,200rpm, increasing on later models to 54bhp at 7,400 revs.

Apart from revised valve gear and the eventual adoption of a forged crankshaft, the G45 changed little over the course of its life and what developments there were did not keep pace with the opposition. At the end of the 1954 season, AMC announced a cutback in its racing program, which meant the end for the Porcupine and the 7R3, though the G45 and 7R continued to be developed and raced.



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Production of the G45 ceased in 1957 after around 80 machines had been built, of which approximately half are believed to survive worldwide today. Before then, the works team's G45 best result at international level had been Rod Coleman's 2nd place in the 1954 Ulster Grand Prix.

This rare Matchless G45 was commissioned in 1955 and went immediately to South Africa. It is believed to be the bike that was extensively raced by one Borro 'Beppe' Castellani, a seven-time South African road racing champion (race # 80), over the winter of 1957 into 1958. Beppe usually 'marked' his bikes and his G45 was no exception for it carries a South African coin – South African currency would then have been issued by the British government – 'sweated' in the crankcase just below the barrel. Archive material is hard to find but there is one image of Beppe off the deck on his G45. Jim Redman, six times world motorcycle champion mentions Beppe in his autobiography, 'For the time being, the most important thing for me was to win the 1957 500cc Championship in South Africa but, unfortunately, I was beaten by Beppe Castellani, the current South African Champion, untouchable at the time.

Little more is known of its story until very recently – although it is believed to have been raced further in historic or classic races – when it arrived in the USA, pretty much in original specification, and complete, and restoration was undertaken. And it was clearly done very well.

The engine has two Amal 930 Concentric carburetors for easy starting and smooth running; a Lucas competition magneto, SS cam, and an on/off tap and an oil filter in the return line. Also an AMC 4-speed gearbox with Newby dry clutch and chain primary drive. Inside are chrome hardened and machined rocker shafts. The Norton Featherbed-style frame has been improved which together with a front fork stabilizer and Akront alloy rims, with stainless spokes, help handling and stability. An aluminum, partitioned, Manx-style fuel tank tops off the bike.

Here is a unique opportunity to acquire a rare British road racing twin in exceptional condition which after the usual safety checks and race preparation should start and run with gusto.

**\$60,000 - 70,000**

**£45,000 - 52,000**

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## 1951 TRIUMPH 649CC 6T BONNEVILLE SALT FLATS RACING MOTORCYCLE

Frame no. 6268N

Engine no. 6T-8602NA

- *At 13 years of age, set a speed of 122mph at Bonneville*
- *Restored by Bobby Sirkegian in the early 2000s*
- *Owned by the Sirkegian family for over 50 years*



Always a step ahead of their rivals, Triumph followed up the trend-setting Speed Twin 500 of pre-war days by being first in the field with a 650cc parallel twin. Announced in September 1949, the 650 Thunderbird was Triumph's response to demands for more power emanating from American racers and British sidecarists, alike. A spectacular launch stunt saw three Thunderbirds lap the banked Montlhéry circuit in France at over 90mph for 500 miles, after which they each achieved a flying lap of 100mph-plus and were ridden back to the Meriden factory, a quite outstanding achievement.

Equality outstanding was a Robinson 'Bobby' Sirkegian. 'Motorcycle racing was Bobby Sirkegian's destiny. When he was six he was riding in Pee-Wee races and by the time he was 13 he had become the first AMA/NHRA Grand National Champion.' At 13 years old, Bobby Sirkegian was already used to going 100mph. Riding tuned Triumph drag bikes sponsored by his father's Los Angeles dealership, Sirkegian Triumph, he was a top competitor on the many quarter-mile dragstrips popping up in Southern California in the 1950s.



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In 1953, running at the first-ever sanctioned drag race championships in Pomona, California – what would become the NHRA Nationals – Sirkegian took wins in both the 500 and 650cc classes. The kid was a double champ at age 13! He repeated the feat the next year.

Bonneville officials knew of young Bobby's prowess on a drag bike, and so he was given special permission to run at Speed Week in 1953. He lined up for passes in the 650cc class on a bike built very much along the same lines as his drag racers. Cylinders were bored 0.040-over, a big-bearing crankshaft was fitted, as were special-grind Iskenderian camshafts and lifters, and lightened, narrowed timing gears. A flow-benched cylinder head benefitted from enlarged intake and exhaust valves, S&W valve springs and a special manifold setup for the twin Amal carbs with attached GP-type float bowls. A BTH racing magneto provided spark. A 3-gallon fuel tank from Triumph's 3T model carried enough gas for the salt flats speed runs. Because stopping was not a great concern but friction was, a brake-less spool hub was fitted up front.

One of the bike's speed secrets was provided by family friend Rollie Free, famous for his record 150.313-mph 'bathing suit' run aboard the world's fastest Vincent in 1948. Free gave the Sirkegians a pair of his Bonneville-ready 3x20-inch Avon 'File Tread' rear tires. Bobby's 122mph pass on a 650 didn't set any class records but he was given a special award for the being the youngest rider ever on the Bonneville Salt Flats.

Sirkegian never returned to Bonneville as a competitor. He continued drag racing, winning some 200 trophies and setting track records from California to Kansas. At 17, he gave up sprinting for the rough-and-tumble of AMA flat-track racing, but he always kept the Bonneville T6 650 pretty much as run on the Salt Flats. It was treated to a full restoration by Sirkegian himself six or seven years ago, and wears one of the ultra-rare 20-inch Avon rear land-speed tires. Also included is the brass SCTA timing tag from that infamous run at Bonneville in 1953. The Triumph remains in museum-quality to this day.

**\$20,000 - 22,000**

**£15,000 - 16,000**

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**1968 DUCATI 350 SCRAMBLER**

Frame no. to be advised

Engine no. 05669

Today, Ducati says of the sixties' 350 Scrambler, 'The reasons for the Scrambler's commercial success were manifold. It had an excellent frame and an engine perfectly suited for its function. It was not the fastest bike of its day, but its general performance and absolutely centered riding position, made it one of the most delightful machines of the era. It was, moreover, extremely stylish: rounded lines, simultaneously classical and modern, and bright colors contrasting with the black running gear and chrome gas tank. Ducati's Scrambler was primarily intended for the American market in its day, in fact some 865 (now wide-case) 350 five-speed Scramblers came to the US in 1968, in addition to 997 250s. The seller bought this bike in 1985 from a Wyoming-based US Airforce employee who worked in one of the 'silos' to add to his Colorado-based collection. It is a rare find given the use most were put to starting some 50 years ago. To original specification but for a recent re-bore and new rings and a frame re-paint, new shocks, fork seals, brake overhaul, and NOS fenders – still with its original gas tank bar new badges - it needed only careful re-commissioning, and not a complete restoration. Its mileage is believed to be less than 2,000. The overhead cam 350 Scrambler single has a 340.2cc displacement from a slightly over-square 76x75mm bore and stroke which with a hotter cam (than that of the 250), a higher 9.5to 1 compression ratio and a 29mm Dell'Orto SSI carburetor, produces horsepower somewhere in the '20s'.

**\$6,000 - 8,000**

**£4,500 - 6,000**



164

**1972 DUCATI 450 TS SCRAMBLER**

Frame no. to be advised

Engine no. DM450 454490

Fabio Taglioni has quite rightly been called Ducati's savior, the engineer who laid the cornerstone for the company's ensuing success. Hired in 1954 he came with a head full of ideas hicc among them was desmodromic valve actuation, soon to be 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, the valve head and piston top coming into contact, with predictable dire results. In a 'desmo' system an engine's valves were both opened and closed mechanically, no need for conventional springs, so Taglioni was free to shorten his piston's stroke and rev it into five figures without harm. On the track Dr. T's desmo was a winner first time out, but it would take another decade before desmodromics made it the street in the 1968 250s and 350s. The first 450 desmos came as a scrambler and roadster. For 1972 Ducati produced 1,561 450 Scramblers. This now rare black frame, virtually original, 450 TS comes from a Colorado collection. The newly honed bore has new rings otherwise the engine and transmission is to original specification although thoroughly cleaned and adjusted. Recently added were a new chain, sprockets and tires, as well as NOS Tommaselli handlebar controls. In addition, an NOS headlamp and instruments come with the bike but are not installed.

**\$6,000 - 8,000**

**£4,500 - 6,000**





165 Ω

## 1987 DUCATI 750CC F1 LAGUNA SECA

Frame no. ZDM750LS750207

Engine no. ZDM750L1750304

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



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

The stock F1 was complemented by a series of hand-built limited-edition race replicas – Montjuich, spelled Montjuic by the Spanish (launched in 1986), Santamonica and Laguna Seca (both launched in 1987) – the last being named in honor of Marco 'Lucky' Lucchinelli's famous Battle of the Twins victory at Laguna Seca in 1986.

Based on the works racers, the Laguna Seca (much like the Montjuich) came with bigger Dell'Orto carburetors, higher compression ratio, bigger valves, and straight-cut primary drive gears. And talk of as much as 95bhp at 10,000rpm. But unlike the Montjuich, it came with a larger, quieter muffler. There were some small changes between the two bikes, namely in the Laguna's adoption of parts from the new 'all enclosed' Paso roadster. The delta-spoked one-piece 16-inch Oscan wheels and the brake discs, but not the front calipers which were four-piston 'racing' Brembos, came from the 750 Paso, as did the wider front fender. Other changes included a steel gas tank (but with a 'Lucky' signature decal), revised foot peg bracketry and a plastic rear sub-fender attached to the swing arm. Most Laguna Secas came with a solo seat but some had a dual seat installed instead.

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

**\$23,000 - 26,000**  
**£17,000 - 19,000**

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

166

## 1992 DUCATI PASO 907 I.E

Frame no. ZDM1MB4NXNM001575

Engine no. MB4N001465

- *Rare, matching numbers example*
- *Believed 7,305 miles from new*



The Paso was designer Massimo Tamburini's sport tourer commissioned on behalf of the Castiglioni brother's Varese-based Cagiva, to be badged 'Ducati', the brand they had just taken over. The Paso 750 launched in 1986. Their previous arrangement was for Ducati to supply 'Pantah motors' – the Fabio Taglioni-designed, belt-drive desmo v-twin – to be installed in Cagiva-branded bikes, and for Ducati to give up 'complete' motorcycle manufacture. Tamburini was asked to design a standout motorcycle – a goal he clearly met. Regrettably, the fully enclosed design – chromoly square-tubing frame and top quality cycle parts notwithstanding – was not popular. However, popularity has nothing to do with the quality within. The Paso was a truly excellent riding machine once the carburation was fixed... The early bikes had a reversed rear cylinder head so that an automotive-type, single two-barrel Weber carburetor could be used, justified at the time to meet noise and emissions regulations. The Weber carburetor didn't make any friends and aftermarket fixes proliferated on the few that were sold. The real answer, however, was fuel injection.

It was 1990 by the time the 907i.e. (actually 904cc) was introduced, and it turned into the final member of the Paso family although the Paso name had been dropped and did not appear on the bike. The 907i.e. replaced the 906 and featured Weber-Marelli fuel injection (i.e. for iniezione elettronica).

Once installed the bike began to sing! Other significant upgrades included larger diameter, fully floating front brake discs; 17" diameter, three-spoke alloy wheels; and four-pot Brembo brake calipers. Further changes for 1992 (the final year of production) included a more comfortable seat, larger front discs and Brembo Goldline calipers.

001575 is an original example that has been well cared for its whole life. Early on it was fitted with a two-into-two Fast by Ferracci exhaust and a Corbin seat. Today the paint is barely distinguishable from new, tank, bodywork and wheels. Perfection is spoiled by only a small flaw: the bike barely tipped onto the garage wall and nicked the left side mirror casing and the fairing side in two places. Repair is thought to be very easy. Currently installed is a Givi top box on a sturdy mounting frame (with key) that can be readily removed without damage, should a new owner wish to return to the full-sport-bike stance.

Last registered through February 2009 it has been unused since that date but stored, covered in a climate controlled residential garage. A new owner would be wise to run through all the necessary maintenance and safety checks before hitting the open road.

A low mileage 907i.e. in this condition is a rare animal. Only 2,300 odd were built in total, and only a fraction of which came to North America.

**\$6,000 - 7,000**  
**£4,500 - 5,200**



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

167

## 2006 DUCATI SPORT CLASSIC 1000 PAUL SMART EDITION

Frame no. ZDM1WABP56B001584

Engine no. to be advised

- *Rare Paul Smart Limited Edition in excellent condition*
- *One owner from new*



'Want it for Paul's achievement, want it for Ducati's heritage, want it for how it looks'. – Bike magazine. This Paul Smart 1000 Limited Edition Ducati is a one owner machine, seldom ridden, and in what can only be described as excellent condition. It has spent its whole life in Nevada, pampered not persecuted!

Smart's famous victory in the 1972 Imola 200 riding what would become the 750SS was instrumental in establishing Ducati as a high-performance brand for the modern era. So what better way to celebrate the Bologna marque's heritage than a limited edition model in the spirit of the iconic, bevel-drive, 'green frame' 750SS? And why not duplicate the rest of the original bevel-drive twins line up while you're about it? That was Ducati's reasoning behind the launch of its new 'Sport Classic' range in 2005. However, none of the three models – Paul Smart 1000 LE, Sport 1000 and GT1000 - is in any way a 'replica'; all are thoroughly modern motorcycles with only the styling and color scheme(s) acknowledging the past.

The Paul Smart 1000 LE uses the belt drive, desmo, air-cooled, fuel injected, electronic ignition 1000DS (dual spark) 90-degree v-twin engine – 992cc, two-valves, a quoted 92bhp at 8,000rpm and enough torque to surprise its four-valve superbike brethren - as found in a number of other Ducatis.

All this modern technology is housed in the Italian firm's trademark trellis frame – in a striking shade of 'green frame' green - the latter complemented by some top-quality Öhlins suspension, Brembo brakes, a wet clutch, a six-speed gearbox, a curvaceous two pipe exhaust on the right side in black, and wire-spoke wheels beneath a swoopy silver half-fairing and tail hump. 'After 20 miles I was totally sold on the bike, as I had been after five minutes of looking at it. Exclusivity, style, power, handling... what else could I want?' queried Bike magazine's tester at the PS 1000 LE's launch. A production run of only 2,000 units was planned and few motorcycles of modern times have become as instantly collectible.

In May of 2006 Cycle World woke us up with, 'We are suckers, all of us, and this limited-edition Ducati is proof. If the aqua-green frame and silver-metallflake paint don't catch your attention, surely the sweet-sounding accessory Termignoni megaphone pipes will. This bike exists precisely to suck us in, to tweak our nostalgia, even if not everyone was around (or aware) when Paul Smart ripped up Imola for 200 miles to take the epic 1972 race win that put Ducati on the v-Twin sportbike map. Actually, there wasn't really even a v-Twin sportbike map at that point!'

**\$12,000 - 16,000**

**£9,000 - 12,000**

**No Reserve**

168

## 1939 BROUGH SUPERIOR 982CC SS80

Frame no. 2071

Engine no. BS/X 4761

- One of only 460 Matchless-engined SS80 models made
- George Brough guaranteed the bike could reach 80mph
- Well maintained example



As is well-known, the name Brough Superior was coined by George Brough as a riposte to the machines which his father had made pre-WW1, then merely the 'Brough'. That sense of superiority was sustained by the Haydn Road, Nottingham company to the end of manufacture in 1939. Frequently compared to the Rolls-Royce, the Brough Superior was always a sporting machine and thus more akin, perhaps, to Bentley or Invicta in the contemporary car world, all three beautifully made and excitingly fast. The SS80 model name dates from 1922, although development had begun some two years earlier, when a JAP-powered model was guaranteed to do the then phenomenal speed of 80mph, with the famous racing Brough, 'Old Bill', amassing an impressive competition record. The overhead valve SS100 was similarly capable of the magic ton. The company thought that SS100 sales would usurp those of the SS80 but in fact demand for the 'slower' bike continued well alongside. All Broughs were 'finished to a standard that put it well beyond the reach of most motorcyclists.'

Brough, perhaps to prove a point, raced an SS80 with the nickname 'Spit and Polish' – it was always immaculately finished – to become the first 'side-valver' (flat head) to lap the Brooklands track, near Weybridge, Surrey at over 100mph. The same bike won 51 of the 52 races it entered, failing only to win the 52nd because of a flat tire.

Such was the ability of the 'top shelf Bruff' to deliver the promise out of the box that it became the choice of celebrities such as T.E. Lawrence – Lawrence of Arabia – and George Bernard Shaw, only two from a long list. Lawrence owned seven of them with an eighth on order when he crashed, Shaw's number was lower! Of the approximate total of 3,048 bikes made, it is thought that maybe a third still exist.

The SS80 re-appeared as part of what became the final range of Brough Superior machines in 1935, using the excellent Associated Motor Cycles (AMC) 982cc sidevalve v-twin, as fitted to the Matchless Model X, though with subtle differences in specification and a crankshaft to Brough's preferred design. Production continued until 1939. Alongside his machines, Brough always offered a range of sidecars, an important market segment in the 1930s, which were made to specification by outside firms and the SS80 became the machine most often specified by sporting sidecar owners. It should be remembered that an SS80 combination would out-speed the majority of cars on the road at the time.



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In the history file offered with the bike are photographs of this bike, complete with sidecar (possibly supplied by Brough when new). One is captioned 'On the road from Sixpenny Handley to Bowerchalke 4 August 1968'. And another 'At Broadmayne, Dorset May 5, 1968 during a VMCC event.' This is T. E. Lawrence country! In another photograph is 'Jack's daughter in AFX 825, Vera just visible. VMD16 – SS100 Special Tony & Barbara Cripps, EYR31 – SS80 Mike Leatherdale. Tony & I still have these bikes.' And there's another taken at the Brough Superior Annual Rally, Stanford Hall, Leicestershire, September 1, 1968.

AFX 825 was first registered in March 1939, possibly in Bournemouth, Dorset, with that plate which it still carries today. It would be difficult to find a Brough Superior – so well cared for with a long, known history - that's ready to grace almost any motorcycle event whilst carrying two people at speed. The seller describes the bike this way, 'It's a nice riding bike, with my last ride being over 150 miles this summer (2017). It is a very solid rider with no bad habits'.

**\$95,000 - 100,000**

**£71,000 - 75,000**



169

## 1954 VINCENT 998CC RAPIDE SERIES-C 'SHADOWIZED'

Frame no. RC 1/7257

Engine no. F10AB/1/10191

- A well restored Rapide with a replacement Comet front end
- Black Shadowized engine built in the US with only OEM parts
- Once in historian Jerry Wood's collection



This handsome Rapide has some paperwork dating back to its original owner, one R.H. Juber, who bought it on February 2, 1954 in Newport, Wales just over England's western border and registered OLN 795. Between his purchase until its arrival in the USA, we know nothing further until the second owner, one A.J. Welcome, bought the bike on August 24, 1970 for the sum of \$650.00 from R.G. Wilson Motorcycle Sales in Boylston, Massachusetts, and it remained in his possession for 25 years, until June 24, 1995, that is. Under the Mr. Welcome's stewardship, the Rapide's motor was rebuilt to Black Shadow specification using solely OEM parts.

Just exactly how and when this Series C Rapide 'came together' is also something of a mystery. The UFM, or upper frame member complete with steering head, is from a C Series Comet (which was dispatched on November 11, 1950 to a dealer called Bannister in the county of Kent, south-east of London, England.) The number stamped on the RFM, or rear frame member complete with 'swinging arm', is hard to read because it is filled with paint but it is thought to be 'original to the engine, and thus a Rapide.

Unfortunately, the factory records for the engine are missing but it is thought that it dates from November through December 1953. Thus, one can imagine, perhaps, that the original Rapide may have had a frontal impact requiring a new front fork and steering head early in its life.

On paper this engine upgrade means an increase of ten horsepower, from a quoted 45 at 5,300rpm to 55 at 5,700rpm, with the major hardware difference being high compression pistons and 1-1/8 inch bore carburetors as opposed to 1-1/16 inch – still Amals, of course. There were some internal materials changes at the factory and some 'improvement' fettling. All the work performed – both maintenance and restoration – on the bike during this long period – from its arrival in the USA in 1970 to its sale in 1995 – was undertaken by 'Charlie' at Charles Taylor Vincent Service of Stonington, Connecticut, and included in the history file are approximately 20 pages of receipts, and hand-written notes from Mr. Taylor to Mr. Welcome.



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In 1995, the bike was sold to Miller Classic Cars in Groton, Massachusetts. It was then bought Jerry Wood, highly regarded historian and proprietor of J. Wood & Company Auctioneers. Jerry kept this Rapide in his collection until 2013. He is on record saying that he believes the bike has less than 500 miles on the Shadowized-motor – even after Jerry had replaced the original Lucas KVF magneto for a BTH to enhance the 'starting experience.' (The magneto is hidden by a cover and thus of little consequence to the 'originality police.') The headlamp glass is a period-style P700 tripod Lucas item replacing a Miller original. The bike has a lovely original profile. From the side, especially the right side, it is aesthetically picture perfect, from Girdraulic fork at the front to single muffler and 'low' fender at the rear. Standing still it carries that industrial-look...if you squint it could be doing 150mph!

Since 2013 the bike has been in an east coast private collection, and is now offered for sale. Today, the bike is in excellent condition. It carries its rich patina with obvious pride. And it starts and runs beautifully and is sold with a history file, toolkit, its original Lucas magneto, and shop manual.

**\$70,000 - 85,000**  
**£52,000 - 64,000**



170

*Factory-assisted and magic from Alan Sputhe,  
ex-Vance Breese*

**C.1973/1980 HARLEY-DAVIDSON  
XRTT 1,200/1,300CC 'GOLIATH'  
ROAD RACING MOTORCYCLE**

Engine no. 4A18468H2

- 1980 10.554-second quarter mile at 130.24mph (John Ulrich, Cycle World)
- 1980 SCTA Bonneville National MPS-AG class record at 176.615mph
- 1980 AFM series Unlimited Class road racing champion
- 1989 John Cronshaw class lap record at Oulton Park, UK
- 1300cc Sputhe short-stroke, all-aluminum motor, now rebuilt at 1200cc



Goliath, a biblical warrior, stands at about nine feet tall, and is typically characterized as being bigger and stronger than any of his opponents. When, but not why, this motorcycle was named Goliath seems to have been lost in history. A very fitting name for another 'California hot rod.'

This unique, do-it-all-racing Harley-Davidson was a project started in 1979 by one Vance Breese, racer, of the Redwood City-Menlo Park adjoining neighborhoods just south of San Francisco, a hidden hotbed of engineering and machine shops. He teamed up with Alan Sputhe, engineer and racer, of the Sputhe Engineering Company then in Tujunga, north west of Los Angeles and close to the San Fernando Valley. Sputhe designed and manufactured his own big bore aluminum barrels and heads, amongst many other 'speed parts', a good place for Breese to start. Jim Belland actually built the motor for Breese, however. Over time the bike was constantly modified and improved, and more to the point focused, moving to the 'purity' of competition; drag, road race and speed record. Such was their early success that soon there was 'assistance' from the folks at the Juneau Avenue factory Race Shop.

The bike is in its final form as a road racer ridden by John Cronshaw for Team Obsolete in 1989 in Europe. Its trick specification was as follows: a Sputhe all-aluminum (now) 1,200cc short stroke Sportster-based XR750-type motor complete with S&S forged flywheels, connecting rods and pistons, Sifton cams, a total loss ignition, a pair of 40mm Dell'Orto carburetors and a two-inch diameter custom exhaust built by Tony Williams, an XR750 clutch and 'C' ratio transmission. The final chassis is a genuine XRTT frame with Sputhe oval-section swing arm, complete with 'period correct' wheels, suspension and brakes and fairing. A time-warp 1980s tool room special!

The complete bike was recently restored from the ground up by Duncan Keller of Yankee Engineuity, Inc. He took the bike into his shop in late 1996 and began the tear down and build-up of this tired racer. The engine was de-stroked from 3-13/16inch stroke to 3-1/2inch, reducing the capacity to 1,200cc, increasing the rev limit to 8,000rpm. A XR750 'mini-sump' was also installed along with a special secondary external scavenge pump to evacuated the crankcase more efficiently. Ignition was changed to a 'single fire' Dyna 'S' system. An 'R-ratio' transmission was installed along with a new larger capacity oil tank was made by Harry Hoffman.



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The bodywork has two air management systems, one feeding fresh cooling air directly to the motor and the other extracting air from the motor bay out through openings in the seat cowling. Keller says in a letter on file that he spent over 150 hours undertaking the rebuild.

Vance Breese is a renaissance man. Although his father was a well-known test pilot in the 1930s and '40s, Vance found his own 'need for speed' purchasing a Norton Dominator 99 in 1962. He soon went through numerous jobs from (unsuccessful) motorcycle shop proprietor – Mothers Motors and Parts Pile - VW parts man, carpet cleaner, telephone answering business, a half share in an engineering shop, to his acquisition of Harley-Davidson of Santa Maria on April Fool's Day, 1987. No fool Vance, it lasted until 2001 when he sold out. He also developed his own software to help shops like his survive, Counterman. His motorcycle race successes, pre-'Goliath', are excessive...500 GP, Open Production, even sidecar, AFM champion over the 1974, 1975, 1977, 1978, and 1979 seasons, 1981 Isle of Man 'Spirit of the TT' award for pushing his bike in flames across the line, and more. He obtained his Gyroplane Pilot's License in 2003 and was inducted into the Dry Lakes Racer's Hall of Fame in 2008.

The late Alan Sputhe was a versatile engineer of considerable breadth and depth. His 'Harley-Davidson record' alone is massive for he created a gigantic list of better, often bigger, performance parts. By 1990 his shop was 'totally' CNC and by the following year he had built his own 112ci 60-degree motor, and five years after that his own Sputhe Spectre had run 158mph at Bonneville. He went into limited production with the Spectre in 1998.

It was in the July 1980 issue of *Cycle World* that Peter Egan, with John Ulrich as test rider, analyzed the first rendition of this truly amazing motorcycle which used a "Mert Lawwill XR750 dirt track chassis along with the Sputhe powered engine and thus launched the bike and its builders from the 'unknown' to the 'well known', his feature being titled *The Aluminum Steamroller, A Lean and Hungry Hawg*. A copy of the article comes with the bike as does alternate gearing. Egan quotes Breese, 'There are two approaches to horsepower. There's the electric high-speed machinegun method, and then there's the big cannon. This is the big cannon. A big engine doesn't have to work so hard to produce power, and it's usually simpler and lighter.'

'Goliath', the big cannon. Sold on a Bill of Sale  
Refer to Department

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## 1999 HARLEY-DAVIDSON MT500

Frame no. 1HD4RLS16XY000237

- One of fewer than 500 built, showing just 125 miles
- Electric/kick start, original Rotax toolkit
- With factory rifle case and dual front panniers



Harley-Davidsons went to war for the U.S. in 1917 and again in 1941, but the Motor Company has a much more recent involvement with military motorcycles in the form of the rare and little-known MT500, examples of which saw duty in Operation Desert Storm.

As we know from history, Harley is not adverse to gathering smaller brands under the H-D corporate umbrella. Witness Aermacchi in the 1960s and '70s, or more recently MV Agusta, and on the home front there was Buell. The MT500's path to Milwaukee was more than a little convoluted, starting in the early 1980s when Italian outfit SWM produced an army bike using the Austrian-built Rotax single for power. Simple and sturdy, the air-cooled Rotax, made in displacements ranging from 350 to 600cc, was well known to dirtbike riders, used in KTMs, ATKs, CCMs and Can-Ams, among others. When SWM faltered financially, UK firm Armstrong-CCM stepped in, already familiar with the engine and desirous of the British Army contact for military bikes.

Harley enters the picture in the late '80s, not only to explore the military market but also wanting "home ownership" of the Rotax engine, at that time used in the factory race team's short-trackers and TT bikes.

While Harley isn't very forthcoming with details about the military bike project, it's believed that fewer than 500 MTs left the company's York, Pennsylvania factory from 1993-2000, making it one of the rarest Harley-Davidson models ever. The U.S. military's requirement that diesel be the common battlefield fuel brought the project to an end, so any remaining MT500s were shipped to select dealers for sale to the public. This 1999 model, #237 of just 355 produced that year, is equipped with a plastic gun case and front-mounted ammo panniers, and has been ridden just 125 easy miles since it was uncrated.

**\$17,000 - 20,000**

**£13,000 - 15,000**



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172

## 1967 HARLEY-DAVIDSON 1,200CC FLH ELECTRA GLIDE COMBINATION

Engine no. FLH3802

- *Motorcycle and sidecar in matching paint*
- *Restored to original factory specification*
- *Literature and sidecar tools included in sale*



It was Harley-Davidson that created the concept of luxury-touring motorcycle, long before Honda ever thought of the Gold Wing. Back in the 1950s FLH owners could opt for the 'King of the Highway' package that added saddlebags, a windscreen and luggage rack to the basic bike. By 1969 the familiar 'batwing' fairing and a tour trunk were available, giving us the classic silhouette of a Harley touring bike still seen in the current Electra Glide.

By this time, all of the bodywork components were crafted in fiberglass, produced by a satellite facility in Tomahawk, Wisconsin, adjacent to a freshwater lake of the same name. Harley purchased the factory in 1965, formerly named Tomahawk Boats, makers of at first wooden then fiberglass watercraft. Harley discovered the company when it needed bodies for its golf cart line, of all things.

In 1967 the Tomahawk plant was also producing Harley's sidecar body, newly designed and more contemporary-looking than the H-D "chairs" that had come before. Production would continue with the same basic design through 2011, after which Harley exited the sidecar business.

Finished in blue-and-white, this 1967 FLH Electra Glide with rare first-year sidecar was restored by an avid Harley-Davidson enthusiast, who rebuilt the outfit to full factory-spec, retaining and utilizing OEM components, including the many trim items found on the bike today. Also included is that rarity, a completely stock factory exhaust system. In current ownership since 2006, the rig has been ridden sparingly, stored in a climate-controlled environment and now shows 23,500 miles from new. Included in the sale is an owner's manual, service manual, parts pamphlets, sidecar adjustment wrenches and a photo of the restoration in progress.

**\$22,000 - 25,000**

**£16,000 - 19,000**

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173

*The Property Princess Gloria von Thurn und Taxis*

## 2011 CHAOS CYCLE 'EXCELSIS DEO' BOBBER

Frame no. to be advised

Engine no. to be advised

- Modern interpretation of the timeless bobber
- Featured in the magazine *Cycle Source*



Excelsis Deo as in gloria in excelsis deo is literally translated into 'glory to god in the highest.' This motorcycle was built by Chaos Cycle, located in Mastic, Long Island, New York State, George and Dee Stinsman's custom motorcycle building business. The Chaos Theory is this, 'For years cookie cutter customs and "production custom motorcycles" (an oxymoron in itself) ruled the streets. You see them at any local cruise spot lined up in the parking lots looking identical, with exception to their paint jobs and the size of their rear tires. We decided to try to change people perception of what a real custom bike is'. Some of the Stinsman's best works carry names like this; Lot Lizzard, a Panhead bobber; the Donkey Punch, a Panhead lowrider; the Dirty Brit, a Triumph bobber; and this bike, Excelsis Deo.

Excelsis Deo was featured at length in *Cycle Source* magazine under the title of 'A Tall Tale of Radical Royalty.' The bike was commissioned for Princess Gloria von Thurn und Taxis, a Brooklyn 'Village' resident and figurehead in the art and fashion world.

The established goal was a stunning yet rideable machine that on a warm day could be used even to commute across the city landscape of potholes, stop signs and traffic lights. Within the Chaos Cycle 'soft tail' frame sits a 96ci S&S 'shovelhead' v-twin complete with an Ultima primary and a Baker five-speed transmission. The Paugcho springer front end has Chaos custom front legs. The leather seat and battery box is by Xian Leather, the tank is from LA Choprods and the coated surfaces are from AAA Powderworks with paint from Colorworks. Handlebars are Chaos Punken Zs, foot controls from Damraider, hand controls from Performance Machine, headlight from Crime Scene, and brake calipers from Hawg Halters calipers.

Show or ride? Or both? And bask in the glory. It's the only one.

**\$10,000 - 15,000**

**\$7,500 - 11,000**



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## 2014 TRIUMPH DAYTONA 675RS DANNY ESLICK SPECIAL EDITION

- *Danny Eslick Limited Edition model*
- *Zero miles on the odometer*
- *One owner from new*



Having failed to match the Japanese opposition in the ultra-competitive '600' Supersport market with the four-cylinder TT600 and Daytona 600/650 models, Triumph decided to bring its acknowledged expertise in building three-cylinder engines to the class, launching the 675cc Daytona 675 in 2006. The chassis too had undergone considerable refinement, which, together with gutsy three-cylinder engine, elevated the Daytona 675 to the top of the class where it has remained ever since. 'Silky, compact handling, allied to kick-ass engine power and a howling exhaust note, make the Triumph Daytona 675 a real winner on the road, or track,' declared Motor Cycle News.

With this Special Edition 675RS Triumph was celebrating its historic Daytona 200 win with Danny Eslick and the #69 Riders Discount Racing Team.

Only 47 examples were manufactured to commemorate each year since Triumph had last won the 200 with Gary Nixon in the saddle in 1967. Each bike was accessorized for track day riding by Rider's Discount with many of the race bike's components and is clearly a stand out with its commemorative paint and graphics. An additional optional Performance Package was also available which this bike has – think a RD custom mapped Power Commander, an Arrow exhaust and a number of weight saving components. With top-of-the-line Ohlins suspension front and back and 4-piston Brembo brakes the bike is an exquisite handler.

The seller is the original owner buying it directly from Triumph Tulsa in Danny's home town. The minimal production of the Eslick edition, this one with zero miles on the odometer and Danny's signature on the side, makes this one possibly unique, certainly exhaustively rare.

**\$11,000 - 14,000**

**£8,200 - 10,000**

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

175

## 1990 HONDA VFR750R TYPE RC30

Frame no. JH2RC3007LM2000118

- *Believed 14 push miles from new*
- *Two owners from new*



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

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

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

This RC30 is a beautiful street example that is reported to be in stunning, as new, un-raced condition, showing a mere 14 miles on the odometer. The story goes that the original dealer ran the bike for 10 of those miles before delivering it, the original owner only pushing it the additional four miles! The bike has been meticulously stored and maintained from new. The second owner, the seller, bought the bike in 2011 at an estate sale in Boston and is now downsizing his collection. It comes with the original owners manual, sales brochure, factory rear stand, unused tool kit, and the factory key.

A never-to-be-repeated opportunity to acquire an as new RC30 with only 14 miles on the odometer.

**\$40,000 - 50,000**

**£30,000 - 37,000**



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

176

## 1991 YAMAHA FZR 750RT OW01

Frame no. 35J-002145

- *Believed 74 miles from new*
- *Rare World Superbike homologation special edition*



'Yamaha's FZ750R, code-named OW-01, really is a race bike for the road, not a road bike taken racing. Only 500 were built', so said *Performance Bikes* (UK), December 2005. It is believed that only 30 examples were imported into the USA.

The increasing popularity of the World Superbike Championship since its inception in 1988 has been responsible for the introduction of over-the-counter road bikes boasting specifications aimed squarely at the racetrack. Many of these wondrous creations did indeed end up being raced, while good original examples are nowadays among those most eagerly sought after by collectors of modern motorcycles. Most famous of these limited edition 'homologation specials' is Honda's iconic RC30, but Yamaha's answer – the FZR 750R, better known as the OW01 – is even rarer and more exotic. The bike's price was nearly that of a small house, and then there was the race kit at another twenty-five percent.

The Deltabox alloy beam frame had already been seen on road-going FZR's, but came minus internal sound deadening for the OW, while the suspension was just about the best available: 43mm front forks and Ohlins rear shock, with ride height, spring pre-load, compression and rebound damping adjustment at both ends. Nissin magnesium-bodied four-pot brake calipers gripped FZR1000-size front discs, while the wheels were 17-inch diameter.

A stressed member of the chassis, the 749cc, 20-valve motor was of shorter stroke than the preceding FZ750 and incorporated two-ring pistons and titanium con-rods, and 38mm flat-slide Mikuni carburetors. The exhaust had Yamaha's EXUP valve downstream of the header pipes ensuring that, even though tuned for 121bhp, the motor possessed adequate tractability for road use. 'Pulling away is still normal; there's no drama, no fuss, not even the high-g geared RC30's feeling that you've mistakenly selected third,' reported *Bike* magazine. The controls too, revealed the OW's race orientation: remote master-cylinder reservoir, QD speedometer and span-adjustable brake lever coming as standard.

In the World Superbike Championship, the OW01 won races in its first season courtesy of Fabrizio Pirovano and Britain's Terry Rymer, and continued to be competitive at world level for the next couple of years.

This bike remains untouched and possibly the nicest example available being fresh meaning to the words 'as new' and 'time warp'. It comes with its tool kit, original sales paperwork, warranty card, decals, lapel pin, an original fender in unopened bubble wrap, owners manual, articles, catalog, and a Velcro bar pad with zipper storage pouch.

**\$30,000 - 35,000**  
**£22,000 - 26,000**

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177

## 1971 HONDA CB750 K1

Frame no. CB750-1080222

Engine no. CB750E-1080615

- *All original example*
- *Honda's first big four*
- *The world's first motorcycle to be called a superbike*



Fifty-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 Japanese public at the Tokyo Show in October 1968. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here, for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc. - made the opposition look obsolete overnight.

Bike magazine summed up Honda's achievement thus: 'Like BSA/ Triumph's parallel twin and Ducati's desmodromic single, the Honda inline four is one of those engines which created a standard out of an ideal. The list of Honda's technical achievements is impressive but the appearance of a production four-barrel roadster at a Mr. Everyman price was probably their greatest coup'. A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after by collectors.

The Honda CB750 made its United States debut at Las Vegas in January 1969 and to the UK public at the Brighton Show three months later, having been sampled by the motorcycling press at the Brands Hatch race track a few days previously. Deliveries out of Japan, however, were slow to arrive, and over the winter of 1969/1970, a revised version had

been introduced, known retrospectively as the 'K0'. The latter differed mainly by virtue of its die-cast crankcases, this casting method being better suited to mass production than the sand-casting process used for the earlier machines completed prior to September 1969. The CB750, the SOHC versions, that is, ran through the seventies (until the launch of the twin cam) to 1979, achieving much publicity and, although copied by others, was arguably never bettered.

Over the years there has been some confusion in nomenclature due to the fact that all pre-K1 Honda 750s in the USA have come to be known as K0 when, in actual fact, the models in chronological order were CB750, then K0, then K1, and onward to K8.

This 'barn find' CB750 was first purchased by a Kansas farmer (first registered there in September 1971) and ridden through the local farmland for four thousand odd miles. When he got tired of the cold winters he relocated to Safford, Arizona in the mid-1980s to become one of the largest, and thus wealthiest, cotton growers in Arizona. The bike wasn't ridden any more, instead it was covered - and as you can see it today still with rich Kansas dust (nicely matching its Candy Gold) on the tires - and placed in his aircraft hanger where it has been sitting for more than 20 years.

**\$8,000 - 12,000**  
**£6,000 - 9,000**



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178

## 1974 HONDA CB550 K0

Frame no. CB550-1004099

Engine no. CB550E-1004190

- *Two owners from new*
- *An excellent, original, low mileage survivor*



Honda followed its sensational CB750 with a range of smaller fours, the first of which - the CB500 - appeared in 1971. The half-liter newcomer was just as well specified as its larger brother, boasting an air-cooled, wet sump, (single) overhead-camshaft, two-valve engine, five-speed gearbox, electric starter and disc front brake. 50bhp at 8,500rpm and 30.4lb-ft of torque at 7,500rpm. Bike magazine reckoned there were several reasons for preferring the smaller four: 'For starters the 500 is a lighter machine with a shorter wheelbase. It therefore has a better power-to-weight ratio than its bigger brother and, significantly, it handles better through the curves. In fact, the 500 is faster up to 60mph in a straight line and its 80mph only a fraction of a second behind the 750.' Upping the engine capacity by 10 percent, the CB550 offered the same blend of performance and civility when it first arrived in the USA in late 1973.

The CB550 was actually 544cc and one of Honda's standard four-cylinder motorcycles or UJM (universal Japanese motorcycle), although the term UJM was not in common usage at the time, built from 1974 to 1978 in the Suzuka factory, Honda's oldest. It was a development of the CB500, and like its predecessor, the CB550 K0 had four exhaust pipes and silencers.

Shortly after the CB550K was introduced, Honda launched a 4-into-1 exhaust, less chrome, and 'lightweight' version, the CB550F Super Sport - to help fill out Honda's 'low bar range' in between the CB400F and CB750F. Both K and F series were sold alongside each other, sharing the same engine, tank, instruments, lights, wheels, brakes and frame. The whole package weighed about 425lb wet.

This example has been under the care of two owners since new. Carefully maintained by both since it was picked up at an Arizona dealership in 1974, (its '74 plate is still on the bike), it has covered less than 4,000 miles. Preserved in wonderful condition including its original (and cutely named) Boss Maroon Metallic paint. Easy to ride and own, this CB550 is a great way to jump into the motorcycle hobby or further your passion for riding.

Should I buy a 550 Four? 'You bet. And you'll love it' so said Cycle magazine in December 1973.

**\$4,000 - 5,000**

**£3,000 - 3,700**

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179

**1965 HONDA CB450 'BLACK BOMBER'**

Frame no. 1014264

Engine no. 1018298

This bike was purchased in 1965 at the Honda factory by a member of the seller's family who at the time was part of a Yamaha factory race team. Only bona fide racers could buy the CB450 then as Honda wanted the public to be shown these 'promotional' bikes that were reputed to be capable of 140mph. The factory explained that the bike was totally stock except for the cylinder head; they called it a Daytona head. Exactly what that means remains a mystery but after careful recommissioning and on-going maintenance – in 2007 new piston rings were installed after the bores were honed – and today the bike continues to run well. The frame carries a (re-)stamped frame number, which is believed to have been done in the US by a Honda dealer, a practice apparently common in 1965. The motor – Honda's numbers were never actually the same – is believed to be the one original to the frame. In 1976 the seller recorded 132mph (on the speedometer) when still accelerating. It has run synthetic oil since it reached approximately 8,000 miles. The paint remains original as do the vast majority of the components. The original flat seat with replaced in 1965 with Honda's optional 'deep' seat, which in turn was reupholstered in the 1970s, but it has not aged well. A replacement seat is included in the sale. A rare opportunity to acquire one of the great classic Hondas preserved in good working condition with a rich patina from a one owner family since new.

**\$8,000 - 12,000**

**£6,000 - 9,000**



180

**1981 SUZUKI GS850G**

Frame no. to be advised

Engine no. to be advised

By the mid-1970s, Suzuki was in trouble. As worldwide emissions standards tightened, the handwriting was on the wall for the company's well-regarded line of two-stroke streetbikes. In 1974, Suzuki went all in on the technically advanced RE-5 Rotary, at a cost in the millions, but it failed to find an audience and after three years was withdrawn from the market. Whatever came next had to be a home run, or Suzuki might be out of business. Thankfully, the GS series was a grand slam. Among Japanese bike-makers, Suzuki may have been last to the party with a multi-cylinder four-stroke, but the 1976 GS750 and 1977 GS1000 were arguably the best. Their air-cooled, DOHC, four-cylinder engines made good power, but it was the bikes' superb handling that really set them apart. Soon, additional GS models rounded out the line, among them the GS850G in 1979, which added a 4mm overbore to the 750 engine, giving 843cc. Air-assist forks from the GS1000 came next, as did shaft drive, cast wheels and a bigger, 5.8-gallon fuel tank. Obviously aimed more at long-distance riders, the 850 remained unflappable in the twisties, as Cycle World magazine found out in 1980. "It's a fine handling bike," noted the editors. "So willing to go around corners it entices its rider into enjoying sinfully fast riding." Still regarded as one of the most competent roadsters of the 1970s/'80s, the 850G remained in Suzuki's catalog until 1988. This particular GS850G, a 1981 model showing 4,500 miles, is in remarkably original condition save for a missing left side panel, and is reported to run very well. The chromed case guards were a popular accessory of the day.

**\$2,000 - 4,000**

**£1,500 - 3,000**





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181

## 1982 LAVERDA 1200TS MIRAGE

Frame no. ZLVMLNDA5C0000036

Engine no. 1200 3595

- Handsome example in maroon, a rare factory color
- Unique glorious off-beat, out-of-step, exhaust note



The first of Laverda's much admired family of classic three-cylinder 'superbikes' was the 3CL of 1972. Its successors - the Jota, in particular - would establish Laverda's reputation as one of Italy's foremost purveyors of high-performance motorcycles. Displacing 981cc, the new engine had a character all of its own; no longer conceived along the lines of Honda's small-capacity twins like its 650 then 750 twin-cylinder predecessors, Laverda's triple was a twin-overhead-camshaft design with 180-degree 'flat' crankshaft. Following the introduction of the Slater Brothers-inspired Jota super sports version, the 3C continued as the 3CL sports-tourer, with the 80bhp engine and 125mph capability.

A bigger, less stressed engine capable of delivering comparable performance was what differentiated the '1200' model from its 1-litre older brothers. In its initial guise the '1200' came in two versions: standard and Mirage, the latter being another Slater Brothers-instigated high-performance variant. Maximum power claimed for the standard 1200 was 85bhp, five horsepower down on the Jota, which nevertheless was good enough for a top speed of over 125mph. There were various other limited-edition-variants, some devised by the Slaters, including the 1200TS of 1980, which featured a cockpit fairing, new instruments, a hydraulic clutch and unusual shroud panels at either side of the engine.

The factory then followed their 'lead' with the 1200TS Mirage. 'A very fast bike still, but with a little less of the Jota's raw brutality and a little more refined gentility', was how Bike magazine summed it up.

This un-restored (bar a small fairing repair) last year Mirage TS - manufactured in September of 1981 as a 1982 model to US specification complete with 80mph speedometer, and Jota bars sold here by the California-based Slater Brothers' American arm - has covered only 10,725 miles and is presented in close to 'like new' cosmetic condition complete with original 'maroon' livery. As pampered as it is, it surely celebrates all that a late model 180-degree 1200 is supposed to be, 'a bigger, less stressed engine capable of delivering comparable performance' to the Jota, some six or seven years its senior. It was last ridden in the fall of 2017 after being fully serviced.

The seller believes he is the second owner having bought it in 1998 in Phoenix, Arizona from the widow of the original owner. The Italian Shop in Tucson installed Jota pipes and the late Lance Weil of Ricky Racer in Costa Mesa, California then worked his magic. We are advised by the vendor that it starts and runs as it should, having been regularly used for touring, often two up.

RealClassic.co.uk reviewed this very bike in September 2013 concluding 'It's a special piece of kit'. A copy of the feature is supplied with the bike.

**\$14,000 - 18,000**  
**£10,000 - 13,000**

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182  
**1979 HONDA CBX1000**  
Frame no. CB1-2016430  
Engine no. CB1E-2016346

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 in their retrospective of 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 1000cc engine, still a visual standout today, was inspired by Honda's RC250 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. This unrestored CBX, which has clocked just over 5,000 miles from new, is doubly desirable in that it is a true one-owner bike, and a garage-find at that! Owner Chris Coakley, recently deceased, was an uncommon enthusiast who would purchase the hot bike of the day, ride it for a year or two, then park it and move on to his next new machine. Retrieved from Coakley's garage, the CBX was given a 'make-run' recommissioning that included rebuilding and tuning all six carburetors, plus a brake system overhaul that included calipers and master cylinders. Receipts for recent work carried out as well as the original Honda owner's manual and factory service manual are included in the sale.

**\$14,000 - 16,000**  
**£10,000 - 12,000**



183  
**1978 HARLEY-DAVIDSON XLCR-1000**  
Frame no. 7F24365H8  
Engine no. 7F24365H8

First released in 1977, the XLCR-1000 was a bold departure for Harley-Davidson. A Sportster in café-racer clothes, it was in production for just two years and has become one of the most interesting and collectible of modern Harleys. With much input from then-new styling chief Willie G. Davidson, the short-lived XLCR (XL denoting the Sportster family, CR for Cafe Racer) comprised a lightweight frame and standard 1,000cc Sportster engine. This second-year, matching-numbers XLCR is a rare one-owner machine, having covered just 6,722 with avid enthusiast Chris Coakley in the saddle. It was the vendors habit to buy a new motorcycle, ride it for a year or so, then put it away – which is how the XLCR came to be locked in his Palo Alto, California garage unriden and unsold for the next three decades alongside 25 other bikes. After his recent passing, Coakley's friends and family brought the bike back into the light of day, detailed it and got it running again. They also replaced the aftermarket mufflers then in place with the stock exhaust setup that thankfully had also been stored in the garage – the pipe's sub-mounts, not shown in the photos, will be in place for the auction. Aftermarket rear shocks are also seen in the photos, a useful and common upgrade over the stock shocks, which will be included in the sale. Also included with the lot are Clymer and factory service manuals, an owner's manual and various related literature.

**\$14,000 - 16,000**  
**£10,000 - 12,000**





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184

## 1954 MASERATI 160 T4

Frame no. 3158

Engine no. 3158

- *Rare Italian lightweight*
- *Believed original condition*



Any pocket history of the Maserati motorcycle has to start with this simple statement: Maserati motorcycles were not designed and manufactured by Officine Alfieri Maserati SpA, the car company but instead by Italmoto, a Bologna based factory, by 1953 under the ownership of Ida Orsi who had become the owner of the 'spark plug' division of the Orsi holdings - Fabbrica Candele Accumulatori Maserati S.p.A. Modena - when the company assets were divided among the Orsi family's next generation – Adolfo, Marcelo and Ida.

'During the split the Maserati name and rights to use the famous Trident emblem fell through the cracks, enabling Ida to badge the Italmoto motorcycles (as) Maserati product.' Italmoto was soon transferred to Modena and the re-badging began. Their first was this handsome 158cc, 7.5bhp, four-stroke, four-speed single which bears 'a striking resemblance to a number of British motorcycles from the same era...if it was not for the familiar Maserati Trident badge on the side of the fuel tank, you would think that the re-badged Italmoto was a BSA or Matchless.'

Ironically an Italian-built motorcycle has also worn the Ferrari name plate but had little or nothing to do with the Ferrari race and sports car business. These Maserati motorcycles, including a future two-stroke 50 and 125, were sold into Europe, North Africa and South America from late 1953 to 1960 when manufacture stopped when the banks decided to call in their loans.

Little is known of this 160. We are advised by the vendor it is in good running order and is in close to original configuration although it is unclear as to whether it carries a factory color. Such is its rarity and delightful image, it will turn heads on the street or at a show for a long time to come.

**\$14,000 - 18,000**

**£10,000 - 13,000**

**No Reserve**

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185

## 1974 BMW R75/5

Frame no. to be advised

Engine no. to be advised

- *Believed original condition*
- *US Specification*



The /5 was the first new BMW motorcycle design for nearly two decades, and the basic design would last for more than 25 years. Hans-Gunther von der Marwitz left Porsche in the late 1960s to design the new BMW motorcycles under the wing of technical director Helmut Werner Bonsch. Bonsch had managed to persuade BMW not to abandon motorcycle production altogether in the late 1960s in the mist of the Japanese 'invasion' after the slow demise of the British establishment. In von der Marwitz' mind's eye was a much more modern machine than the previous BMW /2 series in the image of the Featherbed Manx Norton. BMW opened a new motorcycle factory in Spandau, a suburb of Berlin, for the necessary renaissance. Fortunately, success was instant, with 1970 /5 production virtually tripling that of 1969 at 12,287 machines.

BMW, from its completely re-designed, stronger, smoother and vastly more modern motor, quoted 50 horsepower at 6,200rpm for the 4-speed, R75/5, some 10 more than the 600cc R60/5, and 18 more than the 500cc R50/5. With a dry weight of 423lb, the now 12 volt, 745cc, electric start machine was capable of 110mph.

This bike's chrome tank panels were a one year option – not popular at the time but frantically so today – that were left behind when the /5 series was superseded by the /6 in mid-1973. Hidden beneath the clean, unrestored exterior of this otherwise stock (apart from the later Krauser panniers), US-spec. Toaster-slash-5 is an unknown history. The bike is said to be roadworthy last being used a year ago. The seller then emptied the gas and oil and removed the battery and stored in his living room as decoration, warm and dry. With a little checking and the re-installation of a battery, with refills of gas and lubricant, it should bark into life and ride again.

**\$8,000 - 10,000**

**£6,000 - 7,500**



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186

**1962 CUSHMAN 354CC SUPER EAGLE**

Frame no. 075985

Founded in the early 1900s by cousins Clinton and Everett Cushman, the Lincoln, Nebraska firm had long been established as engine manufacturers, its products powering boats, farm machinery, pumps and lawnmowers. The story goes that Cushman's two-wheeler came about quite by chance following aviator Col. Roscoe Turner's demonstration of a Salsbury scooter at an air show in Lincoln in 1936. A local boy liked what he saw and fashioned his own crude copy using a Cushman Husky lawnmower engine as power unit. Known as 'The Big Name in Little Wheels', Cushman's would evolve through countless incarnations over the years, one of the most significant developments being the launch of a new, larger line in 1949. This was the Eagle, which abandoned the scooter's traditional open-framed "step-through" layout, placing the gas tank in the conventional, motorcycle position. It was a brave move: Nobody knew what the riding public's reaction would be to a scooter that looked more like a miniature Harley-Davidson, but the Eagle proved to be an outstanding success, selling more units than any other Cushman model. This 1962 Cushman is a Super Eagle model, with all-metal rear bodywork and extra chrome. It is powered by an 8hp Husky four-stroke working through a centrifugal clutch and two-speed sliding-gear transmission. Restored by a respected Cushman expert, its factory accessories include a buddy seat, windscreen and chromed front crash bars. Acquired by the current owner in 2006, the Super Eagle has been on display in a private climate-controlled facility amongst other vintage scooters.

**\$5,000 - 7,000**

**£3,700 - 5,200**



187

**1983 SUZUKI FA50**

Frame no. JS1FZ11A4E3104567

Engine no. FA5046613

Suzuki's FA50 did battle, mostly, with Honda's PA50 in the 'no license', no pedals, automatic transmission but kick-start, 50cc moped market in the late 1970s and early 1980s. A surprising number of different models of mopeds were actually sold in the USA although records are hard to source as to who won the turf war. Honda ran with the NC50 Express, NA50 Express II, the Urban Express (and DeLuxe, and SR), the P50 Little Honda (first with pedals and then without), mostly two stroke but a four-stroke did appear, too. Suzuki models ran this way: FA50 (or Suzuki Shuttle in some markets), FR, FS, FZ, FY, M30 Mokick (or Suzy 50.) And probably more for both brands. Clearly, there was a market. Mopetto fans will greatly appreciate the condition of this excellent, and now rare, survivor. Bikes of this kind were often treated as throwaways. However, there's a whole new life in this one, yet. This one owner bike was bought by a Lockheed engineer for his son who never rode it. Instead, the father commuted on it for about 1,000 miles; the length of his commute, perhaps, had overcome him. Then he drained the tank, cleaned the tiny carburetor, and dry stored it. Thus, its condition today is truly 'as new.' Use it as a pit bike, shopping bike, even urban commuter – take your pick – but no matter what you will have to stay off the freeway.

**\$500 - 750**

**£370 - 560**



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- 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.
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## 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 The Buyer shall pay Bonhams a premium equal to FIFTEEN PERCENT (15%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of the Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds One Hundred Thousand Dollars (\$100,000), together with any applicable sales or use tax and any fees or duty due on the Lot.
- 8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium of TWENTY-FIVE PERCENT (25%) on the first Two Hundred and Fifty Thousand Dollars (\$250,000.00) of the Hammer Price of such lot, TWENTY PERCENT (20%) on the amount of the Hammer Price above Two Hundred and Fifty Thousand Dollars (\$250,000.00) up to and including Four Million Dollars (\$4,000,000.00), and TWELVE AND A HALF PERCENT (12.5%) on any amount by which such Hammer Price exceeds Four Million Dollars (\$4,000,000.00), together with any fees or duty due on the Lot, and, unless the purchaser is exempt by law from the payment thereof, any Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New Jersey, New York, Pennsylvania, Texas, Virginia, Washington, D.C., Washington state, or other applicable state or local sales tax (or compensating use tax).

## 9. CONTRACT OF SALE

- 9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.
- 9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

## 10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, debit card transaction made in person with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency, no later than 3pm Pacific Time on Friday, January 26, 2018. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot by personal or business check with approved credit but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

## 11. REMOVAL OF LOT

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.

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

## 12. RISK OF LOSS OR DAMAGE TO LOT

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

## 13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

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

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

## 14. EXPORT LICENSE

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

## 15. NON-PAYMENT OF PURCHASE PRICE

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

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



## CONDITIONS OF SALE – MOTORCYCLES & MEMORABILIA (CONTINUED)

- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

### 16. ABSENTEE, TELEPHONE AND ONLINE BIDS

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

### 17. BONHAMS' COPYRIGHT

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

### 18. MISCELLANEOUS

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

#### Mediation and Arbitration Procedures

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

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

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service:

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

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

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

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

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

18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns.

18.7 Time is of the essence of this agreement.

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

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT.

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

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

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](http://www.bonhams.com/WebTerms) for more information.

### Motorcycle Frame and Engine Numbers

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

### Keys and Documents

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







## ACKNOWLEDGMENTS

**WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE  
THE 2018 LAS VEGAS MOTORCYCLE AUCTION CATALOG:**

Alan Cathcart  
Cate Hurst  
David Edwards  
David Hawtin  
Doug Strange  
Giles Ernsting  
Jared Zaugg  
Jim Scaysbrook

Kel Edge  
Martin Baker & Warren Barnes  
Mortons Archive  
The Brough Superior Club  
The Vincent Owners' Club  
Tim Parker  
Vintage Motor Cycle Club Limited (VMCC)

**THURSDAY JANUARY 18, 2018**  
Scottsdale, Arizona

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*For the first time ever available at auction*

**A 918 SPYDER AND 911 R WITH MATCHING SERIAL NUMBERS BEING OFFERED BY THE ORIGINAL OWNER**



*Exceptional restoration by Race Drive, Inc*  
*Prototype example and first US-market Roadster*  
**1957 MERCEDES-BENZ 300SL ROADSTER**



*Expertly restored example*  
*Eligible for the most prestigious events worldwide*  
**1956 PORSCHE 356A 1500 CARRERA GS COUPE**  
*Coachwork by Reutter*



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.....<sup>AZ</sup>*Auction*.....

**CATALOG ONLINE**



*Ex-Factory Works Team  
Le Mans and Nürburgring podium finisher  
Among the most original examples in existence*  
**1958 PORSCHE 550A SPYDER**  
Coachwork by Wendler

**Bonhams**

International Auctioneers and Appraisers – [bonhams.com/scottsdale](http://bonhams.com/scottsdale)

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**IMPORTANT COLLECTORS'  
MOTOR CARS, AUTOMOBILIA  
AND WATCHES**

Thursday 8 February 2018  
Paris, France

**ENTRIES NOW INVITED**

Following the spectacular auction at the Grand Palais in 2017, Bonhams is delighted to announce its return to this magical venue steeped in automotive history. Bonhams will be holding a sale of exceptional motor cars, motorcycles and automobilia.

**ENQUIRIES**

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ukcars@bonhams.com

**USA**

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+1 212 461 6515  
rupert.banner@bonhams.com

**West Coast**

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DU MONDE**

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*The ex-Earl Howe, Pierre Levegh, Current ownership since 1958*

**1935 BUGATTI TYPE 57 TOURIST TROPHY TORPÉDO**

€780.000 - 1.300.000

**Bonhams**

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# THE SPRING STAFFORD SALE

Important Collectors' Motorcycles and Spares  
Including The Miklos Salamon Motorcycle Collection  
The International Classic MotorCycle Show

Sunday 22 April 2018

## COMPLIMENTARY AUCTION APPRAISAL

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

## ENQUIRIES

London

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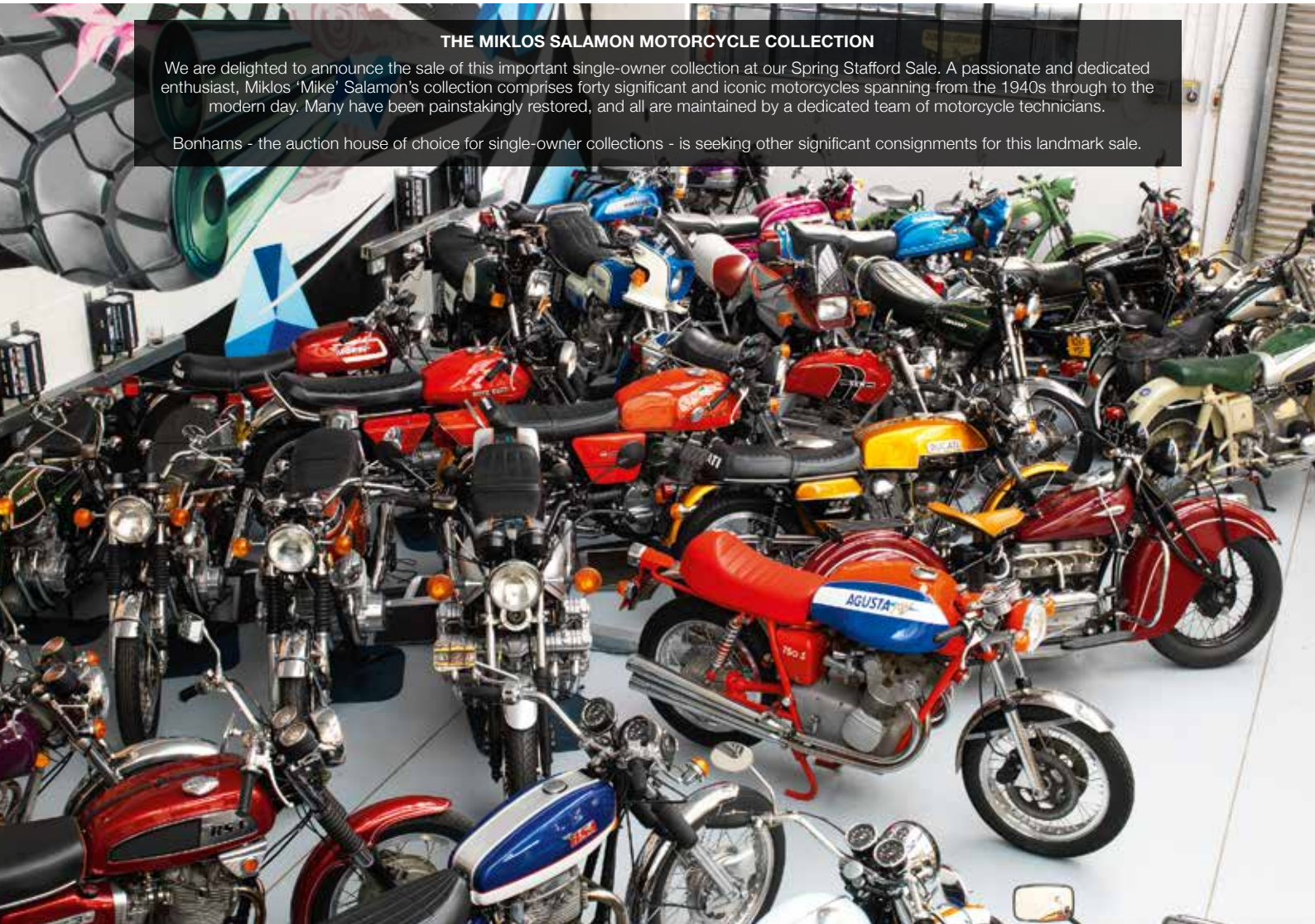
[ukmotorcycles@bonhams.com](mailto:ukmotorcycles@bonhams.com)

## ENTRIES INVITED

### THE MIKLOS SALAMON MOTORCYCLE COLLECTION

We are delighted to announce the sale of this important single-owner collection at our Spring Stafford Sale. A passionate and dedicated enthusiast, Miklos 'Mike' Salamon's collection comprises forty significant and iconic motorcycles spanning from the 1940s through to the modern day. Many have been painstakingly restored, and all are maintained by a dedicated team of motorcycle technicians.

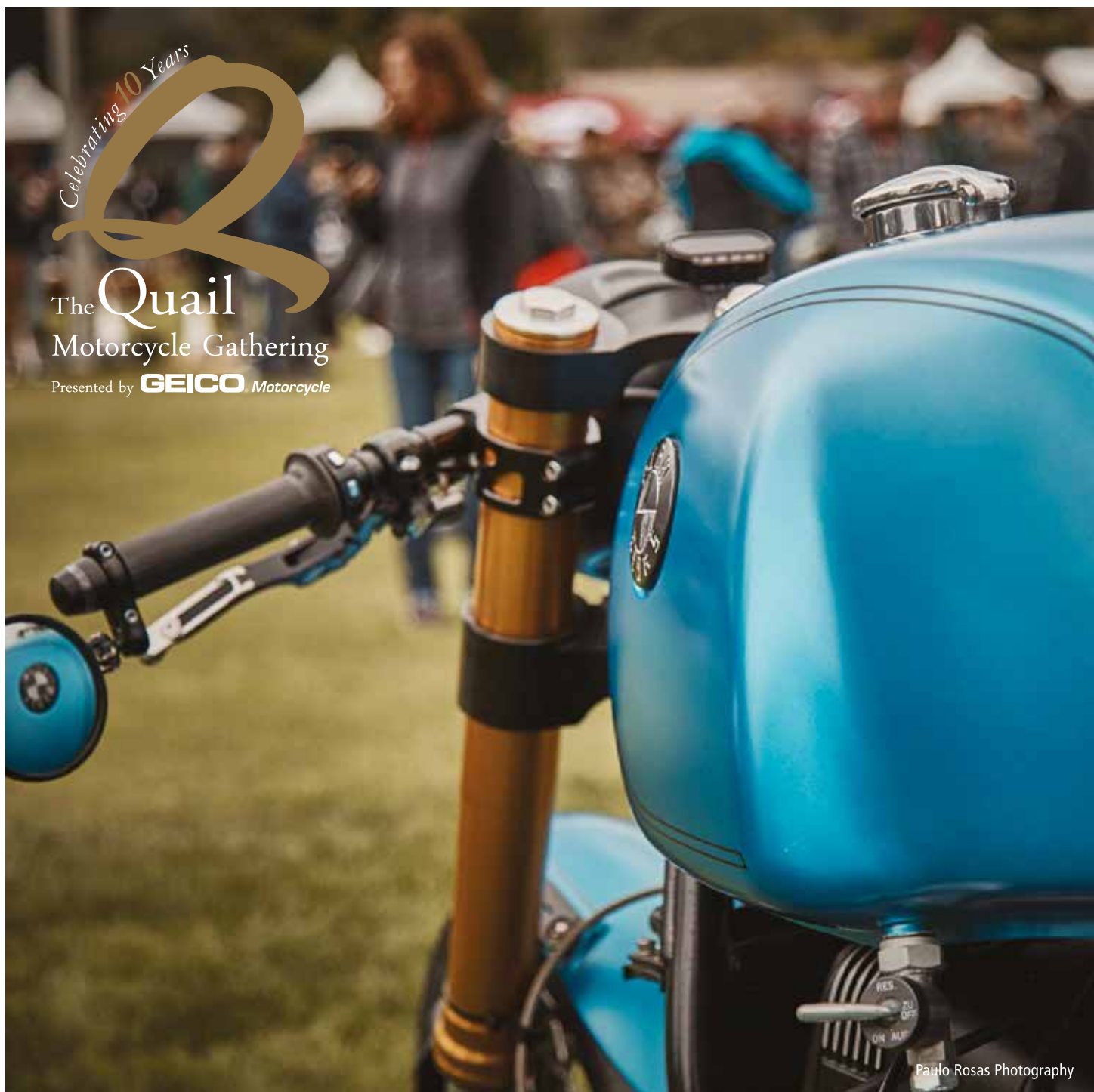
Bonhams - the auction house of choice for single-owner collections - is seeking other significant consignments for this landmark sale.



# Bonhams

[bonhams.com/motorcycles](http://bonhams.com/motorcycles)





Paulo Rosas Photography

## CALLING ALL MOTORCYCLES AND ENTHUSIASTS!

*The Quail Motorcycle Gathering* • Saturday, May 5, 2018 • 10:00am to 4:00pm • Hosted at Quail Lodge & Golf Club in Carmel, California

The 10th Annual *The Quail Motorcycle Gathering* presented by GEICO Motorcycle will feature more than 300 of the world's finest and rarest collections of vintage and modern motorcycles on display from the following classes: Antique, American, British, Italian, Other European, Japanese, Competition On/Off Road, Custom/Modified, Extraordinary Bicycles and Scooters, Electric Motorcycles and Café Racers. Tickets are just \$75 per person inclusive of a gourmet lunch, parking, live entertainment, and gear valet service. Entrant Packages start at \$150 inclusive of two tickets to *The Quail Motorcycle Gathering*, one Entrant gift bag, and a t-shirt. Sponsorship and advertising opportunities are also available. Learn more at [signatureevents.peninsula.com](http://signatureevents.peninsula.com).

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## THE PENINSULA

SIGNATURE EVENTS



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Bonhams Las Vegas Motorcycle Auction:  
Rio Hotel & Casino, Las Vegas, NV  
January 25th, 2018

Warren Barnes will be on site  
email: [warren@sclusa.com](mailto:warren@sclusa.com)  
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# Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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](http://www.bonhams.com), please contact Client Services.

**BIDDER REGISTRATION FEE (ATTENDEES ONLY): \$150**  
FEE INCLUDES ONE AUCTION CATALOG AND ONE AUCTION BOOKLET, AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTION.

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

Bonhams Client Services Department  
7601 W Sunset Blvd  
Los Angeles, California 90046  
Tel +1 (800) 223 2854  
Fax +1 (323) 850 6090  
[bids.us@bonhams.com](mailto:bids.us@bonhams.com)

# Bonhams

Sale title: The Las Vegas Motorcycle Auction	Sale date: January 25, 2018
Sale no. 24509	Sale venue: The Rio All Suite Hotel and Casino
<b>General Bid Increments:</b> \$10 - 200 .....by 10s \$200 - 500 .....by 20 / 50 / 80s \$500 - 1,000 .....by 50s \$1,000 - 2,000 .....by 100s \$2,000 - 5,000 .....by 200 / 500 / 800s \$5,000 - 10,000 .....by 500s \$10,000 - 20,000 .....by 1,000s \$20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s \$50,000 - 100,000 .....by 5,000s \$100,000 - 200,000 .....by 10,000s above \$200,000 .....at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____ By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcycles: I will collect purchases myself by 3pm January 26 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

**Please note that all telephone calls are recorded.**

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in \$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

**You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.**

\* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.	
Your signature:	Date:



# THE BONHAMS MOTORING NETWORK

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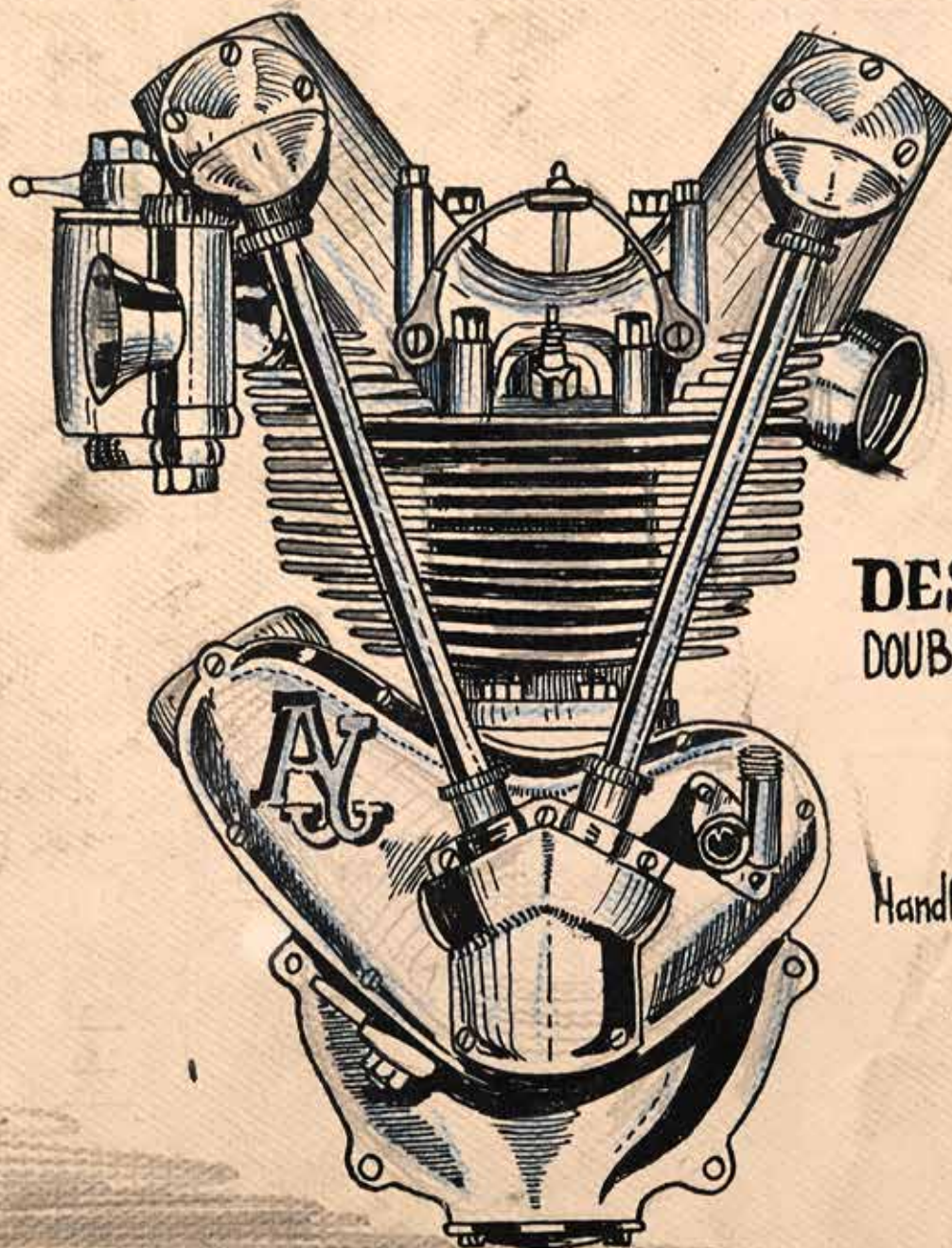






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500  
**DESIGN for ENGINE**  
DOUBLE O.H.C TRIUMPH

Handfrieschreiben in 1951  
Von Dutch