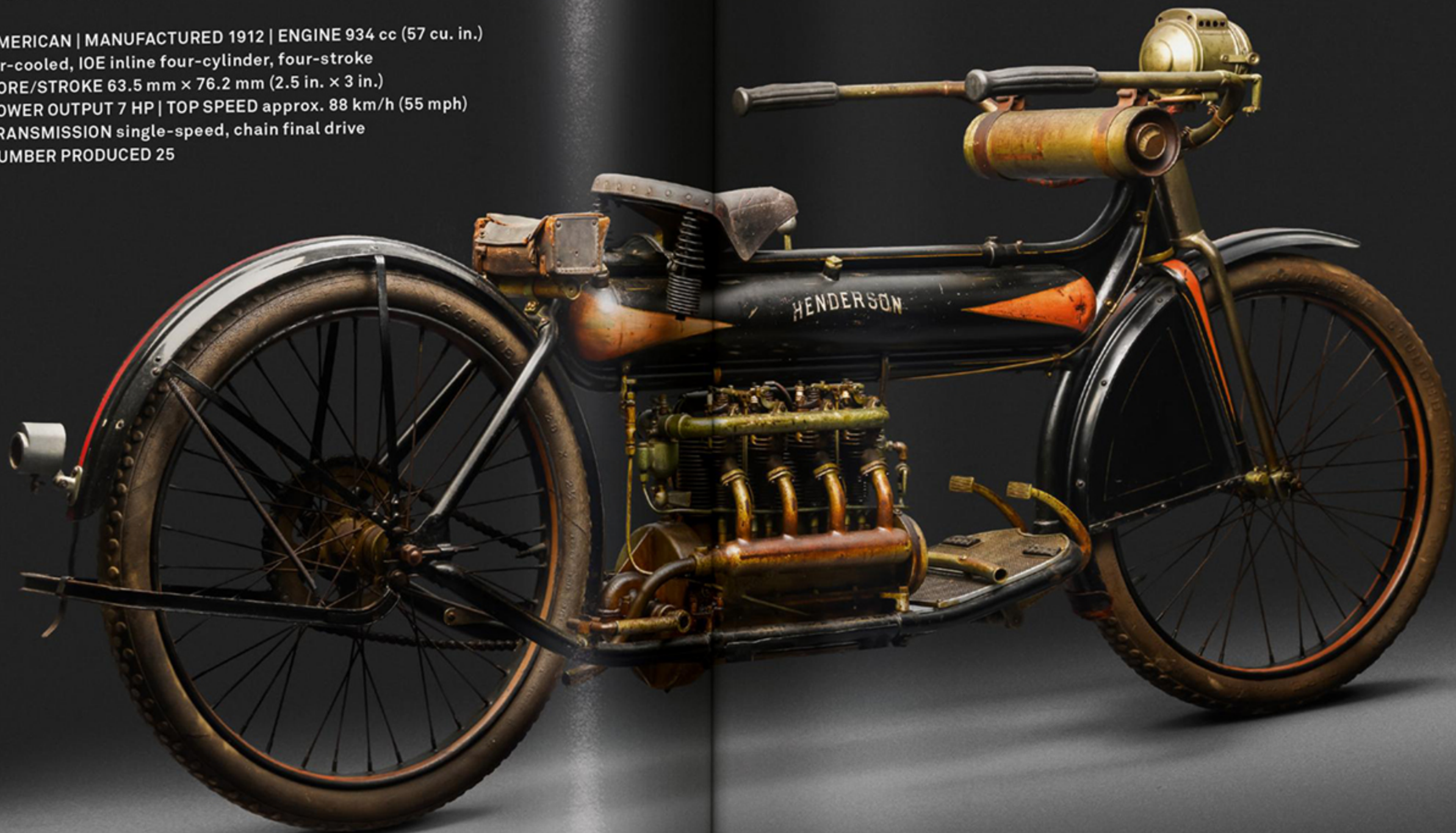


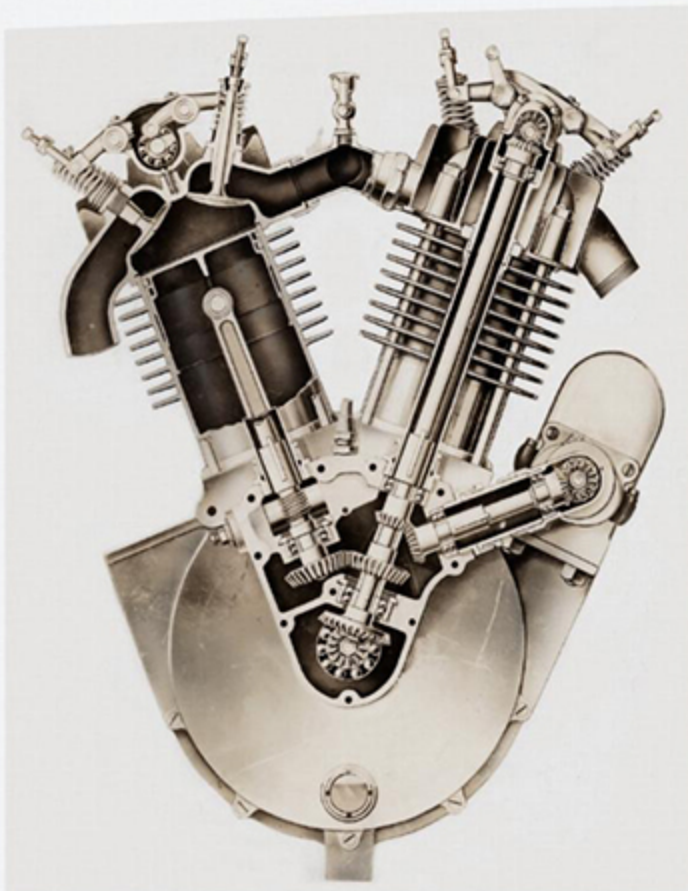
1912

## Henderson Model A “Henderson Four”

AMERICAN | MANUFACTURED 1912 | ENGINE 934 cc (57 cu. in.)  
air-cooled, IOE inline four-cylinder, four-stroke  
BORE/STROKE 63.5 mm × 76.2 mm (2.5 in. × 3 in.)  
POWER OUTPUT 7 HP | TOP SPEED approx. 88 km/h (55 mph)  
TRANSMISSION single-speed, chain final drive  
NUMBER PRODUCED 25



CYCLONE MODEL 7, R-15 "STRIPPED STOCK" BOARD-TRACK RACER



**Left and opposite:** The Cyclone's 61 cu. in. OHC V-twin was at the time the most advanced motorcycle engine built in America. Designed by Andrew Strand, it featured shaft-and-bevel drive single overhead cams and a near-hemispherical combustion chamber with huge 1.75-inch inlet and exhaust valves set at 70 degrees to each other. The cam acted on rockers with a stirrup over the valve spring, which was intended to eliminate fore-and-aft loads on the valve stem. The camshafts and magneto were driven through long bevel drives, hidden behind the gently rounded timing cover. This remarkably elegant engine produced phenomenal performance for the day with an estimated 45 hp and a top speed of more than 100 mph.

tracks. As Mecum observes, "racing came first, and racing was very expensive. The cost of keeping a professional team going, and making improvements to the engine, were simply too much for Cyclone, which folded in 1916." It has been estimated that less than 300 Cyclones of all types were made during its two-year production run. The majority of these "speed demons" were painted in Joerns's signature bright lemon-yellow; however, customers did have a dark blue paintwork option, too. As for the awesome Model 7, R-15 Stripped Stock board-track racer, shown here, it is undoubtedly the finest Cyclone in existence and has a superb provenance to boot—having once been owned by the "King of Cool," before then residing for many years in the esteemed collection of E. J. Cole. When it finally came up for sale at Mecum in March 2015, it achieved a hammer price of \$775,000, which made it the most expensive motorcycle ever sold at auction up to that date—an extraordinary record-setting price, but then this is a very special machine, which in its day was quite simply the fastest production motorcycle in the world.





1920s

Megola-Sport Tourer — 80  
Brough Superior SS80 "Old Bill" — 92  
Harley-Davidson 8-Valve Racer — 102  
Indian A45 OHV 750 cc  
Road-Racer — 110

H.R.D. "Howard Davies Super 90" — 120  
Coventry-Eagle Flying 8 OHV  
Model C160 — 130  
Brough Superior SS100 Alpine  
Grand Sports — 140

1957

## Moto Guzzi 500 cc V8 Works Grand Prix Racer

ITALIAN | MANUFACTURED 1955–57 | ENGINE 498.7 cc (30.43 cu. in.) liquid-cooled,  
DOHC 90° V8, four-stroke | BORE/STROKE 44 mm × 41 mm (1.73 in. × 1.61 in.)  
POWER OUTPUT 73 HP @ 12,500 RPM | TOP SPEED 286 km/h (178 mph)  
TRANSMISSION 4- or 5-speed (depending on the circuit), chain final drive  
NUMBER PRODUCED 6

