

**Final Bike List for
“Fast from the Past: Competition Motorcycles of Yesteryear.”
Updated June 25, 2009**

Exhibit Story: “Fast from the Past” depicts motorcycles used in all types of competition, featuring examples ranging from 1908 to 1978. The many ways motorcycles have been used to test human skill, courage, and stamina as well as vehicle technology have been illustrated by grouping the motorcycles into various major categories of competition. Visitors are able to understand the special designs and features of specialized competition machines through the use of coded labels throughout the exhibit. A number of motorcycles with special pedigree and historical significance are included in the exhibit.

Board Track Racing Motorcycles:

1908 Indian Torpedo Tank Twin

Featured as our poster bike for the exhibit, this elegant Indian twin-cylinder, five horsepower production racer is the oldest machine on display. On loan from Jerry and Ted Doering.

1911 Excelsior Twin

Even before Harley-Davidson entered the racing scene in 1914, Excelsior had become a force for Indian to reckon with. This is an example of the IOE engine design that both Indian and Excelsior used in racing in the early teens. On loan from Frank Westfall.

1916 Harley-Davidson

Harley-Davidson did not enter the racing scene until 1914, the year that it introduced the Model K, a production racer that theoretically could be purchased by anyone, albeit at a princely price that apparently was intended to keep most of the racers in the hands of the factory and selected dealers. On loan from Jim Dennie.

1919 Excelsior Overhead Cam Twin

Excelsior introduced a potential world-beater early in 1919, an overhead-cam twin designed to defeat the mighty Cyclone. But the machine was withdrawn from competition when Bob Perry was killed during his inaugural outing. It was reported that in his grief, Excelsior chief Ignaz Schwinn destroyed the new racers, and none was ever seen again in competition. This is an accurate replica, built by Paul Brodie. On loan from Peter Gagan.

Drag Racing:

1957 Leo Payne Harley-Davidson Dragster

If there is a father of American motorcycle drag racing it would be Leo Payne, the man who pioneered fuel carburetors and the clutch-starting technique that enabled him to beat mutli-engine machines aboard his Harley Sportsters. This is an authentic Leo Payne motorcycle. On loan from Katherine Daya.

Hill Climbing:

1928 Excelsior Big Bertha

With all three leading American brands putting a big effort into hill climbing during the 1920s, Excelsior introduced its 61 cubic inch “Big Bertha,” a machine on which Joe Petrali served notice to Harley-Davidson, his former employer. On loan from Jim Dennie.

Endurance Competition:

1926 Charlie Cole Ace

Factory rider Charlie Cole won the 1926 National Six Days’ Trial aboard this motorcycle with a perfect score. It is original and unrestored, just as it won the event in 1926. Also on display is a selection of Cole’s trophies, won from 1919s through 1926. Motorcycle and trophies on loan from Doug Strange.

1928 Henderson

This Henderson used in the Great American Race is displayed with all the special equipment installed for the grueling coast-to-coast competition. It is on loan from Frank Westfall, who rode it in the Great American Race.

1971 Yankee Z

The Yankee, built in Schenectady, New York, was America’s bid to enter world-class off-road endurance competition. With a powerful 500cc twin-cylinder engine and a frame designed by Dick Mann, the Yankee Z was the first of a line of motorcycles that would have included street and motocross machines. It is on loan from Bob Fornwalt.

1971 Penton

Designed by American enduro champion John Penton and assembled in Austria, the Penton motorcycle brought a ready-to-race motorcycle to the showroom floor. It has been hailed by one American publication as the most significant off-road motorcycle of all time. It was successful in both enduro and motocross competition. On loan from Mike Gallagher.

1969 Sachs K100GS

During the late 1960s, the German Sachs engine—used also by many other brands—brought lightweight, two-stroke off-road endurance motorcycles to the fore. On loan from Mike Gallagher.

Land Speed:

1923 Ace XP4

On a cold November day on a road near Philadelphia in 1923, Charles “Red” Wolverton straddled the four-cylinder Ace XP4 and set off to capture a world speed record at 129.61 miles per hour. Attaching a sidecar to the bike, he upped the world sidecar speed record to 106.82 mph. This is a recreation of the XP4 featuring the actual engine from Wolverton’s original machine, built by the late Dr. John Patt of Boyertown, Pennsylvania. On loan from Don Patt.

J&P Cycles Express Bonneville Streamliner

This long, low, fully-streamlined machine is a classic example of the kinds of motorcycles used to set ultimate land speed records in excess of 350 mph. This machine set a national record of 178 mph in its engine class at Bonneville in 2006. On loan from John Parham and J&P Cycles.

Road Racing Motorcycles:

1911 Indian Isle of Man Racer

In 1911, Indian swept the first three places at the Isle of Man TT, becoming the first and only American brand to ever win the famous race. No example of these special racing machines is known to exist. This accurate replica is on loan from Peter Gagan.

1926 Indian Isle of Man Racer

In 1926, Indian again attempted to assault the Isle of Man TT with special-built overhead valve machines, but the organizer would not approve the motorcycles for competition. This is a pedigreed example of one of the rare 1926 works racers, only five of which were built. On loan from Jim Smith.

1937 Excelsior Manxman

This is a restored road racer of the British Excelsior brand, named "Manxman" for its legacy at the Isle of Man. It had no connection with the American Excelsior brand. Also on display is a collection of beautiful badges which commemorate classic European events. Motorcycle and badges on loan from Michael Casale Jr.

1948 Indian 648 Big Base Scout

No one knows how many of the 648 Big Base Scouts were built, but likely not more than 50 complete machines. This is an example set up for road racing, similar to that used by Floyd Emde to win the Daytona 200 in 1948. On loan from Jim Smith.

1951 Velocette Double-Cam Works Racer.

Though a very small concern, Velocette could be trusted to apply leading-edge technology in the design of its racing machines. This special double overhead-cam machine is one of only five built for grand prix competition. On loan from Bar Hodgson.

1952 Norton Manx

The Norton Manx earned its name from dominating the Isle of Man TT for many years. Norton made it available in 350cc and 500cc capacities in great numbers for use by privateer teams. On loan from Carl Fronk.

1952 Harley-Davidson WRTT Daytona Racer

This is an example of the last of the WRTTs, set up for racing on the beach at Daytona. On loan from Tom McKee.

1962 Honda CR77 Road Racer

Modeled after the legendary RC works machines, this production racer draws its inspiration from the highly technical multis that dominated the Grand Prix scene during the 1960s, serving notice that the British and Italians would no longer control world championship racing. On loan from Brian Keating.

1972 Ducati Desmo Single

Ducati's desmodromic cam design turned the brand into a competitive force that remains at the top of world-class competition still today. On loan from Michael Casale Jr.

1974 Yamaha TZ250

Yamaha revolutionized American road racing when Don Emde won the Daytona 200 aboard a TZ350 in 1973, beating motorcycles with more than twice the

engine capacity. To prove it was no fluke, Finland's Yarno Saarinen repeated the feat in 1974. Except for its smaller engine capacity, this motorcycle is identical to Saarinen's Daytona-winning machine. It was raced that year by Joe Catalano of Farmington, Pennsylvania. On loan from Nicole Loughry.

1966 Lambretta Scooter

Proof positive that any two-wheeled vehicle can be competitive, this 125cc Lambretta used in vintage scooter racing by Roland Henry, a Harrisburg man won a national championship aboard this machine at the age of 61! On loan from Roland Henry.

Observed Trials:

1972 Montesa Cota

"On Any Sunday" director Bruce Brown called observed trials riders the concert violinists of motorcycle competitors. Observed Trials, featuring balance, quick reflexes, and precision timing, has spawned the specialized machines represented by this Spanish Montesa. On loan from Dave Russell.

1972 OSSA Mick Andrews Replica

Observed Trials was a specialty of the British until the Spanish brands got into the act. British champions, such as Sammy Miller and Mick Andrews, were recruited to consult on the design of machines such as this OSSA MAR. On loan from Dave Russell.

Scrambles and Motocross:

1967 BSA West Coast Hornet

Before the two-stroke revolution and the popularity of motocross, rough off-road competition was called scrambles and was dominated by the British brands. This 1967 BSA Hornet is an example of the last generation of four-stroke off-road racers. On loan from Bud Kubena.

1974 Maico 501

The German Maico pioneered both long-travel suspension and large-capacity two-stroke technology with its motocross models. On loan from Dave Russell.

1973 Honda Elsinore

Honda's first two-stroke model set new standards for motocross performance and design. This original example has never been started or ridden. On loan from Michael Casale Jr.

1974 Suzuki 400 Cyclone

Suzuki was one of the first Japanese companies to show a serious interest in motocross. Its early efforts—such as the 400 Cyclone—had big power but an inadequate chassis. One magazine called this machine the most dangerous motorcycle in the world, but the product improved rapidly when Belgian World Champion Joel Robert joined the team to develop and win aboard Suzukis. On loan from Tom McKee.

1976 Rokon

The unorthodox American-made Rokon was well-known in enduro competition, but had a brief fling at motocross as well. This example features special bicentennial livery. Rokon pioneered automatic drive and disc brakes, but was

unable to bring its weight down enough to be competitive in motocross. On loan from Hugh MacDonald.

1979 Harley-Davidson MX250

With the motocross market booming, even Harley-Davidson got involved, utilizing the resources of its Italian Aermacchi factory. H-D even fielded a factory team in America, but was unable to keep up with the rapid development of the Japanese companies. On loan from Tom McKee.

1978 Honda XR75

Some have theorized that American's surprising number of world-class motocross riders is due to the fact that the nation has a vital racing program for youngsters aboard mini-cycles. The Honda XR75 gave scores of recent and current American champions their start in motorcycle competition. On loan from Chase Loughry.

Dirt Track Racing Motorcycles:

1940 Indian Sport Scout

The Indian Sport Scout was the brand's main competitive tool against Harley-Davidson for decades, and it was updated by its owners year after year. This original and unrestored machine is a perfect example, featuring retro-fitted telescopic forks and a primary drive and gearbox adopted from the British Royal Enfield, imported in America under the Indian brand after 1953. On loan from Bob Markey.

1948 Indian 648 ridden by Ernie Beckman

The Indian 648, known as the Big Base Scout, was introduced in early 1948 and promptly won the Daytona 200 in the hands of Floyd Emde. The limited-production machine kept Indian competitive with Harley-Davidson for another six years. Indian won its last national championship race at Williams Grove, Pennsylvania in 1953. This is the actual motorcycle on which Ernie Beckman won Indian's last national. On loan from Jim Smith.

1953 Harley-Davidson S125 Short Tracker

This two-stroke 125cc Harley-Davidson was converted for short track competition by Dick O'Brian when he was a young mechanic at a Florida dealership. Later he would become famous as the Motor Company's racing director. On loan from Hugh MacDonald.

1954 BSA Gold Star

The BSA Gold Star was the most versatile and enduring example of the great British singles, victorious in everything from trials to road racing. In the hands of riders like Neil Keen and Dick Mann, it challenged Harley-Davidson's supremacy on American dirt tracks following the demise of Indian. On loan from Jim Myers.

1962 Harley-Davidson KR

This is a beautifully restored example of the venerable Model KR that kept Harley-Davidson in the winner's circle on American dirt tracks for 15 years. On loan from Carl Fronk.

Circa 1934 Crocker Speedway

Speedway racing, while popular in Europe and America, differs from American dirt track racing in many respects, including the design of the motorcycles, the

fuel used, and the surface of the tracks, which may be cinders rather than dirt. Most brands used in speedway competition are British or Czechoslovakian, so this American-made Crocker is especially rare. On loan from Carl Fronk.

Special Exhibit: Indian's End of Days

Once America's greatest brand, the Indian motorcycle company went out of business in 1953. Its last series of motorcycles—called Dyna-Torque models—featured modern overhead-valve engines designed for production in single, twin, and four-cylinder configurations. Competition can both build or destroy a brand, as Indian found when it released its Dyna-Torque's on the market and featured them in competition before they had been adequately developed or tested. The disastrous results contributed to Indian's demise. On display are the prototype Indian Torque Four, which was never put into production, and the 1951 Warrior TT, Indian's final model, used in scrambles, dirt track, road racing, and cross-country racing. The Torque Four is owned by the AMCA Foundation and the Warrior TT is on loan from Brian Riegel.

Special Exhibit: An Indian Photo-Op

1930 Indian Chief and Goulding Sidecar

This Indian with sidecar is provided for visitors to the museum to actually sit on to learn the feel of an antique motorcycle and for the purpose of photos. On loan from Rocky Halter.

In the Lobby

1966 Triumph Bonneville TT Special

The TT Special, Triumph's potent twin-carb 750cc built for scrambles racing became the most coveted example of the brand in the American market during the late-1960s. Many were outfitted with simple lighting kits so they could be ridden on the street where they were used to challenge Harley-Davidson's mighty Sportster. On loan from Jim Myers.

1972 Harley-Davidson XR750

The XR750, successor to the KR, was introduced in 1968 and remains today the dominant force in American dirt track racing. This example has earned 99.75 points out of a possible 100 in AMCA judging, and was used recently to help celebrate the Eyes on Design Lifetime Achievement Award given to Willie G. Davidson, the only motorcycle designer ever to be so recognized by the automotive industry. On loan from Jim Oldiges.