

Estate and Collection Auction

Walker started collecting in the '70s, and he amassed the hottest bikes from BMW, Ducati, Moto Guzzi, Triumph, and Harley-Davidson



Bidders braved February rain to check out Walker's collection

Report and photos by Bill Neill
Market opinions in italics

Portland, OR

It was a motorcycle collector's dream—more than a dozen bikes, most of them 20 to 30 years old and with only three digits on the odometer, all auctioned at no reserve by O'Gallerie in Portland. The 18 motorcycles to be sold belonged to Melvin Walker, who was born in Portland in 1935 and worked in his family's garbage collection business. He started collecting

motorcycles in the 1970s, and had owned some of the hottest bikes available in the late '70s and early '80s from BMW, Ducati, Moto Guzzi, Triumph, and Harley-Davidson.

Walker passed away in May 2006, and his collection of motorcycles eventually found its way to O'Gallerie. On two rainy February evenings, with temperatures lingering in the 40s, the bikes were parked outdoors under a tent where bidders could start them and let them idle. At least, some of them started. About half were listed as non-running, apparently due to gummed-up carburetors and minor flaws.

High sale honors went to a 1981 Harley-Davidson FLH Heritage, which was fully dressed with chrome and leather fringe. It sold for \$17,360. Just behind it was a rare 1984 Harley-Davidson XR-1000 Sportster. Showing minor age, it sold at \$16,240. A 1999 Kawasaki Drifter brought \$7,840, and a 1986 Yamaha SRX-6 single sold at \$8,400—ten times its low estimate. The last motorcycle, a 1986 single-cylinder Suzuki Savage, brought \$2,400.

Even though some of the bikes on offer were not perfect, most all of them were extremely well preserved, and not a lot was needed to make even the worst bike of the collection ride-worthy once again. O'Gallerie presented each model without any added description or hyperbole. The company's low-key manner replaced the rapid patter normally associated with auctions—and for those in the market for an excellent original motorcycle, no hype was needed. ♦

Company

O'Gallerie

Date

Feb. 19–21, 2007

Location

Portland, OR

Auctioneer

Dale and Thomas O'Grady

Automotive lots sold / offered

18/18

Sales rate

100%

Sales total

\$151,080

High sale

1981 H-D FLH Heritage,
\$17,360

Buyer's premium

Buyer's premium 12%
(included in sold prices)

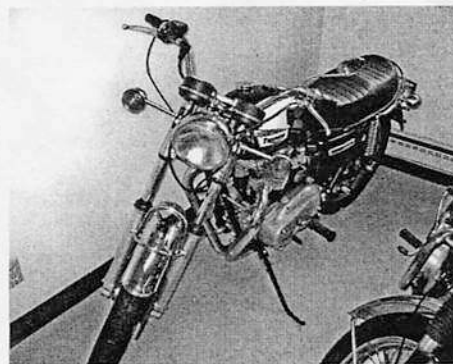
ENGLISH

#139-1970 BSA A65 Thunderbolt. S/N CD06497A65T. Eng. # BD06497A65T. Gray. Odo: 4,467 miles. Vertical twin engine. Chrome tank in good shape, side covers nice, engine cover needs polish. Front and rear drum brakes, Smiths speedo, no tach. 1992 tags. Seat looks to have been recovered at one time.



Avon Super Venom tires. Cond: 2. **SOLD AT \$5,040.** BSAs made before 1971 are the most desirable, as the oil-in-frame system arrived that year. Hunter S. Thompson rode one of these with the Hell's Angels in the 1960s. An unusual model in unusually nice condition, and a reasonable deal for the buyer.

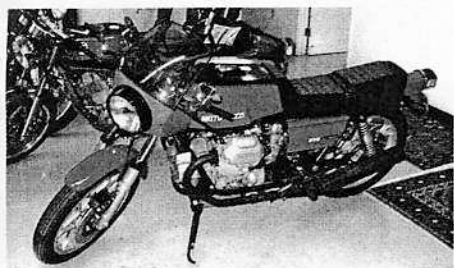
#720-1976 TRIUMPH T140 V Bonneville. S/N T140VBN68017. Eng. # BN68017. Red & white. Odo: 1,296 miles. Nice scalloped paint on tank, new cap on brake master cylinder. French-made tach and speedo, kick start fitted. Fenders and aluminum trim need polishing.



Original seat with Triumph logo in good condition. Chain lube on rear wheel, fuel-stained twin Amal carbs. Declared not to start. Cond: 2-. **SOLD AT \$5,600.** This example had been built toward the end of the Meriden factory run. Late Triumphs like this command little interest from collectors, and this one sold above market for its condition.

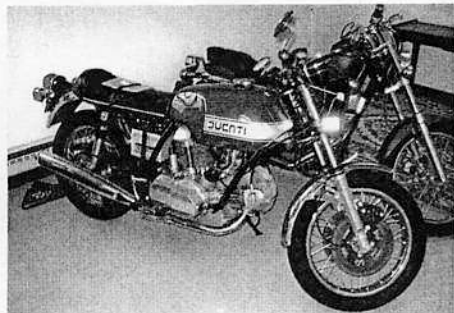
ITALIAN

#646-1977 MOTO GUZZI 850 LE MANS. S/N 071764. Eng. # 071764. Red. Odo: 835 miles. Shaft drive, V-twin engine, twin Dell'Orto carbs. Veglia tach and speedo. Very good condition overall, but brake discs show some rust. Slight pitting on engine cover, dust on windshield. 1981 tags. Owner's manual included. Cond: 2+. **SOLD AT**



\$9,520. Celebrated sport model first built in 1975. This price would be hard to duplicate, even for a bike as nice as this one appeared to be. Well sold.

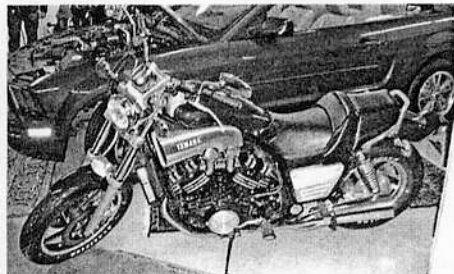
#661-1979 DUCATI 900 GTS Sport. S/N 855022. Silver & blue. Odo: 422 miles. Marzocchi decals on forks and shocks. Metal side panels removed and lying next to bike. Throttle stuck, does not start. LaFranconi mufflers in excellent shape, Smiths speedo



and tach. Engine clean, but not detailed. Frame black and shiny. Corrosion on headlight trim. Cond: 2. **SOLD AT \$7,280.** Not an exceptionally desirable model to collectors. Too bad it wasn't a 900SS or a Mike Hailwood Replica, as both are worth twice this price. Bought by SCMer Tom Young, who owns several Ducatis.

JAPANESE

#35-1985 YAMAHA V-MAX. S/N JYA1FK009FA001211. Red. Odo: 127 miles. Power cruiser equipped with a huge, water-cooled V4 engine. Excellent metallic paint, good chrome, nice seat. Appears all stock. Stated to "run rough, needs tuning." Started Monday night under tent outside. Cond: 1-. **SOLD AT \$7,280.** Yamaha has built this model



for over 20 years with few changes. This was the first motorcycle sold in the auction, setting the tone for lots to come. Another bought by SCMer Tom Young for his Rose City Motorcycle Museum. He claimed a first year model in this condition should bring \$10k. Current retail for a 2007 V-Max is \$11,199.

#190-1986 YAMAHA SRX-6 Super Single. S/N JYA2EF008GA000695. Red. Odo: 4 miles. Kick-start Yamaha single in excellent shape. As-new in all respects, with only four miles on the clock. Cast wheels still shiny. Square-tube frame. 1988 tags.



Cond: 1. **SOLD AT \$8,400.** Sold for over ten times the low estimate of \$600. Imported for one year only, these cute little sport bikes did not succeed in the U.S., but they were popular in Japan. These have a small devoted following, and apparently several devotees were in the audience here.

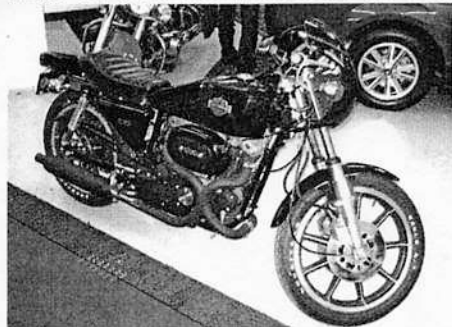
AMERICAN

#151-1977 HARLEY-DAVIDSON XLH 1000 Sportster. S/N 3A53361H7. Red. Odo: 901 miles. Nice paint, AMF logo on gas tank. Light corrosion on chrome chain cover, mufflers, and shocks. Original air cleaner, Delco-



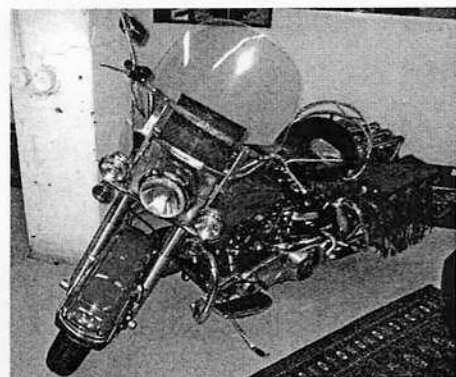
Remy regulator. 1984 tags. Cond: 2-. **SOLD AT \$5,040.** Sportsters from the 1969-81 AMF era are not greatly sought after today. Over the years, many were modified, customized, crashed and rebuilt. Here's one that seemed to have escaped such abuse, making it rare. A fair price all around.

#160-1978 HARLEY-DAVIDSON XLCR Cafe Racer. S/N 7F21833H8. Black. Odo: 875 miles. All-black trim with correct flat black



exhaust. Brake discs shiny, three-inch paint flaw on gas tank. Fairing and tail section in nice shape, turn signal stalk chrome only fair. No visible oil leaks. 1984 tags. Cond: 2+. **SOLD AT \$14,000.** One of only 3,124 built from 1976-1978. Known as the Cafe Racer, these Euro-inspired beauties were shunned when new. Now they are a status symbol for riders who value fast travel over coffee shop posing. A hefty price, but not a bad deal for the buyer.

#706-1981 HARLEY-DAVIDSON FLH ELECTRA GLIDE Heritage. S/N 1HD1AJK23BY039478. Khaki & orange. Odo: 441 miles. Full-dress model. Sprung solo seat with chrome trim and fringe. Chrome luggage rack, fringed leather saddlebags, front and rear disc brakes. Floorboards, crash bars, twin riding lights. Cond: 1-. **SOLD AT \$17,360.** This rare Heritage model was built to



mimic the looks of old Harleys, with saddlebags and a vintage color scheme. A total of 874 were built. It sold to a collector who also happens to be the Japanese distributor for Langlitz motorcycle jackets. It's headed to Japan, where it is said to be worth twice as much as this sale price.

#758-1984 HARLEY-DAVIDSON XR-1000 Sportster. S/N 1HD1CDH30EY110782. Gray. Odo: 360 miles. Harley-Davidson wheels with red stripes. Correct flat black exhaust sweeps up on left side. Dunlop tires, 8,000 rpm tach. Paint a little cloudy on gas tank, decent elsewhere. 1985 tags. Cond: 2-.



SOLD AT \$16,240. With cylinder heads and twin Dell'Orto carbs sourced from Harley's XR-750 racer, this bike made 70 hp, which made it one of the most powerful Harleys built during its time. Fewer than 2,000 of these factory hot rods were built between '83 and '84. Fully priced, but it will appreciate faster than any other '80s Sportster. ♦