



“In 1900, you could buy an engine and bolt it onto your bicycle, but by 1910 you could buy a whole motorcycle like this one. Made in Geneva, Switzerland, this bike has a single cylinder belt drive with no clutch, which means that when you come to a red light, you have to shut the bike off.”

1910 Motosacoche

Owner: Darryl Cutter



“This bike is obviously in pieces as I work on a full restoration. It is representative of what a privateer would have raced.”

1912 Indian Board Track Racer

Owner: Cortney Oliver



“This 7hp, 61 cubic inch, twin cylinder Indian is in original condition except for an old repaint in Indian Royal Blue, an optional color. I had the motor rebuilt. It is a pedal-to-start single speed. With the bike on the rear stand, you pedal like mad and then put it in gear, and it starts right up. It has an acetylene headlight and a carbide generator.”

1912 Indian “Regular Model”

Owner: Darryl Cutter

“This is one of the first Harleys built specifically for competition, with a frame that’s close-coupled so it’s shortened. Riders usually had to pedal bikes to start them, but since the pedals were locked for racing, these bikes had to be pushed instead. The motor



looks like a street motor, but the cylinders, intake, and carburetor are made for racing. The battery was heavy, so Harley replaced it with magneto ignition, which generates its own spark once you’re moving. This bike came from the famous Harley collector Daniel Statnekov. It is just the way it would have looked when it left the factory, right down to the color. The very first Harleys were black, but then came these ‘Silent Gray Fellows,’ so called because they were very quiet.”



1915 K Board Tracker

Owner: David McGraw



“This Winner’s Circle bike earned 100 points in AMCA judging. An excellent representation of the marque. Sold new in East Germany, it was smuggled out in the ‘80s, in pieces, in six trips, by a Swiss businessman who later traded it to a man in Pennsylvania, who later sold it to me. It is in unrestored, original condition.”



1919 Excelsior Series 19

Owner: Darryl Cutter



“Harley stopped making single cylinder bikes in 1917 or ‘18. This model is from when they started again, though for just one year. A 350cc, this bike is capable of hitting 80mph. It was made for dirt or board track racing with only one gear, no clutch, and no brakes. just a kill switch. (In the ‘70s when bikes became so fast on the flat tracks they couldn’t make the corners, Harley had to add brakes.) This paint is the original Harley green. Everything—every nut and bolt—is original except for the tires, which are reproductions but accurate. It has a one-year-only frame and tank—a rare bike.”

1926 H-D PEA SHOOTER

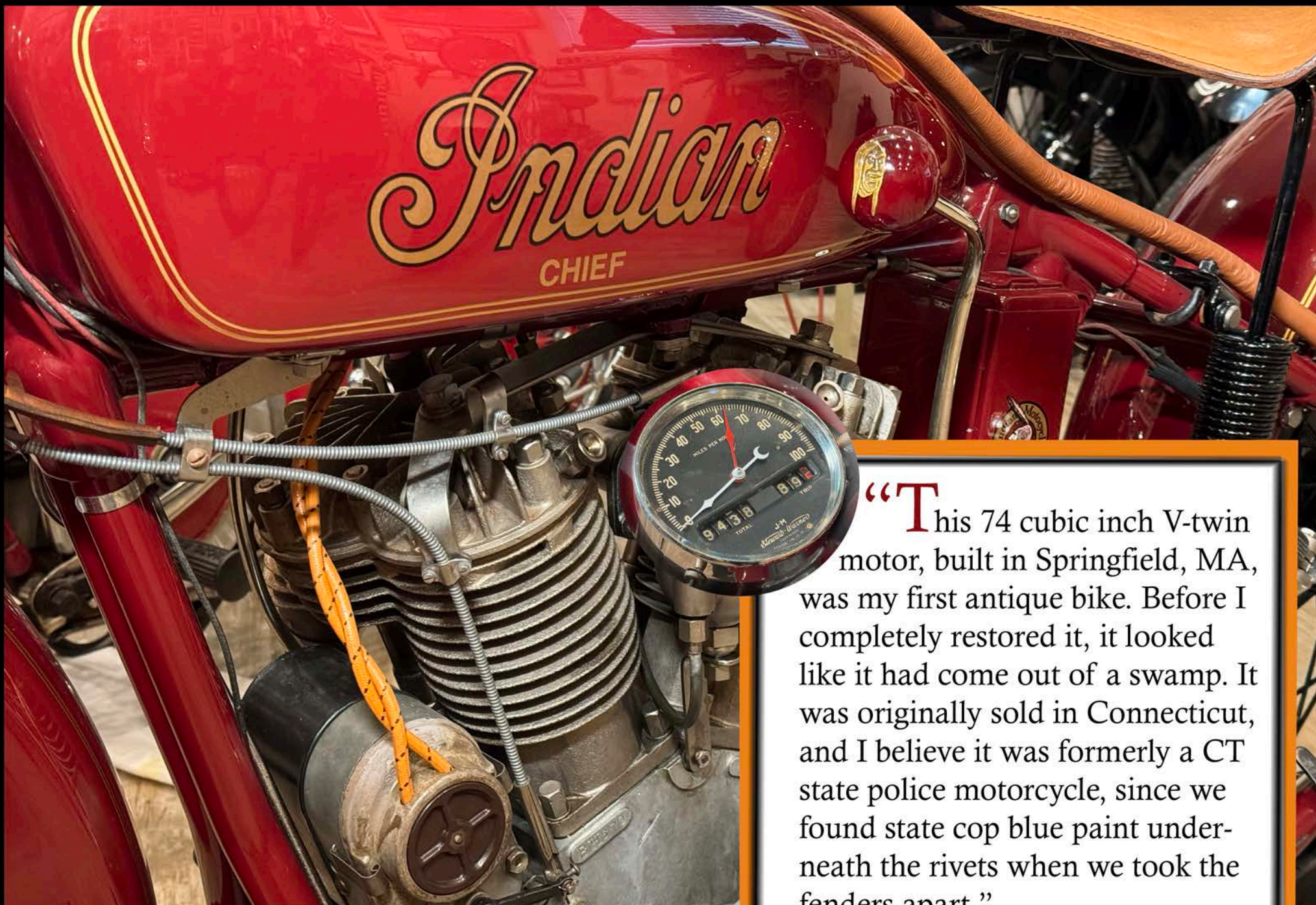
Owner: David McGraw



“This 8-valve was the top-of-the-line performance bike for Harley at the time. Only the best factory riders got to race this bike. It’s considered the ‘Holy Grail’ of early Harleys because there were probably only seven ever produced.”

1927 Harley-Davidson

Owner: David McGraw



“**T**his 74 cubic inch V-twin motor, built in Springfield, MA, was my first antique bike. Before I completely restored it, it looked like it had come out of a swamp. It was originally sold in Connecticut, and I believe it was formerly a CT state police motorcycle, since we found state cop blue paint underneath the rivets when we took the fenders apart.”

1927 Indian Big Chief

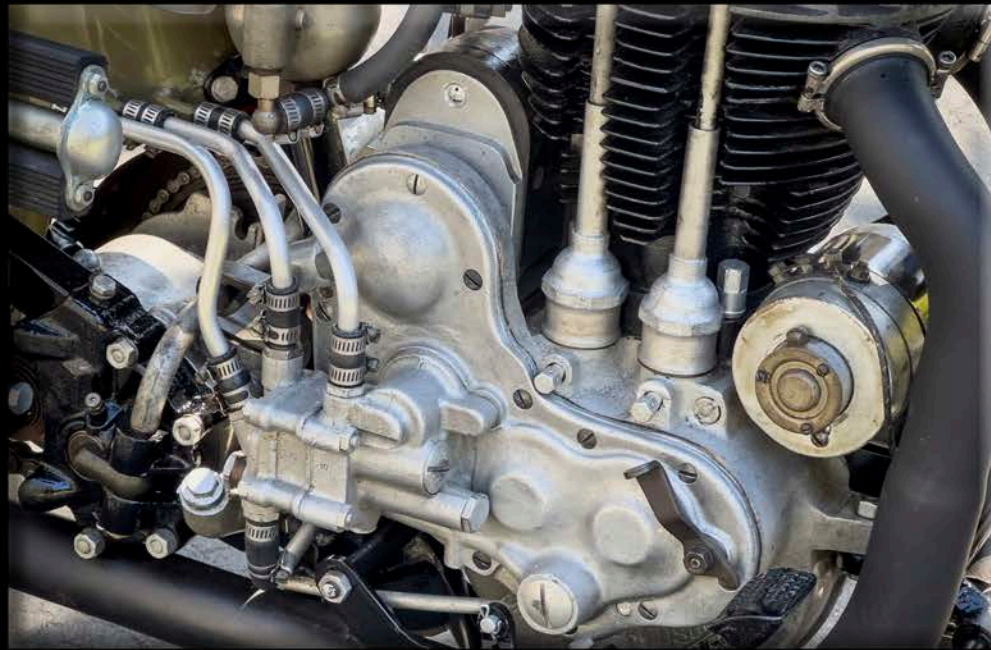
Owner: Darryl Cutter



“This ‘two-cam’ is one of my favorites. It has a racing engine detuned into a street bike, something Harley-Davidson practiced in 1928 and 1929. It has unique handlebars and smaller wheels and gas tanks than a regular street bike. Right from the dealer, it would go 85 mph, which was virtually unheard of back then. With a couple of minutes of tuning, it could briefly hit 100. This model was soon outlawed for racing because it could beat newer engines.”

1928 JDH SPORT SOLO

Owner: David McGraw



“The Davidson boys were supposedly experimenting to see if they could make a bike with an all-out race motor and a street frame. They built this 500cc single-cylinder bike with 3-speed transmission and brakes, ready for the street. The most unusual thing is that it has recirculating oil, while most Harleys before 1936 were all ‘total loss,’ meaning they burned the oil so it had to be replenished frequently.”

1930 Harley-Davidson

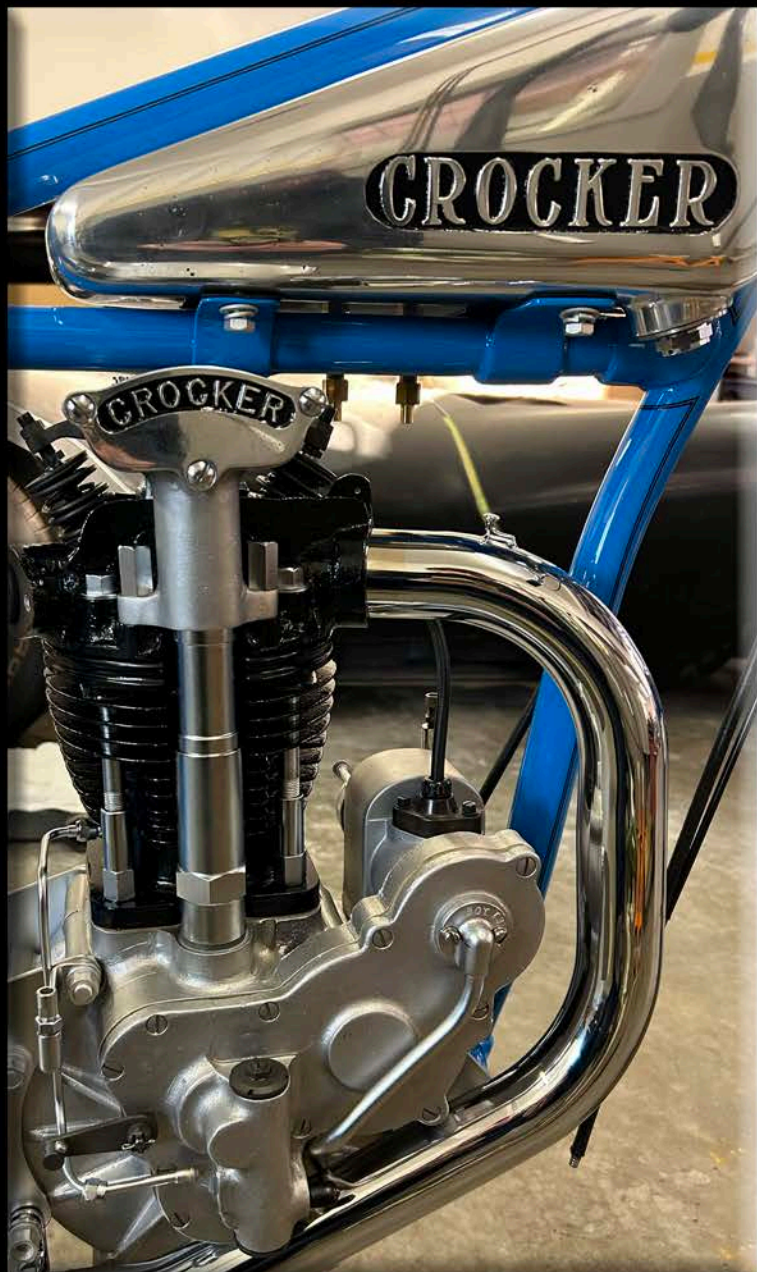
Owner: David McGraw



“This 500cc alcohol-burning bike was built specifically for speedway racing, on an 8th-mile closed circuit, so it has no brakes, no clutch. A rider would be going sideways pretty much the whole time. Harley made only 15 of these bikes.”

1934 Harley-Davidson CAC

Owner: David McGraw



“This 500cc alcohol-burning bike is one of only 21 ever made, of which maybe 10 have survived. It was built in California for racing on a speedway cinder track. Speedway racing continues to this day.”

1934 CROCKER SPEEDWAY RACER

Owner: David McGraw



“This alcohol-burning 500cc factory-sponsored bike, serial #2 for 1935, was raced by ‘Smokin’ Joe Petrali. It’s an unusual bike because it has a foot shift in the hand clutch, though Harley didn’t offer that feature in production bikes until 1951. This is one of only three such bikes known to exist.”

1935 Harley-Davidson

Owner: David McGraw



“**T**his four-cylinder bike has a three-speed hand shift transmission. Made in Copenhagen, Denmark, it has a flat steel frame riveted together. No tubes in the frame. A very rideable bike.”

Owner: Darryl Cutter



1935 Nimbus Model C



“This was Harley-Davidson’s first true overhead valve street bike. They changed the frame at least once, because it was too weak, and changed the timing cover and oil tank three times. It was the first bike with 4-speed transmission and the first to incorporate the speedometer, instruments, and ignition switch on the dash. The wheels and brakes apply to this bike only. It’s the Holy Grail of the 1930s Harleys, setting the styling for Harleys to this day. This Knucklehead, from North Carolina, was restored by Myron Pace.”

1936 EL KNUCKLEHEAD

Owner: David McGraw



“This four-cylinder bike, with a 4-speed, hand-shift transmission, was made in Nuremberg, Germany, and restored by a Zündapp specialist. It’s a beautiful motorcycle, the height of art deco, probably my favorite bike in my collection.”

1938 Zündapp K800

Owner: Darryl Cutter



“This is one of my rarest bikes. Al Crocker, from California, built around 60 of them before Harley went after him for patent infringement. His bikes were very advanced, made to order. If a stock Harley beat one of his bikes, Crocker would buy it back. This bike is exactly as it was built for the original buyer. It remains a highly sought-after 1930s American motorcycle.”

1939 CROCKER SMALL TANK

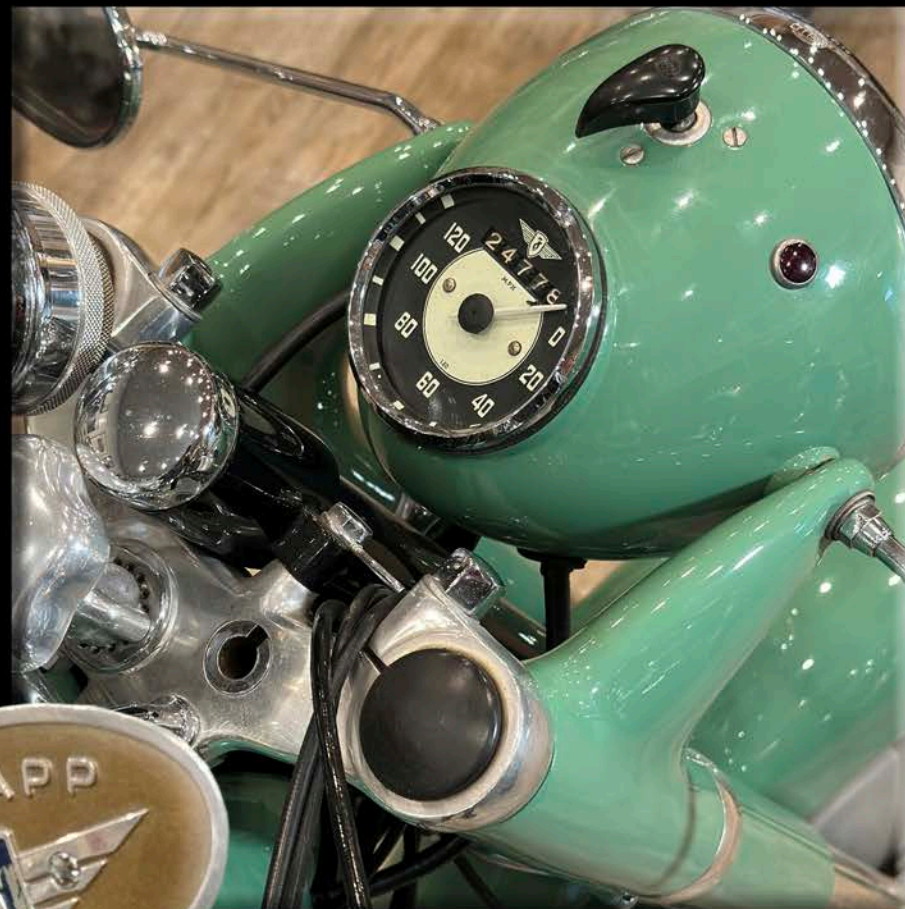
Owner: David McGraw



“The Harley-Davidson factory built this bike specifically to race on both flat tracks and long-distance courses like Daytona and Oakland, California. They built only 87 of these bikes.”

1940 H-D WLDR

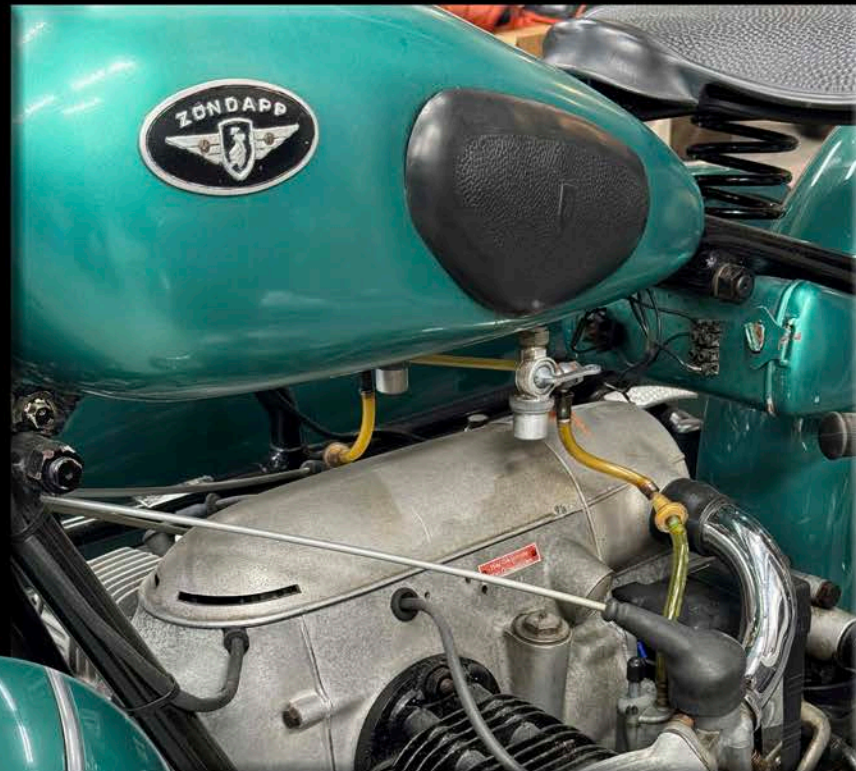
Owner: David McGraw



“In 1952, the press dubbed this bike ‘the green elephant,’ and the name stuck. This one came to me 100% restored, in the correct green of the original. Just a beautiful bike.”

1952 Zündapp KS 601

Owner: Cortney Oliver



“I saw this 600cc opposed-twin Zündapp with a Steib S500 sidecar at an AMCA meet in Eustis, Florida. Bought it in 2004. I am only the third owner of this motorcycle.”

1952 Zündapp KS 601

Owner: Darryl Cutter



“**M**ade in Germany with a 12V electric start, this scooter is a veteran of many old car parades. It’s the ‘hers’ of the ‘his-and-hers’ Goggos. A dangerously fast bike for its little 8-inch wheels.”

1954 Goggo 200

Owner: Cortney Oliver



“This road-racing bike is unique in that it has 5 gallons of gas and 6 quarts of oil compared to 3 quarts for a regular bike. It’s also green, which is taboo for a racing bike.”

1959 H-D KRTT

Owner: David McGraw



“This was a one-year-only model made for hunting, fishing, and sporting, designed specifically for trails. Light and easy to maneuver, not very fast but plenty powerful. I completely restored this bike, but even the tires are original.

1962 RANGER

Owner: David McGraw



“This unrestored 305cc bike was made for general riding and touring. Honda made three series of the 305cc: this bike, the Scrambler on-road/off-road bike, and their sport bike, the Superhawk.”



Owner: Darryl Cutter

1965 Honda Dream



“Butler and Smith imported this demonstrator bike loaded with accessories. It had only 12K miles on it when I bought it. Original condition, original paint. A great bike for riding and touring.”

1966 BMW R60/2

Owner: Cortney Oliver



“This German racing bike is in original condition with original paint and original aluminum fenders. Very low hours. Probably one of the best bikes to race ... if you wanted to win. The Maico was really fast and handled better than the Japanese race bikes. Just a great all-around motocross bike.”

1970 Maico MC 400

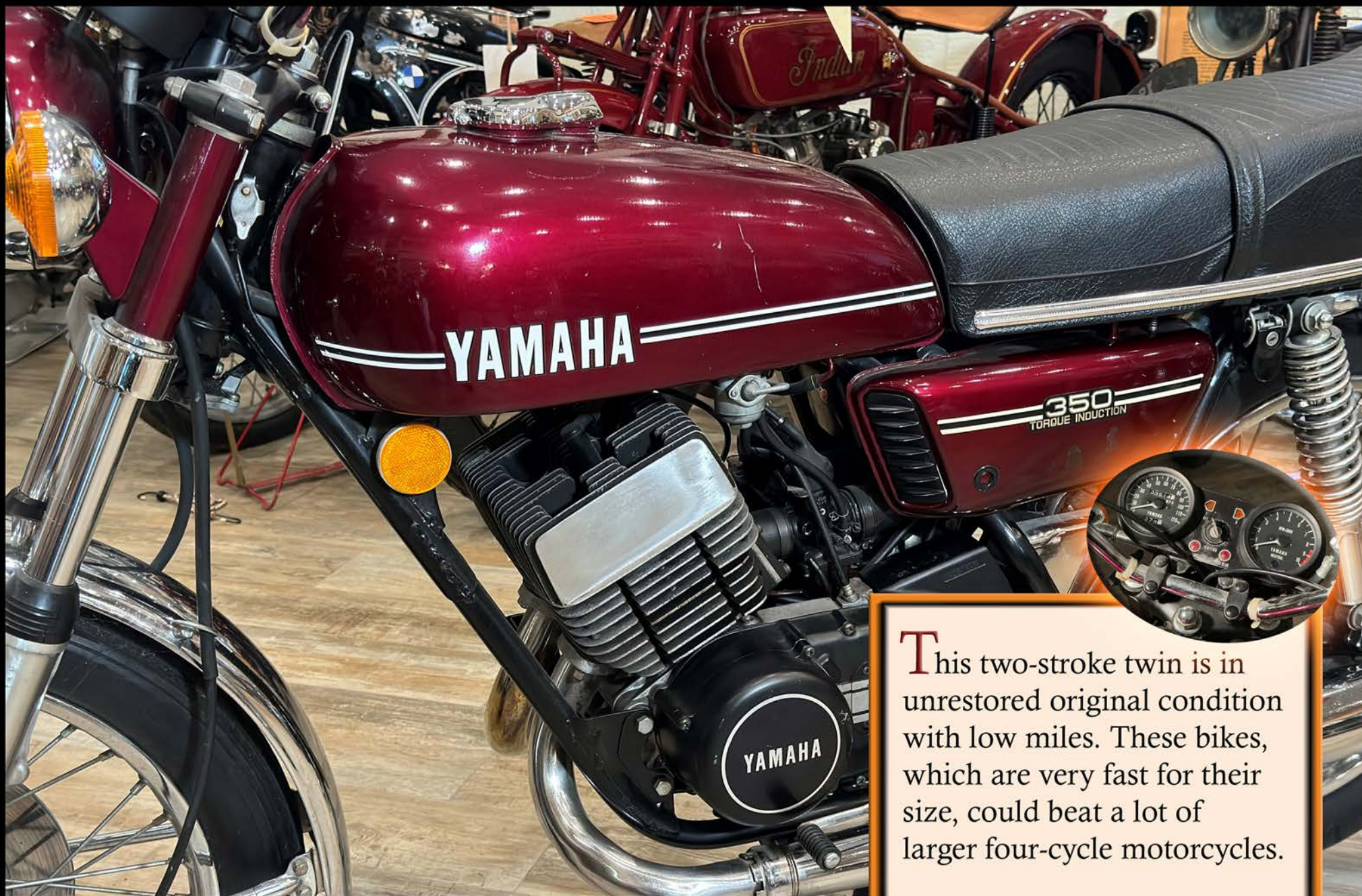
Owner: Darryl Cutter



“This 400cc 2-stroke single motocross is in unrestored original condition, including the paint, which is very rare for a racing bike. It’s actually a terrible motorcycle to race. Suzuki called it the Cyclone, but so many guys got hurt on it that they dubbed it ‘The Widow Maker.’”

1973 Suzuki TM400

Owner: Darryl Cutter



This two-stroke twin is in unrestored original condition with low miles. These bikes, which are very fast for their size, could beat a lot of larger four-cycle motorcycles.

1974 Yamaha RD 350

Cortney Oliver, Owner



“This Ducati, made in Bologna, Italy, is a classic Italian sport bike. I bought it when I was 20 years old, didn’t have a car, and used it as my main source of transportation. It’s still in original condition.”

1978 Ducati 900 Dharma

Owner: Darryl Cutter



“The original *Easy Rider* movie featured two Captain America motorcycles and two ‘billy bikes.’ Each bike had a back-up to make sure that shooting could continue in case one of the old machines failed or got wrecked accidentally. One Captain America was demolished in the final scene, while the other three were stolen. The demolished Captain America bike was given to *Grizzly Adams* actor Dan Haggerty, who had a part in and was the mechanic on the film. The provenance of the existing Captain America motorcycles is unclear, but this sequel bike was built for *Easy Rider: The Ride Back*.

CAPTAIN AMERICA

Owner: David McGraw