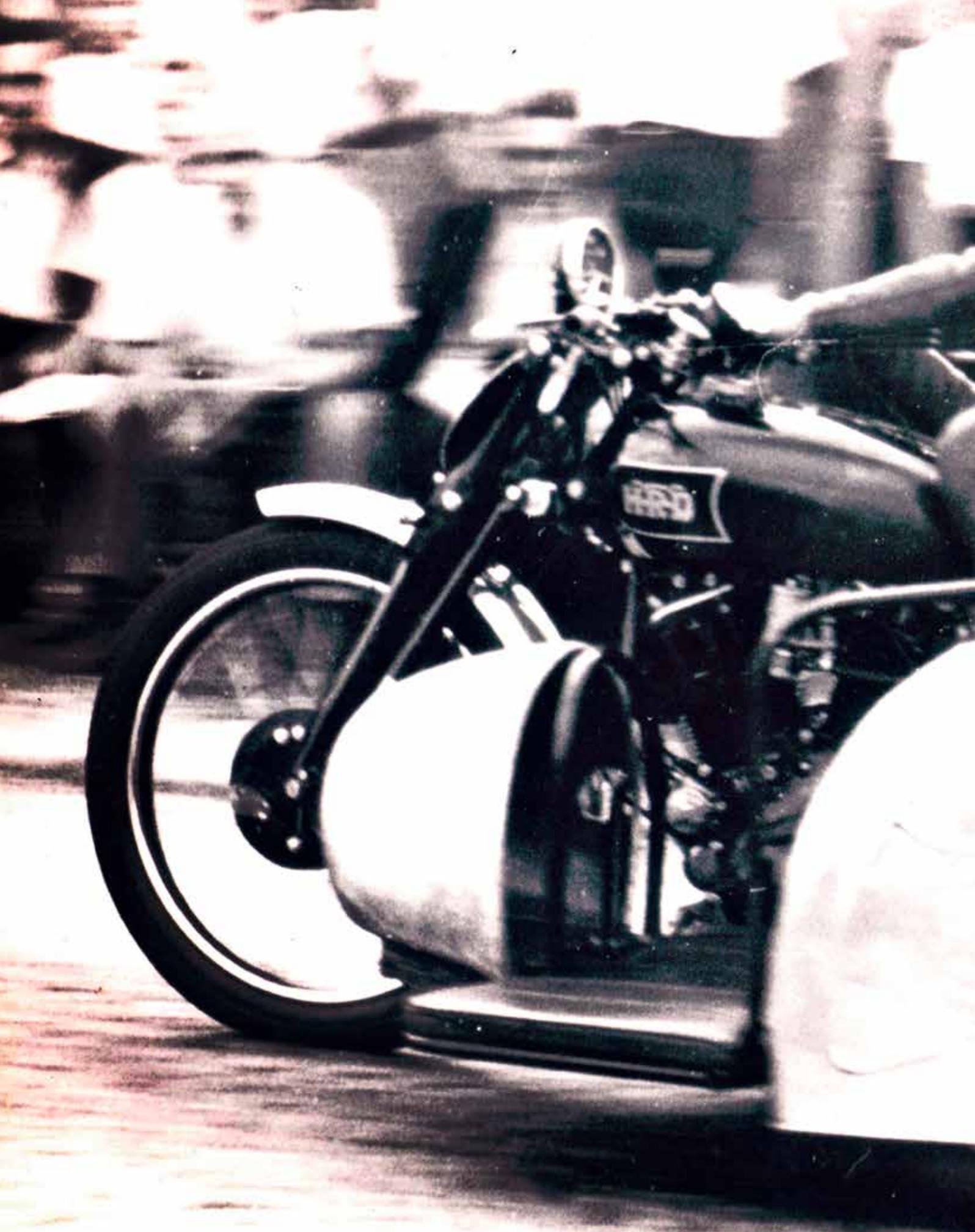
A vintage red motorcycle is the central focus, positioned in the lower half of the frame. It features a prominent yellow seat, a large round headlight with a white border, and a fuel tank with the word "Svarna" and "ROSS" visible. The motorcycle is set against a background of vertically oriented, rusted metal sheets. The word "Bonhams" is printed in white at the top center.

# Bonhams

COLLECTORS'  
MOTORCYCLES AT THE  
**BARBER MUSEUM**

Birmingham, Alabama | October 6, 2018





43



# COLLECTORS' MOTORCYCLES AT THE BARBER MUSEUM

Birmingham, Alabama | Saturday October 6, 2018 at 12pm and 1pm

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## **BONHAMS**

7601 W. Sunset Boulevard  
Los Angeles, California 90046

580 Madison Avenue  
New York, New York 10022

220 San Bruno Avenue  
San Francisco, California 94103

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

## **PREVIEW & AUCTION LOCATION**

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

PLEASE SEE PAGE 6 FOR  
IMPORTANT ENTRY INFORMATION

## **PREVIEW**

Thursday October 4, 12pm to 5pm  
Friday October 5, 8.30am to 5pm  
Saturday October 6, 8.30am to 12pm

## **AUCTION TIMES**

Saturday October 6  
Memorabilia 12pm  
Motorcycles 1pm

## **AUCTION NUMBER:** 25100

Memorabilia: Lots 1 – 51  
Motorcycles: Lots 101 - 216

## **INQUIRIES**

### **General Information**

+1 (415) 391 4000  
+1 (415) 391 4040 Fax  
[motorcycles.us@bonhams.com](mailto:motorcycles.us@bonhams.com)

### **Motorcycles West Coast**

Craig Mallery  
+1 (323) 436 5470  
[craig.mallery@bonhams.com](mailto:craig.mallery@bonhams.com)

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

Mark Osborne  
+1 (415) 518 0094  
[mark.osborne@bonhams.com](mailto:mark.osborne@bonhams.com)

Lance Butler  
+1 (323) 940 8092  
[lance.butler@bonhams.com](mailto:lance.butler@bonhams.com)

### **Motorcycles East Coast**

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Eric Minoff  
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### **Europe**

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+44 (0) 20 8963 2819  
[ben.walker@bonhams.com](mailto:ben.walker@bonhams.com)

### **Senior Administrator**

Gordan Mandich  
+1 (323) 436 5412  
[gordan.mandich@bonhams.com](mailto:gordan.mandich@bonhams.com)

## **Vehicle Documents**

Stanley Tam  
+1 (415) 503 3322  
+1 (415) 391 4040 Fax  
[stanley.tam@bonhams.com](mailto:stanley.tam@bonhams.com)

## **BIDS**

+1 (323) 850 7500  
+1 (323) 850 6090  
[bids.us@bonhams.com](mailto:bids.us@bonhams.com)

From October 3 to 8, to reach us at  
the Barber Museum:

+1 (415) 391 4000  
+1 (415) 391 4040 fax  
[motorcycles.us@bonhams.com](mailto:motorcycles.us@bonhams.com)

To bid via the internet please visit  
[bonhams.com/barber](http://bonhams.com/barber)

## **REGISTRATION IMPORTANT NOTICE**

Please note that all customers, irrespective of any previous activity with Bonhams, are required to complete the Bidder Registration Form in advance of the sale. The form can be found at the back of every catalogue and on our website at [www.bonhams.com](http://www.bonhams.com) and should be returned by email or post to the specialist department or to the bids department at [bids@bonhams.com](mailto:bids@bonhams.com)

To bid live online and / or leave internet bids please go to [www.bonhams.com/auctions/25100](http://www.bonhams.com/auctions/25100) and click on the Register to bid link at the top left of the page.

Please see pages 4 to 5 and 114 to 115 for bidder information including Conditions of Sale, after-sale collection and shipment.

## **AUTOMATED RESULTS SERVICE**

+1 (800) 223 2854

## **ILLUSTRATIONS**

Front cover: Lot 170  
Inside front cover: Lot 144  
Inside back cover: Lot 165  
Back cover: Lot 158

## **Bonhams**

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

# Buyer Information

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## CONDITIONS OF SALE AND DISCLAIMER OF WARRANTIES

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

## IMPORTANT NOTICE

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

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

For all registrable Motorcycles, Bonhams will be working in conjunction with Alabama Vehicle Dealer Bham Broker Inc dba Birmingham Broker, License No. 01-02393-18. 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. Alabama State Board of Auctioneers Auction Company License for Bonhams & Butterfields Auctioneers Corporation (License No.: Pending) Alabama State Board of Auctioneers Auctioneer License for Malcolm Barber (License No. Pending).

## 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 1-51) 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 and shipped to a resident in the seventeen states in which Bonhams has Nexus is subject to sales tax (Georgia and Washington DC excluded), license and documentation fees, unless otherwise exempt. In order to be exempt from these states sales tax (and license and documentation fees, as applicable), the buyer must possess a valid sellers permit/resale certificate number and must be a licensed motor vehicle dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

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

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 ( $\Omega$ ). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

## BIDDER REGISTRATION

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

## REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 11am on Monday October 8, 2018.

## ESTIMATES

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

## RESERVES

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

## BIDDING AT AUCTION

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

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

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

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

Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

# Buyer Information

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## **ABSENTEE BIDS**

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (323) 850 6090 or to Bonhams at the Barber Museum at +1 (415) 391 4040 beginning Wednesday October 3 until auction day, Saturday October 6.

## **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/barber](http://www.bonhams.com/barber) or contact the Client Services Department to obtain information and learn how you can register and bid online.

## **CURRENCY CONVERTER**

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

## **DAMAGE**

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

## **PAYMENT**

Payment for purchased lots must be made no later than 11am on Monday October 8. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft), debit card with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

## **PAYMENT & COLLECTION HOURS AT THE BARBER MUSEUM**

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

## **COLLECTION OF LOTS**

All lots must be paid for and collected from the sale venue by *11am on Monday October 8, 2018*. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 11am on Monday October 8. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/ removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

**Uncollected Memorabilia Lots** will be removed to Bonhams' Los Angeles office location for shipping or collection by the buyer or the buyer's authorized agent. Instructions for collection from Bonhams Los Angeles location will be given to buyers at the time of payment. Bonhams Shipping Department is available to assist with shipping quotes at +1 (323) 436 5453.

Uncollected Memorabilia lots will not be available for collection after 11am on Monday October 8 until Monday October 15 at 11am. Lots that are removed to Bonhams' Los Angeles location are subject to a \$50 uplift charge and are subject to a storage fee of \$10 per day per lot beginning on Monday October 29, 2018.

**Uncollected Motorcycle Lots** that remain after 11am on Monday October 8 will be removed by Schumacher Cargo Logistics to a storage facility and held to order until the buyer issues instructions. The buyer/seller will be informed of the hold location and will be solely responsible for any expenses incurred. Motorcycle removal and storage charges will be charged by Schumacher according to standard rates and the ultimate destination of the vehicle. Bonhams urges buyers to inquire in advance.

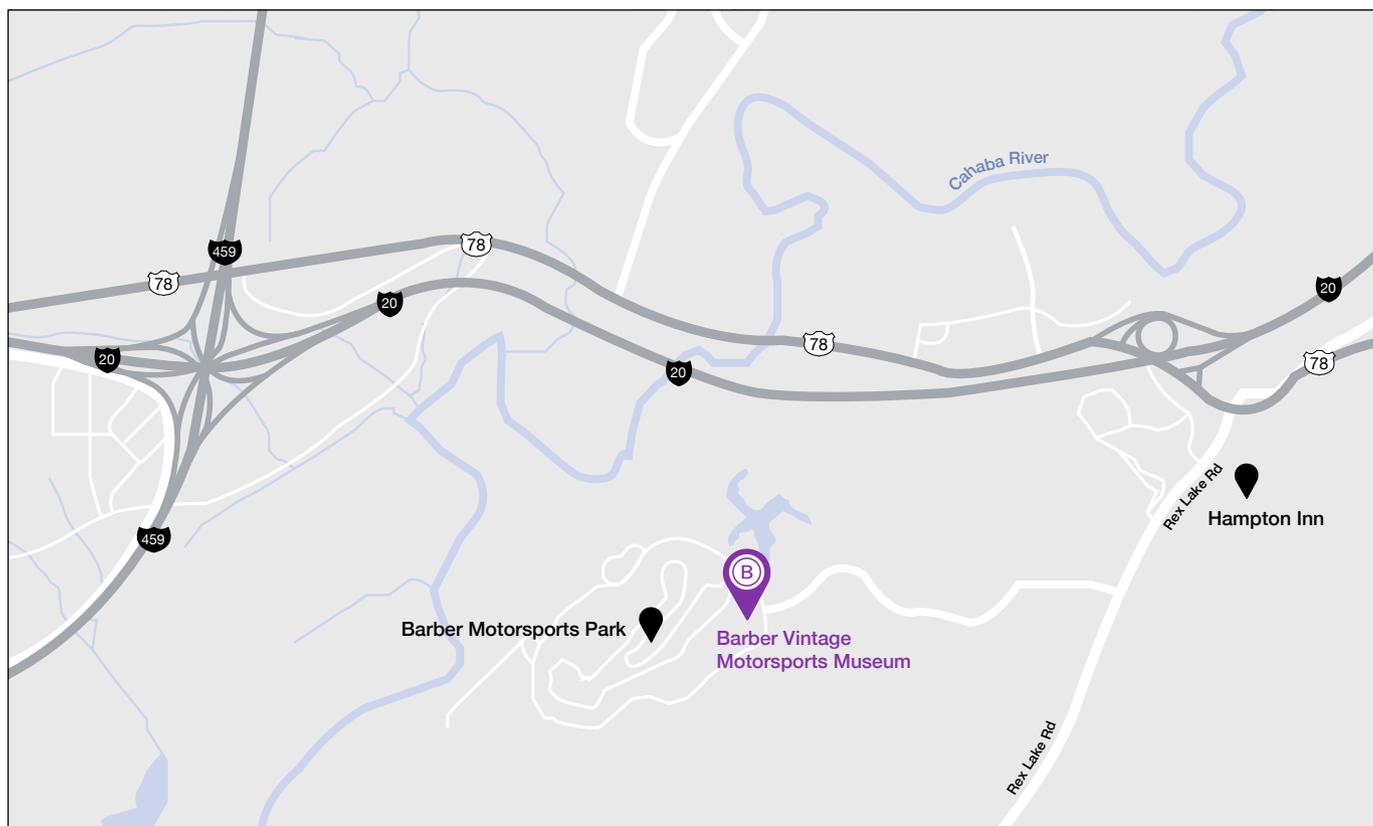
## **TRANSPORT ARRANGEMENTS**

Representatives of Bonhams preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An agent may collect your purchases as long as they are removed from the auction site by 11am Monday October 8.

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 Ernting  
+44 (0) 1604 419 815, [giles@shippio.com](mailto:giles@shippio.com)  
web: [www.shippio.com](http://www.shippio.com)

# Directions and Entry Information



## BONHAMS AT THE BARBER VINTAGE MOTORSPORTS MUSEUM

Museum Atrium  
6030 Barber Motorsports Parkway  
Leeds, Alabama 35094

Telephone numbers for October 3 - 8  
+1 (415) 391 4000  
+1 (415) 391 4040 (fax)

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

### For Thursday October 4 preview hours of 12pm to 5pm,

- Bonhams' clients who have received or purchased in advance a Collectors' Motorcycles Auction catalog, may show the catalog at the Museum entry for access to the Bonhams' preview and Museum. One catalog permits two guests. Catalogs will also be sold at the Museum entrance for \$60. Alternative entry is by purchase of a Museum entry ticket.

### For Friday Oct 5 and Saturday Oct 6,

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

- Please note that Auction day seating is reserved for Registered Bidders. If at any point, our auction space reaches occupant capacity, we will limit Auction floor space to Registered Bidders only.

## PARKING INSTRUCTIONS

For Thursday October 4, Bonhams guests may proceed into the Motorsports Park to the Museum parking lot.

For Friday Oct 5 and Saturday Oct 6, there is complimentary parking directly across from the Motorsports Park on Rex Lake Road. Continuous shuttles will bring guests to the Museum for entry. ADA parking and ADA accessible shuttles are available in this lot as well.

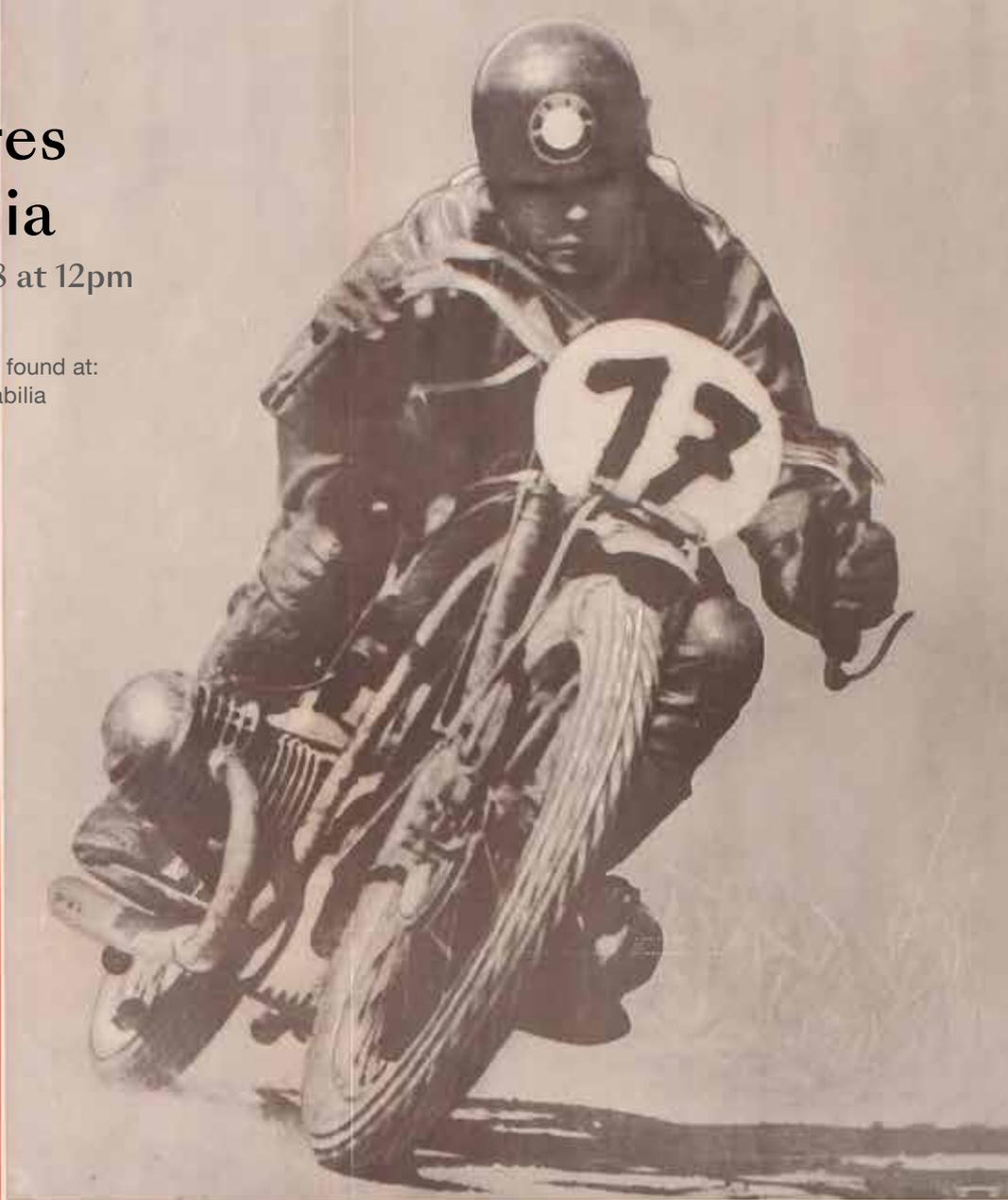
Motorcycles can park onsite for free during all three days of the Barber Vintage Festival. For the safety of you, your motorcycle, and the other guests, please be respectful and park within the designated (or otherwise marked) areas.

For Sunday October 7, during buyer payment and collection hours, parking at the Museum will be available.

# Related Spares & Memorabilia

Saturday October 6, 2018 at 12pm  
Lots 1 - 51

Additional images of each lot can be found at:  
[www.bonhams.com/barber/memorabilia](http://www.bonhams.com/barber/memorabilia)



**BMW**  
**MOTORRÄDER**



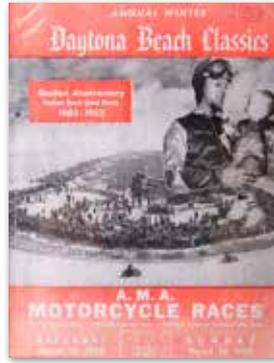
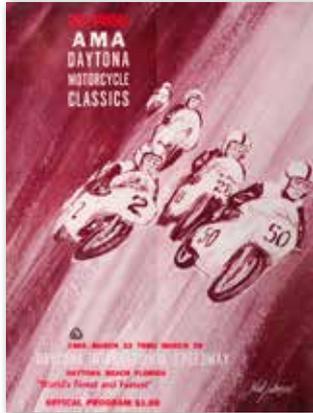
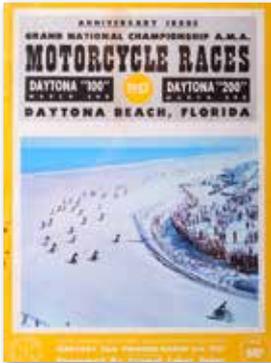
BAYERISCHE MOTOREN WERKE AKTIENGESELLSCHAFT MÜNCHEN 46

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

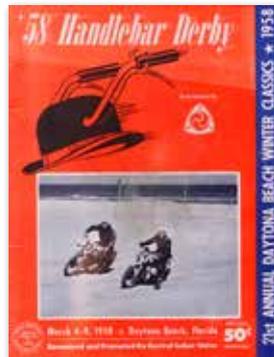
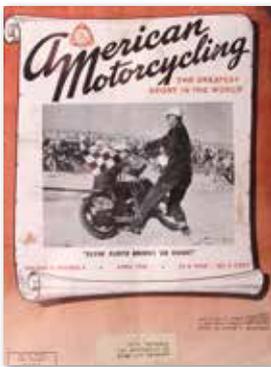


5  
**LITHOGRAPHED TIN MOTORCYCLE TOYS,**  
 in good condition.  
 (3)  
 \$200 - 300  
 £150 - 230

1



6  
**A PRESENTATION TRAY,**  
 inscribed 'George Roeder, BMW Legend, 1997'.  
 \$200 - 300  
 £150 - 230



7  
**A SIGNED TRIUMPH X-75 HURRICANE PRINT,**  
 signed by designer Craig Vetter, designer's personal embossment, framed 27" x 38".  
 \$200 - 300  
 £150 - 230

9

1  
**A UNIQUE SCRATCH-BUILT 1/43RD SCALE MODEL OF AN INDIAN 436, BY THIERRY TEILLON,**  
 according to a certificate offered with this model it received a Gold Medal/'Medaille d'Or' in the 1st Championship of Model Making at the Model Makers International Salon in Paris in 1988.  
 \$250 - 350  
 £190 - 270

3.  
**A BRITISH MOTOR CYCLE RACING CLUB WALL SHIELD,**  
 inscribed, "1st Prize, Scratch Races Class A & B, C. Dance. Brooklands 1922." and , 'V.M.C.C. Autumn Trial 1955 Winner, J. Bone., together with a small tray with enameled badge from the Vintage Motor Cycle Club.  
 (2)  
 \$200 - 300  
 £150 - 230

8  
**A QUANTITY OF RACE AWARD PLAQUES,**  
 mostly from the 1950's, in good condition.  
 (Qty)  
 \$300 - 400  
 £230 - 310

2  
**A UNIQUE SCRATCH-BUILT 1/43RD SCALE MODEL OF A TRIUMPH 500, BY THIERRY TEILLON,**  
 accordingly to a certificate offered with this model it received a Gold Medal/'Medaille d'Or' in the 1st Championship of Model Making at the Model Makers International Salon in Paris in 1988.  
 \$250 - 350  
 £190 - 270

4  
**A TIN LITHOGRAPH POLICEMAN TOY,**  
 in good condition, 8".  
 \$150 - 200  
 £120 - 150

9  
**A FRAMED GROUPING OF 1950'S AMA DAYTONA RACE BROCHURES,**  
 including 1948, 1953 Golden Anniversary program, 1954, 1955, 1957, 1958 and 1960.  
 (7)  
 \$300 - 400  
 £230 - 310

10  
**AN OFFICIAL'S PATCH COLLECTION FROM THE AMA DAYTONA BEACH RACES,**  
 including 1958 Rider, 1948 Mechanic, 1948 Official, 1949 Checker and Referee 1958 Pit, framed 21"x 16".  
 (6)  
 \$600 - 800  
 £460 - 620

11  
**A COLLECTION OF AMA MEDALS,**  
 including a 1st, 2nd and 3rd prize from the 200 MI. National Championship Motorcycle Beach and Road Race.  
 (3)  
 \$500 - 600  
 £390 - 460



13

12

**AN AMA PIT STEWARD ARM BAND,**  
from Dayton A Beach 1958, together with  
a decorative race image 21 7/8" x 20 5/8",  
framed.

(3)

**\$400 - 500**  
**£310 - 390**

13

**A DAYTONA BEACH MOTORCYCLE  
RACES PENNANT,**

together with a 1959 Daytona Beach Motor  
Cycle button pin and an aluminum 1950  
Daytona Beach Races mountable plaque,  
framed 16 1/4" x 24 1/4".

(3)

**\$800 - 1,000**  
**£620 - 770**

14

**TWO DAYTONA BEACH MOTORCYCLE  
RACES PENNANTS,**

framed 14 1/4" x 18 1/4".

(2)

**\$300 - 400**  
**£230 - 310**

15

**A FRAMED GROUP OF FIVE RACING  
PRESENTATION HILL CLIMB PENNANTS  
FROM 1948-49,**

including the "Narrabee Hill Climb" and the  
Northern District Motor Cycle Assn. Champion  
Hill Climb, framed, 32 1/2 x 52".

(5)

**\$300 - 400**  
**£230 - 310**

16

**A GOOD COLLECTION OF PINS AND  
PENNANTS,**

including Gypsy tour 1953-54, 41, 1930 Indian  
Dealers, Metropolatant Dealers Outting pin,  
Crotona New Years Eve medla, and other  
assortments.

(Qty)

**\$500 - 600**  
**£390 - 460**



19

17

**A DAYTONA 200 MILE MOTORCYCLE  
PENNANT,**

framed 11 7/8".

**\$100 - 200**  
**£80 - 150**

18

**A 1939 DAYTONA BEACH MOTORCYCLE  
CHAMPIONSHIP PENNANT,**

17" pennant, framed.

**\$1,200 - 1,400**  
**£930 - 1,100**

19

**A 1937 DAYTONA BEACH NATIONAL  
CHAMPIONSHIP PENNANT,**

19" pennant, framed.

**\$1,300 - 1,500**  
**£1,000 - 1,200**

20

**A SOUVENIR PENNANT OF THE  
LANGHORNE MOTORCYCLE RACES,**

framed, 19" x 34".

**\$100 - 200**  
**£80 - 150**

21

**A RED FIELD WATKINS GLEN N.Y.  
PENNANT,**

framed, 16 1/2" x 39".

**\$100 - 200**  
**£80 - 150**

22

**A 1941 NATIONAL AMA CHAMPIONSHIP  
RACES FRAMED COLLECTION,**

including a Daytona Beach Florida checkered  
flag, an AMA 1956 Press arm band, a 1948  
Dayton Checker armband along with an early  
Daytona Beach 100-200 mile Championship  
poster all framed together, frame 28 x 33 1/4".

(4)

**\$800 - 1,000**  
**£620 - 770**



25

23

**A 1965 DAYTONA MOTORCYCLE  
CLASSICS POSTER,**

framed, 31 3/8" x 22".

**\$400 - 600**  
**£310 - 460**

24

**A LARGE WOOD CUT STYLED POSTER,**

depicting a Board-track racing motorcycle,  
framed, 35 1/2" x 48".

**\$200 - 300**  
**£150 - 230**

25

**A FRENCH MOBILLOIL "D" ADVERTISING  
POSTER FOR BMW,**

framed 30" x 24 3/8".

**\$500 - 700**  
**£390 - 540**

26

**A WELLER TRACK TOURIST TROPHY  
POSTERBOARD,**

framed 29 5/8" x 21 1/2".

**\$200 - 300**  
**£150 - 230**

27

**AN AUTOBAHNSPINNE ADVERTISEMENT  
POSTER,**

held at Dresden-Hellerau, framed 39 1/4" x 29  
3/8".

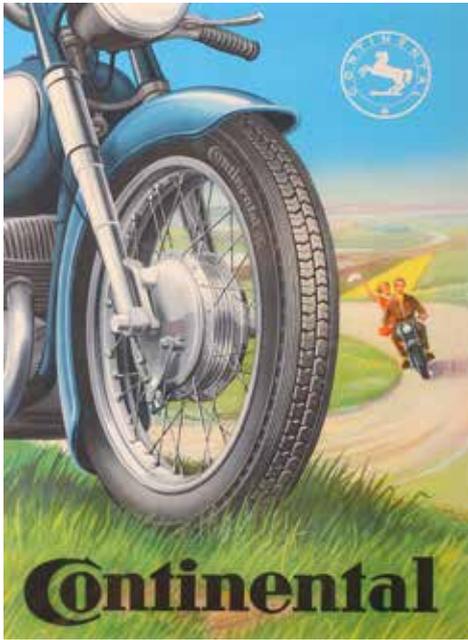
**\$400 - 500**  
**£310 - 390**

28

**A LARGE NURBURGRING 'VINTAGE  
STYLED' RACE POSTER,**

framed 41 1/4" x 31 3/8".

**\$800 - 1,000**  
**£620 - 770**



30

29  
**A VINTAGE 1954 BMW ZWEI DEUTCHE  
 MOTORRAD-MEISTER POSTER,**  
 framed, 39 1/2" x 30".

(1)  
 \$400 - 500  
 £310 - 390

30  
**A CONTINENTAL TIRE ADVERTISEMENT  
 POSTER,**  
 framed, 31" x 25 1/4".

\$600 - 800  
 £460 - 620

31  
**A 1954 BMW WELTMEISTER SIDE-CAR  
 RACE POSTER,**  
 39 1/2" x 30".

\$400 - 500  
 £310 - 390

32  
**A LARGE 1952 AUSTRIAN MOTOR CLUB  
 RACE ANNOUNCEMENT POSTER,**  
 framed, 51" X 36 1/2".

\$800 - 1,000  
 £620 - 770

33  
**A FRAMED SELECTION OF DAYTONA  
 BEACH RACING EPHEMERA,**  
 together with a veteran motorcycle race  
 photocard, a 1961 souvenir Daytona  
 Motorcycle race program and a small 1956  
 Daytona Harley-Davidson pendant.

(3)  
 \$600 - 800  
 £460 - 620



42

34  
**A 20TH DAYTONA MOTORCYCLES RACES  
 ANNUAL MEET ADVERTISING POSTER,**  
 framed, 43" x 23".

\$400 - 600  
 £310 - 460

35  
**A FRAMED COLLECTION OF POSTCARDS,**  
 including 20 postcard photos of 1950 Daytona  
 200 motorcycle racers.

(Qty)  
 \$300 - 400  
 £230 - 310

36  
**A BMW 'DAS MOTORRAD' POSTER,**  
 framed, 32 3/4" x 42".

\$200 - 300  
 £150 - 230

37  
**A WAKEFIELD CASTROL MOTOR OIL  
 PROOF,**  
 advertisement proof, framed 23 1/2" x 21".

\$400 - 600  
 £310 - 460

38  
**A GOOD COLLECTION OF AMA LAPEL  
 PINS,**  
 together with Gypsy tour pins, buckles and  
 medals, framed 18 1/4 x 14 1/4".

(Qty)  
 \$500 - 700  
 £390 - 540



47

39  
**AN OFFICIAL 1930 "DAYTONA BEACH  
 WORLD RECORD TRIALS" PROGRAM  
 COVER,**

framed, 20" x 17".  
 \$150 - 200  
 £120 - 150

40  
**A 1938 DAYTONA 200 SECOND PLACE  
 FINISH AMA NATIONAL COMPETITION  
 MEDAL,**

together with two framed images of Lester  
 Hillbish and a red ribbon, framed 15 1/2" x 14  
 1/4".

(4)  
 \$300 - 400  
 £230 - 310

41  
**A T.T. DUEL ON THE MOUNTAIN,**  
 painting by Grimes, framed, 55 1/2" x 44".

\$300 - 400  
 £230 - 310

42  
**A BMW "MOTORRÄDER" POSTER.**  
 'München 46', framed 48 1/2" x 34 1/2".

\$6,000 - 8,000  
 £4,600 - 6,200

43  
**A BMW TILE MOSAIC WALL SHIELD,**  
 signed by 'R VALENTINE-07', 23 1/2".

\$300 - 400  
 £230 - 310



49

44  
**A DAYTONA BEACH MOTORCYCLE CLASSICS ADVERTISEMENT POSTER,**  
 with image inclusion of promoter J.C. Agajanian, framed 35"x 28".  
**\$800 - 1,000**  
**£620 - 770**

45  
**THREE FRAMED IMAGES OF RODDY RODENBERG,**  
 with accompanying plaque, "Roddy Rodenberg Daytona 1948, 1939 BMW R51RS, framed 18" x 28".  
 (3)  
**\$150 - 200**  
**£120 - 150**

46  
**A 1928 OFFICIAL 25TH ANNIVERSARY DAYTONA PROGRAMME,**  
 with double sided frame.  
**\$300 - 400**  
**£230 - 310**

47  
**A 1959 AUGUST GRAND PRIX POSTER,**  
 by Kockas Laszlo, framed 17" x 14 1/4".  
**\$300 - 400**  
**£230 - 310**



50

48  
**A 1965 FIM WORLD CHAMPIONSHIP 250CC WINNERS TROPHY,**  
 Grand Prix of The United States.  
**\$400 - 600**  
**£310 - 460**

49  
**A COLLECTION OF STANLEY WOODS RACING VESTS,**  
 together with two pairs of leather riding gloves mounted in frame with plaque, "Property of Stanley Woods, I.O.M. TT winner (10 times), Gran Prix winner (20 times), framed 43" x 35".  
 (Qty)  
**\$1,200 - 1,600**  
**£930 - 1,200**

50  
**A MIKE HAILWOOD 'PUDDING BASIN' HELMET,**  
 worn by Mike Hailwood early on in his career, 'For the Love of the Sport', by Cromwell,  
**\$1,000 - 1,500**  
**£770 - 1,200**



48

51

**TWO-PIECE RACING LEATHERS AS WORN BY MIKE HAILWOOD IN THE 1971 DAYTONA 200, INCLUDING A SET OF BOOTS,**

'Stanley Michael Bailey Hailwood, MBE, GM (April 2, 1940 – March 23, 1981) was a British Grand Prix motorcycle road racer. He is regarded by many as one of the greatest racers of all time.' The leather suit, with the road-racing boots, being offered was sold last at auction in the UK in 2007. Hailwood memorabilia is, by contrast, both very popular and hard to find. Thus, this sale is a rare opportunity not to be missed.

Bates, the creator of these two-piece leathers, is arguably America's favorite and best-known specialty maker of such suits. Based in Long Beach, California, Bates Leathers is an icon of motorcycling. First started in 1939 by motorcyclist and saddle seat craftsman Bob Bates. It has since evolved and changed ownership a few times. While technology and trends change, they've continued to be... dedicated to impeccable quality and craftsmanship.' Hailwood clearly chose the best there was for his trip to the 1971 Daytona 200. For Bates Leathers, by 1971, white and red were increasingly popular colors while England was still languishing with the thought that black 'didn't show the dirt.' But 1971 was still too early for the onslaught of logos. The Hailwood red, white and blue suit – high quality American cow hide and industrial strength thread holding the pieces together - carries only a small Bates patch and his race number 20, on one shoulder, and then bigger on the back.

Hailwood's Ray road-racing boots were a popular brand in the 1960s and 1970s – styled with the simple Italian flair of the period. Perhaps their focus was more on lightweight, comfort and even streamlining, rather than extensive impact and other safety protection. Nonetheless, they are leather and 'quality' and there's every reason for Hailwood to have worn them although it is not certain that Hailwood wore the boots in the 1971 Daytona race.

So, what took place at Daytona in 1971? The BSA Group again saw the Daytona race as their 'best promotion' before spring sales kicked in. Beaten the previous year by Dick Mann on a Honda CB 750, they did not want to lose again so they upped the number of entries, had Rob North build some new frames for some of the entries, ran both Triumph Tridents and BSA Rocket Threes, and hired Dick Mann, and then Mike Hailwood – with fresh leathers for all the riders: With BSAs were Hailwood, Mann, Dave Aldana, Don Emde and Jim Rice; on Triumphs were Paul Smart, Gene Romero, Don Castro, Gary Nixon and Tim Rockwood. A massive talent pool! Hailwood dropped a valve while in the lead on lap 14 – not enough time to 'dirty-up' his leathers – and the race was won by wily-fox Dick Man (again) with Romero and Emde line astern; BSA 1st and 3rd, Triumph 2nd.

The Hailwood leather are in good condition, the Ray boots are a little scuffed, but sound. A unique opportunity. Hailwood's Rocket 3? It went to the National Motorcycle Museum outside Birmingham but was destroyed in the fire. A replica has taken its place in the new facility.

**\$6,000 - 8,000**  
**£4,600 - 6,200**

52 - 100  
No lots



# Motorcycles

Saturday October 6, 2018 at 1pm  
Lots 101 - 216

Additional images of each lot can be found at:  
[www.bonhams.com/barber/bikes](http://www.bonhams.com/barber/bikes)



# JOAN AND JIM VANDERGRIFF'S CIRCLE V GARAGE COLLECTION

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The Vandergriff's motorcycle collection was housed in an old workshop – actually it was originally their barn which used to house up to 300 goats - at the bottom of their garden in rural Linwood, Kansas. The driveway came off the gravel road wound past their house and then circled a couple of big trees to reach the shop doors – hence Circle V Garage. The Circle V logo was Jim's 'mark' as a potter. Each piece of pottery carried that stamp and it seemed fitting to use that logo for the collection. Inside was half a lifetime of collecting, building, and maintaining a wide variety of motorcycles. Outside, the Vandergriffs would ride and ride at every opportunity, usually together, and often to motorcycle gatherings around the country.

Together, they also ran a specialty animal husbandry retail catalog sales business. When not focused on that there were their own interests – Jim, a former potter and three-dimensional art teacher, gardener and avid orchid and Costa Rican plant gatherer - Joan, an offshore and fly-fishing aficionado, as well as a former writer and editor and teacher at UMKC. Jim started riding at age 15 on a Cushman, Joan as a way to get to graduate school in Berkeley, California on a '71 Suzuki 185.

Their favorite trip? Riding their BMW 1150GS from Costa Rica to the USA (almost) in 2003. 'We had an incredible ride through Central America, stopping to sightsee in Nicaragua, San Salvador, Guatemala, and Mexico.' Unfortunately, the bike caught fire on the *autopista* outside of Mexico City. Jim and Joan flew home and then drove back to Mexico City to haul it back to the States.

Many motorcycles have passed through their hands – the collection reaching 40 at its high point – but today, now that they have chosen to divest for reasons of ill health, they have but 30, the majority of which are British, though Joan has always favored the older Italian bikes and other tiddlers.

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1

Joan and Jim pictured with Giacomo Agostini at the 2006 AMA Vintage Motorcycle Days at Mid Ohio.

2

With lot 127 at the 2010 AMA Motorcycle Hall of Fame Show.

3

Malcolm Smith presenting The Grand Marshall award to the AJS, lot 127, at the same event.



## JOAN AND JIM VANDERGRIFF'S CIRCLE V GARAGE COLLECTION



101  
**C.1950 CUSHMAN MODEL 62 SCOOTER PROJECT**  
Frame no. 036889  
Engine no. to be advised

The Cushman scooter company was started in 1903 in Lincoln, Nebraska, by Everett and Clinton Cushman, incorporating as the Cushman Motor Works in 1913. In 1922 they began production of their 4-stroke Husky engine which ultimately would be used in farm equipment, pumps, lawn mowers, and boats. And more scooters... the Model 53 was widely used by the US Armed Forces in WWII and into peacetime and the motorcycle-like Eagle was in production for approximately 16 years. The scooter being offered is the post-war iconic, step-through 'turtle back' 60 Series, whose design and ease of operation made it popular with men and women alike. The 60 Series consisted of three models; the Model 62 with a centrifugal clutch, the Model 64 with Varimatic belt drive automatic transmission, and the Model 65 with a clutch and 2-speed transmission. Today, this neat bike is not running although the foot klaxon is working well. And precious little is known about it other than the fact that the vendor bought it as is from Cushman parts supplier Jim's Scooter Parts in St. Paul, Minnesota a few years ago to 'remember' his first motorcycle bought in his teens. Given the ready availability of Cushman parts it could be made to run in a 'Speedy' fashion...then the decision would need to be made as to what to do with the frame and bodywork. Restore? Maintain as a survivor? You decide!

**\$2,500 - 3,500**  
**£1,900 - 2,700**  
**WITHOUT RESERVE**



102  
**1968 SUZUKI A100**  
Frame no. to be advised  
Engine no. 16449

In 1968, the largest capacity Suzuki you could buy was a 500, the Cobra. Smaller were a couple of 305 cc models, and a couple of 250s and 200s, all six 2-stroke twins. Then there was a 120 single, a 100 and a 90 cc single. Suzuki's A100 is a 98 cc air-cooled, single cylinder 2-stroke with a rotary valve, and Posi-Force oil-and-gas mixing, offering about 10 horsepower at 8,000 rpm with a 4-speed transmission. And should you be so lucky to have added a race kit it could have turned into a fire-breathing 16 horsepower at 9,000 rpm. It was dual seat roadster plenty strong to commute on, and even some would say, strong enough to go touring. It featured a covered rear drive chain and front fork gaiters, a kick stand and center stand, and a 100 mph speedometer which also clarifies that '60 mph = 2240rpm'. The bike being offered which was bought by the Vandergriffs in July of 2006 from a Paul Miller of Kensington, Connecticut, appears to be in good condition, not restored, complete but now a little shop-soiled. Suzukis from the 1960s are rare, Suzukis that are believed to be an unmolested original are 'never seen.' This opportunity is not to be missed. Careful recommissioning is necessary.

**\$1,500 - 3,000**  
**£1,200 - 2,300**  
**WITHOUT RESERVE**



103

**2000 KAWASAKI KLR650A**

Frame no. JKAKLEA1XYA059724

'The Kawasaki KLR650 is a dual-sport motorcycle intended for use on both paved and unpaved roads.' It has a 650 cc dual-counter-balanced, double overhead cam, 4-stroke, single cylinder, water cooled engine. 'It has been a long-standing model in Kawasaki's lineup, having been introduced in 1987 and remaining almost unchanged through the 2007 model. The 2008 model was the first significant redesign of the KLR650 since its inception.' Many a KLR has circumnavigated the world. The Vandergriff A14 KLR, bought new from Shawnee Cycle Plaza of Shawnee, Kansas on October 11, 2000, (together with the KE100 also being sold), is now well used although the mileage is not high and thus has years, and thousands of miles, of life left in it. It has a one-piece rear rack and side bag mounts, and comes equipped with the bags. KLRs, if nothing else, are tough. Once washed and serviced, it will no doubt take off and cover any adventure thrown at it. It was last used, it is believed, in 2015.

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

**£780 - 1,200**

**WITHOUT RESERVE**



104

**2001 KAWASAKI KE100**

Frame no. JKAKETB171C052365

"Come out ahead on a Kawasaki" so read the punch line on Kawasaki's F6 Trail 1972 brochure. The F6 Trail was state of the art, ready-to-ride, trail or enduro bike. 'Still ahead' could be their slogan some 19 years later with the KE100 for it too was 'trail ready.' The Kawasaki KE100 was produced from 1976 to 2001 and it did not change much through the years. It uses an oil injection system that Kawasaki calls Superlube to both eliminate fuel-oil mixing and give a precise 2-stroke fuel-oil mixture thus reducing emissions enough so that the KE100 was able to pass US emissions tests. 99 cc and 16 horsepower at 7,500 rpm, and 8.9 lb-ft of torque at 3,500 rpm – and remarkable 8 (still) at 9,000 rpm. 5-speeds did the job whatever the terrain and at 187 pounds dry, a KE100 could handle any terrain you threw at it. Kawasaki Tuff! This KE100 was bought new from Shawnee Cycle Plaza of Shawnee, Kansas (together with the KLR650 also being sold). Today it is shop soiled and mildly sun bleached apart from the dual seat whose foam has shrunk or disintegrated leaving the cover somewhat baggy. Careful re-commissioning should see this bike trail-ready anytime soon.

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

**£780 - 1,200**

**WITHOUT RESERVE**





105  
**1964 DUCATI 94CC MOUNTAINEER**  
Frame no. to be advised  
Engine no. 1595

In the mid 1960s, Moto Ducati offered a pair of little singles on the American market called the Cadet and the Mountaineer (outside the US it was the Cacciatore) – the Cadet was a street bike and the Mountaineer (as you can induce from the name) was more of a dual-sport or street-trail bike before the terms were in common usage. Both were available as either a 90cc or 100cc option. The 90cc (86.7cc to be precise) produced 6 horsepower sufficient to get the 150-pound motorcycle up to a fraction over 50 miles per hour. Top speed wasn't the point, obviously, as it was advertised in the August 1963 issue of *American Motorcycling* as being 'designed and engineered specifically for the sportsman who wants to do a lot of "off the road riding".' This early model came with a fan-cooled 2-stroke motor – hot air blown to the left and thus exhaust on the right - paired to a twist grip handlebar gear shift for the 3-speed. For more off-road ability, the Mountaineer had a high pipe exhaust with a decent leg shield, and a rear hub with a choice of two sprockets (already attached) for an option of some real mountain trail work. This 90 is in good, original shape – its patina is a marvel. Although it has spent some time in storage, the bike appears to have good compression and it should run after the usual safety checks. Any future mountain work may require a new set of knobbies!

**\$5,000 - 6,000**  
**£3,900 - 4,700**  
**WITHOUT RESERVE**



106  
**1965 DUCATI 125CC BRONCO**  
Frame no. 94409  
Engine no. 94409

'In 1960, the 125 Bronco joined the 98 Bronco as the base model in the US lineup. Although the 98 finished in 1963, the 125 lasted through until 1966 with only minor developments. The general specification was identical to the 125 Aurea ('aura') but with a touring handlebar, smaller 13-liter gas tank and 16-inch wheels shod with knobby tires.' Knobby tires meant you were dreaming for the Bronco was strictly a street bike with no off-black top aspirations. The external oil lines of the previous push-rod 4-stroke singles were now hidden inside the motor; a 4-speed gearbox was, of course, standard. This delightful roadster – 6.5 horsepower at 6,500 rpm meant that it could zip along - came in three colors, each with silver; candy red, black or dark blue. Ducati produced many push rod singles from 1957 on and, in fact, the model was the company's mainstay for some years before the advent of the overhead camshaft. Memories may now be cloudy but the Bronco sold very well in the USA with Berliner doing the distribution. Not for nothing is the power of the 'winged D' on the sides of the fuel tank and the black prancing horse (Cavallino Rampante or bronco) on the tool box sides. A Bronco in the condition of this one being offered – bought by the Vandergriffs in 2008, it is believed, and seemingly untouched - is a rare find. Its history is unknown, and it will require careful recommissioning in the near future.

**\$5,000 - 6,000**  
**£3,900 - 4,700**  
**WITHOUT RESERVE**



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

107

**C.1960 BENELLI V4 50 SPRINT RACING MOTORCYCLE**

Frame no. none visible

Italy's oldest surviving motorcycle manufacturer, Benelli, was founded in Pesaro in 1911 by the six Benelli brothers. For nearly 100 years it has manufactured motorcycles of virtually all sizes and purposes. Its road racing successes are second to none even when stood next to its Italian cousins Gilera, MV Agusta and Ducati. Let alone its foreign competitors Norton, Honda, Yamaha and others. Benelli offered a 2-stroke 'clip-on' power unit for attachment to a bicycle just after WWI, and it was this 98cc engine, installed in a purpose-built set of cycle parts, that was used for the first proper Benelli motorcycle of 1921. By the late 1950s and early 1960s Benelli was pumping out a large range of machines, from small to large, many of them 2-strokes. Precious little is known about this tiny Benelli. There's a slim history file which indicates that the Vandergriffs purchased it in 2006 and that it ran then. It's been a road racer for a long time – how long we don't know – but it is unlikely it started life in that guise. It is thought to be a Sprint V4 'street-trail' mini-bike...easily converted into a lightweight or 'tiddler' road racer. No numbers can be found on both the frame and engine. But be confident that with some remedial work it could be up and running again in parades and track days.

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

**£3,100 - 3,900**

**WITHOUT RESERVE**

Offered on a Bill of Sale



108

**C.1956 MOTO MORINI 175 TURISMO**

Frame no. 26771

Engine no. 26771

'To start at the actual beginning of the great Moto Morini motorcycle marque, one must go back to the birth of Alfonso Morini. He was born on December 22, 1898 to a family of limited means in northern Bologna, Italy. Morini was handy with things mechanical and was asked after WWI to join Mario Mazzetti and together they built and raced their own MM 125 and 175 2-strokes with great success. In 1937 they split and Morini built a clever 350 and 500 c three-wheeler. In 1946, post-WWII, Moto Morini was back with motorcycles- at first a T125 3-speed 2-stroke single - having added to the Italian war effort making aeronautical components. Once again racing success came quickly and by 1949 Alfonso was developing a single-cam 4-stroke 125 GP bike. By 1953 he was manufacturing street bikes – some of which would become valuable road and off-road racers - with a 175 cc ohv, push-rod single his mainstay. Numerous 175 models were produced over several years. The bike offered here is believed to be a 175 Turismo although how this model differed from the contemporary GT and/or Sport is hard to fathom. Its previous history is unknown... the odometer reading of 30 kilometers may indicate that it has sat in storage for most of its life. The vendor had bought what they thought was a complete, original motorcycle as a future project. Such is its generally good condition it could remain a survivor or be restored.

**\$5,000 - 8,000**

**£3,900 - 6,200**

**WITHOUT RESERVE**



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109

**2003 BUELL 500CC BLAST**

Frame no. 4MZKP13C433502444

Engine no. to be advised

Eric Buell's motorcycle brand was wholly owned by the Harley-Davidson Motor Company when the 500 Buell single was launched in 2000. The model lasted through Eric's term with Harley, through 2009. 'The Blast was conceived as an entry-level motorcycle to attract newcomers to motorcycling in general and to Harley-Davidson in particular.

As such, the design goals were low cost and ease of operation and maintenance.' To achieve these Harley mandated the use of an automatically-tensioned Goodyear belt final drive, self-adjusting hydraulic valve lifters, and a carburetor with an automatic choke. The engine was half an Evolution Sportster engine, the half used was the front cylinder. It was a respectable motorcycle for it worked as intended although some would say, in retrospect, that it had the wrong name on the tank. What was innovative was the use of color-impregnated Surlyn for bodywork pieces, a substance used on the surface of golf balls to protect them when driven, the thinking being that the bike would be similarly protected when dropped. This Blast was bought new from Central Motorcycle Inc. of Shawnee, Kansas in October of 2003 by the Vandergriffs. The original bill of sale is in the history file as is a receipt from Central Motorcycle for a 'hop up' kit - new cylinder head, hi-po cam, air filter, White Brothers/Supertrapp exhaust and digital tachometer. Plus a couple of dyno read-out sheets from Gail's Harley-Davidson of Grandview, Missouri showing 42.1 SAE horsepower at best, and 35.9 lb-ft of torque. Still in the file is Harley-s 'New Vehicle Quality Survey.' After the usual safety checks the bike should be ready to 'blast' again.

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

**£780 - 1,200**

**WITHOUT RESERVE**



110

**1952 HARLEY-DAVIDSON MODEL 125**

Engine no. 52S1626

It's been called the "paperboy's delight," and what red-blooded American kid wouldn't want to toss the morning paper from the saddle of a flashy new Harley 125? Quite literally a 'spoil of war,' the 125cc two-stroke was originally a German DKW design appropriated by both BSA and Harley-Davidson, and a Russian manufacturer, following WW2... The Model S-125 (1947 only) was introduced by Harley-Davidson that year as a 1948 model. From then on it was Model 125. The 125 cc 2-stroke engine produced three horsepower, which was sent through a three-speed foot-shift transmission. The front suspension used girder forks suspended by large rubber bands.' Ten thousand Model S-125s were sold during the first seven months despite largely being ignored by dealers mostly bought by young riders (who might go on to buy big Harleys later in life.) The rubber-band front suspension was replaced in 1951 by a telescopic fork referred to as 'Tele-Glide'. The model didn't become the Hummer until 1955. This delightful leaf-green 125 was already restored when bought by the Vandergriffs a few years ago at a swap meet with no knowledge of its previous history. The restoration is holding up very well and with the usual safety checks it should be able to 'ring-ding' happily into the future.

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

**£6,200 - 7,800**

**WITHOUT RESERVE**



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

111

**2002 HARLEY-DAVIDSON 1,450CC FXSTBI NIGHT TRAIN**

Frame no. 1HD1JAB122Y052312

Engine no. to be advised

Harley-Davidson designed the Softail frame so to look like that of a rigid frame from the past but offer comfort of rear suspension. The shock absorbers are positioned along the axis of the motorcycle, tucked away under the gearbox on models from 1984 to 2017. There have been many models with the Softail frame from Deuce to Night Train. Launched in 1998 it was replaced in 2000 with a 1,450 cc version in 2002 it was fuel injected. The Night Train is 'one of Harley's whackier "image bikes"', in a similar vein to that of the Bad Boy and the Street Bob. The 'black-on-black' wrinkle finished engine was clearly a Harley favorite. Six-inch risers, one piece fuel tank, low custom-seat and wide raked front fork complete with 21-inch front wheel were more favorites. This Night Train was new-warranty-registered to the Vandergriffs on January 12, 2002, sold by Central Motorcycle Inc. of Shawnee, Kansas, but not picked up until April. In the interim, the bike was massively accessorized by Central – over 27 individual parts at a cost of several thousand dollars – the most significant of which are: a 2-inch seat lowering kit, wide tire kits, Thunderstar billet 21-inch/16-inch front and rear wheels, Screaming Eagle Stage 1 kit, Vance & Hines Big Shots 2-into-2 exhaust system, Mustang Cobra seats and a raft of cosmetic and ergonomic enhancements. A year later, after break-in, the bike was dynod at PowerWorth Harley-Davidson, Kansas City recording 101.3 SAE horsepower and 96.2 lb-ft of torque.

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

**£3,900 - 5,500**

**WITHOUT RESERVE**



112

**2015 TRIUMPH 1,700CC THUNDERBIRD LT TRIKE**

Frame no. SMTB07WFXFJ674660

Engine no. to be advised

Just post-WWII Great Britain needed to 'Export or Die.' Triumph, to play their part in capturing the North American market, built the 6T Thunderbird using a variant of the earlier Speed Twin's parallel-twin engine, bored out from 500 cc to 650 cc to give enough horsepower to satisfy American customers. The concept of enlarging the Speed Twin, using the Thunderbird name and its 'paper dart' logo were thought up by managing director Edward Turner during one of his regular trips to Triumph's US operation. The 'paper dart' logo was embossed onto the Thunderbird's chain case cover from 1955 to 1962. In July 2008, Triumph announced a much bigger Thunderbird that went on sale a year later, that is, and was now a 1,597 cc liquid-cooled, long-stroke, 270-degree crank, parallel-twin cruiser with 6-speeds and a belt rear drive. Most certainly it was big and strong enough to be a good basis for a trike conversion. The highly reputable Motor Trike (company) of Troup, Texas designed a do-it-yourself conversion kit or would supply a complete Thunderbird trike, factory built. This factory-built trike, the bike was supplied by Triumph dealer, Baxter Cycle of Marne, Iowa was ready for pick-up on June 20, 2016, has all the special features: an independent rear via Air Ride and Progressive coil over suspension (with its own compressor on-board), 5.5-degree rake kit, ABS and parking brake kits, integrated disc brakes, and a host of other details. Its original sales receipt shows a cost of just over \$30,000 making this trike a terrific value today.

**\$7,500 - 9,500**

**£5,800 - 7,400**

**WITHOUT RESERVE**





113  
**1975 NORTON 850CC COMMANDO MK3 ROADSTER**  
Frame no. to be advised  
Engine no. 331514

Norton's popular Commando had a fulfilling if all too brief career with it eight different styling variations. During its lifespan the Commando changed from a free-spinning 750 to a high torque, low revving 850. Along the way it provided enormous success on the race track for hundreds of riders with perhaps its greatest victory being that of the Norton Race Department's brilliant development engineer, Peter Williams, on a 750 monocoque in the 1973 Isle of Man TT Formula 750 at a record average speed of over 105mph. On the street, meanwhile, and perhaps most important of all, the unique Isolastic engine mounting system effectively detached the Commando rider – once above 2,500 rpm, that is – from the Achilles heel of all large capacity British twins. Vibration. The Roadster was launched at the Brighton Motorcycle Show in April 1969, expressly to meet American demand, following the US market's rather lukewarm enthusiasm for the earlier Commando Fastback model. Featuring a slim fuel tank, exposed fork stanchions, and upswept mufflers, the Roadster's crisp profile perfectly caught the mood, continuing thereafter as Norton's most voluminous seller. Baxter Cycle of Marne, Iowa sold this Commando to the Vandergriffs on 26 July, 2003. In October, the same year, the engine and gearbox was rebuilt by Cycle Service also of Marne, Iowa for a total of \$3,901.33 labor and parts. Originally red it was custom painted in John Player 'racing white' in September 2008. It was last ridden in 2014 as recorded in the history file. It remains in very good condition and should start and run after the familiar safety checks.

**\$7,000 - 12,000**  
**£5,500 - 9,300**  
**WITHOUT RESERVE**



114  
**1975 NORTON 850CC COMMANDO MK3 INTERSTATE**  
Frame no. to be advised  
Engine no. 331471

It was the Commando's vibration-beating Isolastic frame that enabled Norton Villiers to prolong the life of their ageing parallel twin. Launched in 1967, the Commando used the preceding Featherbed-framed Atlas model's 750 cc 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 Mk3 was introduced. An electric starter was the major Mk3 innovation, while other upgrades included a rear disc brake, left-side gear lever, right-side rear brake lever and an automatic primary chain tensioner. The Vandergriffs bought this 850 Roadster from Baxter Cycle of Marne, Iowa on May 24, 2003 – then it was black with 10,242 miles on the odometer. In January 2005 the engine and transmission were completely rebuilt by Cycle Service also of Marne, Iowa at a cost of well over \$2,000. The bike then changed color to Norton silver, and Interstate tank was added, during further restoration undertaken by Jim Vandergriff. Since restoration the bike has completed only 419 miles. It remains today in very good condition. It was last run in 2014 and thus should start and run again today after the usual safety checks.

**\$7,000 - 12,000**  
**£5,500 - 9,300**  
**WITHOUT RESERVE**



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

115

**1975 NORTON 850CC COMMANDO MK3  
ROADSTER CAFE RACER**

Frame no. to be advised

Engine no. 329570

The 1975 model year was really the last of the regular production as Norton, by then NVT or Norton Villiers Triumph, played their own part in the 'demise of the British motorcycle industry'. Examples like this mildly customized 850 Mk3 Roadster, with electric start, left foot gearshift, and disc brakes front and rear, are as good as a working Commando gets. This Commando's history is obscure. The history file is only partially complete and as a custom build it is thus impossible to track every change and specification detail. What is clear is that the bike was built possibly starting in 2009 and through 2010 with the construction being done by Jim Vandergriff. The Vandergriffs bought it perhaps as early as 2006, maybe earlier, for there is an invoice from Cycle Service of Marne, Iowa for an engine overhaul. Powder coating, paint, chrome plating and other finishing was outsourced and there are many invoices for OEM and aftermarket parts from Baxter Cycle, also of Marne, Iowa and Colorado Norton Works of Dolores, Colorado. The frame, suspension and brakes were all modified so that the bike would perform as a café racer should in spite of a lowered seat height for the bike was intended for Joan Vandergriff to ride. We're advised by the vendor that the motorcycle has undergone a 'total rebuild including engine, brakes, all electrics, tires, shocks, starter motor, paint, chrome and much more.' A Corbin single hump seat is installed as are rear set footrests. A prospective buyer should look very carefully at this motorcycle and satisfy themselves as to its precise specification and condition. What is clear is that it has been carefully constructed. After re-commissioning it should start and run well.

**\$7,000 - 12,000**

**£5,500 - 9,300**

**WITHOUT RESERVE**



116

**1973 TRIUMPH 500CC TR5T TROPHY TRAIL**

Frame no. TR5TKH16801

Engine no. to be advised

Also known as the 'Adventurer', the Trophy Trail was introduced in November 1972. A new off-road model, the TR5T deployed Triumph's existing 490 cc twin-cylinder engine in an oil-bearing chassis that looked remarkably similar to that of the single-cylinder BSA Victor MX... plus a whole bunch of aluminum: Rickman conical hub brakes, front fork and 2.25-gallon BSA B50 gas tank. The workers' occupation of Triumph's Meriden factory in the autumn of 1973 halted production, which did not resume fully until March 1975. The 500 cc models were dropped once the backlog of machines impounded at the factory had been cleared but before then a number had been released in the preceding autumn. With the Trophy Trail's passing, Triumph's long line of enduro-styled half-liter roadsters, which stretched back to the original Trophy of 1948, sadly came to an end. This now rare first model-year example is in excellent, (thought to be) unrestored condition. It was acquired by the Vandergriffs in May of 2003 from Baxter Cycle in Marne, Iowa with a recorded mileage of 2860 and was last used in 2013. The odometer may have been replaced for it records, today, 212 miles. It will require the usual safety checks before running again.

**\$5,000 - 8,000**

**£3,900 - 6,200**

**WITHOUT RESERVE**





117

**1970 BSA 650CC A65 FIREBIRD SCRAMBLER MK II**

Frame no. NC14347A65A

Engine no. to be advised

Street scramblers were all the rage in America in the late 1960s and early '70s, never mind that most of the bikes never ventured very far off the road. It was the wild style that mattered and BSA's Firebird 650 Scrambler had lots to look at: Twin high pipes on the left side with a "barbeque-grille" heat shield; a sculpted fuel tank showing off teardrop-shaped BSA badges; a chromed, tire-hugging front fender; a comfortable roadrace-style dual seat. It was hard to ignore a Firebird Scrambler. Virtually all were exported to the U.S. or Canada. Beneath the quasi-dirtbike styling was an A65 unit-construction motor as introduced to the BSA range in 1962. Twin Amal carbs were standard equipment on the Firebird, as was a twin-leading-shoe front stopper considered by many to be England's best drum brake. By 1972 it was all over for BSA. This late model Firebird is thus a rare beast. The Vandergriffs bought this bike from Baxter Cycle of Marne, Iowa on October 6, 2003. Baxter Cycle had already undertaken a thorough service and continued to supply parts and component servicing while Jim did some restoration and ongoing service work himself. It may have been started in the past five years but after mild re-commissioning it should run well again.

**\$10,000 - 12,000**

**£7,800 - 9,300**

**WITHOUT RESERVE**



118

**1968 BSA 650CC A65 FIREBIRD SCRAMBLER MK III**

Frame no. A65FB6008

Engine no. to be advised

In twin cylinder folklore BSA were profoundly piqued how Triumph, their much tinier rival, beat them to the post with the world's first successful vertical twin, the Speed Twin, which was of course unveiled in 1937. BSA was certainly already experimenting with twins, but World War II determined it would be 1947 before they could unleash their first ever, the 500cc A7, followed by the 650cc A10 in 1950. In comparison with Triumph's involvement on this vital front BSA's pair of A-series pre-unit twins had different design origins, they looked different, and differed dimensionally as well. Yet when it came to the vital introduction of unit construction motors BSA unfortunately lagged about three years behind. In BSA's case both the 500cc A50 and the 650cc A65, which were first seen in 1962, and acknowledged to be as sturdy as they were streamlined, were also thought to be rather 'bulky'. This was the public perception. It is also fair to say that BSA's unit-engine machines provided Triumph's unit range with slightly less opposition than had those earlier BSAs...when both makes were fitting pre-unit engines! BSA's 650cc A65 still sold across the globe in tens of thousands; its rugged engine also evolved into the definitive mode of propulsion in the hyper competitive world of European sidecar racing. Given that BSA targeted the US market with Cyclones, Firebirds, Hornets, Rockets, Stars, Thunderbolts, and Wasps, it was surely never straightforward choosing from such an eclectic range. This rare Firebird Scrambler was last ridden on June 8, 2014 as recorded in the bike's history file. It was bought in August of 2004 by the Vandergriffs from Baxter Cycle of Marne, Iowa.

**\$10,000 - 12,000**

**£7,800 - 9,300**

**WITHOUT RESERVE**



119

**1968 BSA 650CC A65 SPITFIRE MK VIII SPECIAL**

Frame no. A65SA13548  
Engine no. to be advised

The sports model Spitfire was introduced and established itself so well it was continued right through to a Mk IV incarnation in 1968. Offered with twin carburetors, alloy rims, full width hubs, and additional chrome plating for several chassis parts – although not usually to fork sliders – the Spitfire was a key model within the company's product line. Unveiled in 1966, the first of the 'Mark' series of Spitfire 650s immediately became BSA's top road-burner. Based on the twin-carb Lightning, the Spitfire got a power bump via higher-compression pistons and sporty open-bellmouth Amal GP carburetors. The fastest standard BSA produced to that date, it wowed the UK's *Motor Cycle* magazine with a best run at 123mph and two-way average of 119mph. The Spitfire was the official bike used by traveling marshals at the 1967 Isle of Man TT races – no duty for slow pokes. Joan and Jim Vandergriff bought this lovely Spitfire from Baxter Cycle, Marne, Iowa in September 2005. It had already been appropriately restored, the tank repainted, the engine didn't need disassembly only cleaning and tuning, and Boyer ignition and complete wiring harness installing. Jim continued to restore components over the next few years. With mild re-commissioning it should be ready to fire-up again.

**\$10,000 - 12,000**

**£7,800 - 9,300**

**WITHOUT RESERVE**



120

**1965 BSA 650CC A65 SPITFIRE HORNET**

Frame no. A50B4849  
Engine no. A65E817

The 'street scrambler' had been part of BSA's line up since the 'pre-unit' days when the 'Spitfire' name was first applied to this United States-inspired model. When the concept was revived for the unitary construction range, the name 'Spitfire Hornet' was chosen for the new 650cc model, the 500cc version being called 'Wasp'. The 'Spitfire' part of the designation was soon dropped, being applied exclusively to the new sports roadster, while the 650 street scrambler was re-christened 'Firebird' for 1968, by which time it had become a USA-only model. The Firebird continued as the street scrambler when the BSA range was updated with the new oil-containing frame for 1971.

The most famous weekend warrior of the day was actor Steve McQueen, who evaluated the Hornet as a desert racer for an article in the November 1966 issue of *Popular Science*. 'It's a keen bike' he wrote, although the Beezer did seem a little heavy compared to his preferred lightweight Rickman Triumph special. 'I always had to stay on top of it, but it sure had a good-functioning powertrain,' he added. This Hornet is an immaculate Baxter Cycle, Marne, Iowa 'full' restoration, completed about 14 years ago on behalf of the Vandergriffs who had purchased it in October 2003. It has covered just a few test miles and has spent the rest of its time in climate-controlled storage. With careful checking it will be ready to run and ride again.

**\$10,000 - 12,000**

**£7,800 - 9,300**

**WITHOUT RESERVE**



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121  
**1967 MATCHLESS 500CC G80CS**  
Frame no. C11091  
Engine no. to be advised

Off road, the Matchless of choice was the 500cc G80CS, developed from the workhorse 350cc G3L, a favorite mount of British Army dispatch riders during WWII. The G80 proved very competitive in British scrambles, which of course evolved into the sport of motocross. The engine was constantly upgraded, eventually becoming an over-square, all-alloy design. By the time *Cycle World* magazine tested a G80CS scrambler in 1963 it was a pretty impressive piece despite its advanced years. 'A jewel beyond price,' *CW* gushed. 'The very soul of reliability. We were most impressed with this big Matchless – it had a lot of power over a phenomenally wide engine speed range, and the handling is absolutely without fault...we can understand how these bikes command such owner-loyalty. The G80CS is a most impressive all-around performer.' The very rare, late model Vandergriff machine is a magnificent example, accurately and comprehensively restored, a restoration that is holding up very well. Prior to Baxter Cycle of Marne, Iowa selling the bike to the Vandergriffs in June of 2006, it went through the hands of one Stan Stanton with an Anchorage, Alaska address in July of 1989 from Ronald and Della Mae Roebuck of Shawnee, Kansas, who may have been the first owners. Majestic and road, and off-road, ready. After the usual safety checks it should be ready to bark into life with a hefty kick.

**\$10,000 - 16,000**  
**£7,800 - 12,000**  
**WITHOUT RESERVE**



122  
**1957 TRIUMPH 650CC TR6B TROPHY**  
Frame no. TR601171

Off-road competition, or at least the suggestion of dirt-worthiness, was perhaps the number-one motorcycle selling point in the United States, at least for Triumphs, and the success of their TR5 Trophy (500) model predictably led to a clamor for 'more and bigger'. Triumph dutifully responded by offering a desert sled version of their 650cc Thunderbird, also called the Trophy...or initially the 'Trophy-bird'. The TR6 used a new high-compression aluminum cylinder head with single carb, and running 8.5:1 pistons, it gave 42bhp. It was available as the 'A' roadster or the 'B' off-road model, the latter with Siamese high-pipes and a quick-detach headlamp. By 1957, a larger 8in. front brake was standard. The B-model Trophy was enthusiastically adopted by American off-road racers, and soon it became a desert sled par excellence, with the right combination of power and relatively light weight for good handling over soft surfaces. TR6Bs are rare today, as they were generally ridden into the ground. This 1957 TR6B is a complete restoration, it is believed, by Baxter Cycle of Marne, Iowa long time Triumph dealers and specialists, using new old stock parts where required. It was purchased by the Vandergriffs in July of 2003 from Baxter, too. Paint is the correct Aztec Red and Ivory, and the proper 'ironing board' saddle has been fitted. In addition, a Smiths tachometer has been installed. It last ran, the handwritten record says it ran well, too, in 2014. With the usual safety checks it should be 'desert ready' once again. Or, more gently, a ride to the local brew pub meeting of like-minds.

**\$15,000 - 18,000**  
**£12,000 - 14,000**  
**WITHOUT RESERVE**



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123

**1964 BSA 350CC B40 STAR**

Frame no. B407547

Engine no. B1422

Introduced in September 1958, the unitary construction BSA C15 250cc roadster replaced the outgoing C12 and would provide the basis for an entire range of singles in capacities up to 500cc. The first new C15-based model to feature an enlarged engine was the 343cc B40, an addition to the line-up for 1961. When road tested by *The Motor Cycle* in January 1961 the B40 demonstrated a top speed around 75mph and a miserly fuel consumption of just 86mpg. Additional performance was catered for by a larger front brake. The overhead valve engine would rev to 7,000rpm at which level it generated optimum 21bhp. The B40 remained in production until 1965, many seeing service with the British Armed Forces, which ordered 2,000 following an extended reliability test. This B40 has not been restored and has not been run since, it is believed, 2013. The Vandergriffs purchased it from an estate in Whitewater, Wisconsin in late 2006 knowing that it had sat in a barn for at least 10 years together it appears that some components are clean as a whistle and some, not so much with something over 300 other bikes, it is reported in the bike's history file. Certainly, its next caretaker will need to re-commission it, or restore it, prior to its further use. But equally certain is that it's 'pure 1960s BSA.'

**\$3,000 - 4,000**

**£2,300 - 3,100**

**WITHOUT RESERVE**



124

**1969 TRIUMPH 250CC TR25W TROPHY**

Frame no. TR25WX9144

Engine no. to be advised

An unashamed exercise in 'badge engineering', the Triumph TR25W Trophy was basically the low compression BSA B25 Starfire, itself a development of the high compression Barracuda, in a new set of clothes. There were a number of cosmetic changes, other than the shape of the gas tank, to identify the new model as a Triumph, while those of greater engineering significance included an alteration in gearing, the adoption of larger wheel sizes, a twin-leading shoe front brake (1969 model), and the fitting of an upswept – over the crankcase - right side, exhaust system to suit the Trophy's intended role as a trail bike. Introduced in 1968, the Trophy continued with relatively minor changes until BSA-Triumph's major revamp of its range in 1970 brought with it a new 'oil bearing' frame, conical hubs and a change of name to Blazer, with street scrambler and trail versions available. While clearly the Trophy 250 did Triumph no favors in the late 1960s, today they are very rare especially one with a rebuilt engine and in the condition of this example – nicely patinated and not over-restored – and is thus rather 'special.' The Vandergriffs bought the bike from Baxter Cycle in 2002. They restored the engine in 2005 and Jim did the rest. It last ran in 2013 and so mild recommissioning will be necessary before it's ridden again.

**\$3,500 - 6,000**

**£2,700 - 4,700**

**WITHOUT RESERVE**



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125  
**1947 TRIUMPH 500CC T100 TIGER**  
Frame no. to be advised  
Engine no. TF10051

No surprise that American riders preferred the T100 version of Triumph's 500 twin from its introduction in 1939. With its ported and polished engine internals, higher compression ratio, forged pistons and 1in Amal carburetor, the T100 Tiger pumped out an additional 8bhp compared to Speed Twin. After a production hiatus during WWII, the T100 returned in 1946, now with a telescopic fork that featured two-way hydraulic damping. For postwar American riders, many of whom were accustomed to hulking big v-twins, the nimble Triumph 500s were a revelation, as related in the book, *Triumph Motorcycles in America*: "New riders without allegiance to Harley or Indian who test rode a Speed Twin or Tiger 100 were often sold the first time they heeled the bike over into a fast turn. To others, the perfectly proportioned, unmistakable 'Triumph look' would virtually sell the machine."

This lovely Tiger 100 underwent full restoration a few years ago almost certainly undertaken by Baxter Cycle of Marne, Iowa – it was last checked in 2013 at Baxter, and last ridden in June of 2014 - and has run only 408 miles since, it is believed, and thus is barely broken in. Its history is lost over time, regrettably, but what is blatantly obvious still is that it has aged well and is currently still in excellent condition as recognized by the 2014 Kansas City Art Institute Art of the Car Concours as a Spotlight Vehicle.

**\$16,000 - 20,000**  
**£12,000 - 16,000**  
**WITHOUT RESERVE**



126  
**1952 MATCHLESS 500CC G9 SUPER CLUBMAN TWIN**  
Frame no. 52G910456  
Engine no. G910456

By early 1948 there were five manufacturers listing 500 cc parallel twins, and that total jumped to seven at November's Earls Court Show when AMC joined the trend with the AJS Model 20 and the G9 Matchless; verily, British enthusiasts were spoilt for choice, except that virtually all current production – singles and twins – was destined for vital overseas currency-earning markets. In an historical footnote it is interesting to record that AMC never made a plunger spring frame in the post war period, choosing to go directly from rigid rear end to swinging arm; both the new twins, of course, having rear suspension from the outset. It was a traditional AMC quirk that the factory insisted on making its own suspension units, of which the 'jampot' type is not regarded too reverentially. That said the majority of today's enthusiasts are happy enough with AMC's own, provided they were fitted in period. The Vandergriffs purchased this G9 in mid-2011 from Baxter Cycle in Marne, Iowa in whose care it was refurbished, and ridden only a few times since. In 2013, it was an award winner at the Art of the Car Concours – Kawasaki "The Motorcycle We'd Choose to Build" – in Kansas City but prior to the Vandergriffs there's precious little of knowledge of its story. With mild re-commissioning it should start and run well for its in excellent condition.

**\$6,000 - 10,000**  
**£4,700 - 7,800**  
**WITHOUT RESERVE**



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127

**1939 AJ'S 350CC MODEL 39/26**

Frame no. 39267861

Engine no. 39/267861

The Model 26, a 350cc 4-stroke single of some quality, was one of two new Matchless-style overhead-valve machines introduced for 1935 (the other being the 245cc Model 22) featuring a vertical cylinder, twin-port cylinder head and forward-mounted magneto. Enclosure of the valve gear had arrived by 1936 and a single-port head - standard on the competition version - became available later. The 39/26, logically enough, was the Model 26 for model year 1939. The lovely bike presented here was still in civilian dress when built but once war started AJ'S quickly morphed some of its models into military versions it shared, of course, with Matchless. This rare pre-war single - fully restored some years ago and now with a grand patina - last ran two years ago...however it did win the 2010 Grand Marshall (Malcolm Smith presented that year) Award at the Mid-Ohio vintage motorcycle event. In the history file is a British 'green' log book dated in 1949 showing a Dennis Allen of Bicester, Oxfordshire as owner. In 2003, there is a record of ownership by an A.J. Sweeney of Bloomington, Illinois. In 2007, the Vandergriffs purchased it from Baxter Cycle of Marne, Iowa. Jim is quoted as saying 'When you get on it and ride it, you feel like a good, proper gentleman.'

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

**£5,500 - 7,800**

**WITHOUT RESERVE**



128

**1951 AJ'S 500CC MODEL 18S**

Frame no. 79065

Engine no. S118S16432

The company's first big postwar splash was with a civilian version of the G3/L. in 1946. There were both 350 and 500cc singles in 1946. The AJ'S version of the 500 was the Model 18 and 18S - 'S' for sports. These 500 singles would be the mainstay of AMC from their introduction until the company foundered. The last AJ'S Model 18 was produced in August 1965 having had remarkable success in off road racing in both Great Britain and the USA. Economy was the Model 18's prime calling card, though, as driven home in company literature: 'Motorcycling is one of the most economical and pleasurable modes of transport. It is our sincere wish that every AJ'S owner should obtain from his mount the service, comfort and innumerable miles of low-cost travel that we have earnestly endeavored to build into it,' read the AJ'S owner's manual. The offered bike is a restored roadster from 1951 production with swing arm rear suspension with the then recently introduced 'jampot' shock absorbers. The gearbox is the familiar 4-speed Burman B52, derived from the racing AJ'S 7R. The bike was purchased, post restoration, from Baxter Cycle, Marne, Iowa in October of 2011 with 11 miles on the odometer. It has done another six since purchase and thus will require the usual safety checks to make it run once more.

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

**£4,700 - 6,200**

**WITHOUT RESERVE**





129  
**1941 ARIEL 497CC VH RED HUNTER**  
Frame no. BX721  
Engine no. 41 CH1114

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the Selly Oak (close to Birmingham) firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (side-valve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. Revived after WWII, the Red Hunters were continuously developed - gaining a telescopic front fork, swinging-arm rear suspension, an alloy cylinder head, and full-width alloy hubs in the process - until production of Ariel 4-strokes ceased in 1959. This example is believed to have had an engine was rebuild some years ago by a specialist and is thought to have done no more than 500 miles since, ready for a new keeper to choose between maintaining its existing original finish or starting a cosmetic restoration project. It had been purchased by the Vandergriffs from San Diego, California in July 2007...it is thought to have been in California its whole life for it was one of the last pre-WWII Ariels to have been imported directly to Pasadena.

**\$7,000 - 9,000**  
**£5,500 - 7,000**  
**WITHOUT RESERVE**



130  
**1942 TRIUMPH 350CC 3HW**  
Frame no. to be advised  
Engine no. 50373

When war broke out in September 1939, Triumph's entire stock of completed civilian machines was requisitioned by the British War Office. The Coventry firm went on to develop a 350cc twin-cylinder model - the 3TW - specifically for military use, only for the destruction of its factory in an air raid in November 1940 to scupper the project. Installed in new premises at Meriden, Warwickshire, Triumph recommenced production of the single-cylinder side-valve 3SW and overhead-valve 3HW models, which were based on their civilian equivalents. The latter was based on the pre-war Tiger 80 sports roadster, the engine of which was modified to incorporate rocker boxes cast integrally with the cast-iron cylinder head, aluminum alloy being in short supply. Triumph's single-cylinder models were used mainly by the Royal Navy for dispatch duties and general liaison, with the less-powerful 3SW reserved for the Women's Royal Naval Service, WRNS or affectionately 'Wrens.' Baxter Cycle of Marne, Iowa, sold this 3HW to the Vandergriffs on May 24, 2003. In 2007 after being issued with a work order that said, simply, 'Restore and Get Running!!' Baxter Cycle started on a 'complete restoration' - on another work order - with an instruction to paint the bike black with gold coach lines where appropriate. Receipts are in the history file for this bike. Still in strong, post-restoration, condition and general running order - it was further serviced again in 2010 and 2014 - and 'ready for take-off' after a safety check, this 3HW 350 is clearly in civilian garb and no less handsome for it. A unique opportunity to acquire a pre-war, hardtail Triumph single.

**\$5,500 - 8,000**  
**£4,300 - 6,200**  
**WITHOUT RESERVE**



**END OF COLLECTION**

## FURTHER PROPERTIES

131

### 1971 NORTON 750CC DUNSTALL COMMANDO

Frame no. 208717

Engine no. 208717

- Restored by Baxter Cycle of Marne, IA
- Full Dunstall style bodywork kit
- Classic café-racer styling



The boldly styled 750 Commando Fastback was announced at the London Show in 1967, followed within 18 months by the conventional and far more popular Roadster model. Norton's free-spinning 750 motor acted as a magnet for UK performance specialists, amongst whom Gus Kuhn and Paul Dunstall were the most highly regarded. Both shops were soon offering a huge variety of hop-up equipment in what had become a rapidly expanding aftermarket. Production racing (for stock street-legal machines) was very fashionable in the 1960s, with several manufacturers participating directly, or discreetly thru dealers. Norton employed a straightforward approach, instructing their Norton Villiers Performance Shop at Thruxton Circuit to hand-build batches of Production Racers, distinguished by a bright yellow color scheme, hence 'Yellow Peril' - which was somehow universally accepted. An early version was tested in 1969 by *Cycle World* magazine at 130mph, much to the consternation of the rival BSA/Triumph concern.

Given the above ingredients the high spec 750 Norton ticks a great many boxes! Restoration was recently completed by Baxter Cycle of Marne, Iowa to a very high standard on this Dunstall-sized version of the 750 Commando to mimic the factory Production Racer. Note replica pea-shooter mufflers and coated downpipes, Dunstall fiberglass - seat, tank, fairing and front fender - and front disc brake, and rims and spokes upgrades, and clip-on handlebars. Norton produced around 50,000 Commandos, but few are as handsome as this one! It warrants a very close inspection.

**\$16,000 - 18,000**

**£12,000 - 14,000**

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



132  
**1967 BSA SPITFIRE MK III SPECIAL**  
Frame no. A65SA4919  
Engine no. A65SA4919-Y



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

**\$10,000 - 13,000**  
**£7,800 - 10,000**



133  
**1979 TRIUMPH 750CC T140D BONNEVILLE SPECIAL**  
Frame no. T140DBA18508  
Engine no. T140D BA18508



The final phase of Triumph twin development began in 1972 with the first appearance of the new enlarged-to-750cc version of the Bonneville, the increase in bore size necessitating a new crankcase to accommodate the larger barrel. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission and a disc front brake. A 5-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. Despite the age of the basic design and strong competition from Japanese and European manufacturers, the Bonnie remained for many years the UK's top-selling 750 and was voted by Great Britain's *Motor Cycle News* 'Machine of the Year' in 1979. Fueled by the movie *Easy Rider*, motorcycling in the USA in the 1970s was heavily about choppers. Even the factories got involved with their own custom-style models, what would become the cruiser class, popular to this day. An early success in that vein was Yamaha's XS650 Special. Noting their competitor's good sales with an air-cooled vertical-twin, Triumph embraced the factory-custom concept with its own cruiser, the oil-in-the-frame, disc brake, T140D Bonneville Special. Finished in black with gold pinstriping, it ran special badges, and was equipped with Lester cast wheels, a 2-into-1 exhaust system and a stepped saddle. Produced for two years in limited numbers, it is one of the rarest, near-end-of-production Bonneville variants. And examples like this one – it's in excellent unrestored condition, starting and running very well – are extremely hard to find today.

**\$9,000 - 11,000**  
**£7,000 - 8,600**

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

134

**1965 BSA 650CC A65 LIGHTNING**

Frame no. A50B1960

Engine no. A65D3424

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

**\$10,000 - 12,000**

**£7,800 - 9,300**



135

**1968 BSA 440CC B44 VICTOR SPECIAL**

Frame no. B44BVS4434

Engine no. B44BVS4434

The at-one-time huge firm of BSA was frustratingly slow in adopting unit construction engines. In fact, the first manifestation of an eponymous unit single was the 250cc C15, in 1959. It was, however, a robust design inasmuch over the next decade the C15 was ultimately 'stretched' to form the basis of the B40, and B44, in a program that eventually culminated in the 500cc B50. The 441cc B44 was a relatively successful manifestation. First shown at the end of 1965 as a motocross model the B44 was ostensibly developed from the 400cc and 420cc prototype scramblers upon which Jeff Smith had famously secured the 1964 and 1965 500 MX World Championships. It was a fast-moving five-year period in motocross, which finally saw every 4-stroke brand, except BSA, superseded by the new breed of 360cc and larger-sized 2-strokes. Street legal versions with lights and mufflers duly followed. The B44VS Victor 'Special', aimed specifically at America's burgeoning trail market, began in 1968, and continued in production over the next three seasons. As the follow-on to BSA's legendary Gold Star thumper, the 441 Victor had big shoes to fill. Tough act, especially at a time when the market included four Japanese competitors that were pumping out increasingly improving products, something the Goldie never had to contend with. But the 441 did well as a dual-purpose model in America, even making it onto enduro courses with some success. This lovely example was fully restored a very few years ago and has yet to be fully broken in with just 15 miles on the odometer.

**\$6,000 - 7,000**

**£4,700 - 5,500**

**WITHOUT RESERVE**



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136  
**1964 TRIUMPH 199CC T20 TIGER CUB**  
Frame no. T88895  
Engine no. T2088895

With the introduction of the 149cc Terrier in 1952, Triumph re-entered the market for lightweight commuter machines. A simple, compact, unitary construction 4-stroke with 4-speed gearbox, the Terrier was joined in 1954 by an enlarged version - the 200cc Tiger Cub - that offered 60mph-plus performance and 100mpg. A huge success for Triumph, particularly with younger riders, the Tiger Cub spawned a host of derivatives including sports, trials, scrambles, enduro and trail versions. The Cub underwent continual development for the next 16 years, finally ending up with BSA Bantam cycle parts before being dropped in 1970. The model remains a favorite with today's collectors, many of whom would have commenced their riding career on a Cub and is well served by an extensive network of parts suppliers and other specialists. This Cub is being offered by one such specialist, Baxter Cycle of Marne, Iowa. Believed to be substantially, if not wholly, original, this matching-numbers Tiger Cub starts and runs well. The odometer displays a total of only 3,758 miles but little is known about the Cub's past history. What is clear is that it was well cared for and that its patina is, perhaps, strong enough to keep into the future. Survivor or restoration project, the choice is yours.

**\$4,000 - 5,000**  
**£3,100 - 3,900**  
**WITHOUT RESERVE**



137  
**1950 TRIUMPH 650CC THUNDERBIRD BOBBER**  
Frame no. 6T8224  
Engine no. 6T8224

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, the Thunderbird, which was announced in September 1949. The Thunderbird remained in production in fundamentally its original form until 1962 (though in 1952 the Amal carburetor was switched out for an SU in search of economy!), though with progressively updated cycle parts, one of the most significant developments along the way being the introduction of a swinging arm frame for 1955. This bike was hot rodged from its day one by a mechanic at the then Louisville, Kentucky Triumph dealership as a fast street and occasional drag bike complete with factory competition parts. In the late 1960s it was 'put away in storage' for the next 40 odd years. Between 2012 and 2015 it was rebuilt by the seller. The overall styling of this Thunderbird is now that of the popular 'bobber', a style that seemingly has never gone out of fashion. Its engine was completely rebuilt with new MAP rods, 9.5 to 1 +.030 pistons, 'Q' cams, valves, bearings and gaskets together with the gearbox to which was added a new primary drive and clutch. The bike runs a total loss lights and horn system but is set up for the addition of an original-style generator and voltage regulator. The front brake carries a next-year air scoop and the fuel tank is a one-year-only 'Tri-Cor' competition-style; the paint, professional Midnight Blue plus clear coat. We offer a storied motorcycle that is, today, a wonderful opportunity to enjoy as is or to further develop it your way.

**\$5,000 - 8,000**  
**£3,900 - 6,200**  
**WITHOUT RESERVE**



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

138

## 1970 RICKMAN METISSE TRIUMPH T120 750CC MK3A

Frame no. 1390

Engine no. to be advised

- 750cc "big-bore" alloy cylinder kit
- Tailpiece signed by Derek Rickman
- Originally imported through Steen's of Alhambra, CA



English Southerners Don and Derek Rickman raced scrambles throughout the United Kingdom, and even into Continental Europe, in the 1950s; they were both often winners. By the end of the decade, however, they had not fallen in love with any of the new scrambles models from either the 'big' or little 'players' and so they decided to make their own competition frame. It arrived in March of 1959 and it was stunning. It was properly strong, lightweight and both aesthetically pleasing and beautifully made from drawn steel Reynolds tubing with masterful welding. Importantly, they gave it a memorable name – Metisse – which roughly translated from French means 'mongrel.' And a number of proprietary engines and gearboxes – as in Triumph and BSA – could be installed in it. Most fortunately it was a winner on the dirt 'out of the box.' Orders rolled in for their quality nickel-plated frame and fiberglass bodywork kits and soon there was need for a business plan and a factory. By the mid-1960s the Rickman brothers were running one of the most successful – both street and competition – frame manufacturing companies in the world. By the mid-1970s Don and Derek's storm was over – they had conquered both the 'old and new' world and it was time to leave their massive North American motocross and desert racing reputation behind – having been 'copied' by the might of the European and Japanese industries. By the mid-1980s they had sold out.

This classic street-legal Metisse off-road racer – originally imported through Steen's of Alhambra, California - oozes high performance for It is powered by a modified Triumph T120 twin (originally 650 cc) engine now displacing 750 cc because of its very rare Bob Chantland of Coon Rapids, Minnesota, 'big bore' alloy cylinder kit. Chantland Cycle's alloy cylinder block was an excellent piece of kit soon building a strong reputation for speed and reliability, if properly installed. The head was lightly ported and some cams from Jim Dour's Megacycle (San Rafael, California) installed. It runs a single carburetor head for better low-end response and consistent tuning. It also features an as-rare-as-it-is-reliable, direct-drive as opposed to the more 'normal' belt drive, ARD magneto, and an even rarer ACK alternator-delete primary cover developed for Jim Rice and Dick Mann when they were flat-tracking their Triumph Twins. Sun rims are a quality upgrade replaced by Buchanan Spokes & Rims. The bar/riser combination is known as the 'Steve McQueen set-up'. Both the headlight and taillight are correct period fixtures but now powered by a constant loss system using a small 12-volt battery under the seat. The mufflers are removable. The bike is signed by Derek Rickman. It is offered with two additional gas tanks - a 3-gallon desert tank and a handsome alloy tank. After the usual safety checks the bike should start and run as intended.

**\$12,000 - 15,000**

**£9,300 - 12,000**

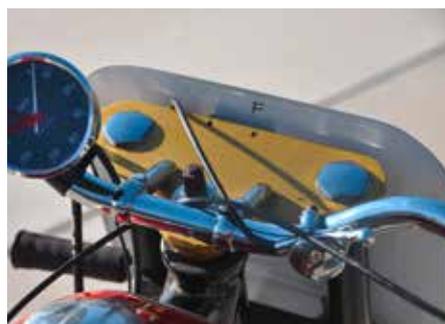
*Multi-time Ascot winner, raced and restored by Bobby Sirkegian*

## 1956 BSA GOLD STAR POWERED FLAT TRACKER

- *Multi-time Ascot winner*
- *Restored by Bobby Sirkegian*

Frame no. BB32R424

Engine no. RBB34GS265



Speed never bothered Bobby Sirkegian. After all, he'd been going 100mph since he was 12 years old. Sirkegian was a natural on two wheels, riding in the dirt from age 6, encouraged by a father who once wheeled fearsome factory board-trackers for Indian, Harley and Excelsior before becoming a successful Los Angeles motorcycle dealer. Young Bobby rode a low-slung Corgi paratrooper bike painted up to look like the Triumphs that sat on Sirkegian Sr.'s showroom floor.

In the early 1950s after father and son had spectated at one of the many dragstrips then popping up all over Southern California, 12-year-old Bobby decided he wanted to give this newfangled quarter-mile sprinting a try. What better bike than his old man's hotted-up Tiger 500 bob-job? The elder Sirkegian took some convincing as his Triumph was so immaculate it was nicknamed "Pretty Boy," but soon he was fully into the endeavor, even balancing the bike from behind at the start line because his son was still too small to plant his feet flat on the ground!

Success was almost immediate for Bobby, capitalizing on his good reflexes and superior power-to-weight ratio. 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 in '54.

In all, the teenager amassed more than 200 wins and set track records from California to Kansas. Sirkegian and his bikes were featured in mainstream publications and even made it onto the nationally syndicated television show "You Asked For It."

At 17, Bobby's interests took him away from dragstrips to the rough-and-tumble of AMA flat-track competition, gunning BSA Gold Stars everywhere from the Ascot half-mile to the Florida sand. He did particularly well aboard the much-modded Gold Star on offer here, notching 12 main event wins at the weekly Ascot Park races in 1959 and '60, as well as being fast qualifier 10 times and setting/resetting the track lap record five times. The 500cc BSA dropped at few jaws in 1959 at the Phoenix half-mile track where it dominated, setting fast time, taking the heat race and winning the main, getting the best of former national champ Brad Andres on a 750cc Harley twin. At the 1960 Sacramento Mile AMA national, Sirkegian was third-fastest in time trials, won his heat race and had his Gold Star among the leaders in the main until a shattered goggle lens and bloody eye dropped him to fourth place at the checkers. At the Phoenix Mile national in 1961, Sirkegian again qualified third and won his heat, then led 23 of 25 laps until a flat rear tire snatched the victory away, though the Gold Star still came home in third place.

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Bobby Sirkegian on BSA Gold Star 12x battles Harley KR-mounted Joe Leonard at the 1960 Sacramento Mile.



Always among the fastest Gold Stars on the West Coast, the Sirkegian BSA gained its speed with a little help from Bobby's friends. Fred Carrillo, later of connecting-rod fame, was an expert machinist and welder who "ventilated" the Goldie's cylinder fins with a series of drilled holes, dropping some 12lbs. in the process. He also welded up and re-angled the intake tract, giving the Amal 1½" GP remote-float carb more of a downdraft effect. Inside the flow-benched cylinder head Carrillo installed big valves, lightened rocker arms, handmade alloy pushrods and custom cam followers. Sparked by a special Lucas Wader competition magneto, the engine barked out an impressive 52bhp on the dynamometer.

Getting all that power to the ground was a chassis that had a bit of an advantage. Acquired via Hap Alzina, BSA's Western States distributor, the factory rigid racing frame was then dropped off at friend Jim Buchanan's shop, where a not-exactly-legal 3in. extension was grafted onto the rear section, the added wheelbase calming the Gold Star's handling on long, fast tracks. Buchanan also provided a set of his special lightweight alloy forks on which everything – tubes, slider legs, seal holders, lower clamp and T stem – was crafted from aluminum. Definitely on the AMA's non-approved list, the alloy forks had an exterior coating just ferrous enough to fool the tech inspector's magnet.

Retired after the 1961 Phoenix race when Sirkegian took over day-to-day operations of the family bike shop, the Gold Star remained in storage in until 2015, at which time it received a sympathetic restoration, carried out by Sirkegian himself. The engine was refreshed and as many original chassis parts as possible were kept. The alloy gas tank, for example, is as-raced, still showing the dated signature of the artist who did the paint and pinstripes. Here's a rare opportunity, then, to acquire a genuine Ascot-winning BSA Gold Star with all of its alterations intact, raced and then restored by the original owner.

**\$40,000 - 45,000**  
**£31,000 - 35,000**

Offered on a Bid of Sale



140  
**1969 TRIUMPH T150 CAFE SPECIAL**  
 Frame no. CCO2455T150T  
 Engine no. 2848A

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

**\$12,000 - 14,000**  
**£9,300 - 11,000**



141  
*Rare roadster version with Chantland 750cc kit*  
**1970 RICKMAN TRIUMPH STREET METISSE**  
 Frame no. R765  
 Engine no. TR6SR DU28737

British brothers Don and Derek Rickman were motocross champions and innovators. Their excellent-handling Metisse scrambler frames, designed to fit a multitude of powerplants, outshined factory efforts in the 1960s. Crafted from Reynolds 531 tubing, the frames were artfully welded and strikingly nickel-plated; weight was saved by using the frame as the principal oil reservoir, offering the added benefit of all that exposed surface area to keep the lubricant cool. An up-and-coming desert racer by the name of Steve McQueen was a fan: "A revolutionary piece of equipment that does away with the oil tank," he said of his Triumph 650 Rickman. "The rig is the best handling bike I've ever owned." Looking to expand their business, it was natural that the brothers turn their attention to first road racing frames, then to frame kits for road-going replicas. This exceptional Triumph Street Metisse comes from the climate-controlled care of a large Florida collection, and was obviously put together by a master craftsman. While most were kitted out as café-racers, this Rickman wears much rarer roadster gear, with shorter fuel tank, dual seat, forward-mounted footpegs and higher handlebars. The Bonneville engine has been pumped up with Chantland 750cc cylinders, breathes through Amal Mk.II carburetors with alloy velocity stacks, and exhales via Dunstall-replica mufflers. The machinist's expertise can be seen in the artfully rendered rear motor mounts, muffler hangers, headlight ears, speedo/tach bracket and rear caliper carrier. Borrani alloy rims are a nice period touch, and the Dunstall fork lowers with finned, integral brake calipers are a super-rare find. Showing just 573mi., this rare and well-done Rickman will need just a cursory recommissioning after being in storage.

**\$10,000 - 12,000**  
**£7,800 - 9,300**



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142

**1953 BSA 500CC BB34 GOLD STAR**

Frame no. BB32A387

Engine no. BB34GS270

Before its demise there was never been a more versatile motorcycle than the BSA Gold Star, available in either 350 or 500cc displacements and outfitted from the factory in various specifications, including touring, trials, scrambles and road racing. Race-prepped Goldies garnered competition glory in every venue from the ISDT enduro to AMA flat-track racing to outright domination in the Clubmans class at the Isle of Man TT. The 500 Gold Star on offer here is from 1953, a good year as the aluminum cylinder and head fitted that year shaved about 20lbs. from the bike's overall weight. This was also the first year for a new duplex frame with swinging arm rear suspension, which gave the BSA roadholding equal to or better than its rivals. A dating certificate from the UK Gold Star Owners Club indicates this motorcycle was dispatched new from the factory to Hap Alzina, BSA's West Coast U.S. distributor, in June of '53. After spending the next 55 years in the California sun, BB32A387 was shipped back to the land of its birth for a full restoration, including fitment of the correct Amal GP carburetor. Returned to America in 2010, the Gold Star has covered about 6,000mi. since being restored. The current owner tells us that all systems are go, even the horn! "It runs extremely well," he reports, "Fast, smooth, light clutch and gearbox action, strong brakes." Included in the sale is the aforementioned Gold Star Owners Club dating certificate and a copy of the factory 1952-53 parts book.

**\$12,000 - 15,000**

**£9,300 - 12,000**



143

**1957 BSA 500CC GOLD STAR ROAD RACING MOTORCYCLE**

Frame no. DBD34GS2167

Engine no. to be advised

In 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100 mph lap of the Brooklands circuit on its way to a debut race victory and award of the Gold Star that would give BSA's new super sports model its evocative name. First displayed at the Earls Court Show in 1948, the B32 Goldie boasted the telescopic front fork and came equipped with a new alloy cylinder barrel and cylinder head. For 1950 the 500cc B34 was added to the range. The pair continued as the 'BB' Gold Stars after the new swinging arm frame was introduced in 1953, changing to 'CB' designation for 1954. This change marked the introduction of the classic 'big fin' engine top end but the designation lasted only until the arrival of the 'DB' series in the autumn of 1955. The 'DB' incorporated a much-improved lubrication system and, in the case of the 350 only, a stronger cylinder assembly; as such it represented the 'Junior' Goldie in its final form, there being no 350-edition of the final 'DBD' specification. Little is known about this vintage road race Goldie other than that it comes equipped with a Dell'Orto carburetor -presumably because of its ability to keep its tune. It was sold at a Daytona Beach auction in 1994 and then put into long term storage and thus it will require thorough re-commissioning before it hits the track again for it does not currently start and run. It is in good cosmetic condition and has a nearly new aluminum tank.

**\$8,000 - 11,000**

**£6,200 - 8,600**

**WITHOUT RESERVE**



144Ω

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

## 1949 VINCENT 998CC BLACK LIGHTNING SERIES-B

Frame no. RC3548

Engine no. F10AB/1C/x1648



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

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

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

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

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

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

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

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



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

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

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

6  
RC3548 photographed with the forth owner Mr Kuttler.

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

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

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

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

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

Some deviations from factory specification have been made to make the Vincent more practical to use. These include newly manufactured cylinder heads; Erich Kruse MkII cams; a three-spring Norton-type dry clutch, which delivers quicker gear changes than the original; electronic ignition, powered by a small modern 12-volt battery; 19" flanged alloy wheel rims (for modern racing tyres); modern replica cast brake anchor plates; and a kick-starter. Bing 32mm carburettors are fitted currently (the engine runs best on them) and a pair of Amal TT10s (made by Erich Kruse) is included in the sale. Also included in the sale are the original cylinder heads (rebuilt); original clutch (complete and in good condition); original magnesium-bodied Lucas competition magneto (like new); original 20" and 21" wheel rims shod with new-old-stock tyres; and the original magnesium brake anchor plates (for museum use only).

Now, after 50 years of enjoyable ownership, Ernst has decided to pass this magnificent machine, which is still in pristine running condition, to the fortunate next owner. None of the Black Lightning's owners, except Ernst Hegeler, is still alive, but Ernst is the one responsible for returning 'RC3548' to its present beautiful condition. He has offered to pass on any advice required by the next owner should the latter so desire.

**\$400,000 - 500,000**  
**£310,000 - 390,000**



**1951 VINCENT 998CC BLACK SHADOW SERIES-C**

Frame no. RC10114B  
 Engine no. F10AB/1B/8214  
 Rear Frame no. RC10114B

- Remarkable patina from decades-long storage
- As featured in Tom Cotter's book "50 Shades of Rust"
- Matching numbers example



Everybody loves a good "barn-find" story. The best of the tales read like a juicy detective novel. There's rumor and intrigue, hidden clues, false hope, shadowy characters, high-stakes negotiations, sometimes even a little danger. But work through the plot twists, stay on the hunt, mix with a little good luck and sometimes persistence is paid off.

The motorcycle on offer here is just such a case, entombed in the dank basement of a house in greater Philadelphia, owned by a recluse who neither wanted to sell, nor really wanted to be found. Rumors of the Vincent's existence wafted through the city's classic-bike community for decades, and the suggestion that it might be a genuine Black Shadow only added to its allure.

When it comes to Black Shadows it's easy to get lost in the considerable lore swirling around the bikes – excruciatingly hand-built... engine cases cast from melted-down Spitfires...fastest motorcycle in the world straight off the showroom floor...too much machine for most mortal men. Trust *Cycle World's* sage Technical Editor Kevin Cameron to put things into perspective: "When I first learned about Vincents, it was their performance that had my attention. A few years passed and they assumed mainly antiquarian status," he wrote. "In time, though, I realized that the postwar Vincent twins illustrate a process of arriving at simplicity, partly by coercion and partly by design.

Either way, 'frameless' construction pioneered by Vincent has now become a normal way to build motorcycles. Historically aware engineers like the late John Britten have given credit where credit is due. Functional simplicity is the best reason to remember and respect the Vincent name."

But it should not be forgotten that performance was the main driver behind the Black Shadow. The company's touring Rapide was already one of the fastest things on postwar roads, but Phil Vincent wanted more. Despite opposition from management, Vincent pressed ahead with his plans and together with Chief Engineer Phil Irving, clandestinely assembled a brace of tuned Rapides. The prototypes incorporated flowed cylinder heads, Comet cams, polished con-rods and larger carburetors, these changes being good for a maximum output of 55bhp despite a compression ratio limited to 7.3:1 by the 72-octane petrol that was the best available in the UK at the time. Ribbed brake drums were fitted to cope with the increased performance, while in a marketing masterstroke Vincent specified a huge 5in.-diameter 150mph speedometer and black-finished engine cases for his new baby – the 125mph Black Shadow.

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



This Black Shadow's vendor, owner of several Vincents over the years, first became aware of the "Basement Bike" in the late 1970s. Like others before him, he hoped to track down the wayward machine but years, then a decade, went by with only a few tantalizing hints. Someone had knowledge that the engine was seized, the reason the bike was taken off the road in the first place. Another person could describe the house but had long since forgotten the address. More time passes without any further clues until a chance encounter with a Vincent aficionado who had actually made contact with the Shadow's secretive owner years beforehand. He revealed a street name, though no house number. A hastily organized reconnaissance mission at last locates the house in question but it shows little signs of life and no one answers repeated knocks at the door.

A trip to the Country Clerk's office uncovers a deed to the house and the owner's name. What follows is a series of notes left in the mailbox inquiring about the Vincent and leaving contact information. All go unanswered. More years pass and then on the umpteenth visit to the house, the owner answers the door! Yes, he still has the Black Shadow, no, he doesn't want to sell – his plan is to fix the engine and get the bike running once more. In subsequent visits and chats, the Vincent is never actually seen, the owner making excuses that the bike is all but buried in the basement, surrounded by crates and boxes and such. And then, yet a few more years on, comes the phone call. It's the owner; his Vincent is finally for sale.

As promised, the basement is a mess. Only a portion of the Vincent's front wheel and Girdraulic fork is visible amongst the clutter. Fifteen minutes of digging reveal the Black Shadow's signature painted cases; more importantly the engine number and upper frame number are the requisite 1900 digits apart – the Basement Bike has matching numbers. A deal is quickly done but an easy exit via the basement's rear doors is impossible, that pathway blocked with a hoarder's delight of debris. The only way out was via a rickety wooden staircase that groaned under the weight of one man, let alone the 450 pounds of a 1951 Black Shadow. Here, the Vincent's modular construction comes to the rescue as the bike is quickly broken down to its three major component groups. Front end/upper frame, then rear frame member and finally the engine all make it up the stairs and out into daylight without incident. For the first time in decades the Black Shadow is no longer a basement dweller. Today, as it goes to auction, the Vincent remains in as-found condition, which means the engine issues will need to be addressed before the bike can be ridden. But the "Vincent in the Basement" is amazing complete and, of course, original – a unique Black Shadow with a very good story to tell.

**\$70,000 - 100,000**  
**£55,000 - 78,000**

146

Matching numbers example

## 1952 VINCENT 998CC BLACK SHADOW SERIES-C

Frame no. RC10380B/C

Engine no. F10AB/1B/8480

- Amal Concentric Mk. I carburetors for easier kickstarting
- Original carburetors included
- Thoroughly recommissioned and road-ready



When acquired by the current owner, this 1952 Vincent Black Shadow, though complete, had been off the road for 20 years. A cardinal sin in the eyes of many marque aficionados, as Vincents were clearly meant to be ridden – and in the Black Shadow's case with considerable verve.

Precursor to the Black Shadow was the Rapide 998cc V-twin, in 1946 the fastest production motorcycle on sale anywhere, with a top speed of 110mph. The basic design clearly had even greater potential, though, as was demonstrated by the tuned Rapide known as "Gunga Din," ridden by factory tester George Brown, which proved all but unbeatable in UK racing during 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.

Enter the Black Shadow in 1948, in essence a blueprinted Rapide with higher compression ratio, bigger carbs, hand-polished internals and bench-tested Lucas magneto. Black Shadow engine parts were cherry-picked from the stockroom for optimal tolerances – a good-running example had 10-15mph in hand compared to the Rapide. Crankcases were enameled black, ostensibly to help dissipate heat, but in reality providing both visual impact and an unmistakable tie-in to the bike's soon-to-be famous model name.

Noted moto-journalist Peter Egan is a former Black Shadow owner, and since childhood was keenly aware of the model's considerable mystique. "The Black Shadow. When I was a kid it sounded menacing, like a combination of black widow spider and masked movie-matinee phantom, everything exciting and dangerous packed into one machine," he wrote in *Cycle World*. Egan was so taken with the Black Shadow he was testing for the magazine that he ended up buying it, ride quality being a big selling point. "The bike loves to tick along at 70 to 80mph in an effortless all-day canter," he wrote. "It's solid as a brick, unfazed by switchbacks, dips, roller-coaster hilltops, fast sweepers or bumpy mid-speed corners."

Deliveries commenced in the spring of 1948 and only 70-or-so of the initial Series B Black Shadows had been made before the Series C's public debut at that year's Earl's Court Motorcycle Show. The most significant change concerned the front suspension, the new models boasting Vincent's own Girdraulic fork, a blade-type girder fitted with twin spring tubes and a central hydraulic damper. In all, fewer than 1,700 Black Shadows in Series B, C and D iterations were produced before the Stevenage works closed its doors for good in 1955.

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



Partial blame for the shutdown has to be attributed to Philip Vincent's emphasis on appearance and performance for the motorcycles that bore his name. Besides having headline-generating speed, his machines bristled with innovative features, offering for instance adjustment of brake pedal, footrests, seat height and gearchange lever. The overall finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. His was a recipe for legendary motorcycles, to be sure, but cost-effectiveness was never a strongpoint.

Comedian Jay Leno is another famous Black Shadow owner, and appreciates Phil Vincent's approach to bike-building, even if it did shorten the brand's lifespan. "You can tell that Vincents are my favorite motorcycles," he told *Popular Mechanics* readers. "There's a wonderful 'mechanical-ness' to them; they are such quality machines. When you check the oil in a Vincent primary case, there's a beautiful aluminum knurled knob on the dipstick. It's overdesigned, way better than it needs to be. The general public ignored this kind of detailing because they could buy something cheaper. But today, the Vincent is considered a piece of art to be revered."

Recently carried out, a thorough recommissioning has this numbers-matching Vincent making noise once more, a strong runner and easy starter we're informed by the vendor. New tubes and tires were fitted, of course, as well as fuel/oil lines and wiring where required. We also see a new pattern silencer. A pair of more modern Amal Concentric Mk.1 carburetors was installed in aid of ridability and the aforementioned easier kickstarting (the original Amal Pre-Monoblocs were dismantled, cleaned and reassembled, and are included in the sale). From front to rear, everything was inspected, adjusted, lubricated or replaced as needed. The gearbox, for instance, received a new kickstart pinion, ratchet, springs, etc.

**\$80,000 - 120,000**  
**£62,000 - 93,000**

147

## 1951 VINCENT 998CC RAPIDE SERIES-C

Frame no. RC10144

Engine no. 10AB/1/8244

- Winner at 2005 Newport Concours d'Elegance
- Extensively restored and upgraded
- Comprehensive history file included

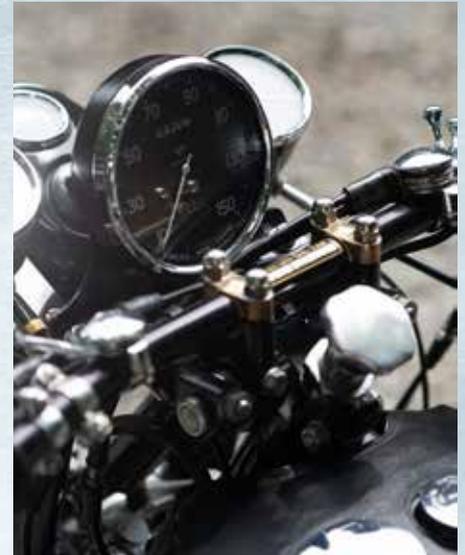


What's in a name? Shakespeare knew, and so did Philip Vincent. When upgrading the specification of his already fastest-in-the-world Rapide roadster, Vincent created the legendary Black Shadow. In truth, of course, the Shadow was essentially a selectively assembled Rapide with a few minor parts changes – which any speed-seeking Rapide owner could match if desired. That's exactly what has happened with this 1951 Rapide, its owner taking the occasion of a full restoration to elevate the bike to Black Shadow spec, with some additional touches incorporated for good measure.

One thinks the man behind the motorcycles would approve. After all, Philip Vincent himself is reported to have said, "There's no such thing as a standard Vincent."

Standard or modified, there's a singular joy in piloting a big Vincent, as journalist Neale Bayly found out when sampling a Rapide for *Motorcycle Classics* magazine, his first time aboard a Stevenage twin: "Within minutes we're on the highway and shifting up into fourth gear, and as that big speedometer settles on 55mph, I start to relax and enjoy the ride," he wrote. "The exhaust note is muted, but there is a delightful cadence from the big V-twin and a veritable mechanical orchestra playing away under the tank. Pushrods, valves and other mechanical parts harmonize perfectly as we accelerate and decelerate to maintain position on the highway."

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In the comprehensive history file that will accompany the bike is a copy of the original works build sheet, details of several UK owners and paperwork showing the Vincent was shipped to the U.S. in the mid-1970s. A San Francisco gentleman then purchased the matching-numbers Rapide and restored it to stock trim in 1980-81. Unfortunately, it was stored in a garage that was not entirely weatherproof; worse, after a few years it remained unriden. When acquired by the current owner in 2002, the bike had deteriorated somewhat, enough that a full restoration was in order.

After a complete stripdown of engine and frame, it was decided to round up the proper parts and bring the bike back in "Shadowized-plus" form. Besides the signature black-painted cases, a cylinder rebore, new pistons and an overhauled top end, the motor was treated to twin-plug heads, electronic ignition and twin coils, the latter completely hidden. Power now makes its way to the rear wheel via a Lightning primary clutch, needle roller throwout bearing and new clutch shoes, all carefully set up. Shouldered alloy rims – Akront and Campagnolo, 21in. front, 20in. rear – certainly look the part, as do the polished stainless-steel fenders that hug the wheels. More news up front are the twin front brakes, fortified with Shadow ribbed drums and Lightning backing plates, the latter's air scoops left in bare metal to highlight the modification. Then as now, nothing underscores a motorcycle's speed potential more than monster brakes required to bring the brute to a halt.

The view from the Feridax dual saddle across the embroidered vinyl tank cover to the flat handlebar is a good one, rewarded with a trademark Black Shadow 5in., 150mph speedometer in the middle, a Smiths Chronometric tachometer to the right and a rare Smiths 8 Day clock to the left. The odometer reads just 4,306mi., believed by the vendor to be actual mileage. Unseen are LED light bulbs throughout and a halogen conversion of the original Miller headlight. A Dave Hills roll-on centerstand greatly eases parking chores. Receipts from both the 1980-81 and the 2002-03 restorations are to be included in the bike's history file.

The completed machine, proudly flying "Black Shadow" script on its front number plate, presents exceedingly well, as noted by the judges at the 2005 Newport Concours, who awarded the Vincent the show's Best Motorcycle trophy.

**\$60,000 - 75,000**  
**£47,000 - 58,000**

148

*Meticulously restored concours award winner*

## **1936 BROUGH SUPERIOR 982CC SS80**

Frame no. M8/1604

Engine no. BS/X4 4328

- Total mileage from new under 22,000
- Includes detailed notes dating to 1950's
- Award winner at 2003 Newport Concours d'Elegance



The great T.E. Lawrence, British hero of the 1916 Arab Revolt, once wrote about motorcycles, "A skittish motorbike with a touch of blood in it is better than all the riding animals on Earth, because of its logical extension of our faculties, and the hint, the provocation, to excess conferred by its honeyed untiring smoothness." Owner of eight Brough Superiors in his lifetime, with a ninth on order at the time of his death, there is little doubt as to which brand of machine Lawrence of Arabia was referring. George Brough of Nottingham, England, was nothing if not proud of his two-wheeled creations. He wanted customers and competitors alike to know just how good his motorcycles were so he unabashedly called them Brough Superiors. Although frequently described as "The Rolls-Royce of Motorcycles," in reality his sporting machines had more in common with racier Bentleys. Nor was sidecar-toting a priority, contemporary brochures referring to the Brough as the "type of machine designed from the experienced solo rider's point of view." The SS80 was introduced in 1922, powered by a J.A.P. 990cc V-twin, and guaranteed to crack 80mph in road trim. Notoriety came quickly for the SS80 when George Brough himself climbed aboard "Spit and Polish," a tuned, stripped-down version, to circulate the famed Brooklands speed bowl at over 100mph, the first time a sidevalve-engined machine had achieved such velocities.

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The 1930s saw the marque well established with a healthy order book, led by the flagship SS100 boasting a 100mph top speed and celebrity ownership by the likes of Lawrence. In 1935 the SS80 was relaunched with a 982cc sidevalve V-twin from AMC for power. The engine was broadly similar to that used by Matchless but with a “knife-and-fork” big-end bearing arrangement preferred by Brough to the side-by-side connecting rods of the Matchless. The AMC engine saw the SS80 through to 1939 when Brough production was curtailed by hostilities.

Writing for the *RealClassic* website, journalist Dave Minton reckoned it was the SS80’s reliability, not sheer speed, that really set it apart from its peers, a trait fiercely stipulated by its maker. “They were reliable because George Brough himself insisted upon the very highest standards of what we now term ‘build quality’ from his engine suppliers,” wrote Minton. “The motors were manufactured to hand-selected component assembly standards, rather than the normal first-come-first-fitted method. Meticulous attention was paid to engine balance, crankshaft assembly, valve timing, porting, pistons and bores, carburetion and ignition – ‘blueprinting,’ we would call it.” Minton had the chance to ride a well-kept SS80 and came away suitably impressed. “The SS80 felt sharp, quick and alert; a sporting machine and not much of a cruiser,” he wrote. “Acceleration was rapid, probably a reflection of the race-bred, well-spaced, four-speed, foot-change gear cluster.”

As detailed in the extensive records that accompany this 1936 SS80, it was once owned by Terry Crowley, an original member of the Brough Superior Club. We’re told it is also mentioned in the book *Legends in Their Lifetime: George Brough & Lawrence of Arabia* by Titch Allen, well-respected historian and founding member of the Vintage Motor Cycle Club. The owner previous to the current vendor undertook a complete restoration by a Brough specialist in the UK. By 200 when purchased by the vendor, the SS80 was not quite up to his exacting standards so a partial stripdown was ordered and over the next two years the bike was elevated to true concours standards. Among the work completed was fitment of the correct leather-faced tool boxes, installation of an authentic wiring loom, new cylinder head gaskets and a refinished primary chaincase. A truly striking machine, the redone Brough took the Best 1930s Motorcycle award at the prestigious Newport Concours d’Elegance in 2003. Mileage since the restoration is approximately 1000.

Accompanying the sale of the SS80 will be detailed notes and photos from Terry Crowley’s 1950s ownership, a copy of the bike’s original works card giving specifications when built, the last UK owner’s registration, plus restoration receipts, various correspondence and copies of factory literature.

**\$80,000 - 100,000**  
**£62,000 - 78,000**

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149

Ultra-rare OHV single, showing 211 miles since complete restoration

## 1934 SUNBEAM 500CC 95L

Frame no. 521.0-2641

Engine no. 95L.495.0.464

- Expertly restored
- Matching numbers example
- Original Amal TT10 carburetor



They may have been marketed as "Gentleman's Machines," but the use of Sunbeams in competition was always encouraged by the works and, in the hands of riders such as George Dance, Tommy de la Hay and Alec Bennett, the marque scored many successes in speed events. In the mid-'20s, Dance-tuned lightweight "Sprint Specials" in particular were almost unbeatable in sprints and hillclimbs.

When cylinder-head guru Harry Weslake turned his talents to the beautifully made overhead-valve pushrod engine, the resulting Model 90 models gained the power and stamina to win race after race, prime performance being Isle of Man Senior TT victories by Charlie Dodson in 1928 and '29, with a near miss in 1930 when Sunbeam gearbox design had fallen behind that of their rivals.

Despite the economic collapse of the 1930s and increasing demands from company bean-counters to compromise, Sunbeam continued to produce machines of high quality, further developing the Model 90 in race and road versions. The most noticeable changes were an improved lubrication system and a four-speed, foot-shift gearbox replacing the "crash" three-speeder which had been such a disadvantage in 1930.

The Model 90 was replaced by the very similar Model 95 from the 1934 season, reflecting an increase in top speed to 95mph, due in part to a new single-port exhaust and a semi-downdraft Amal TT10 carburetor. It was available as the 95R in TT replica trim or the 95L (for lights) sporting roadster.

One of only a very few Sunbeam 95L's still existing on either side of the Atlantic, this example was imported to the U.S. in the mid-1970s. The previous owner kept the bike laid up and unriden from 1978 until 2011 when it was purchased by the present vendor. An extensive restoration was commenced on the machine, verified as matching numbers by the UK's Marston Sunbeam Club. Both the engine and gearbox were rebuilt from the bearings up, with particular attention paid to the latter's shift action. New wheel rims were laced up with stainless-steel spokes. The original and rare Amal TT10 carb was rebuilt. The girder fork was brought back to stock specification with oversized spindles and reamed out bushings. Finer points of the restoration include the 95L's saucer-like speedometer, its triangular, leather-faced tool box, the frame-mounted tire pump and a proper Lucas battery box.

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

**£19,000 - 27,000**

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150

Fully restored in 2017, with 100 test miles completed

## 1925 SUNBEAM 500CC LIGHT SOLO

- Extensive history file
- Recent restoration

Frame no. 08218

Engine no. 245/16204/S



Sunbeams are a rare sight at any gathering of classic bikes in the U.S., especially those models produced before World War II. The first Sunbeam motorcycle, a 350cc sidevalve single, left the Wolverhampton premises of John Marston Ltd. in 1912 – the firm previously known as a manufacturer of the finest quality enameled goods, then bicycles and automobiles. Designed by Harry Stevens (later to found AJS) the 2¼hp Sunbeam was equipped with a two-speed countershaft gearbox and fully enclosed all-chain drive, proving an instant success in an era when the norm was hub gears and belt drive. Like Marston's other products, his motorcycles soon established a reputation for sound construction and exemplary finish. The marque quickly proved its sporting prowess, achieving second place in the 1914 Isle of Man Senior TT, later winning the 1920 race. Overhead-valve engines were introduced in the mid-1920s but successes continued with sidevalve-engined machines, most notably the 500cc "Longstroke," which secured a debut win at the 1921 French Grand Prix ridden by Alec Bennett. In road-going form this remarkable powerplant remained in production right up until WWII.

The Sunbeam-designed engine developed 3½hp, and worked through a three-speed gearbox actuated by a hand shifter. Both primary and final drive chains ran enclosed in Sunbeam's "Little Oil Bath" cases, assuring that the chains remained clean and well lubricated – as well as keeping oil sling and debris off the rider, supporting the "Gentleman's Machine" nickname often applied to Sunbeams.

Certainly, the top-quality fit and finish of the motorcycles from the original days was still a hallmark, with high-gloss black paint and goldleaf striping on the fuel tank, itself simply and proudly adorned with "The Sunbeam" logo on its sides.

This 1925 Sunbeam 500 is the so-called Light Solo model, differentiated from more pedestrian sidecar-tugging versions by its lighter weight, higher performance and fitment of footpegs rather than floorboards. Numbers-verified by the Marston Sunbeam Club, the all-original machine was purchased by the vendor in 2015, not having run in 50 years. A complete, frame-up restoration to high concours level was initiated, leaving no component untouched. Engine and gearbox were thoroughly overhauled, the original magneto was renewed, the original Amac carburetor was rebuilt and resleeved, and all bright parts were newly nickel-plated. Because lighting and the attendant electrics were still optional at the time, the restoration took the bike back to its as-delivered form, without those items. Capping the restoration is an original 1920s Desmo bulb-type horn atop the handlebars. The rebuild was completed in 2017, culminating in 100 shakedown miles logged.

An extensive file with the Sunbeam's history, restoration details and club certification paperwork is included in the sale.

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

**£12,000 - 16,000**

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## 1950 ARIEL SQUARE FOUR MK.I WITH STEIB S500 SIDECAR

Frame no. SC707  
Engine no. RD719

- *Matching numbers example*
- *Brand new Steib S500 sidecar added in 2011*
- *Meticulously reconditioned to show-level quality*



Edward Turner would go on to fame and acclaim as designer of one of the world's great motorcycles, the 1938 Triumph Speed Twin, but 10 years earlier he was a frustrated young man. Tucked under his arm were blueprints for a unique engine, yet no British factory would give him the time of day. Ariel, just coming out of bankruptcy and looking to make a splash, listened to Turner. Thus was born the Ariel Square Four, a landmark design that would remain in production for the next three decades. So advanced was Turner's handiwork that 45 years later when Suzuki needed a new motor to go up against the established leaders in 500cc Grand Prix racing, they dusted off the concept and created the RG500, twice world champion in 1975-76. Basically two parallel-twins mounted one in front of the other in a common crankcase, the square-four has the advantage of being nicely compact, neither as wide as a transverse-four, nor as lengthy as one situated longitudinally. With counter-rotating crankshafts, it also has the benefit of being nearly vibration-free, appreciated whether you're chasing GP titles or pulling a sidecar on tour.

The first Square Four rolled off the production line in 1931, displacing 500cc, with valve actuation by chain-driven overhead camshaft, a very advanced feature in those days of pushrod valvetrains. In response to sidecar owners, displacement grew to 600cc in 1932, but even at that the rear two cylinders often ran hot when pulling a load. The answer in 1936 was the iron-barrel G-model, a complete redesign with the motor growing both physically and on the spec page to 1000cc.

Gone was the overhead cam, replaced by pushrods. An exercise in weightsavings saw the cast-iron cylinder head and barrel replaced by alloy components for 1949, the revised model, now capable of 90mph-plus, being known as the Mk1. The so-called "Monarch of Multi's," was a very handsome motorcycle, as illustrated by this restored 1950 example toting a Steib sidecar.

The vendor purchased the Ariel as a solo machine in 2004, an older, matching-numbers restoration by UK specialists Draganfly Ltd. He immediately undertook a complete stem-to-stern reconditioning, replacing or restoring parts as required. In 2011 a classic Steib S500 sidecar was added to the mix, purchased new in the original packing case, and then refinished to a very high degree to match the Ariel. A consistent Best-in-Class winner at local concours, this "Squariel" outfit comes with the original UK log book and MOT test certificates, a detailed restoration file with receipts and photos, plus literature on the sidecar.

**\$30,000 - 40,000**  
**£23,000 - 31,000**

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

152

*Full restoration of a first-year model*

## 1956 TRIUMPH TR6 TROPHY

Frame no. 79818

Engine no. TR6 79818

- *Complete restoration*
- *Matching numbers example*
- *First year model*



Off-road competition, or at least the suggestion of dirt-worthiness, was always an important selling point for Triumphs. Success in the International Six Days Trial in the late 1940s prompted the company to adopt the Trophy name for its on/off-road 500cc TR5 twin, soon to be joined by a 650cc model when American riders predictably clamored for "more and bigger." Introduced for 1956, the TR6 Trophy featured the new Delta aluminum-alloy cylinder head borrowed from the Tiger 110 roadster. With a single Amal carburetor and running 8.5:1 pistons, the TR6 engine churned out a tractable 42bhp. In truth, the Trophy gave little away in terms of outright performance compared to its twin-carb siblings, coming within a whisker of those bikes' quarter-mile times and top speed. The Trophy is considered by many to be Triumph's best all-around 650cc model.

Facilitating the TR6's use as a trail bike was fitment of a thinner fuel tank, a siamesed 2-into-1 exhaust system with mid-rise muffler, a multi-pin quick-detach headlight and a larger-section rear tire. Up front, a 7-inch brake with jutting air scoop looked the business and brought things to a halt. The 650 Trophy's introduction to America could not have gone much better when a trio of lightly modified bikes finished 1-2-3 out of 625 riders in the Big Bear Run, a grueling 150-mile race from the floor of California's Mojave Desert to Big Bear Lake at 7,000ft.

No wonder, then, that the new TR6 was enthusiastically received by American off-road racers, and with further modifications soon became the definitive "desert sled," wielded to good effect by riders like Bud Ekins, Eddie Mulder and countless others, including an actor turned racer by the name of Steve McQueen.

Early Trophys are rare today, as they were generally well and truly thrashed. This first-year, matching-numbers TR6 was purchased by the current owner in 2010, largely complete but in need of restoration. A complete mechanical and cosmetic rebuild was undertaken, with the gearbox and engine overhauled, the latter with higher compression 9:1 pistons, valves and guides. A refreshed magneto provides good spark, aided by a modern solid-state capacitor and electronic regulator – "It's a first-kick starter," promises the vendor. Bearings were renewed throughout. When the wheels were being redone, the stock chromed rims were replaced with shouldered alloys.

Sold with a bike is a documents file that includes invoices for all parts purchased and work carried out, plus photographs of the restoration in progress.

**\$15,000 - 20,000**  
**£12,000 - 16,000**

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## 1966 TRIUMPH T100R TIGER

Frame no. T100RA47203

Engine no. T100RH47203

- *Unrestored example*
- *Only 6,000 miles showing*
- *Three owners from new*



Triumph was riding a high in the Swingin' Sixties, especially in America. Sales were strong, the Japanese bike makers had yet to mount a serious challenge in the big-bike market, and Triumphs had a "coolosity factor" that was off the charts. Bob Dylan, Steve McQueen, Paul Newman and Clint Eastwood were all seen aboard Triumphs – you can't get much better product placement than that! In racing, Gary Nixon was winning the Daytona 200 and a pair of AMA Grand National Championships, enduro ace Bill Baird notched seven straight titles, and Bob Lappan's fantastic Gyronaut X-1 twin-engined streamliner streaked to a new U.S. land-speed record of 245.6mph.

Finding a true "survivor" Triumph from those heady days is getting more difficult with each passing year, which is why this original and unrestored, matching-numbers 1966 T100R Tiger Road Sports is so remarkable. To make it a full half-century without being bobbed, chopped, café'd or simply ridden into the ground and scrapped is indeed a rare feat. From new, the bike has covered just 6,255 miles, duly recorded by the odometer in the Smiths speedometer.

The vendor is only the third owner of the Triumph, having purchased it from the estate of a close friend who had kept the bike for 46 years. With unmolested bodywork in the original Sherbourne Green and Alaskan White, and bright chromework, the Tiger's cosmetics responded well to a quick detailing. Mechanically, a careful checkover and simple recommissioning had the bike road-ready after the oil tank and sump were cleaned out, the gas tank inspected, new fuel lines fitted, the electrics checked and a fresh battery installed. We're informed the Tiger is now in "Excellent running order; everything works as it should." Certainly the '66 T100R was meant to ride – by then front forks from the 650 and a stiffer frame with single-piece front cradle and wider swingarm has upped the handling quotient significantly. A "versatile, snappy performer" the factory's brochure copy promised, which is not at all hard to believe.

Conveyed to the Triumph's new owner will be an original owner's manual, workshop manual and showroom brochure, plus a spare seat cover in good condition and a complete gasket set.

**\$12,000 - 15,000**

**£9,300 - 12,000**

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

154

*Skirted American classic, fully restored*

## 1946 INDIAN CHIEF

Frame no. 346127

Engine no. CDF1273

- Girder fork front end
- 74ci V-twin engine
- Extensive history and restoration file included



Is there a more iconic shape in American motorcycling than a skirted Indian Chief? Those big valanced fenders are unmistakable; then as now, they set the bike apart from anything else on the road. For a style so associated with a brand, it's surprising that the fenders didn't make their appearance until 1940, some 39 years after the company's founding. Indian went all-in on the design, outfitting Scouts, Chief and Fours with the new tinware. After World War II only the Chief made a return, supposedly a stop-gap measure until lighter, more advanced models came online. But a series of financial and engineering missteps doomed the company and Chiefs were still being sold when the Springfield, Massachusetts factory shut its doors in 1953. For many, the pre-'50 girder-fork Chiefs offer the best styling. After that date, telescopic forks were fitted, which threw off the aesthetics a bit.

"This is what motorcycling was and is supposed to be about," wrote Allan Girdler when he rode a restored 1948 Chief for *Cycle World* magazine. "The Chief was made, literally and spiritually, for hills and highways...the steering is lovely – easy and clear and precise."

When purchased by the current owner in 2002, this low-mileage, matching-numbers 1946 Chief had undergone a partial restoration. He then set out to complete the process, stripping the bike to its component parts, ultimate goal being to get the Indian in top running order and first-class condition all-round.

Much of the bodywork was repainted, with trim pieces plated or polished as needed. The 74ci (1200cc) V-twin motor was overhauled with a cylinder rebore and new pistons, a rebuilt carburetor and hidden electronic ignition – also added was an aftermarket inline oil filter, a useful addition done in the name of engine longevity. A modern King clutch smoothed the power delivery, while the gearbox benefited from renewed bearings throughout. Wheel assemblies got replacement bearings, fresh brake-shoe linings and, in a stylish nod to retro-bling, wide whitewall tires.

Chromed factory-optional crash bars were installed front and rear, while seating accommodations are capably handled by a two-up "buddy-style" saddle with fringed-leather trim, a popular add-on back in the day. To be included in the sale is an original instruction manual, plus a thick folder with photos of the Chief as purchased, restoration receipts, and correspondence with parts suppliers and Indian experts.

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

**£19,000 - 27,000**

**END OF COLLECTION**

## FURTHER PROPERTIES



155  
**1947 GILERA SATURNO 500 PROJECT**  
Frame no. to be advised  
Engine no. 84X90265172

The best known and most successful large-capacity Gilera roadster of the immediate post-WWII period was the Saturno. First seen in 1940 in competition guise, the Saturno - a 499cc, overhead-valve, 4-stroke single - did not enter production until 1946 when it appeared with the horizontally-sprung, friction-damped, swinging-arm rear suspension first seen on the pre-war blown 'four' racer. In the late 1940s the factory built a limited number of Competizione versions of the Saturno, and this model resulted in the more highly developed San Remo racer that featured a more powerful engine, blade girder fork and full-width front hub. The design's next development, the Corsa, arrived in 1951 boasting a revised engine with increased finning and a larger sump. A telescopic front fork and conventional hydraulically damped rear shock absorbers made their first appearance on this model, giving rise to the name Piuma (feather) because of the ease of handling these advances conferred. Major changes to the Turismo and Sport roadsters were mainly confined to the cycle parts, which were updated with a telescopic front fork and full-width alloy front brake for 1951 and conventional coil-spring dampers at the rear soon after. Production of the Saturno roadsters continued until 1959, their passing marking the end of the line for one of Italy's truly great classic motorcycles. This example being offered is thought to be a Turismo model which came from Italy via Chile where it became a poorly prepped, quasi-road racer, the seller declares, is not mechanically sound, although it's not frozen, and will need considerable reconditioning if not total restoration.  
**\$5,000 - 7,000**  
**£3,900 - 5,500**  
**WITHOUT RESERVE**



156  
**1946 GILERA SATURNO 500 PROJECT**  
Frame no. to be advised  
Engine no. 84X90263604

The Saturno, in both touring and sports versions, was produced after World War II until 1959 as a 498 cc OHV single with 22 bhp at 5,000 rpm and swinging-arm rear suspension using parallel, twin horizontal coil springs. The racing version designated Saturno San Remo was campaigned with success in Italian national and international races but was unable to compete with the multi-cylinder and overhead camshaft opposition. Very little is known about this Saturno - even whether it's a Turismo or a Sport, possibly a mix of the two - except that it was exported from Italy to Chile - probably when brandnew - where it was prepared (not very seriously, it should be noted) for road racing at some stage in its life. It was recently imported into the USA and while it is cosmetically in fine condition, it is clearly mechanically troubled and in need of a full, split-the-crankcases restoration. It is not thought to be stuck. Or put it another way, it's a 'tuner's dream', a special, rare opportunity to prepare one of the finest 500 4-stroke singles ever to leave Italy, a head-on competitor for the best from the United Kingdom, for the road and/or track again from the ground-up.  
**\$4,000 - 6,000**  
**£3,100 - 4,700**  
**WITHOUT RESERVE**

157 Ω

## 1987 DUCATI 750CC F1 LAGUNA SECA

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

Frame no. ZDM750LS750207

Engine no. ZDM750L1750304



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.

**\$17,000 - 20,000**  
**£13,000 - 16,000**

158Ω  
**1974 DUCATI 750 SS**

Frame no. DM750SS\*075241\*  
Engine no. 075007 DM750.1

- *Approximately 16,670 kilometers from new*
- *One of the most desirable Ducati models of all time*
- *As displayed at the Powerhouse Museum in Sydney, Australia*



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

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

Ironically, winning rider Englishman Paul Smart had only reluctantly agreed to race the new Ducati 750 at the inaugural Imola 200 road race, goaded into taking the job by his wife. He was not overly impressed by his converted roadster as it sat in the paddock, nor during his first practice laps. All that changed when he arrived back in the pits to much fanfare to learn that he had just smashed Imola's lap record!

The handling and torque were so smooth that the feedback through the bike belied its actual performance. Smart and fellow rider Bruno Spaggiari went on to a 1-2 finish, and just like that Ducati had begun a new chapter in its history.

Smart's bike was based on the 750 Sport roadster introduced that same year. The racer's cycle parts remained close to stock - even the center-stand lugs were retained - merely being up-rated with triple Lockheed disc brakes while the engine gained desmodromic cylinder heads, high-compression pistons and stronger con-rods. When the definitive production version - the 750 SS - appeared in 1974 it differed little in overall conception from the Imola '72 bikes, among the most obvious external differences being the adoption of a center-axle fork and Brembo front brakes. The big 'Imola' fuel tank and humped racing seat both featured on the road bike, which wore a cockpit fairing rather than the racer's full streamlined affair.

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

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



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

Subsequently, Ducati dealers were urged to put these units in the hands of people who would profile them on racetracks. Race kits and cams were available over the counter to heighten performance. Consequently, racing took its toll as all quests for speed do, and it soon became difficult to find a stock example.

Crankcases were destroyed or altered, frames got updated to gain a handling edge, fiberglass fuel tanks deteriorated under the stress of racing and were replaced. And don't think this process of 'green frame elimination and metamorphosis' was confined just to the USA, it was prevalent around the world.

'If James Bond had owned a Super Sport, it would have been this one.' Engine number 007 was delivered new to Australia in 1974 as recorded in Phil Shilling's 750 SS Registry (started in 1989). Its first owner is not known but its second was a Richard Walsh, with the vendor the third, buying it in 1980. It has not been ridden on road or track apart for post maintenance checks during the vendor's ownership. For the past few years it has, instead, been on display at the Powerhouse Museum in Sydney, Australia. The engine was overhauled 20 odd years ago, electronic ignition installed (it's reversible) – thus its odometer mileage was under its belt before overhaul - and has been appropriately maintained ever since with periodic starting and running up; it was serviced just before setting off for this sale and thus should be a 'first kick' starter after the usual recommended safety checks. 007 was well restored by Sydney-based Ducati guru Ian Gowanlock without diverting from its original specification some years ago and thus, today, has a 'very nice early patina' and thus represents a truly rare opportunity to acquire a great example of Ducati's most iconic bevel-drive model.

**\$130,000 - 200,000**  
**£100,000 - 160,000**

159

*The ex-Syd & Malcolme Tunstall, Alan Cathcart*

## **1973 DUCATI 885CC 750 SPORT 'OLD YELLO' RACING MOTORCYCLE**

Frame no. DM750 753817

Engine no. 753342

- *One of the most famous and successful Bevel Ducati twins in America*
- *Substantial history file*



'The most famous and successful bevel Ducati twin in America not owned by a magazine editor.' If the 1977 Daytona-winning, Phil Schilling/Cook Neilson/Cycle magazine 'Old Blue', is America's best-loved and most famous Ducati 750SS, the Tunstall/Tunstall/Cathcart 'Old Yello' is America's best-loved, most famous 750 Sport. No. Better than that - most famous 750 Sport on the planet - for it was raced first in the USA and then in the UK.

One of the most famous and successful privateer/non-factory-built Ducati racers ever, this 750 Sport was acquired new by expatriate Englishman Syd Tunstall of Syd's Cycles, St. Petersburg, Florida and raced by him in production road racing events in the USA. In 1975, the Ducati - known then as 'Old Yellow', more recently as 'Old Yello' - was handed over to Syd's son Malcolme, who stepped up to the emerging 'Superbike' class, winning several races and finishing 5th in the national series despite the fact that the bike was virtually stock. In 1976, Malcolme and Old Yello won the very last Open Superbike race at the Sebring circuit before it closed, beating Robert Pendleton's fully faired 997cc Yoshimura Kawasaki.

The following year the bevel-drive engine was rebuilt, tuned and enlarged to 885cc to maintain competitiveness in Open Superbike events, as recounted by Mick Walker in his book, *Ducati Twins*: 'Two seasons of hard racing had left the machine still in very good condition, but despite being very little worn, the standard con-rod assembly was replaced, since the plan was to increase the engine's capacity. This was done by boring out to 86 mm and fitting 860GT pistons, which had been machined for a higher compression ratio. The 32mm Dell'Ortos were bored out to 36mm and factory Imola exhaust pipes were fitted, together with gutted Conti silencers to conform to AMA rules. The running gear now consisted of Lockheed brakes, a WM3 front and WM6 rear rim,' both in an 18-inch diameter. These upgrades certainly worked, as Malcolme - now qualified as an AMA Expert - finished the 1977 season as Florida Superbike and Grand Prix Champion. Old Yello benefited from further tuning, receiving bigger valves, Imola-profile cams, factory-specification high-level megaphones and other modifications in 1978, but the following season was temporarily retired from racing while the Tunstalls concentrated on Syd's new 900SS-based Superbike racers.

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



Alan Cathcart acquired the bike and went on flying the flag in the UK with some considerable success. Malcolme Tunstall and Alan Cathcart agree that the bike ran over 300 races between them without ever suffering a mechanical failure or going down. The bike was acquired by a Steven Higham then of Wigan in the mid-to-late 1990s who planned to continue racing it. With the help of Steve Wynn (of Mike Hailwood TT fame) it was rebuilt with the last set of Getrag close ratio gears made for the Hailwood bike. Plans changed and it was never raced and was then eventually sold at the 2007 Bonhams Collectors' Motorcycles auction in San Francisco. Offered with some invoices and a substantial file of history and photographs, Old Yello represents the chance to acquire an historic privateer Ducati racing motorcycle possessing impeccable provenance and a unique and unrivalled competition record.

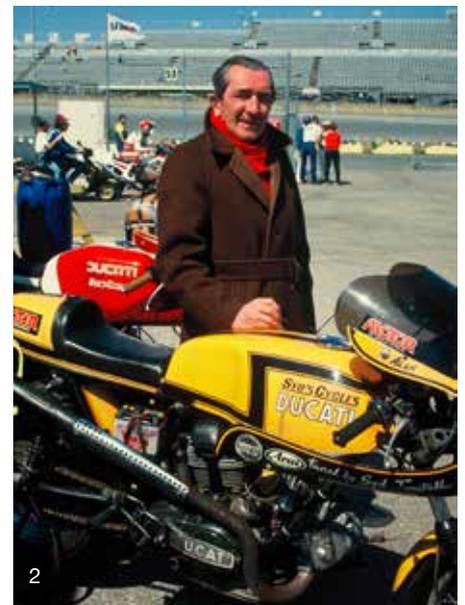
The bike was last run in 2014 at the Barber Motorsports Park track in a demo ridden by Alan Cathcart. It has been carefully stored in a climate-controlled facility ever since.

**\$60,000 - 70,000**  
**£47,000 - 55,000**

Offered on a Bill of Sale

1  
Alan Cathcart with  
Syd Tunstall at  
Daytona 1984.

2  
Fabio Taglioni with  
Old Yello.



160

## 1974 LAVERDA 750SFC

Frame no. 17148

Engine no. 17148

- Street legal racing motorcycle
- Matching numbers example



'Right from its first competition appearances (1971), the SFC proved its worth, winning the Vallenga 500 km, the Oss 24 hours in Holland, Zeltweg in Austria and the Barcelona 24 hours. It was a sturdy, easy-to-maintain racing bike suited in every way to private riders. Laverda: *The Story of a Passion*, Bruno Tamiello/Paolo Palma (PPS Editore, 1997.)

A simultaneous co-development of the 750 'Honda lookalike' single overhead cam, 360-degree, over square (80mm bore x 74mm stroke) parallel twin, street bike, the SFC – Super Freni Competizione (freni is Italian for brakes) – was a handmade, batch production, street legal race bike. Built between 1971 and 1976 in Breganze, in the Italian Dolomite foothills, Moto Laverda produced only 550 odd examples of this stunningly beautiful machine designed to compete in Formula 750 and endurance races, and it was astonishingly successful. All examples came in bright orange!

This matching numbers 1974-batch SFC is a North American specification bike – meaning Nippon Denso gauges, Tommaselli Jota-style bars, ND Suzuki-style switches, indicators and a Sebring mirror – that was formerly on display at Moto Borgotaro in Brooklyn, New York. A 'specification perfectionist' would rate this machine at about 98 per cent, but those two percentage points are easy fixes. Missing are the indicators, side reflectors, and the left-side fairing-mounted mirror – this is 'normal' for most contemporary dealers never installed them when new. Also missing is the aluminum foil NA-homologation tag rivetted to the right side of the frame near the lower engine mounts. An aluminum tank is installed but the original fiberglass tank – now unsafe to hold gas – comes with the bike. The taillight is from a European bike. The NA taillight, indicators and mirror are available.

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



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

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

**\$47,000 - 57,000**  
**£37,000 - 44,000**

Offered on a Bill of Sale



161 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. HPTT26

- *Unique 750TT F1 complete with NCR motor and Harris frame*
- *First built by Eraldo Ferracci, then by Jeff Nash. Now restored*
- *1987 and 1988 AMA Pro Twins GP2 winning bike*
- *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 callipers, 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.

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The bike then sat idle until 2012 when it was purchased by Jeff's father and a sympathetic 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.

**\$50,000 - 60,000**  
**£39,000 - 47,000**



Dale Quarterley (32) chasing Jimmy Adamo (26) and John Long (3) at Road Atlanta in 1988.

162 Ω

*The property of Alan Cathcart*

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

Frame no. ZDM851S850009

Engine no. ZDM851W4B000445

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



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

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

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

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

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

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



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

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

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

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

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

**\$45,000 - 55,000**  
**£35,000 - 43,000**

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



163

**1983 KRAUSER MKM 1000 4-VALVE SUPERBIKE**

Frame no. 1009283

Engine no. 6395287

Michael Krauser won the German sidecar racing championship from 1955 to 1958 'driving' works BMWs. In the 1960s he ran a team of Rennsport outfits with other riders and in the 1970s he not only managed BMW factory sidecar racing teams but in 1972 he also developed his first removable, injection-molded plastic side cases. His luggage became synonymous with BMW but simultaneously 'kits' were created for numerous other manufacturers. Finally, he decided to build his own motorcycles...First, he built a road racing motorcycle with a BMW 1,000 cc boxer engine...with that experience behind him he sought help from three engineers to build a street bike. Alfred Halbfeld, Klaus Pepperland Michael Neher of development firm HPN. Her remained tight with BMW and they provided mechanical parts including complete R100RS engines, transmissions and final drives, forks, handlebars, switchgear and brakes. Even the exhaust and mufflers are BMW, but they are mounted a new way. This second generation MKM is one of perhaps 200 built but only one of 13 exported to the USA in 1982. This superb, rare bike had Krauser 4-valve cylinder heads a long time ago, perhaps even before it was first delivered. In addition, it has a pair of 40 mm Dell'Orto PHMs, a BMW 336Rs sport cam and Ducati-Conti-style stainless steel mufflers installed. It is being offered by the current owner who has had it in his possession for over 20 years and has maintained in tip-top condition. It lacks for nothing and should be looked at very carefully by any serious BMW aficionado for it's an opportunity unlikely to be repeated.

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

**£27,000 - 35,000**



164

*10 original miles from new*

**1977 BMW R100RS**

Frame no. 6180898

Engine no. 6180898

Just a few years after introducing the R90/6 and 'luxury' Daytona Orange and TT Silver Smoke R90S, BMW upped the capacity of its range-topping flat-twins to 980 cc for the 1977 season in the form of the R100/7 series, the flagship of this new line-up being the fully-faired R100RS 'superbike.' Although styled like a super-sports machine, the R100RS was more of a sports-tourer, which did it no harm whatsoever in BMW's traditional market sector. 'BMW's have always managed to give you a unique and almost uncanny feeling of complete security and stability at speed,' observed *Bike* magazine's Peter Watson. 'The ability to maintain cruising speeds of over 100 mph for as long as your licence holds out must be one of the machines' most attractive features. The RS even manages to improve on this reputation.' Extensive wind tunnel testing took place to get the fairing right – it ultimately set a standard the industry copied – in the Stuttgart Technical University and in Pininfarina's tunnel in Italy. This early R100RS dates from 1977 and thus has the wire wheels fitted during the first year of production. This gorgeous 'all original' with but 10 miles on the odometer, repeat after me only 10 miles, and no-break-in-miles, is still new. A brand new R100RS is unrepeatabe. Butler & Smith of Norwalk, New Jersey imported the bike – all the original paperwork is in the history file – and sold it to a customer who rode it home ten miles away only to be greeted by his wife – the story goes - announcing she was pregnant. He never rode it again and it has been with the seller, now, for 20 years 'undisturbed.' It is quite literally 'ready to go' after the usual safety checks if that is your wish. Some enthusiasts argue that the Hans Muth designed R100RS is still the finest touring bike ever to leave a BMW factory. Seldom do such originals become available.

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

**£19,000 - 23,000**



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

165

2 miles from new

**1992 BMW R100RS**

Frame no. WB1046602N6247634

Just a few years after introducing the R90/6 and 'luxury' Daytona Orange and TT Silver Smoke R90S, BMW upped the capacity of its range-topping flat-twins to 980 cc for the 1977 season in the form of the R100/7 series, the flagship of this new line-up being the fully-faired R100RS 'superbike.' Although styled like a super-sports machine, the R100RS was more of a sports-tourer, which did it no harm whatsoever in BMW's traditional market sector. 'BMW's have always managed to give you a unique and almost uncanny feeling of complete security and stability at speed,' observed *Bike* magazine's Peter Watson. 'The ability to maintain cruising speeds of over 100 mph for as long as your licence holds out must be one of the machine's most attractive features. The RS even manages to improve on this reputation.' Extensive wind tunnel testing took place to get the fairing right – it ultimately set a standard the industry copied – in the Stuttgart Technical University and in Pininfarina's tunnel in Italy. The R100RS stayed in production through model year 1992. In that last year about 1,000 were made, eight times fewer units, it might be said, than the 'naked' R100R released as an 'interim' model before the soon to be launched R259 series. Its horsepower rating was 60 at 6,5000 rpm with a pair of Bing V64/32 carburetors and electronic ignition. At 505 pounds wet it would reach 115 mph. This example has been carefully stored indoors since new, and has never been run on public roads since delivery.

**\$15,000 - 18,000**

**£12,000 - 14,000**



166

Original paint, engine work recently carried out

**1969 BMW R60US**

Frame no. 1818505

Engine no. 1818505

From its introduction in 1960, even before the addition of the telescopic forks, the so-called /2 version of the R60 had much to recommend. Upgraded with a stronger bottom-end and higher-compression pistons, the 594cc motor gave some 30bhp at 5,800rpm. Granted, BMW's 600s ceded the performance high ground to other makes – but according to *Cycle World*. "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...to be honest, we think that anyone who would worry much over its performance potential is a bit of a booby... All things considered, if we were planning a two-wheel vacation-tour, the BMW would have to be our choice of mount." This particular R60US, an original-paint, matching-numbers machine, is from the last year of production. It is equipped with a Denfeld folding luggage rack, an almost ubiquitous period accessory, and is fitted with low-rise Euro handlebars, a factory option favored by sporting riders. The bike was acquired in 2015 from the previous owner who kept it for almost 20 years. Showing 41,000 miles, it was in need of some mechanical TLC, which included rebored cylinders and new 72.5mm pistons, recut valve seats, new Bing carbs, a replica stainless-steel exhaust system, and replacement coil, condenser and points. In all some \$4,500 was lavished on the bike – parts and service receipts for the work involved to be included in the sale. Also conveyed to the new owner will be the key to the gas-tank tool box and an original rider's instruction manual.

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

**£5,500 - 7,600**



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167

**2002 BMW R1150RT**

Frame no. WB10499AX2ZE86867

Engine no. 122EC-2801-6690

*MCN (Motorcycle News)* said of this boxer twin, 'The BMW R1150RT has all the comfort needed to blitz Europe – and it handles too. Proof that a motorcycle can take you, a pillion and plenty of luggage to those Alpine passes can be fun once you get there. The R1150RT is lighter than most full tourers of the time and superbly built too – but it's no rocket in a straight line.' Praise enough. BMW Motorrad has long been thought of as the manufacturer of long-distance bikes; cover-the-distance rather than touring, as such. In the late 1970s they switched to a different kind of bike, subtly at first. The first RT – Reise-Tourer, Reise for Travel – came in 1975. The first of these were the so-called 'air-heads' with the /7 series R100RT came in 1979. The formula was still 'standard BMW': 980 cc, 70 horsepower at 7,250 rpm, horizontally opposed twin with shaft drive. 1995 was the launch year for the 'oil-head' (although air was still a major cooling element), as in R1100RT. 4-valve heads, 5-speed gearbox, Telelever and Paralever front and rear suspension (respectively), ABS brakes, and an electrically adjusted windshield were standard. 'In 2002, BMW launched the R1150RT, providing the same basic platform with increased engine capacity and horsepower, fully linked, power-assisted ABS brakes, revised front lighting system, and a 6-speed gearbox.' This low mileage example offered has been in long term storage. It starts and runs today having been recently serviced. It's ready to go. A new seat comes with the bike.

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

**£3,100 - 3,900**

**WITHOUT RESERVE**



168

*The ex-Jim Pomeroy*

**1979 BULTACO PURSANG MK12**

Frame no. PB21900226

Engine no. PM21900226

To U.S. motocross fans, the words "Bultaco Pursang" will always conjure up fond images of the late Jim Pomeroy. In 1973, aged 20 and in his first race on the world stage, Pomeroy served notice that America would be a coming force in international motocross – previously a European domain – when he rode his Bultaco Pursang 250 to overall victory at the Spanish Grand Prix. In doing so, he became the first rider ever to win his debut motocross GP, the first American to win an MXGP, the first American to lead the MXGP point standings, and the first rider of any nationality to win a motocross GP on a Spanish motorcycle. The Pursang was introduced in 1965 and quickly became a favorite for what U.S. riders were calling "rough scrambles," soon to morph into motocross. By the time the Mk12 version arrived in 1979, the move to long-travel suspension was on, so we see a leading-axle fork up front, and at the rear a pair of moved-up, laid-down shocks and a reinforced swingarm. Now in need of extra ground clearance, the Mk12 was the first Bultaco motocrosser fitted with a high-level exhaust system. It was also the first Pursang to use reed valves as part of the intake tract. This matching-numbers Mk12 comes from the collection of Linda Pomeroy, Jim's widow, and is sold with the original bill of sale from Steve's Bultaco, the famous Southern California motorcycle shop. One of the last production Pursangs built, it is #226 from a run of 1700.

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

**£3,900 - 5,500**



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169

Formerly owned by the Jackson 5

## 1973 HONDA ATC70

Frame no. ATC70-1002534

- Custom paint and chrome accents
- Original shipping invoice to Motown Records
- Expired CA License plate "Jackson 5"



The Jackson 5, or Five, or 5 was a family group formed in 1964 in Gary, Indiana – first there were three brothers Jackie, Tito and Jermaine, then three younger siblings Marion and Michael. Entering the professional music scene after a round of talent shows and club appearances, they released two singles with Steeltown Records starting in 1967. In 1969, they signed with Motown. And the rest is history... including selling approximately 75 million records!

'What Is It?' asked Honda's advertising brochure of the 1970 first year ATC 90, a three-wheel 90 cc, 4-stroke, All-Terrain Cycle – in reality a 'fat tire' trike with one wheel up front and two in the rear. 'Just a revolutionary off-road vehicle destined to launch a whole new industry that will sell more than 6.5 million machines' (an industry sales estimate from launch to August 1999.) The ATC's 'sensitive' handling dynamics would ultimately kill-off the 3-wheeler in favor of the 4-wheeler, or ATV.

In 1973 Honda offered an 'economical little brother to the popular ATC 90 intended for youngsters', the ATC 70 complete with foot guards, exhaust spark arrestor, 3-speed automatic clutch, low pressure 'SPWAMULAS tires (water, mud, land, sand, snow)' and flame decal on the tank. The one-year only machine came only in Daytona Orange – this one came as a gift directly from Honda (there is an invoice to that effect in the bike's history file) clearly with custom paint and much added chrome. The only unanswered question is why did the Honda Motor Company gift this ATC 70 to the Jackson 5?

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

**£6,200 - 7,800**

Offered on a Bill of Sale

170

Owned and ridden by Steve McQueen in the film "On Any Sunday"

## 1970 HUSQVARNA 400 CROSS

Frame no. MH1341

Engine no. 401124

- In original condition
- One of the most iconic machines of all time



Before the era of big celebrity endorsements, Husqvarna Motorcycles had two heavy hitters already in its corner. Malcolm Smith, arguably the best-ever all-around rider, and Steve McQueen, movie star and uncontested arbiter of what was hip and cool, both rode Huskies. A shirtless McQueen could be seen on the cover of *Sports Illustrated*, bronzed and muscled, charging his 400 Cross across the Mojave Desert, and Smith's exploits aboard a 250 Cross were featured in everyone's all-time favorite motorcycle movie, *On Any Sunday*. Thus began the ascendancy of Husqvarna and the popular explosion of the sport of motocross.

Perhaps more than any other models, it was the agile, lightweight two-strokes from Husqvarna that spelled doom for big hulking four-strokes that once held sway in scrambles and desert racing. In the late 1960s and '70s the Swedish company would win 14 world motocross championships, countless medals in ISDT and enduro competition, and 11 Baja 1000 victories, three of the latter coming on Huskies ridden by Smith. Unheard of on this side of the Atlantic when the Sixties began, Husqvarna's series of two-stroke machines – first a 250, then a 360 that grew to 400cc – featured breathtakingly lusty single-cylinder engines suspended in lightweight steel frames. As this was before flexible plastics, the bikes came fitted with alloy fenders front and rear, and painted steel gas tanks with the brand's signature chromed panels, intended prevent a rider's knees from marring the paint.

The 400 Cross in particular was a handsome, comparatively airy, big-bore motocrosser that combined fearsome power, superior handling and rakish good looks – a winning combination that quickly made headlines.

Promoter Edison Dye, often referred to as the "father of American motocross," took notice and soon began importing Husqvarna's dirtbike line into the United States. It wasn't long before the Husky's attributes became renowned among the relatively small but growing fraternity of serious off-road riders in America, Smith and McQueen included.

This particular example, serial number MH1341, was one of the first 400 Cross models brought into the U.S. by Dye. It was purchased in February of 1970 by McQueen – like most of McQueen's vehicles, purchased through his production company, Solar Productions. While its famous owner was Hollywood's highest paid actor at the time, the Husqvarna became something of a movie star in its own right, featured in the memorable beach riding scenes that closed *On Any Sunday* – McQueen riding, of course, alongside Smith and Mert Lawwill.

The movie remains a favorite of motorcyclists almost a half-century after its debut. Directed by Bruce Brown of *Endless Summer* surf flick fame, filming began in late 1969, funded by \$300,000 from McQueen through Solar. In all, 57 miles of film was shot, edited down to 90 minutes.

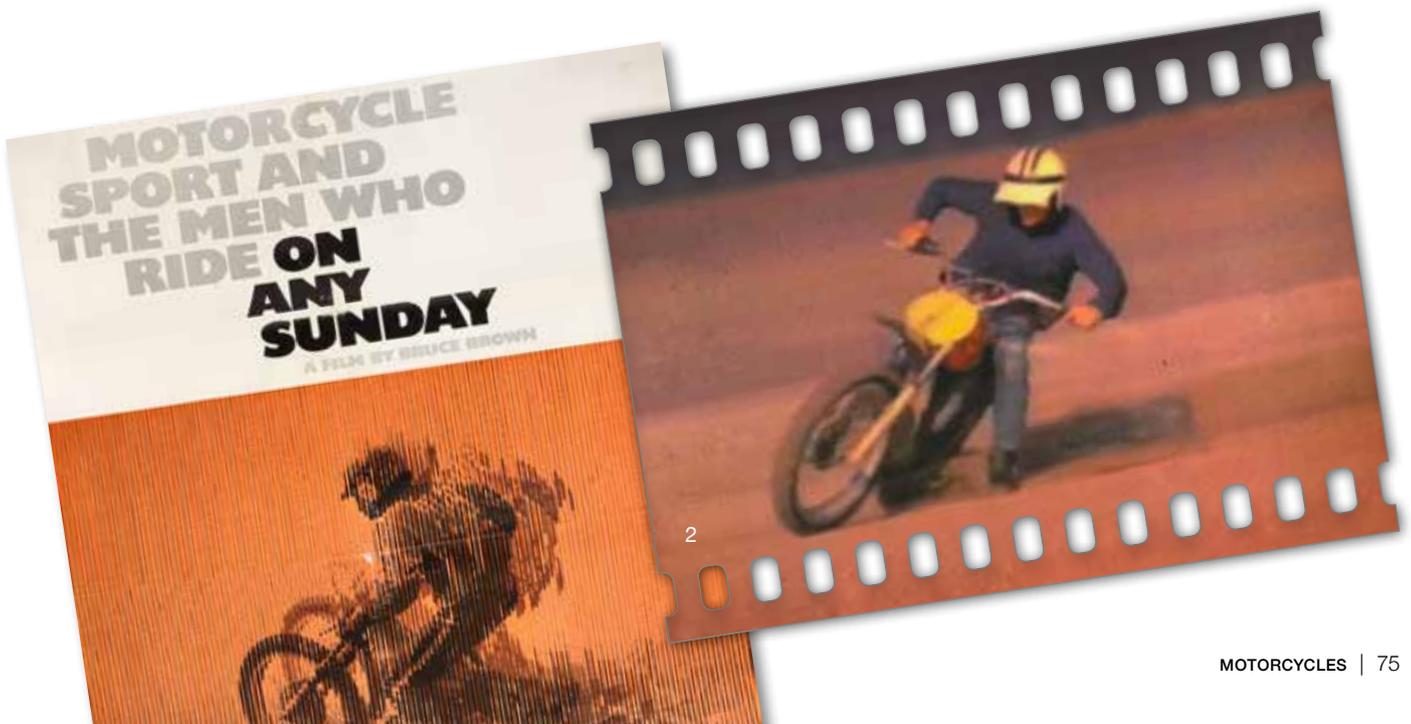
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1

1 Steve McQueen on a Husqvarna 400 Cross.

2 Steve McQueen slides the Husqvarna in "On Any Sunday".







Bruce Brown Films  
 24581 Del Prado  
 Dana Point, CA 92629  
 714-496-9373

Marine Corps Base Public Affairs  
 Camp Pendleton, California  
 Attn. Staff Sergeant James B. Harrington

September 19, 1970

Below are the identification numbers of the motorcycles we will be using on the base as requested. Once again I thank you and all the Marines for this opportunity to film on your beach. I can only imagine that Steve McQueen had some kind of influence on your decision.

Mr. Steve McQueen (1) Husqvarna MH-1341  
 Mr. Malcolm Smith (1) Husqvarna MH-1221  
 Mr. Mert Lawwill (1) Greeves 36MX4C319

Sincerely Bruce Brown



3  
 L-R Steve McQueen, Mert Lawwill, Malcolm Smith during the filming of "On Any Sunday".

4  
 L-R Steve McQueen, Mert Lawwill, Malcolm Smith during the filming of "On Any Sunday".

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

MH1341 was one of five Husky 400s owned by McQueen, but we know it is the "Beach Bike" from the movie thanks to the U.S. military's fondness for order and paperwork. The closing sequence was shot at Camp Pendleton, a Marine Corps training facility on the Pacific Coast just north of San Diego. McQueen's celebrity played a big part in gaining access to the base's shoreline, usually closed to the public, but before any riding could take place the Marines needed the bikes' VIN numbers on file. A letter from Brown to Pendleton's Public Affairs Office duly noted: "Mr. Steve McQueen, Husqvarna MH1341; Mr. Malcolm Smith, Husqvarna MH1341; Mr. Mert Lawwill, Greeves 36MX4C319."

A copy of that letter is included in the sale, as is the original invoice to Dye from Husqvarna in Sweden, the official Manufacturer Statement of Origin, the invoice to Solar Productions from Dye and the transfer of ownership card from the California Department of Motor Vehicles naming Solar Productions the new owner. Perhaps most interesting is what is thought to be McQueen's "lucky penny," an uncirculated 1960 1¢ coin (1960 being the birth year of son Chad) that was found inside a clear plastic case tucked away between the engine and frame. These items and more are all to be conveyed to the new owner of MH1341.

Since being acquired by the current vendor in 2008, the McQueen Husky has been gently reconditioned, only doing what was necessary to get it in running order (i.e., a rebuilt transmission) and has largely been on static display, including at the San Diego Auto Museum. It is essentially as McQueen last raced it, fitted with a compression-release lever, modified cylinder head and modified exhaust pipe – all period-correct and attesting to the competition intentions of its first owner. Supported by a comprehensive amount of original documentation proving the bike's origin and ownership, MH1341 is truly an impressive piece of moto-history.

**\$75,000 - 100,000**  
**£58,000 - 78,000**

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171

Formerly owned by Steve McQueen

### C.1970 BELL MOTORCYCLE HELMET

- A gift from Steve McQueen to Edison Dye
- Featuring Solar Productions logo



Bell helmets' owner/designer Roy Richter – out of a shop in Bell, California - offered his first fiberglass open-face helmet in the mid-1950s. His next benchmark helmet in his pursuit of car and motorcycle racer safety was the 500-TX, now with a polystyrene liner for which he earned an Excellence of Design Award from the Museum of Modern Art in New York City. In 1968, Bell's first full-face helmet was launched, known as the Bell Star, by Dan Gurney at the Indianapolis 500. In 1971 the full-face Moto 3 was offered to motorcyclists. Steve McQueen joined Gurney and Evel Knievel in wearing a Bell helmet, naturally. The well-worn white Bell on offer is one of McQueen's supported by a letter from Husqvarna importer Edison Dye referencing it.

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

**£16,000 - 19,000**

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172

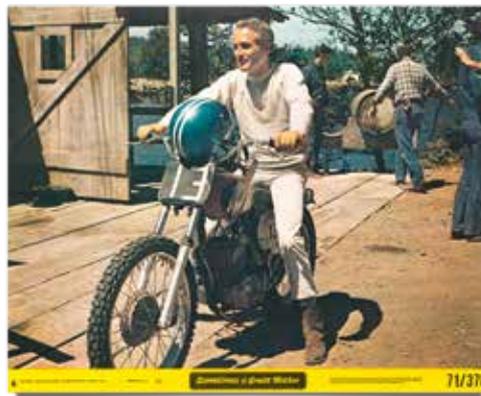
As ridden by Paul Newman in the film "Sometimes a Great Notion"

### 1967 CZ 250

Frame no. 980-02-02269

Engine no. 980-02-02269

- Restored to film used condition
- Includes letters from J.N. Roberts and American Jawa



Starting in the mid-1960s, CZ was the bike to beat in international motocross, the Czechoslovakian 2-stroke recording six Grand Prix world championships from 1964 through 1969. It was CZ that put Belgian Joel (J.N.) Roberts on the world motocross map, and vice versa. Roberts, perhaps the most naturally talented rider ever, was notorious for his lack of training, preferring a good party to practice motos, smoking cigarettes to doing calisthenics. Yet in 1964 at age 20 he bested all comers on his privateer CZ 250, making him at that time the youngest rider to win a world motocross title, and giving CZ its first-ever GP championship. Longtime U.S. motocross fans remember the brand fondly for CZ's win at the 1974 Superbowl of Motocross at the L.A. Coliseum in front of 65,000 fans and network television cameras, Czech works rider Jaroslav Falta at the controls. Forty-plus years later the beloved bikes are still a force to be reckoned with in vintage motocross competition.

This 'as used in the movie' CZ 250 – actually the 'red tank' CZ is clean and in generally very good condition – was manufactured by Ceska zbrojovka, once an arms manufacturer, a branch of the Skoda car company (now inside the Volkswagen Group) and once owned by Cagiva. It was 'given' to Paul Newman for use in the film, *Sometimes a Great Notion*. There's a letter in its history file from J.N. Roberts and the Jawa and CZ distributor clarifying the arrangement. Paul Newman plays Hank Stamper in this Oregon logging drama that incapsulates a 'war' waged between a conglomerate, a logger's union and a fiercely independent logging family. There's a motocross race and that's where the CZ fits in...

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

**£27,000 - 35,000**

173

As ridden by Peter Fonda in the film "Easy Rider"

## 1968 BULTACO PURSANG 250 MKII

Frame no. 48-005120

Engine no. 48-00510

- History file includes delivery invoice from Bultaco Western to Pando Company
- Restored to film used condition



Peter Fonda is a genuine motorcycle riding enthusiast and so when contemplating the task in his own movie, as his character Wyatt, of riding a chopper, he did not hesitate. But you can bet he jumped higher when engaged to also ride this Bultaco for a Pursang is an agile, go anywhere, lightweight that spells fun and turns on a sixpence...unlike Captain America!

To put into context, Bultaco's premier model in the USA, the Pursang, was a powerful 250 cc comp model. It was a winner in virtually any type of high-speed-based off-road event. The Pursang range was later expanded to 360 cc and 370 cc, and reduced also to 125 cc. The boat-tail 250 MKII pushed out 34 horsepower from the crate and with the standard 5-speed was thought to be the fastest 250 in 1968. Warning: Do not let that high pipe burn your right leg!

This Pursang – now repainted and restored but still in 'film used condition' - is one of two bikes supplied by Bultaco to Peter Fonda's Pando Company for 'movie use' in *Easy Rider*...see the invoice from Bultaco in the bike's history file. Wyatt rides this Pursang to the La Contenta Bar to 'do a deal' in the very first scene. Billy, Dennis Hopper's character, is riding a CZ motocrosser in the very same scene. From then on in the two are riding a pair of choppers.

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

**£47,000 - 55,000**

Offered on a Bill of Sale

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174

The ex-Dennis Hopper

## HUSQVARNA 250 CROSS

Frame no. MH4689

Engine no. 252156

- Includes California registration card and letter from Competition Enterprises naming Dennis Lee Hopper as buyer
- Fully restored by Husky Restorations



Husqvarna was originally a military arsenal founded in 1689 to produce muskets for the Swedish Army. The company has since grown over nearly 330 years and its production has changed from weapons to sewing machines, kitchen equipment, bicycles, motorcycles, lawn mowers, chainsaws and a whole raft of construction products. That original company has been divided and sub-divided over the years – the motorcycle division, for example, is now owned by Austrian KTM, via Italian Cagiva/MV Agusta then German BMW. In the 1960s, the Husky lightweight, small capacity, 2-stroke, off-road bikes helped make the once dominant British large capacity, 4-stroke motorcycles quickly obsolete. Husqvarna was, during the two decades of the '60s and '70s, the dominant force in the dirt bike world, winning 14 motocross world championships, 24 enduro world championships and 11 Baja 1000 victories across the 125, 250 and 500 classes. American Edison Dye of San Diego took notice and started importing Husqvarna's line into the United States. Shortly after the stateside debut, a Husky 250 was shown carrying a talented young racer by the name of Malcolm Smith across a perfect California beach in the seminal movie *On Any Sunday*. Then Steve McQueen on the cover of *Sports Illustrated*, as he charged his Husky, albeit a 400, through the Mojave Desert. And the popular explosion of the sport of dirt bike riding began. It is thus the Swedish Husqvarna, perhaps, that made motocross, desert racing, and then Supercross de rigueur.

This particular 1970 Cross model is an iconic 'red tank' 250cc, 4-speed – in 1970 Husqvarna made a total of only 5,076 motorcycles - and was bought new by Dennis Lee Hopper, of Venice, California. Hopper, the Hollywood wild man whose memorable career included an early turn in *Rebel Without a Cause*, and classic character roles in *Blue Velvet* and *Hoosiers*, for which he received an Oscar nomination. He also directed, co-wrote, and starred in a motorcycle picture by the name of *Easy Rider*. He passed away on May 25, 2011 at age 74.

Hopper is the only known owner until the bike reached Rob Phillips, proprietor of Husky Restorations in upstate New York, who put it through a thorough restoration: 'All surfaces were stripped and re-coated; all the rubber pieces and the seat foam were replaced; the motor was torn down and the piston and all bearings were replaced.' This tough yet sublime dirt bike not only has that special pedigree but also the unique provenance to make it one of the most desirable motorcycles in the world.

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

**£16,000 - 19,000**

Offered on a Bill of Sale

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175

Formerly owned by Steve McQueen

## 1953 VINCENT 498CC COMET SERIES-C

Frame no. RC/1/8800/C

Engine no. RF4A/2A/7900

- Includes California registration card and letter from Competition Enterprises naming Dennis Lee Hopper as buyer
- Fully restored by Husky Restorations



In a memo dated January 19, 1988, in the bike's history file, it says: 'To Whom It May Concern: This is to confirm that in 1978 Steven T. McQueen and Earl Chalfant exchanged ownership on two motorcycles through the auspices of Starklite Cycle. Dr Chalfant traded a 1939 Indian Chief to Mr McQueen for a 1953 Vincent Comet, serial number RC/1/8800C. The Chief was delivered here by Dr. Chalfant and he later picked up the Vincent. Signed Robert E. Stack, owner, Starklite Cycle.'

The Vincent HRD brand began in 1928 when Philip C. Vincent acquired the name, jigs, tools and patterns of the recently liquidated HRD Company. Vincent moved production from Wolverhampton to Stevenage and set about putting his motorcycle design ideas into practice, commencing with an innovative sprung frame. Like others, Vincent relied on proprietary engines until increasing dissatisfaction with suppliers led to the creation of Vincent's own motor in 1934. An overhead-valve 500cc single, this all-new power unit was designed jointly by Vincent and chief engineer Phil Irving. The duo brought fresh thinking to the design of what would become known as the Series A motor, opting for a relatively short stroke of 90 mm coupled to an 84 mm bore, a high-set camshaft and two guides for each valve with the rocker arm engaging between them. The sum of all these features resulting in a compact engine with considerable scope for tuning.

The names Comet and Meteor were chosen for the sports and touring versions respectively of the stylish new Vincent HRD. Production was stopped for WW2, then restarted soon after with the short-lived Series B Comet, which soon gave way to the successful Series C, built from 1948 to '54. The Comet combined a 90 mph potential with excellent fuel economy, and was the ideal touring mount for the discerning solo rider. The Comet followed Series C twin lines, the model featuring the newly introduced Girdraulic forks and hydraulic dampers at front and rear. An expensive machine to produce, it did not sell as well as its maker had hoped and was dropped when the Series D was introduced for 1954.

The Series C Comet on offer here is a 1953 model with a remarkable story as told above. The steering neck upper frame member number must have been re-stamped long ago, prior to McQueen's ownership, for its current number '8800' is known to be on a Rapide although it does have the '/1/' which designates a Comet. The RFM or rear frame member and the engine are a factory match. This nicely patinated machine, unique with the McQueen ownership record, was recently started and successfully ridden, and thus is ready for a new home. Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

**\$36,000 - 40,000**  
**£28,000 - 31,000**

176

*The ex-Steve McQueen*

**1939 NIMBUS 750CC MODEL C  
LUXUS COMBINATION**

Frame no. 4486

Engine no. 4486

- Purchased from the 1984 Steve McQueen Estate Auction
- Refreshed in 2009 by previous owner
- Unique 4 cylinder model



Unusual in producing 4-cylinder machines only, the Danish firm of Fisker & Nielsen of Copenhagen, makers of the first commercial vacuum cleaner under the Nilfisk brand, introduced the Nimbus motorcycle in 1919. Their products were of advanced design, strong but not heavyweight, using shaft final drive and pressed steel frames – pieces rivetted together - from the start of production. The company also pioneered the telescopic front fork in the 1930s. Motorcycle production was suspended in 1928, and when the Nimbus reappeared in 1934 it was with an air-cooled 746cc in-line power unit with 22 horsepower, designed by Peder Fisker and his son Anders, that showed strong automobile industry influence, with an integral crankcase/cylinder block in cast iron and a detachable alloy sump. The cast-iron cylinder head was topped by an alloy housing for the single overhead camshaft, the latter being driven by shaft-and-bevel gears. 'It does, however, have exposed valve gear, with rocker arms and valve springs dancing merrily while it runs.'

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



A single-plate clutch transmitted power to the 3-speed gearbox. Foot change for the gearbox, a beefier front fork but still with a hard-tail rear (both rider and pillion saddles have 'big springs' to partially compensate), and larger brakes had been added by the end of the 1930s but from then-on the Nimbus changed little until series production ended in 1959. Production was always on a limited scale, even though they were popular with the Danish military and post office through 1972, but such is the build and materials quality of the Nimbus that many remain in service today. It is thought that less than 200 Nimbus motorcycles have been imported to the USA.

From factory data, the Nimbus, as a solo, was originally sold by F&N on March 27, 1939 to Nimbus dealer Lauritz Johnson. It was originally red. The sidecar, whose chassis is thought to be a generic RB, was added later, exactly when is not known. Also unknown is the manufacturer and the date of manufacture although it is perhaps an Engstrom from the 1950s with a modified windshield.

This Model C Luxus Nimbus and sidecar first 'hit the radar' in 1984 for it came from the Steve McQueen collection having been sold at the Hollywood hero's estate sale auction at the Imperial Palace Hotel in Las Vegas on November 24 and 25 that year. Reputedly the buyer, one Robert Mercer, had flown in specially to buy the Nimbus which he placed it in his extensive collection in San Jose, California. Some years later he relocated, with his collection, to North Carolina. In 2009, the story continues, Mr. Mercer decided to refresh rather than restore the outfit with the help of local expert Larry Yount, who in turn called on Kaj Pedersen, the president of the Nimbus Club USA, for advice. The refresh took a year as great care was taken to maintain the existing McQueen patina; McQueen had looked after it well. Robert Mercer kept the outfit until his death in 2016.

The ex-McQueen 'outfit' - motorcycle and sidecar together - is in excellent, restored condition and is properly geared for sidecar use.  
**\$65,000 - 85,000**  
**£51,000 - 66,000**

177Ω

## 1928 WINDHOFF 746CC FOUR

Frame no. 902

Engine no. 902

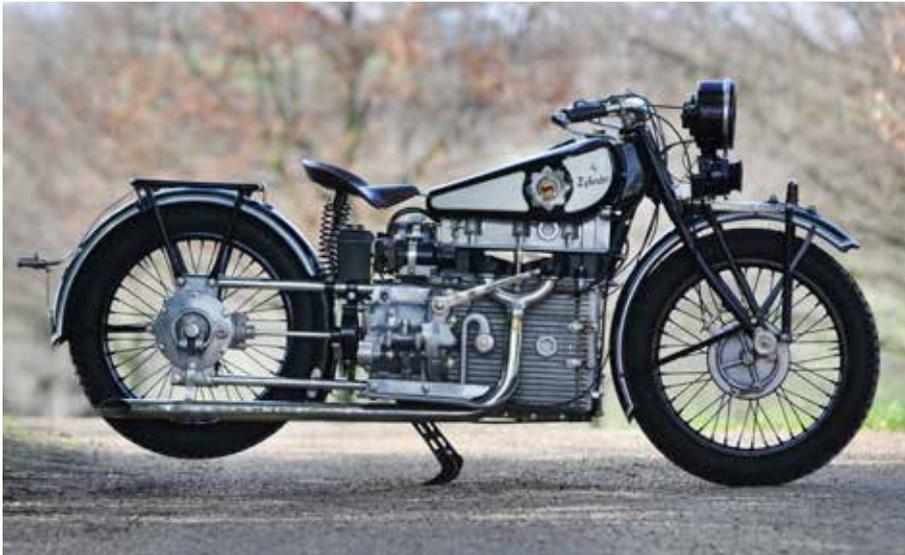
- One of the most innovative 4 Cylinder designs created
- Deemed the most unique, progressive and beautiful motorcycle ever made
- Complete and total restoration undertaken in 2007/8



Although both expensive and exclusive, four-cylinder motorcycles were not unknown in pre-war days - Henderson, Indian, Ariel and Nimbus being among the most successful - but few were as technologically advanced - or as imposing - as the German Windhoff. Introduced at the Berlin Show in 1927, the Windhoff Four must have seemed an unlikely departure for a firm hitherto associated mainly with two-stroke lightweights. Hans Windhoff's company was already established as a manufacturer of radiators for the automobile and aviation industries when it introduced its first motorcycle in 1924. The first Windhoffs were powered by an advanced Bekamo water-cooled two-stroke engine that incorporated a pumping cylinder, an arrangement used successfully by DKW throughout the 1930s. This efficient and powerful engine went into a straight-tube frame, somewhat reminiscent of a contemporary Francis-Barnett, and the range expanded to include models of 500cc and bigger.

Then came the sensational Four designed by Ing. Dauben, an automobile engineer who would later go on to work for Mercedes-Benz. Arguably the most advanced motorcycle design yet seen, the Windhoff Four bristled with innovation, for not only was its overhead-camshaft engine oil cooled, it also functioned as the motorcycle's frame.

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



The crankcase and cylinder block were combined in a monumental alloy casting, to which the steering head was directly bolted, while four straight tubes supported the rear wheel. The latter was driven by shaft while the front was mounted in a leaf-sprung, trailing-link fork. Smoothly styled, with all its oil lines internal, Dauben's engine was an over-square design of 63x60mm bore/stroke that produced its maximum output of 22bhp at 4,000rpm. The unit was renowned for its smoothness and flexibility, enabling the Windhoff to be ridden at speeds as low as 6mph without snatch.

Such a complex motorcycle was necessarily expensive - the Windhoff was more costly than BMW's top-of-the-range 750cc twin - and at a time of economic depression was never likely to sell well. Taking a leaf out of his rival's book, Hans Windhoff introduced a BMW-like 996cc flat twin but that too was a casualty of those economically straightened times. Admitting defeat, Windhoff turned his back on the exotic and returned to making two-stroke lightweights, but this time using Villiers engines built under license. Sadly, this venture too was unsuccessful and Windhoff gave up motorcycle manufacture entirely in 1933.

This rare surviving Windhoff Four's second owner, a relative of the first and a medical doctor working in a small village near Stuttgart, Germany, re-registered the machine in 1959 intending to restore it. However, due to illness the project was never proceeded with and the motorcycle was disposed of. The current owner acquired the Windhoff at Bonhams' Stafford sale in April 2008 (Lot 523) since when it has been on display in his private museum. Benefiting from a complete mechanical and cosmetic overhaul carried out during 2007/08, the machine comes with 1959 German registration documents, sundry invoices for the work carried out and articles about the history of Windhoff.

Although ultimately a failure, Hans Windhoff's ambitious attempt to establish himself as a major motorcycle manufacturer resulted in one of the most remarkable motorcycles of the inter-war period. The wonderful example we offer thus represents a possibly once-in-a-lifetime opportunity to acquire what, according to Erwin Tragatch, is the most unique, progressive and beautiful motorcycle ever made. The customary safety checks and re-commissioning are recommended before use.

**\$100,000 - 150,000**  
**£78,000 - 120,000**

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



178

**2003 HARLEY-DAVIDSON VROD**

Frame no. 1HD1HAZ403K834303

Engine no. HAZ3884303

In 2001, Harley-Davidson broke with nearly 100 years of tradition and jumped on the 'overhead camshaft' bandwagon with their new VRSC 'V-Rod' engine. Developed in concert with the Porsche Engineering company, double-overhead camshafts were used for better breathing and more accurate valve control; the cylinders were water-cooled, and the included angle of the cylinders was 60-degrees – all radical departures for this most conservative of companies. The first V-Rod engines of 1,100 cc produced 115hp at the crankshaft – certainly enough for impressive smoky burnouts, but the chassis was no canyon carver; the target audience was the street cruiser enthusiast who wanted an impressive stoplight missile launcher and stretched-out riding position. The brushed aluminum bodywork and solid aluminum disc wheels created a very distinctive look; aggressive and custom. Riders took to the new machine well, especially if they had actually taken the bike for a spin – with a smooth and very powerful engine, the V-Rod became a firm favorite with many riders. It's certainly not a small machine, but it has one of the lowest seat heights of any motorcycle, which makes the bike feel small and manageable. The all-new perimeter frame gives an incredibly stable ride, with superb handling for the cruiser class - no nasty surprises when the bike is pushed. And it has power to spare. This 2,000-mile V-Rod has unique custom paint applied early in its life that's still pristine, however, the bike has been in long-term covered storage and thus will require some detailing but it has been recently serviced and so is road worthy. It has a brand new fairing and seat, and a tank cover.

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

**£3,100 - 3,900**

**WITHOUT RESERVE**



179

**2002 HARLEY-DAVIDSON VROD CUSTOM**

Frame no. 1HD1HAZ132K809495

Engine no. HAZ2809495

The late Dennis Hopper was an Oscar-nominated actor, a screenwriter, a director, a painter, a photographer, a sculptor, a serious collector of world-class art and, of course, he played 'Billy' to Peter Fonda's 'Captain America' in *Easy Rider*, the 1969 counterculture film responsible for kickstarting the chopper movement among America's motorcyclists. 'Easy Rider captured a pivotal moment in American history, the end of the '60s,' Hopper told *Motorcyclist* magazine in 2009, a year before his untimely death. 'It's like a time capsule. And at the same time, we wanted to make sort of a modern Western, which gives it a timeless quality. I'm proud that people still care about the movie.' Dennis Hopper's personal choice of a V-Rod power cruiser late in life was entirely appropriate. The early VRSC – V-twin Racing Street Custom – had a 1,131 cc Revolution liquid-cooled, DOHC v-twin motor pushing out 115 horsepower at the crank (claimed!) and thus could justify the 'muscle bike' label. Launched in 2001 it stayed in production until 2017. It was both mean and fast – soon proven by its drag racing successes – and by the then current standards of its factory brethren, it handled and stopped superbly. It was a thoroughly 'modern' Harley but that's not, it turned out, what the Harley community really wanted and so it never hit its sales goals although the Motor Company kept it live for 16 years. This heavily-custom-chromed V-Rod has been kept in long term storage but was recently serviced and is thus ready to be an 'easy rider' again. Saddle bags come with the bike.

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

**£3,100 - 3,900**

**WITHOUT RESERVE**



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180

## 1953 INDIAN 74CI CHIEF

Frame no. CS61041

Engine no. CS61041

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



Nowadays Indian is remembered mainly for its powerful, large-capacity v-twins, which first appeared in the 1900s and lasted in production right up to the original company's demise almost half-a-century later. Based on Indian's highly successful 'F-head' (inlet-over-exhaust) single, the twin arrived in 1907 and continued in this form until 1916 when a new 61ci (1,000cc) 'flat head' v-twin - the Powerplus - was introduced. A smaller model, the 600cc Scout, joined the Powerplus in 1920 and then two years later the range was extended to encompass a new, Scout-based 1,000cc Chief model - the first of a noble line that would endure until 1953.

Constantly developed, the Chief had gained a new frame and forks, dry-sump lubrication and coil ignition by 1940, that year's models being notable as the first to feature plunger rear suspension and the deeply skirted fenders of the quintessential Chief. With war looming, Indian increasingly turned to the production of military models, the Army version of the Chief emerging stripped of its skirted fenders and chromework and finished in drab olive green. Indian's first significant post-war development was a change to girder forks for the 74ci (1,200cc) Big Chief, by then Indian's only model.

In 1950 the Chief's engine was stretched to 80ci (1,320cc) and a telescopic front fork, left-foot gear shift and right-hand throttle twist-grip adopted, the latter for the first time on a production Indian. Changes made to the last-of-the-line 1952/53 Chiefs were relatively minor, the most obvious being a smaller front fender and the adoption of a bench-type seat.

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

**\$26,000 - 30,000**

**£20,000 - 23,000**

181

1 of 2 built

## 1984 BUELL RW750 PRODUCTION RACING MOTORCYCLE

- *First customer-sold Buell*
- *163hp Square-four engine*
- *First motorcycle to carry the Buell name*



Long before Erik Buell became known as the maverick of American motorcycling, he was a hard-working Harley-Davidson chassis engineer with a road racing problem. A nationally ranked AMA Expert, he campaigned a Yamaha TZ750 in the Formula 1 class and a Ducati SS in Superbike, but felt a little guilty about riding on competing brands. The purchase of a little-known Barton two-stroke square-four race bike mitigated that indiscretion, and in a convoluted way led to the RW750 – the first motorcycle to carry the Buell name – which in turn paved the way for formation of the Buell Motorcycle Company, maker of some 137,000 streetbikes from 1987 to 2009.

Barton was an interesting outfit, doing business from a converted chapel in Pontrug, Wales, founded by two young engineers, Barry Hart and Tony Ryan, who each contributed £15 and the first three letters of their first names to the start-up. Initially the duo concentrated on racing gearboxes for Japanese models, moving on to clutches, cylinders and heads, before making the jump to complete race bikes. The company's first headlines were generated with a three-cylinder liquid-cooled 500 based on the Suzuki GT380 bottom end, which served notice by being as fast as the works Kawasakis at the Isle of Man TT in 1975. Ridden by Martin Sharpe, the Spondon-framed, Barton-engined "Sparton" won the 1976 North West 200, with similarly mounted Frank Kennedy in second place.

The switch to a square-four engine came about after Barry Sheene asked Hart to convert a Suzuki RG500 engine to 650cc, something the factory said could not be done. Hart nonetheless succeeded and used the knowledge gained to produce his own version of the Suzuki engine, called the Barton Phoenix, initially as a 750, later as a 500 and an 850.

The Phoenix engine showed promise, though the project never received the financial backing required to fully develop it. Produced in small numbers, it achieved little in solo form but enjoyed considerable success as a sidecar power unit in the hands of Nigel Rollason, whose first major success with it was a second-place finish in the 1979 Isle of Man TT. Rollason would go on to finish nine out of 10 TTs with his Phoenix-powered outfit, eight of them on the leader board, highlight being victory in the 1986 event. By then Barton Motors had ceased to exist, Hart moving on to Armstrong as chief designer, where he was responsible for the company's highly successful Rotax-based tandem-twin racers.

As delivered, Erik Buell's Barton 750 illustrated why solo work was not a strongpoint. The liquid-cooled, rotary-valve square-four, while hugely powerful, had a peaky, difficult-to-control powerband, with the added bonus of being prone to seizures. Chassis-wise, handling was such that Buell soon tossed the Barton frame altogether and designed one of his own making, not surprising given his area of expertise.

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The engine was then re-engineered from its twin crankshafts up, resulting in an easier to modulate power delivery still good for 163bhp. With all-new fiberglass bodywork that owed much to the effective fairings developed for 1970s factory Harley road racers in the Cal Tech wind tunnel, Buell's redesigned racer achieved 178mph in testing at Talladega Speedway. So complete was the transformation that the bike was effectively a brand-new machine, hence the Buell RW750 rechristening. With interest from outside parties in buying more RWs, plus parts and tooling purchased from the defunct Barton operation, Buell left Harley-Davidson's payroll in 1983 and opened shop as an American maker of road racing motorcycles.

Timing could not have been worse. Within a year the AMA, concerned with rising costs of going racing, had killed the anything-goes Formula 1 class to concentrate of production-based Superbikes. Overnight, the RW750 became obsolete, its sales audience now nil. Production totaled just two units, # 1 remaining with Erik, #2 purchased by the American Machinist Union racing team, which managed some minor successes in club events before retiring the bike.

While the RW750 racer failed to hit stride, the lessons affirmed during the project – the importance of mass centralization, the benefits of a stiff chassis, a short wheelbase and effective aerodynamics – are clearly evident in the many thousands of Buell motorcycles that followed. Today, Erik Buell is partner in VanguardSpark, a new electric motorcycle company.

As seen on these pages, the retired #2 RW750 has been recently restored, finished in the resplendent factory paint scheme first seen when the RW made its debut. As #1 is regarded as a prototype, #2 is historically important, rightly considered the first "production" Buell – certainly it is the first Buell motorcycle purchased by a consumer.

**\$90,000 - 120,000**

**£70,000 - 93,000**

Offered on a Bill of Sale

## FROM THE NEW YORK CITY MOTORCYCLES COLLECTION

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*The ex-Tex Peel, Mike Boyes*

### 1972 HARLEY-DAVIDSON XR-750 FLAT TRACK RACING MOTORCYCLE

Engine no. 1C101XH0

- *First year of the alloy head XR*
- *Raced throughout California in the 1970's and 1980's*
- *Delivered in as-raced, unrestored condition*



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

Early XR-750s, though, were more-stop-gap than serious racer, their development rushed by new American Motorcyclist Association (AMA) rules allowing any engine configuration a maximum displacement of 750cc, plus the use of purpose-built hard-pack-dirt chassis. Powered by a de-stroked version of the iron head Sportster 900 street motor, the first XRs of 1970 and 1971 were prone to overheating, their riders often watching from the sidelines as first Gene Romero on a Triumph, then Dick Mann on a BSA took the title. Things would change dramatically in 1972 with the introduction of the so-called 'alloy XR' and its redesigned all-aluminum top ends. Mark Brelsford used the new bike to great effect that year, bringing the AMA Grand National Championship back to Milwaukee. From that point on, the XR-750 dominated its race series like no motorcycle ever had – or has, as the bikes are still competitive today, 48 years after their debut. Wins were near countless, and the championships kept falling – from 1972 through 2014, Harley-Davidson XR-750s have accounted for an amazing 36 AMA Grand National titles.

This 1972 alloy XR-750 was purchased by Mike Boyes from renowned Harley tuner Michigander Tex Peel. Boyes then raced it mainly in California in the mid-to-late 1970s and early 1980s. He lives near Seattle, Washington today. Boyes sold the bike to Yoshi Kazawa of the Garage Company, now of Inglewood, California, who kept the bike for several years before selling it to Mike Cheiky, a California-based inventor with hundreds of patents in his name, many in use today by Google and aerospace companies, among others. Mike died earlier this year and so his wife Charity enlisted a family friend to find it a new home. The XR-750 found its way to New York City Motorcycles. Its appearance – the patina, that is - has been 'undisturbed' since it was last raced at Ascot, San Jose, Sacramento, and others. The motor gives every indication of firing up with a minimum of proper servicing and safety checks although it is recommended by the vendor that fuel not be poured inside of the XR750's original, un-lined, uncoated tank. To run it, a substitute tank or external fuel feed should be used.

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

**£23,000 - 27,000**

Offered on a Bill of Sale

183

**C.1980 C&J BSA B50 MX OFF-ROAD RACING MOTORCYCLE**

Engine no. B50MX DH01867

The BSA B50 was introduced in 1971 as the largest iteration of BSA's four-stroke single. The B50MX turned out to be the last competition motorcycle announced by BSA. As it happened, the B50MX was a truly fine design, one that foreshadowed today's lightweight four-stroke MXers. With its gleaming alloy fuel tank, beautifully tucked-in exhaust and a good riding position, the B50MX made for an excellent motocrosser of which, sadly, relatively few were made. This stunning MXer was built in 1980 using a chromoly frame designed by Jeff Cole and Steve Jentages of C & J Precision Products in Newport Beach, California. The rolling chassis, built by Cole in Fallbrook, was sold to Greg McDonald, a neighbor. Later, Baxter Cycle of Marne, Iowa sold McDonald a B50 motor complete with a Boyer ignition and Mikuni carburetor. Upon assembly, the motorcycle ran poorly. It would receive occasional tuning to correct over many years but stubbornly refused to improve. However, McDonald sold the complete bike back to Jeff Cole just before he passed away. It sat some more. Finally, Jeff Cole traded the bike to a Greg Parsons of Rainbow, California, the owner just prior to New York City Motorcycles, for a C & J-framed Honda XL350 that Cole wanted back. The BSA's running condition would remain unchanged until Parsons got the bike into the capable hands of Bill Getty of JRC Engineering of Perris, California. Bill installed a smaller carburetor and got rid of the electronic ignition replacing it with points, a condenser and magneto. It started easily and soon ran as it was always supposed to. It has been recently completely re-built once more and it is ready to run.

**\$10,000 - 16,000**

**£7,800 - 12,000**



184

**1969 SUZUKI TS125 STINGER**

Frame no. T125-113811

Engine no. T125-114087

'If you've got some trails you can't wait to blaze, saddle up. It's rarin' to go,' announced Suzuki's brochure. Though not much more dirt-worthy than the street bikes upon which they were based, these 'street scramblers' and their apparent go-anywhere attitude hit a button with American riders. Every factory had a lineup of such quasi-dual-purpose machines in their catalog. In fairness the Stinger was less 'scrambler' than most of them although it had the 'Grand Prix looks' by the bucket load. The T125's air-cooled, two-stroke, parallel twin (43x43cc bore and stroke for 124cc) – mounted near horizontal - made a claimed 15.1 at 8,500 rpm, good enough to push the bike to just over 75 mph. Its dry weight is a quoted 211 pounds and like most Japanese two-strokes of that era it had automatic oil-injection – Suzuki called theirs Posi-Force - which put an end to the messy premixing of gas and oil. And, indeed, a 5-speed gearbox. Stinger production didn't last long, only 1969 for the T125 for it became the T125-II in 1970 to then be phased out altogether in 1972. This now rare, one year only, example is nicely preserved and unmolested. Its motor is easy to start when cold on just one or two kicks. Once fired, the angry beehive-like sound emanating from its twin small-bore cylinders and out through its dual swept exhaust, leaves no doubt there is any more perfect a name for Suzuki's T125 than 'Stinger.'

**\$3,000 - 4,000**

**£2,300 - 3,100**



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

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## 1970 MONOTRACK KAWASAKI 500 H1A MACH III

Frame no. KAF21381

Engine no. KAE19904

- One of 19 Monotrack frames produced for the H1/H2 engine
- Fewer than 30,000 miles
- Less than one hour on complete engine rebuild completed in 2013



Following the lead of widely known and admired outfits such as Dunstall, Seeley and Rickman, reimagining and re-engineering factory-stock motorcycles, Dan Hanebrink of Costa Mesa, California was the engineer-founder of Monotrack Engineering. Monotrack designed and built frames and accessories which it sold via a catalog for a limited range of then current factory-production bikes, sold either as a build-it-yourself fame kit or as a complete bike.

Constructed using a new 1970 Kawasaki H1A Mach III triple, this particular bike was built in 1972 and was one of 19 such frames made; half of which used the 500 2-stroke triple and the other half the 750 triple. A recognized eccentric genius – he may be better known in the bicycle engineering field - Hanebrink was clearly fed up with the contemporary engineering of sport bikes and so was persuaded to design a number of one-offs that never made it to the production stage.

Little is known of this bike's history after delivery by Monotrack Engineering to its first owner although the odometer reading of near 30,000 miles suggest it was greatly enjoyed. The current vendor purchased the bike in 2012 from a Kawasaki triple collector in Florida who neither rode nor performed any servicing in the longer-than-a-decade period in which he kept the bike. This Kawasaki has never

had any cosmetic restoration nor modification performed since it left Monotrack's hands. The current vendor reports that New York City's leading multi-cylinder 2-stroke expert (and former Honda motorcycle company engineer in Japan), Hidetaka Takasaki of Peak Point, performed a complete nut and bolt-up rebuild of the H1's engine, including a new crankshaft, seals, rods, pistons, rings and bearings, which he began in 2013 and completed approximately 12 months later. The motor has logged under an hour of total run time in the years since.

Thus, on offer is a very rare 1970s icon that carries the patina of its origins yet its heart is virtually new. The Monotrack frame takes the 'instant whip' out the Kawasaki triple. And that's mighty cool.

**\$10,000 - 14,000**

**£7,800 - 11,000**

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

186

## 2003 HONDA CB50R DREAM

Frame no. AE15-1005411

Engine no. AC15E-1005414

- Formerly the property of Alan Cathcart
- A commemoration model for Honda's early racing success



A modern homage to Honda's early Grand Prix road race bikes, two editions featuring race-only 50cc Honda motors with double-overhead camshafts and a 14,500-rpm redline is a masterpiece in miniature.

A miniature masterpiece, the CB50 Dream was conceived to commemorate Honda's early racing history in the 'tiddler' class. The Japanese company had already proved itself equal to the European opposition, winning the 250cc and 125cc World Championships in 1961, before introducing its first works offering in the 50cc category in 1962. That was the RC110 which, although outclassed at Grand Prix level by Suzuki's rival two-stroke, provided the basis for a hugely successful over-the-counter racer for privateers – the CR110. Introduced part way through the 1962 season, the single-cylinder CR110 featured gear-driven twin overhead camshafts and four tiny valves, producing its maximum power output of 8.5bhp at 13,500rpm, while there were eight speeds in the gearbox. Introduced in 1997, its modern equivalent - the CB50 Dream - produces 7.0bhp at 13,500rpm with maximum revs a further 1,000 up the scale, despite using chain drive for the cams.

The gearbox is a six-speeder and the Dream weighs in at an anorexic 157lb dry. Immensely popular in Japan, the Dream 50 has been produced in various versions over the years, spawning an entire cottage industry of accessory and component suppliers. Honda Racing Corporation (HRC), which builds the CB50 Dream, lists a host of performance enhancing improvements for the model.

Once built, this Dream 50 was brought by the Japanese Riders Club magazine to the Isle of Man to be photographed. Riders Club wanted pictures of the bike in motion taken at the very place where Honda's legendary tiddler racing success was born – the 37-mile Manx road course. Rather than return to Japan, this CB50 was acquired by 'classic' moto journalist/racer Alan Cathcart, in whose collection it remained until purchased by the current vendor. Included with sale are manuals, original factory paperwork, magazine articles and UK registration.

**\$6,000 - 10,000**

**£4,700 - 7,800**

**END OF COLLECTION**

## FURTHER PROPERTIES



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### 1973 HONDA CR250M ELSINORE

Frame no. CR250M-1007672 Engine no. CR250ME-1007626

In the early 1970s, Honda wanted to be a player in the booming U.S. motocross market, and at the time that meant two-stroke power. The blockbuster 1973 CR250M Elsinore was the result, used by Gary Jones to take the AMA 250cc National Motocross Championship that year. For amateur racers the CR250 was a game-changer. It was the lightest production motocrosser on the market at a claimed 214lbs, and spare parts were as close as the local Honda dealer. "Honda's first production MXer and first two-stroke changed the face of American motocross," wrote *Cycle World* in a retrospective on the CR. "It was light, fast and reliable – not to mention years ahead of European machines in overall user-friendliness." This first-year Elsinore 250 appears to be in largely stock condition, with the exception of a Bassani expansion chamber.

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

**£3,100 - 4,600**

Offered on a Bill of Sale



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### 1969 HONDA Z50 MINI TRAIL

Engine no. Z50AE-110275

Prior to Honda entering the minibike market, available machines tended to be 'no brand,' crude, lawnmower-engined affairs sold by hardware stores and gas stations. By comparison, the Mini Trail was a technological tour-de-force jewel in miniature, featuring a 4-stroke, overhead-cam 49 cc engine, 3-speed gearbox with semi-automatic clutch, drum brakes front and rear, and front suspension via telescopic forks. The quote *Motorcyclist* magazine: 'The Z 50 wasn't just a minibike. It was (and is) an institution, a chunk of motorized nirvana, and a machine that focused the attention of young boys (and some girls, no doubt) in a way that nothing else on earth could. There aren't many so-called foundational motorcycles in our world, but Honda's Z 50 certainly qualifies.' The one on offer is as new. A rare find in this condition and it's amazing to think that it 'all happened nearly 50 years ago.'

**\$3,500 - 4,500**

**£2,700 - 3,500**

Offered on a Bill of Sale



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### 1975 HONDA MR50 ELSINORE

Frame no. MR50-1024631

Introduced in 1974 amidst Honda's move to off-road two-strokes, though, the MR50 took things to a whole new level. Remembered fondly as the "Mister Fifty" or "Baby Elsie," the 49cc MR was unmistakably patterned after the bigger CR motocrossers, with spoked wheels, knobby tires, plastic fenders, swingarm rear suspension, a manual transmission and conventional hand-operated clutch. "Attention all young motocross fans: Your bike is here," enticed Honda's full-page magazine ad. "It's like a scaled-down version of last year's most raved-about motocrosser, the CR250M Elsinore." Killjoy parents could limit speed and acceleration with a four-position throttle stop, but soon a thriving aftermarket was producing everything from expansion chambers to ported cylinders to aluminum swingarms for MR owners who wanted every advantage. This first-year MR50 appears to be in virtually stock condition, including original bodywork and the difficult-to-source OEM exhaust pipe and heat shield.

**\$2,500 - 3,500**

**£1,900 - 2,700**

Offered on a Bill of Sale

190

**1975 HONDA MR175 ELSINORE**

Frame no. MR175-1004840

Engine no. 75E-1004784

Honda's 1970s shift from off-road four-stroke playbikes to serious two-stroke racers was a multi-pronged approach. The groundbreaking 1973 CR250 Elsinore was the opening salvo, followed a year later by the even more successful CR125 Elsinore. Third volley in Honda's migration to two-stroke dirtbikes was the MR175, Japan's first purpose-built enduro racer, previously the domain of machines such as the Bultaco Matador, OSSA Pioneer, Husqvarna WR and Penton Jackpiner. Not compromised by the need for street legality, the enduro Elsinore was based on the CR125 but with a 2.9gal. gas tank, up-pipe, mud-proof airbox, skidplate, resettable speedometer and minimalist lighting. Dry weight hovered just north of 200lbs. The test team at *Cycle News* compared the new MR175 to the class rocketship, Can-Am's 175. Not surprisingly, the Honda was down on power, but more than made up the deficit with its lighter weight and superb handling. "The Honda blew the Can-Am off in tight enduro-type sections," said the editors. "The MR is an absolute gas to blast through the pucker bushes." Given the disposable nature of competition dirtbikes, it is indeed rare to find one in as pristine a condition as this first-year MR175 Elsinore. Recipient of a frame-up restoration by a Honda expert some five years ago, the MR looks as if it belongs on a 1975 showroom floor, and is correct from its warning decals to its chromed headlight grille to its front-fender mud flap. It has not been started or ridden since the restoration; certainly you would be hard-pressed to find a better example.

**\$3,500 - 4,500**

**£2,700 - 3,500**

Offered on a Bill of Sale



191

**2005 HONDA NSR50R**

Frame no. RS50-11011645

Engine no. R650E-1001289

The Honda Racing Corporation was formed in 1982 as a subsidiary of the Honda Motor Company, with the charge to both participate in motorcycle racing and then design short production series of 'replica race bikes' in order to continually develop new technologies to apply to its series production bikes. The NSR 50 is such a road-racing style motorcycle, a replica of the GP bikes. This series of replicas were equipped with a 49 cc, water-cooled, reed-valve 2-stroke single-cylinder engine (with a balance shaft) with 7.2 horsepower at 10,000 rpm – with a 11,500 rpm red line - and a 6-speed gearbox. 161 pounds dry, the bike is a lightweight. Intended primarily for road use in Japan where they were legal, they were often exported to other markets where they may or may not have been legal. Although not street legal in the United States, the NSR 50 quickly became a popular bike on the amateur 'mini bike' GP racing circuit. Many dealers participated in such racing with success. The bike is relatively simple mechanically, easy to work on, lightweight and very fast in the right hands – everything nicely balanced. This example is virtually new and still unpainted for the bikes came from Honda still in the 'white.' This one is just as attractive to the astute collector as to the budding racer looking for an untouched machine.

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

**£3,100 - 4,600**

Offered on a Bill of Sale



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

192

## 1969 HONDA CB750 'SAND-CAST'

Frame no. CB750-1000565  
Engine no. CB750E-1000516

- *Landmark model*
- *Rare 'Sandcast' example*



Fifty years on, it is hard to imagine the impact the Honda CB 750 had on the motorcycling world when it was unveiled to a stunned public at the Tokyo Show in October 1968. True, there had been plenty of 4-cylinder motorcycles before, and built outside Japan, but these had been made 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, 5-speed gearbox, electric starter, etc. made the opposition look obsolete overnight. A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB 750 is highly sought after by collectors, especially the very early ones.

The Honda CB 750 made its United States debut at Las Vegas in January 1969 and was first shown to the UK public at the Brighton Show in April the same year, having been sampled by the motorcycling press at Brands Hatch a few days previously. Deliveries were slow to arrive, but Motorcycle Sport was fortunate enough to ride a CB 750 around the Isle of Man TT course during the summer, as reported in its August 1969 edition. By the time the first batches began to arrive in Honda's export markets over the winter of 1969/1970, a revised version had been produced by the Japanese factory, known retrospectively as the 'K0'.

The 'new' units differed mainly by virtue of their pressure die-cast crankcases, this casting method being better suited to mass production than the gravity-casting process, often mistakenly described as sand casting, used for the earlier, low-production-run machines completed prior to September 1969.

This first big Honda, if nothing else, injected painless reliability into motorcycling there to stay forever more, witness: 'Hondas started electrically, the innovation derided by many but which no one could resist. Yes, kick-starting was great theater, but it didn't always end well. After the 20th exhausting but manly stab at the lever, onlookers began to drift away. Why not just hit the button and go?' And as *Cycle World's* favorite wordsmith, Peter Egan, once noted, "He's out there somewhere, on a Triumph" was possible cause for concern. It summoned up "men in peril upon the sea." But substitute "Honda" for "Triumph" and you knew any adventure was up to the rider.'

A rare 'gravity cast' model, this gorgeous Candy Ruby Red example is surely a fine addition to someone's collection as these models are becoming rarer with time.

**\$40,000 - 45,000**

**£31,000 - 35,000**

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193

## 1969 HONDA CB750 'SAND-CAST'

Frame no. CB750-1006725  
Engine no. CB750E-1006839

- Landmark model
- Rare 'Sandcast' example



Fifty-plus years on, it is hard to imagine the impact the Honda CB 750 had on motorcycling around the world when it was unveiled to a stunned public at the Tokyo Show in October 1968. True, there had been plenty of 4-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 – single overhead camshaft, disc front brake, 5-speed gearbox, electric starter, etc. made the opposition look obsolete overnight. And darn handsome, too, dressed in bright candy colors... if nothing else, those colors were a shock.

*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 CB 750 is highly sought after today by collectors.

These early CB 750s used gravity diecasting for their crankcases – this one carries engine number 6839 and so falls near the end of that early run which went to just over 7,000. 'The early engine cases, which were made prior to the completion of production casting dies, were actually cast using what is correctly called permanent mold casting which uses metal casting molds not sand. It is the gravity casting method and the molds that results in a rough finish to the part.' So says The SOHC/4 Owners Club.

The CB 750's SOHC engine has a cubic capacity of 736 cc which with four carburetors has a quoted power output of 67 horsepower at 8,000 rpm, unheard of rpms at that time, and 44 lb-ft of torque at 7,000 rpm. Its dry weight is 481 pounds. A 5-speed gearbox – again unusual for 1969 – enabled a top speed out-of-the-box of about 126 mph with acceleration to match. Honda produced 53,400 of the K0 CB 750s into 1970 but only a tad over 7,000 of the earliest gravity cast machines.

This early machine is spectacular and an increasingly rare find. Don't miss the opportunity.

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

**£27,000 - 35,000**

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194

**2005 SUZUKI C90 1500CC CRUISER**

Frame no. JS1VY52AX52100162

Engine no. C90 Y504-100174

It was in model year 1998 that Suzuki launched its first big 'metric cruiser' naming it the VL 1500 Intruder – feet-forward, shaft drive and a smooth 1,500 cc v-twin with balance shafts to ensure said smoothness – to re-launch, re-brand the series in 2005 as Boulevard with the C90, now with 'multi-jet' fuel injection 'borrowed' from the GSX-R series of superbikes and a 32-bit ECU processing chip to sort the electronics. Said motor developed 67 horsepower at 4,800 rpm (light years away from the GSX-R's, any GSX-R, heady 12,500 or so rpm) and a massive 84 lb-ft of torque at a lowly 2,300 rpm. A re-designed 3.7-gallon gas tank was added to 'top off' a new look too. The C90 ran through 2013.

The metric cruiser is a whole new category invented by a motorcycle industry segment that wanted to compete with Harley-Davidson's stranglehold on the so-called cruiser market – cruising is touring without the distance in between destinations. The Japanese big four got into the market as did BMW, sort of, together with Victory then Indian. Debate continues over whether an American brand that isn't from Milwaukee can actually be a 'metric cruiser' but it's easier if it can! Suzuki certainly made, and makes, a fine cruiser – competitive in the showroom, in the shop and on the boulevard. This C90 has been in long-term storage, let go in an estate sale, and thus was recently serviced and is now totally roadworthy. A new Corbin seat is installed though the original comes with the bike.

The battery box cover is dented on one side.

**\$2,500 - 3,500**

**£1,900 - 2,700**

**WITHOUT RESERVE**



195

**2003 SUZUKI V-STROM 1000 K3**

Frame no. JS1VT53AX32100396

Engine no. T507-111665

Perhaps in an effort to compete with BMW's series of benchmark 'GS', Gelände Strasse, or off-road/road Suzuki launched their big dual-sport bike in 2002 with a German name too. Strom means stream not storm! In some markets it's known simply as the DL 1000. The 996 cc engine is a liquid-cooled, 4-valve, DOHC, 90-degree v-twin with fuel injection first seen in Suzuki's 'alternative' or 'not 4-cylinder' superbikes, the TL 1000S and TL 1000R. The big Strom engine offers a quoted 98.6 horsepower at 8,000 rpm and 76 lb-ft of torque at 4,000 rpm. Not surprisingly their smooth, powerful v-twin is quite effective in the upright, trail ready V-Strom whose dry weight runs out at 456 pounds. The chassis is somewhat conventional with telescopic forks and chain rear drive. Soon there was a smaller Strom based on the SV 650 and even a Kawasaki branded version in Europe, at least, known as the KLV 1000 (a smart move, perhaps, because of the reputation of that the KLR 650 single had in that market.) The 2003 K3 model was mildly updated with front fork pre-load adjusters and a new clutch slave cylinder dust cover. The alternator output was increased from 350 watts to 400 watts mid-year. This bike has been in long term storage although it has been recently serviced and thus is road worthy. A new exhaust comes with the bike.

**\$2,500 - 3,000**

**£1,900 - 2,300**

**WITHOUT RESERVE**



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196

### 2002 SUZUKI GSXR750 K2

Frame no. JS1GR7HA722104724

Engine no. to be advised

Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 at the Cologne show in October 1984. The 'Gixxer's' development had been heavily influenced by lessons learned from the works TT F1 and Endurance racers; lighter than a 600 and as powerful as a 1000, it made all other super-sports 750s seem flabby and slow. One of the modern era's few instant classics and the sole surviving Japanese 750 cc sports bike, the GSX-R750 has been a huge commercial success for Suzuki and enjoys cult status today. Now more than 20 years old, many early GSX-Rs have suffered in the hands of successive owners, a state of affairs that has resulted in well preserved examples, such as that offered here, becoming increasingly sought after by collectors. The 2002 SRAD-series (Suzuki Ram Air Direct) K2 was an all-new model – lighter, stronger and thus faster – fronted by an all-new headlamp set-up that immediately invited associations with Superman. The engine's overall external dimensions were shrunk but the air box was enlarged and the inlet tracts straightened for better ram air, increased coolant capacity was added, which together with a stainless steel 4-into-1 exhaust and a more aerodynamic bodywork with smaller frontal area, and an adjustable swing arm, upped the performance further still. For the 2002 model year Suzuki quoted 139.91 horsepower at 12,500 rpm and 61.51 lb-ft of torque at 10,500 rpm and a top speed a smidge over 170 mph. The bike weighs only 366 pounds dry! This bike is in good condition with only 1,132 miles on the odometer but has been in long-term storage – though it starts and runs, of course, after recent servicing. Thus it is road worthy today. With the bike comes a new aftermarket exhaust, OEM windscreen, seat, and handlebar grips.

**\$2,500 - 3,500**

**£1,900 - 2,700**

**WITHOUT RESERVE**



197

### 2001 SUZUKI SV650

Frame no. JS1VP52S212102646

Engine no. P503-156361

Introduced for 1999, into the United States in 2000, the naked Suzuki SV 650 would turn out to be an enormous success thanks to an almost unique combination of compact dimensions, light weight, adequate power, good looks and exceptional value for money that made it appealing to novices and more experienced riders alike. The SV was powered by a 645 cc, water-cooled, 8-valve, DOHC 90-degree v-twin engine equipped with a pair of Mikuni BDSR39 carburetors and with integral 6-speed gearbox, which was carried in an aluminum chassis equipped with Kayaba forks and rear shock, and triple disc brakes. Weighing around 363 pounds dry and with some 65 horsepower on tap at 9,000 rpm, it was plenty fast enough for most riders. A half-faired SV 650S version, extremely popular in Europe from launch. There was only one major revision (for 2003) when the SV received a new frame and various other upgrades including fuel injection. That same year the much bigger SV 1000 was also launched with a similar looking, at least, 'angular' frame. 'The SV650 with its relatively low purchase price and excellent handling characteristics became popular with racers which prompted a rebirth of the "lightweight twins" racing classes across North America and the SV650 began outselling the Suzuki GS 550, Honda NT 650 (Hawk) and Kawasaki Ninja 500 R which previously populated the class.' This low mileage first generation example is offered from long term storage although it has recently been serviced and so is roadworthy. With the bike comes the following parts, a seat, fenders, mirrors, carbon fiber chain guard, and an exhaust.

**\$1,500 - 2,000**

**£1,200 - 1,600**

**WITHOUT RESERVE**



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198

*Multiple National Award Winner*

## 2004 HONDA VTX 135P 'CREDERE'

Frame no. 1HFSC52194A100882

Engine no. SC52E2109538

- *Award winning Custom motorcycle*
- *Inspiration taken from the 1930's Bugatti's and Delahaye's*



The custom motorcycle world was set spinning in a dramatic and at first unsuspected direction when "metric bikes" aka non-American made motorcycles began making inroads into that rarified realm. Custom crafted Japanese machines are now the building blocks for world class customs recognized by the established bike magazines, show judges and the public as well.

Case in point, the Honda VTX and AFT Customs—a truly dynamic duo combining to create a world championship motorcycle. Honda, recognized as a leader in technically advanced and supremely reliable machines, launched the VTX power cruiser line in 2002 based on the spectacular Zodia concept bike shown at the 1995 Tokyo Motor Show. AFT Customs, based in Martell, CA, has been designing and fabricating exceptional metric customs for some 20 years.

Seen here is a bike AFT named "Credero" from the Italian verb "to believe" as the motorcycle expresses AFT's personal philosophy of sculptural vision and also the celebration of the sensual female form. Seamlessly appointed in rich midnight-blue lacquer, a 100 hour effort in itself, the motorcycle's inspiration is attributed to the classic coupes of the 1930s including the Bugatti Atlantique and the Delahaye 135MS Aerodynamique.

AFT craftsman began with the already exceptional VTX 1300 and then added the deeply rich gleam of black nickel finished custom wheels, further extending that metal treatment to every bolt on the bike as well as the handlebars. The bike's frame was modified while its front forks were lowered and capped with aluminum. Greatness is in the details such as the hand-formed Pyrex glass tubing channeling the bike's blue coolant. And mounted in the steering stem is a solid diamond clock, echoing the bike's elegant and timeless design. In sharp but complementary contrast the engine is treated to a "military" flat grey treatment. Mechanical enhancements include the ease of a hydraulic clutch and the comfort of air ride suspension.

Response to "Credero" has been unanimous and includes First in Pro Class at the 2007 Easyriders show in Portland, First at the 2007 Grant National Bike Show in San Francisco, and First Radical and also Best Engineering at the 2008 Autorama show in San Francisco. And most recently, in August 2008, it also was awarded its 2nd World Championship of Custom Bike Building in Sturgis, ND. An unparalleled achievement, an unparalleled motorcycle.

**\$10,000 - 15,000**  
**£7,800 - 12,000**

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199

## 1975 RICKMAN KAWASAKI CR900

Frame no. 4786

Engine no. to be advised

- Displacement increased to 1,015cc with 70mm MTC performance pistons
- Smoothbore 29mm Mikuni carburetors with velocity stacks
- Fairing signed by Derek Rickman



The story of the Rickman brothers – Don and Derek – is one of great ups and downs. Fortunately, mostly ups. Initially their Metisse frame designs were for scramblers, and then for road racers. Later, in 1966, street bikes were produced as well, their first street legal bike used a Triumph Bonneville engine. Rickman initially supplied frame kits as none of the major British motorcycle manufacturers would sell them engines. The frame kits were built for many engines types, including Triumph, BSA, Matchless, Zundapp, Bultaco, Aermacchi and more. In 1974, Rickman was awarded the 'Queen's Award to Industry' for their export business, but it was the same year that Norton Villiers Triumph collapsed and so they turned their attention towards the larger 4-cylinder Japanese engines, first to the Honda CB 750, then to Kawasaki and Suzuki. The road bikes were the first to use disc brakes both front and rear (after a joint project with Lockheed). Other innovations included the use of large diameter telescopic forks (as much as 41.2mm) and oil carried in the frame tubes to help dissipate heat and save weight.

This handsome, pale green 'café racer' has kept 100% of its original frame kit except for the windscreen, foot-peg covers, the rubber tank strap and all the decals, the last two being correct reproductions. The frame's nickel plating has never rusted and thus never re-plated. Most fasteners, however, have been upgraded to stainless steel. The original aluminum rims are excellent still having been re-spoked by Buchanan with stainless spokes and nipples; both sets have been glass beaded

to resemble the original zinc-coated, steel ones. The brake lines have been upgraded to stainless with rubber covers over the braiding and the rear shocks are period correct Koni, a popular upgrade for the OEM Girling. The fairing was signed in silver pen by Derek Rickman at the 2007 Mid-Ohio Vintage Festival when the brothers were there for their induction into the AMA Motorcycle Hall of Fame. The engine is a 1976 903 cc engine modified with performance parts of the period. The engine is 'punched out' to 1,015 cc with MTC 70 mm pistons making a 10.5 to 1 compression ratio. The camshafts are NOS Yoshimura 'R' grind. The exhaust system is a very rare, early polished Kerker 4-into-1, distinguished from later set-ups by the 3D brand logo. The carburetors are the period-correct Mikuni 29 mm 'Smoothbores' with velocity stacks. A Hayden oil cooler is plumbed in and ignition is by Dyna. Original Kawasaki gauges have been professionally rebuilt with new faces and movements. An excellent example of a Rickman Kawasaki CR 900 in a rare color that's ready to fire up.

**\$18,000 - 20,000**

**£14,000 - 15,000**

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200

## 1989 HONDA VFR750R RC30

Frame no. 2100129

Engine no. 2100162

- *Legendary 16-valve gear-driven DOHC 90 degree V4 engine*
- *Reportedly fewer than 3000 produced*
- *Endurance racing-inspired single-sided swingarm*



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 with its second owner, long term owner. Purchased in the UK in 1990, fewer than 5,000 miles have been put on the bike since it was new. Not long after acquisition, the superbike was taken to the Isle of Mann where it was driven around the race track, but not actually raced. In 1991 the machine was brought stateside where it has remained with the current owner ever since. Regularly maintained since new, the owner reports that the RC30 was taken to the local Honda dealer for a pre-auction service about a month prior to the auction. Fresh from nearly three decades of single owner care, this legendary machine is ready to thrill its next, lucky owner.

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

**£23,000 - 31,000**

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201

### 1991 BIMOTA YB9

Frame no. ZESYB9000MR000078

Engine no. to be advised

In the 1970s and 1980s, Japan's motorcycle frame design lagged behind that of its engines, which meant that anyone wishing to exploit a motor's full potential had little choice but to opt for a bespoke chassis. At the very pinnacle of the specialist chassis manufacturers was the Italian firm of Bimota. Founded in the mid-1960s, its motorcycle-riding founders - Guiseppe Morri and Massimo Tamburini - turned to motorcycle production in the early 1970s. Introduced in 1989, in production from 1990, the YB9 Bellaria (Bellaria is a small town in the province of Rimini), was produced until 1993, when it was changed into the restyled monoposto YB9SR. Total production of the first series YB9 Bellaria is thought to be a number around 145 units. The aluminum perimeter frame inherited from the YB8 houses a liquid-cooled, 4-cylinder Yamaha FZR600 carbureted engine and 6-speed transmission. Quoted output is 95 horsepower at 10,500rpm with a wet weight of 188 kg (415 lb). Marzocchi 40mm front forks are matched by a monoshock at the rear from the same manufacturer. Oscan 3-spoke cast aluminum wheels carry Brembo 300mm floating discs up front with 4-piston calipers; at the rear is a single 230mm non-floating disc and a 2-piston caliper. Brought to the U.S. a number of years ago, this YB9 Bellaria was repainted in early the 2000s by a previous owner, changing from its original mid-blue to Bimota's classic red/white paint scheme. This very rare Italian icon has undergone a recent service undertaken by Gaston Motorcycle Werks, a well-known service and restoration shop in Gastonia, North Carolina. Work included new front fork seals, inner and outer bushings, dust covers, a brake fluid flush and new front pads, plus a new battery and an oil and filter change. In 2014 the carburetors were re-built by Bimota Spirit of Raleigh, North Carolina, with later installation of new rear brake pads. After your personal quick safety check it should be ready for the autostrada or mountain pass immediately after the sale.

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

**£6,200 - 7,800**



202

### 1994 YAMAHA YZF750R

Frame no. JYA4LEE00RA001898

Engine no. 4LE-001898

Had Yamaha ever created a limited-edition 1994 YZF750R, it would look a lot like the motorcycle on offer here, a clean, low-mileage example, just a signature away from being a "Kenny Roberts Special," in honor of the company's most famous U.S. racer. It was Roberts, AMA Grand Nation Champion in 1973 and 1974, whose race bikes first carried Yamaha's signature black-and-yellow "bumblebee" paint job. The YZF750R was new to the U.S. in '94, marking Yamaha's re-entry to the hotly contested 750cc sportbike class and forming the basis for the factory's AMA Superbike and Supersport efforts. "Yamaha is back in the business of racing what it sells and selling what it races," *Cycle World* magazine proclaimed after track-testing the YZF. This bike's graphics makeover was extensive, as the YZF's beam frame and swingarm came from the factory in bare aluminum, not the black paint seen here. OEM bodywork, including the optional rear seat cowl, was sprayed yellow/white/black in a modified version of Yamaha's race scheme, officially known as "Speed Block" and originally designed by noted painter Rollin "Molly" Sanders - who was also responsible for Kawasaki's lime-green race color. Other, less blatant additions include billet rearsets, a Yoshimura slip-on muffler, Kevlar brake lines, aftermarket rear sprocket, rear fender eliminator kit and tucked-in turn signals. With just 5,770 miles covered from new, this spectacular YZF750R is show-worthy as is and will need only a simple recommissioning to be road-ready as well.

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

**£4,700 - 6,200**



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203

**1990 YAMAHA FZR1000**

Frame no. JYA3LKE0 2 LA007776

Engine no. 3LK-007776

Almost 30 years ago, Yamaha's FZR1000 was as good as it gets in big-bore sportbikes. Introduced in 1989, the second-generation FZR boasted variable exhaust tuning, a then-new feature called EXUP which usefully broadened the four-cylinder's powerband. The engine was also potent, 0-60mph coming in 2.9sec., on the way to a top speed of 164mph. So impressed was *Cycle World* with the overall machine that the magazine named the Yamaha "Bike of the Decade," noting it was "one of those rare motorcycles that made a better rider out of everyone who threw a leg over it." As seen here, the 1990 version of the FZR was identical save for new graphics, so it should be no surprise that *CW's* opinion was little-changed. "One of the most remarkable sportbikes ever made. It handles with grace, has one of the most powerful yet civilized engines of all time, and is quite comfortable," gushed the editors. "Last year we were so impressed with the FZR that we said it was the cutting edge of sportbikes. It still is." Having logged just under 18,000mi., this FZR1000 shows very well, with undamaged OEM bodywork. Subtle changes from stock include a Fox remote-reservoir rear shock, Vance & Hines SS2R slip-on muffler, Kevlar brake lines and a Zero Gravity windscreen, all popular add-ons during the early '90s. Off the road for a time as part of a large collection of Yamaha sportbikes, the FZR will need a simple check-over before being ridden.

**\$4,500 - 6,000**

**£3,500 - 4,700**



204

**1994 YAMAHA FZR1000**

Frame no. JYA3LKE0 2 RAO26319

Engine no. SLK-026319

Old sportbikes hardly ever lead cosseted lives. By their very nature they are flogged hard on the street, leading to a high scrappage rate. Others get turned into track bikes, with equally dire consequences. The ones that manage to live on are often repainted, or otherwise modified, sometimes beyond redemption. Precious few sportbikes survive intact, which is why this virtually stock 1994 Yamaha FZR1000 is such a happy find. It comes from the collection of a Yamaha man who sought out the finest examples of each model. For '94, Yamaha's big road-burner received a new fairing with twin fox-eyes headlights and a neon decal package that would have looked right at home on the set of "Miami Vice," reruns of which were still on the air at the time. The most modern thing about the 1000 was its new 41mm inverted fork – this was an era before traction control, lean-angle sensors, alternate power modes or dynamically adjustable suspension, remember, to which some would say amen. "The FZR has a stack of personality that is often lacking in modern sportbikes," wrote the UK's *Motorcycle News* in a retrospective on the bike. "Get a good one and you will be surprised just how flexible and fun this old liter bike is. It's rewarding to ride." Stored in a climate-controlled facility, with some 13,000mi. showing, the FZR doesn't look much different from its first days in a showroom a quarter-century ago. A lightly tinted windscreen and Vance & Hines slip-on muffler appear to be the only deviations from OEM fitment.

**\$4,500 - 6,000**

**£3,500 - 4,700**



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205

### HONDA TL125

Frame no. TL125-1101882

Engine no. TL125E-1104404

Powered by an all-alloy, 122 cc single-cylinder, OHC, 4-valve engine, plus 5-speed gearbox, Honda's first proper trials machine - the TL125 - first appeared in 1973 and under the guidance of off-road maestro and many-times British Trials Champion, Sammy Miller, was developed into a competitive mount for the clubman. Japanese production continued until mid-1978. Post-WW2 through to the mid-1960s, trials was dominated by big British 4-strokes, torquey and tractable but heavy. In a shock move, Spanish builder Bultaco persuaded Irish trials master Sammy Miller off his successful, beloved Ariel 500 and enlisted him to develop a lightweight Spanish 250 cc 2-stroke. Almost overnight, the 4-strokes became obsolete as Miller won the prestigious Scottish Six Days Trial on the new Sherpa T in 1965. He would do the same in '67 and '68, and to claim the European Trials Championship in '68 and '70. During the 1970s Sherpa T's would win the World Trials Championship an amazing eight times. In the early 1970s it was Honda's turn to hire Miller, back to a 4-stroke single but this time tiny and lightweight and 2-stroke-like. The 1974 K1 model was available only in one color, silver metallic with blue. This Tahitian red bike, the same red as a stripe on the gas tank as are the side cover decals - 'TL125' - wears 1973 colors with no known explanation. The frame is correctly dark gray metallic. This bike, in excellent condition, has been in long-term storage so will require minimal safety checks before it can be ridden again

**\$2,000 - 2,500**

**£1,600 - 1,900**

**WITHOUT RESERVE**

Offered on a Bill of Sale



206

### 1982 HONDA CBX 1000 PRO-LINK

Frame no. JH2SC0607CC400168

Engine no. SC03E-2400089

If there were a Hall of Fame for motorcycle engines, Honda's 6-cylinder CBX masterpiece would be inducted by unanimous vote. Ties to the company's wailing, 20,000-rpm Grand Prix 250 cc six were more than coincidence: Both motors were penned by the brilliant young engineer Shoichiro Irimajiri. The CBX was Honda's first production 6-cylinder road bike and reset the bar for superbike performance when introduced in 1978. The CBX's advanced DOHC 24-valve inline engine - with 100 bhp - and 5-speed transmission was its outstanding feature. It could run over a genuine 130 mph, and sprint a quarter mile in the mid-11s, but it sounded and felt faster. Premium priced and more bike than most folks could handle, sales were modest. The US motorcycle press, though, had fallen under the CBX's spell. *Cycle* said, 'The exploding glitter of its technical credentials lights up the sky,' and went on to rank it among other 'rare and precious motorcycles that will never, ever be forgotten. Hoping to boost sales with a revised concept in 1981, Honda repositioned the CBX into the sport touring category with the CBX-B, adding Pro-Link monoshock rear suspension, air-adjustable front forks, a sleek fairing and trim, aero side cases. The CBX-B also featured upgraded, dual ventilated front brake discs. The 1982 model CBX-C model differed little from the 1981 model, having only some changes to paint and trim. Sales continued to be low and these are now extremely rare machines. The bike is stock, to original specification, with its original paint, and is unmodified in any way, however it has been in long-term storage and although it will start and run it requires mild re-commissioning before it is ready to hit the road again.

**\$7,000 - 9,000**

**£5,500 - 7,000**

**WITHOUT RESERVE**



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207

**1979 HONDA CBX 1000**

Frame no. CB12007912

Engine no. 2007817

Honda came to the forefront of Gran Prix motorcycle racing in the mid-1960s, first with the unveiling of their 250 cc 6-cylinder machine piloted by Phil Read and Mike Duff at Monza. Later in 1966, the great Mike Hailwood won the 250 championship on a Honda Six, winning every race entered. This 1979 Honda CBX 'six' production motorcycle is considered a direct descendant of Honda's fabulous racer. The Honda CBX came onto the market in 1978 as perhaps the pinnacle of Honda technology. While not the first 6-cylinder motorcycle to light up the roads, it was certainly the most sophisticated. The 24-valve in-line six displaced 1,047 cc and made 105 bhp at the crank. The cylinders were fed by a bank of 28 mm Keihin constant vacuum carburetors, which were tilted forward for clearance. As big motorcycles go, it was rather agile for day, only tipping the scales at 600 pounds wet. Suspension was conventional with a standard front fork with twin disc brakes up front and twin shocks at the rear. The engine cases were nearly the same width as a 4-cylinder and did not hinder cornering. This was achieved by stacking the alternator and ignition behind the cylinders. *Cycle* magazine best summed up the experience of riding a Honda CBX. 'It embodies extravagance without vulgarity and high style without pretense – you see muscles and tendons, not chrome and fussiness. It has been designed, not decorated.' This original paint bike requires some light reconditioning for it has been in long term storage. It starts and runs today but its timing may be off and thus needs some additional servicing.

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

**£4,700 - 6,200**

**WITHOUT RESERVE**



208

**1975 SUZUKI RE5**

Frame no. RE5-15874

Engine no. RE5-15635

After taking small steps at the beginning of the 1960s, followed by bigger strides as the decade closed, the Japanese motorcycle industry really picked up the pace in the 1970s. The Big Four all made significant advances, each trying to out-do the other in a rush of new, exciting models like the two-wheeled world had never seen. One of the most interesting was the Suzuki RE5 Rotary, the first – and so-far only – attempt to produce a Wankel-engined motorcycle in large numbers. While the single-rotor 497 cc engine was simple in theory, with significantly fewer moving parts than a piston-powered counterpart, its support systems were complex for the time. Besides a traditional wet-sump, the RE5 needed a secondary oil tank and lines that led to the carburetor, which then mixed oil with the fuel – not unlike a 2-stroke's automatic oil injector – to lubricate the rotor seals. The carburetor itself was very 'car like', a massive 2-barrel downdraft with five cables attached plus a variety of linkages. Even the exhaust system was complex. A rotary generates more heat than a conventional motor, thus the RE5 required a finned collector box that routed gases to twin exhaust pipes that were double-walled with grilled front intakes to catch cooling air and direct it along the length of the mufflers. Despite its advanced features, the RE5 worked no better than Suzuki's conventional 4-cylinder GS 750. So after just two years in production, Suzuki pulled the plug on the RE5, making it among the rarest of 1970s Japanese street bikes. The excellent example offered, good paint and only slightly fogged gauges barrel mount, has been in long-term storage and thus will require re-commissioning before being ridden again.

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

**£3,100 - 4,700**

**WITHOUT RESERVE**



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209

**1972 SUZUKI GT750**

Frame no. 15267

Engine no. 15252

Launched at the Tokyo show in 1971, Suzuki's new GT 750 flagship was, as its name suggests, more Gran Turismo than outright sports bike. First of a family of Suzuki two-stroke triples, the newcomer retained the cylinder dimensions of the existing T500 air-cooled twin but with the added refinements of water-cooling and an electric starter. Top speed was around 115 mph, but more important was the effortless cruising capability. Modifications were not long in coming, the GT 750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973. 'It's solid and utterly secure at the ton and comfortably relaxing in a way that only a heavyweight cruiser can be, but it's also perfectly manageable trickling along at walking pace,' declared Bike magazine. The bike's performance was strong. The quoted 67 horsepower at 6,500 rpm and 55.7 lb-ft of torque at 5,500rpm would push the bike's near 530 pounds wet from zero to 60 mph in 5.9 seconds with a standing quarter-mile in 13.87 seconds and a terminal speed of 93.55 mph. Interestingly, both the United Kingdom and the North American markets showed equally intensive enthusiasm for the GT 750 from its earliest days – and even today – but each market adopted its own nickname: the UK refers to the model as a 'kettle' (as in water heater) and in the USA, it's the (water) buffalo. This GT 750 is in excellent, original condition, although the paint is lightly faded, and starts and runs well. However, it has been in long-term storage so it will be wise to run a series of safety checks before attempting to beat that zero to 60 mph time.

**\$3,000 - 4,000**

**£2,300 - 3,100**

**WITHOUT RESERVE**



210

**1966 HONDA CA77 305CC DREAM**

Frame no. 78 1036289

Engine no. CA77E4013274

Make no mistake, Soichiro Honda will go down in history as the man who truly changed the face of motorcycling forever. Honda founded his enterprise in 1947, using war-surplus Tohatsu generator motors clipped to bicycles. After his supply of engines dried up, he designed his own 50cc two-stroke clip-on motor, the first Honda Cub. Sales boomed, but Honda wanted more, and in 1954 he made the unheard-of plan of visiting Europe and learning as much as he could, directly from the best motorcycle factories in the world. He met with Triumph's Edward Turner, who was impressed by Honda, but could not see beyond his own legendary ego that the man before him would, within 15 years, come to ruin his home industry! Honda visited the Isle of Man to see the TT races, and spoke with helpful emissaries at the NSU, Horex, and DAF factories. Realizing that fine production tolerances could only be achieved using European and American tooling, Honda was granted enormous government grants and bank loans to create two state-of-the-art factories, at Hamamatsu and Saitama. He had deeply studied the world's best lightweight racing motorcycles – the all-conquering NSU Rennfox and Rennmax and taken them as his template for a new series of production motorcycles. The result was the C70 Dream model of 1956, whose engine profile would be instantly familiar to any motorcyclist awake in the 1960s; it had a single overhead-cam parallel twin-cylinder motor with all-aluminum construction, fine pitch finning, and a slight forward cant to the cylinders. The frame was light and strong, made from welded steel pressings. And there were two series, Touring and Sports. This touring example has what appear to be only about 4200 miles on the odometer. It is in very good condition and should be ready to hit the road with a customary safety check.

**\$2,500 - 3,000**

**£1,900 - 2,300**

**WITHOUT RESERVE**



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211

## 1967 BSA 650CC A65 LIGHTNING

Frame no. A65LA6099

Engine no. A65LA6099-Y

- Matching numbers example
- 650cc dual-carburetor performance
- Gas tank and side panels re-painted in original factory colors



Introduced in 1962, the BSA A65 twin was the unit-construction follow-on to company's venerable A10 series. The powerplant retained the 360-degree crankshaft and single cam mounted at the rear of the cylinder block, but now engine internals and transmission were contained within a single set of cases. Marking it as a bold new step forward, the engine was treated to streamlined "power egg" styling. Soon the factory catalog would carry no fewer than 11 different models powered by the new-style engine, in both 500 and 650cc displacements. The first high-performance variant, the A65R Rocket, arrived in October of '63, aimed squarely at America's speed-obsessed throttle jockeys. It was superseded the following year by the yet-faster Lightning 650, first of the BSA unit twins to be equipped with the new splayed-port cylinder head fitted with dual carburetors.

*Cycle World's* editors really liked the Lightning out on the open road. "It is a sumptuous, torquey machine suited to a wide-open highway where it can stretch its legs," they wrote.

Produced through 1970, the original A65s are considered to be the last of the classic BSA twins, as first the Rocket III triple, then the updated oil-in-frame 650s met with mixed market response, no doubt hastening the company's demise in 1973. This matching-numbers 1967 Lightning has logged some 21,000mi. from new, and is equipped with a period aftermarket luggage rack. The previous owner had the gas tank and side panels repainted in the original factory color, while the top-end was refreshed in 2003, including rebuilt and re-sleeved carburetors.

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

**£6,200 - 9,300**

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212

**1963 HONDA CA72 250CC DREAM**

Frame no. 72 20252

Engine no. CA72E210268

Looking back at Honda it is difficult to recall exactly how many different under-350cc motorcycles were unleashed in USA during their first ten years of operation. But it was a massively intense onslaught as Honda personnel quickly familiarized themselves with American 2-wheel culture, while at the same time learning how Sunday riding in Japan bore absolutely no resemblance to a weekend ride around Ohio, Arizona, or Oregon! Irrespective of the statistics, quite a few models contained in that intense onslaught, continue to be highly memorable today: e.g. Cub, Benly, Hawk, Scrambler; and who can forget the tinny, square-edged Dream? The Dream per se ran from 1960 to 1967, in configurations of 250 cc or 305 cc – with innumerable techno updates along the way – plus a Sports (and even a Police) version! They were produced thick and fast, confirmed by reference to The Book of Honda, where we count 11 variations of fuel tanks for the Dream... Whatever reservations motorcyclists harbored back then about the Dream model's styling, today's reaction is invariably one of affectionate approval. The pressed steel frame housed a happy-to-rev overhead camshaft engine, producing – in 250 cc form – a healthy 20 bhp. A feature oft resisted by ill-informed macho riders was the full enclosure of a machine's drive chain. Of course, with such an extensive spread of tin-ware the Dream's chain could not help but be fully enclosed. Although this refinement might have been deplored by certain consumers at the point of purchase, all was forgiven when came time, eventually, to replace the chain...an item they realized that now seemed to last forever! This clean example shows under 13,000 miles and should be ready to enjoy after a simple safety check.

**\$2,000 - 2,500**

**£1,600 - 1,900**

**WITHOUT RESERVE**



213

*Restored for AHRMA vintage racing*

**1974 HUSQVARNA 250 WR**

Frame no. MK12576

Engine no. 20370745

Like BSA in Britain, Husqvarna started out manufacturing armaments before turning to bicycle manufacture and, in the Swedish company's case, the production of sewing machines and chainsaws. Motorcycles were produced from the early 1900s, using Belgian FN and French Moto-Reve engines before Husqvarna began making its own power units in 1920. A diverse range of four-stroke roadsters was manufactured into the 1930s, while in road racing overhead-valve Husqvarna V-twins often got the better of Norton's otherwise dominant singles. In a dramatic reversal of policy, all existing models were dropped in 1937 and replaced by just one: a two-stroke moped. This odd move actually saved Husqvarna, which with the coming of peace in 1945 continued with an expanded range of two-strokes. Soon the brand was making its mark in off-road competition, including the ISDT and international motocross, effectively establishing Husqvarna's reputation as a premier maker of dirtbikes. This Husky 250 WR is from the firm's 1970s glory days, when Husqvarnas were front-runners in everything from local club racing to Grand Prix motocross. At no small expense, the bike was treated to a complete rebuild, the goal being to be competitive in current AHRMA vintage racing. As such the engine and transmission were overhauled, and suspension was improved over stock, front and rear. A Mikuni carburetor eases starting and makes for easier tuning. As sometimes happens with these projects, the Husqvarna was ridden just once after completion but never campaigned in anger. It sits today, ready for a new owner, just a quick check-over and full tank of gas away from being track-ready.

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

**£3,100 - 4,700**

Offered on a Bill of Sale



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214

**1980 YAMAHA XS650 SPECIAL**

Frame no. 3G0001124

Engine no. 3G0001124

Yamaha's first foray into the four-stroke field was their XS650, which brought electric starting, an overhead camshaft, unit construction and horizontally split (hence oil-tight) cases to the venerable parallel-twin design. Produced from 1968-85, it is one of Japan's longest-running and most beloved engines. Hall of Fame racer Kenny Roberts used a punched-out 750cc version to win his two AMA Grand National Championships. A standard-style roadster for its first 10 model years, the XS reflected late-1970s styling trends and was transformed into the Special, the second Japanese model to go the cruiser route, inspired by the Kawasaki 900 LTD, which itself followed the earlier Harley-Davidson Super Glide, Norton Hi-Rider and Triumph Hurricane into a styling arena heavily influenced by America's chopper builders. By 1980 when this spoke-wheeled XS650 Special was new, the styling trend was still gaining momentum, on its way to a full-blown movement that would be embraced by all bike-makers and eventually top U.S. sales charts for most of the 1990s and early 2000s. It is fully onboard with the required elements to create a factory chopper – teardrop fuel tank, pullback handlebars, stepped saddle, shorty mufflers and fat rear tire. "A near-perfect blend of image and performance," proclaimed Yamaha's ad copy, obviously playing up the bike's looks. "A single, fluid, beautifully graphic statement." Having survived almost 40 years virtually intact, right down to the turn signals, this 44,000mi. XS Special is reportedly an easy starter and solid runner. The vendor believes the gas tank and side panels have been repainted; otherwise the bike remains largely as-delivered.

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

**£2,300 - 3,900**

**WITHOUT RESERVE**



215

**1977 YAMAHA XS650 STREET TRACKER**

Frame no. 447710635

Engine no. 447710635

The appeal of a street tracker is simple: Basically a flat-track racer with lights, there is no more honest a motorcycle, just two wheels, an engine and barely enough essentials to squeak past a DMV inspection. Yamaha's venerable XS650 is a popular choice for street-tracker conversions – entirely fitting as the XS was a force on AMA dirt tracks during the 1970s, piloted by riders such as Kenny Roberts, Gene Romero, Don Castro and Chuck Palmgren. Characterized by its fans as a "better Bonneville," the Yamaha 650cc motor unabashedly borrowed its layout from British parallel-twins, but improved upon the concept with oil-tight cases, electric starting and more. "Yamaha in its XS650 did upgrade the parallel-twin concept by adopting SOHC in place of pushrods and rockers, and by properly supporting the crankshaft with four main bearings – two of them between the cylinders," wrote Kevin Cameron in a *Cycle World* retrospective. "The more power Britain squeezed from its traditional twins, the more their flexy two-bearing 360-degree cranks became jump-ropes at peak rpm." This Yamaha tracker is anchored by a stock XS650 roadster frame and running gear. A Trackmaster-replica gas tank and combination seat/tailsection impart the requisite look and appear to be from Omars Fiberglass, one of the prime suppliers of street-tracker parts. Shouldered alloy 19in. rims shod with blocky-tread tires also add to the transformation. Finally, a race-inspired exhaust system was fitted, its twin aluminum canisters mounted high on the left side.

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

**£2,300 - 3,900**

**WITHOUT RESERVE**



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216

## 1969 TRIUMPH 650CC T120R BONNEVILLE

Frame no. XD 34698 T120 R

Engine no. XD 34698 T120R

- *Less than 100 miles covered since restoration*
- *1st place Concours winner at the 2014 Barber Motorsports Park*



There's little argument that a late-1960s Triumph Bonneville is one of the best-looking Britbikes ever made, with just-right proportions and a jaunty, let's-go-riding attitude. Writer Peter Egan may have put it best in a tribute to his own beloved Bonnie published in *Cycle World* magazine. "It provoked a bad case of 'XKE Syndrome' – impossible to park and walk away from without looking back over your shoulder," he said, likening the Triumph to Jaguar's sultry E-Type.

Named after the famed Utah Salt Flats, site of Johnny Allen's 214mph record run in the Triumph-powered "Texas Ceegar" streamliner, the original 1959 Bonneville ushered in one of the most beloved and longest-tenured model names in motorcycling. Taking a cue from speed-hungry American tuners, from the start the Bonneville street bike was fitted with high-compression pistons, performance camshafts, an alloy splayed-port cylinder head and twin carburetors. The T120 in the model designation hinted at 120mph, and on good day, with a touch of tailwind maybe, the Bonnie could get close.

By 1969, when this Bonneville was first sold, constant motor, chassis and styling improvements had evolved the bike to peak form. The excellent 8in. twin-leading-shoe front brake had been in place for a year; likewise the Amal Concentric carbs, now rubber-mounted. Also carried over from '68 was a frame with thicker gauge tubing and beefed-up swingarm.

Inside the engine, "N" camshafts were nitrate-hardened for better wear, while the four-speed transmission was improved with a slicker shift mechanism, stronger gears, and larger main and layshafts. The gas tank's familiar "double scallop" paint scheme made its debut in 1969. Now synonymous with Triumph, the pattern was actually developed by custom painter Bill Betz for Bob Leppan's Triumph-Detroit dealership before wisely being adopted company-wide. Here, we see it carried out in the popular Astral Red/Silver with gold pinstriping from the 1970 model year.

The 1969 and '70 models were high-water marks for both the Bonneville and Triumph as a company. In 1971 the oil-in-frame replacement Bonneville was introduced with high hopes, but it just didn't have the panache of its precursors. So, too, the marketplace was changing, with multi-cylinders from Japan stealing all the headlines. Still, there's no taking away the fact that by this time the Bonneville had become a cultural icon. Egan again: "Just about the coolest, meanest, neatest thing a person could own," he wrote of the original T120Rs. "As much a part of the American scene as James Dean, '51 Mercs and Lucky Strikes." Treated to a professional restoration five or six years ago, this Bonneville has covered less than 100 miles since. It was a first-place class winner at the 2014 concours held at Barber Motorsports Park. A simple recommissioning should be all that's needed to get the Triumph back in action.

**\$10,000 - 12,000**  
**£7,700 - 9,300**  
**WITHOUT RESERVE**

# CONDITIONS OF SALE – MOTORCYCLES

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom it acts as agent.

## 1. DEFINITIONS

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

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local auctioneer or affiliated entity Bonhams may engage to assist with the Sale.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means the property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at the Barber Vintage Motorsports Museum in Birmingham, Alabama, on Saturday, October 6, 2018.
- 1.11 'Seller' means the person who offers the Lot for sale.

## 2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer.

## 3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

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- 4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.
- 4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

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

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third-party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

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## 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'.

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- 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.

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- 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) 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) up to and including Four Million Dollars (\$4,000,000), and TWELVE AND A HALF PERCENT (12.5%) on any amount by which such Hammer Price exceeds Four Million Dollars (\$4,000,000), together with any fees or duty due on the Lot, and, unless the purchaser is exempt by law from the payment thereof, any Alabama, Arizona, California, Colorado, Connecticut, Florida, Georgia, 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 11:00a.m. Central Standard Time on Monday, October 8, 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;
- (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;

## CONDITIONS OF SALE – MOTORCYCLES (CONTINUED)

- (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.

## SAMPLE BANK LETTER OF REFERENCE

### BANK LETTERHEAD

Bonhams  
220 San Bruno Ave  
San Francisco, CA 94103  
Telephone: 415 861 7500  
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the 'Collectors' Motorcycles at the Barber Museum' Auction on October 6, 2018.

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

Sincerely,

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

## SAMPLE BANK LETTER OF GUARANTEE

### BANK LETTERHEAD

Bonhams  
220 San Bruno Ave  
San Francisco, CA 94103  
Telephone: 415 861 7500  
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams 'Collectors' Motorcycles at the Barber Museum' Auction on October 6, 2018.

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

Sincerely,

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

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder. Third party payments will NOT be accepted.



# BARBER VINTAGE MOTORSPORTS MUSEUM

Birmingham, Alabama



14TH ANNUAL  
BARBER  
VINTAGE  
FESTIVAL  
MOTORCYCLES  
BY MOONLIGHT  
FRIDAY EVENING



The world's best and largest motorcycle collection



[barbermuseum.org](http://barbermuseum.org)

**THE WILLOWBROOK COLLECTION**  
The Willowbrook Collection, comprises more than 80 important machines, joining the already impressive 400+ lot line-up of the two-day Autumn Stafford Sale. Many machines - including the majority of the Willowbrook Collection - are to be offered without reserve.

**LOT PREVIEW**  
Please see the lot preview for further information:  
[bonhams.com/autumnstafford](http://bonhams.com/autumnstafford)

**THE AUTUMN STAFFORD SALE**  
**Important Collectors' Motorcycles,  
Related Spares and Memorabilia**  
**The Willowbrook Collection,  
The Basil Keys Collection Part Two  
and The Adrian Reed Collection**

The 25th Carole Nash Classic Motorcycle Mechanics Show  
Saturday 13 & Sunday 14 October 2018  
**TWO-DAY AUCTION**

**ENQUIRIES**  
**Motorcycles (London)**  
+44 (0) 20 8963 2817  
[ukmotorcycles@bonhams.com](mailto:ukmotorcycles@bonhams.com)

**Catalogue**  
+44 (0) 1666 502 200  
[subscriptions@bonhams.com](mailto:subscriptions@bonhams.com)

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**LOT PREVIEW**  
**REGISTER TO BID**

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**Bonhams**

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

# THE LAS VEGAS SALE

Thursday January 24, 2019

## COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying Collectors' Motorcycles at auction, please contact the Los Angeles office, Bonhams representatives or visit [bonhams.com/motorcycles](http://bonhams.com/motorcycles) to submit a Complimentary Auction Appraisal Request.

## INQUIRIES

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**CATALOG**  
+44 (0) 1666 502 200  
[subscriptions@bonhams.com](mailto:subscriptions@bonhams.com)

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## ENTRIES NOW INVITED

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*The ex-Tony McAlpine, Jack Ehret,  
Australian Land Speed Record Breaking*  
**1951 VINCENT 998CC BLACK LIGHTNING**  
Sold for a world record \$929,000  
at The Las Vegas Motorcycle Auction 2018

# Bonhams

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



  
The Quail  
Motorcycle Gathering  
Presented by **GEICO** Motorcycle

Ryan Probst Photography

## CALLING ALL MOTORCYCLES AND ENTHUSIASTS!

**SAVE THE DATE:** Saturday, May 4, 2019 • 10:00am to 4:00pm • Hosted at Quail Lodge & Golf Club in Carmel, California

The 11<sup>th</sup> 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 traditional classes: Antique, American, British, Italian, Other European, Japanese, Competition On/Off Road, Custom/Modified, and Extraordinary Bicycles and Scooters. Featured classes for 2019 will be announced at a later date. Tickets are just \$75 per person and will go on sale in the Fall of 2018 inclusive of a gourmet lunch, parking, live entertainment, and gear valet service. Early bird 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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**THE PREMIER INTERNATIONAL SHIPPING SERVICE  
DEDICATED TO COLLECTIBLE MOTORCYCLES.**

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Please visit us at  
Bonhams  
Collectors' Motorcycles at the Barber Museum  
6<sup>th</sup> Oct 2018  
Birmingham, AL

Warren Barnes will be on site  
Email: [warren@sclusa.com](mailto:warren@sclusa.com)  
Tel: 310 626-7117



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*Confidence in transport.*

# Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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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.

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

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

# Bonhams

Sale title: Collectors' Motorcycles...Barber Museum		Sale date: October 6, 2018	
Sale no. 25100		Sale venue: Birmingham, Alabama	
<b>General Bid Increments:</b>			
\$10 - 200 .....by 10s		\$10,000 - 20,000 .....by 1,000s	
\$200 - 500 .....by 20 / 50 / 80s		\$20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s	
\$500 - 1,000 .....by 50s		\$50,000 - 100,000 .....by 5,000s	
\$1,000 - 2,000 .....by 100s		\$100,000 - 200,000 .....by 10,000s	
\$2,000 - 5,000 .....by 200 / 500 / 800s		above \$200,000 .....at the auctioneer's discretion	
\$5,000 - 10,000 .....by 500s		The auctioneer has discretion to split any bid at any time.	
Customer Number		Title	
First Name		Last Name	
Company name (to be invoiced if applicable)			
Address			
City		County / State	
Post / Zip code		Country	
Telephone mobile		Telephone daytime	
Telephone evening		Fax	
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.			
E-mail (in capitals) _____			
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.			
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>	
Resale: please enter your 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 11am October 8 <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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Eric Minoff

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astondb@hotmail.co.uk

### SOMERSET / DORSET

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# INDEX

Lot No	Year	Model
127	1939	AJS 350cc Model 39/26
128	1951	AJS 500cc Model 18S
129	1941	Ariel 497cc VH Red Hunter
151	1950	Ariel Square Four Mk.I with Steib S500 Sidecar
107	c.1960	Benelli V4 50 Sprint Racing Motorcycle
201	1991	Bimota YB9
166	1969	BMW R69US
164	1977	BMW R100RS
165	1992	BMW R100RS
167	2002	BMW R1150RT
148	1936	Brough-Superior 982cc SS80
142	1953	BSA 500cc BB34 Gold Star
139	1956	BSA Gold Star Powered Flat Tracker
143	1957	BSA 500cc Gold Star Road Racing Motorcycle
123	1964	BSA 350cc B40 Star
134	1965	BSA 650cc A65 Lightning
120	1965	BSA 650cc A65 Spitfire Hornet
211	1967	BSA 650cc A65 Lightning
132	1967	BSA Spitfire Mk III Special
135	1968	BSA 440cc B44 Victor Special
118	1968	BSA 650cc A65 Firebird Scrambler Mk III
119	1968	BSA 650cc A65 Spitfire Mk VIII Special
117	1970	BSA 650cc A65 Firebird Scrambler Mk II
181	1984	Buell RW750 Production Racing Motorcycle
109	2003	Buell 500cc Blast
173	1968	Bultaco Pursang 250 MkII
168	1979	Bultaco Pursang Mk12
183	c.1980	C&J BSA B50 MX off-road racing motorcycle
101	c.1950	Cushman Model 62 Scooter Project
172	1967	CZ 250
105	1964	Ducati 94cc Mountaineer
106	1965	Ducati 125cc Bronco
159	1973	Ducati 885cc 750 Sport 'Old Yello' Racing Motorcycle
158	1974	Ducati 750 SS
161	c.1985	Ducati-NCR 850 Pro Twins/Bears Road Racing Motorcycle
157	1987	Ducati 750cc F1 Laguna Seca
162	1987	Ducati 851 Racing Motorcycle
156	1946	Gilera Saturno 500 Project
155	1947	Gilera Saturno 500 Project
110	1952	Harley-Davidson Model 125
182	1972	Harley-Davidson XR-750 flat track racing motorcycle
111	2002	Harley-Davidson 1,450cc FXSTBI Night Train
179	2002	Harley-Davidson V-ROD Custom
178	2003	Harley-Davidson VRSC V-ROD Anniversary Custom
212	1963	Honda CA72 250cc Dream
210	1966	Honda CA77 305cc Dream
192	1969	Honda CB750 'Sand-Cast'
193	1969	Honda CB750 'Sand-Cast'
188	1969	Honda Z50 Mini Trail
169	1973	Honda ATC70
187	1973	Honda CR250M Elsinore
205	1974	Honda TL125
189	1975	Honda MR50 Elsinore
190	1976	Honda MR175 Elsinore
207	1979	Honda CBX 1000
206	1982	Honda CBX 1000 Pro-link
200	1989	Honda VFR750R RC30
186	2003	Honda CB50R Dream
198	2004	Honda VTX 135P 'Credera'
191	2005	Honda NSR50R
174	1970	Husqvarna 250 Cross
170	1970	Husqvarna 400 Cross
213	1974	Husqvarna 250 WR
154	1946	Indian Chief
180	1953	Indian 74ci Chief
103	2000	Kawasaki KLR650A
104	2001	Kawasaki KE100
163	1983	Krauser MKM 1000 4-Valve Superbike
160	1974	Laverda 750SFC
126	1952	Matchless 500cc G9 Super Clubman Twin
121	1967	Matchless 500cc G80CS
185	1970	Monotrack Kawasaki 500 H1A Mach III
108	c.1956	Moto Morini 175 Turismo
176	1939	Nimbus 750cc Model C Luxus Combination
131	1971	Norton 750cc Dunstall Commando
114	1975	Norton 850cc Commando Mk3 Interstate
113	1975	Norton 850cc Commando Mk3 Roadster
115	1975	Norton 850cc Commando Mk3 Roadster Cafe Racer
138	1970	Rickman Metisse Triumph T120 Mk3A 750
141	1970	Rickman Triumph Street Metisse
199	1975	Rickman Kawasaki CR900
150	1929	Sunbeam 500cc Light Solo
149	1934	Sunbeam 500cc 95L
102	1968	Suzuki A100
184	1969	Suzuki TS125 Stinger
209	1972	Suzuki GT750
208	1975	Suzuki RE5
197	2001	Suzuki SV650
196	2002	Suzuki GSXR750 K2
195	2003	Suzuki V-Strom 1,000 K3
194	2005	Suzuki C90 1,500cc Cruiser
130	1942	Triumph 350cc 3HW
125	1947	Triumph 500cc T100 Tiger
137	1950	Triumph 650cc Thunderbird Bobber
152	1956	Triumph 650cc TR-6 Trophy
122	1957	Triumph 650cc TR6B Trophy
136	1964	Triumph 199cc T20 Tiger Cub
153	1966	Triumph T100R Tiger
124	1969	Triumph 250cc TR25W Trophy
216	1969	Triumph 650cc T120R Bonneville
140	1969	Triumph T150 Cafe Special
116	1973	Triumph 500cc TR5T Trophy Trail
133	1979	Triumph 750cc T140D Bonneville Special
112	2015	Triumph 1,700cc Thunderbird LT Trike
144	1949	Vincent 998cc Black Lightning Series-B
145	1951	Vincent 998cc Black Shadow Series-C
147	1951	Vincent 998cc Rapide Series-C
175	1952	Vincent 498cc Comet Series-C
146	1952	Vincent 998cc Black Shadow Series-C
177	1928	Windhoff 746cc Four
215	1977	Yamaha XS650 Street Tracker
214	1980	Yamaha XS650 Special
203	1990	Yamaha FZR1000
204	1994	Yamaha FZR1000
202	1994	Yamaha YZF750R

## PHOTO CREDITS

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