

**Subject:** Motorcycle Investor: UK 180hp 140kg bike shown, Auction this weekend, Enfield antics  
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## News



### **Big claims: UK company promises 180hp from 140kg Moto GP replica**

[British firm Spirit](#) has unveiled what it hopes to be the next big thing for developing British motorcycle racing and industry, a MotoGP2-style bike claiming impressive numbers: 180hp for 140kg.

The frame is a hand-made unit claiming adjustable steering head, matched to a monocoque rear subframe, plus a variable-pivot swingarm running K-Tech suspension and PFM brakes. The machine you're looking at here is a limited-run (50) upmarket road version, called the GP Sport R with carbon-fibre fairing.

Providing the power is a stroked 750 version of a Triumph Daytona 675, running Motec M130 ECU. The latter is hooked up with a 4G connection so it can, in theory, run diagnostic and performance info direct to the cloud.

Two models are currently offered: the GP Sport R shown here at UK69,000 pounds (Au\$115k) or a non-R version at UK\$45,000 pounds (\$75,000). The second has a 160hp engine, less electronics, weighs 145kg and misses out on the carbon wheels.

The company was born out of the firm that ran the Triumph Triple Challenge in the UK for years (a support series for the

British superbike championship) and has ambitions to expand into a modest range of machinery, including a naked bike.

We've plenty of similarly ambitious announcements over the years, which haven't always ended well. Let's hope this one does.



*Rear end shows off some nice fabrication work, particularly with the frame.*



*Get used to pushing buttons! Electronics are there as much to inform the team/tuners/engineers as they are the rider.*



*Plans are to broaden the range with variants like this - might be a struggle at the proposed pricing.*

**Premium lots at Mossgreen this weekend**



[This 1952 350 Manx Norton](#) shows off a style that's been emulated by hopeful cafe racer builders for decades since. They also had an extraordinary level of international success and are in demand now as historic racers. This one hasn't seen a track in something like 30 years, so it would need recommissioning. It should be as good as, if not better than, money in

the bank if it sells near its \$30-40,000 estimate.



A very unusual one here: [1924 Renee Gillet with sidecar](#). The marque is not so well known here, but enjoyed a good reputation in its home market (France) where it picked up a lot of police and army contracts until its takeover (effectively its end) by Peugeot in 1958. This is a 750 side valve twin with Bernadette sidecar and is a spectacular thing in the flesh. Estimate: \$45-60,000.



Don't feel alone off you don't recall seeing one of these in the flesh before: a [1929 Matchless Silver Arrow Deluxe](#). Only some 2000 at best were made and not many survive. There's been a bit of a surge in interest in late 1920s to early 30s-style motorcycles lately, so this may benefit from it. In any case it's a well-presented example (we're told there are about four others in the country) and quite an advanced design for its day. The engine, despite appearances, is in fact a narrow-angle 400 V-twin running a single head, while the chassis features a Vincent-style cantilever rear suspension. Have to admit we were a bit taken with this one and it will be interesting to see where the bidding lands. Estimate: \$25-35,000

[Other motorcycle lots](#): look out for the two T120 Triumphs on offer, a Bultaco Alpina that should have no trouble finding a home, a Heinkel scooter and an early Malvern Star powered bicycle.

### Indian expansion



*Interceptor test mule shows off the new parallel twin engine.*

With the recent announcement that Mahindra has bought the BSA marque, and the quiet but rapid expansion of Royal Enfield's design and manufacturing abilities, it looks like we're in for a sub-continent model war - which is good.

As you may recall, Enfield bought out Harris and a while ago announced the construction of a whole new manufacturing facility in its home country. That inevitably led to speculation on when we'd finally see a twin emerge - possibly a Vee? It now seems we'll see the return of a famous nameplate: the Royal Enfield Interceptor. A working prototype - running in a Continental GT chassis - has been snapped running around. Indian motoring media also says the factory is determined to ensure the bike is priced substantially lower than Harley's 750 twin.

Pricing will inevitably be a focus. The Continental GT was almost instantly swamped by sharp-priced competition in what was already a niche market. At near enough to \$10,000 locally, it was okay but not a bargain. However the announcement this weekend that the new Himalaya (running a 410 single) will be \$6990 on the road might just shake things up a bit. Add in the emerging Chinese makes and we're in for interesting times...

*Guy 'Guido' Allen*



*Himalaya pricing is sharp - \$6990 on the road.*

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