

WORDS: GEZ KANE. PHOTOGRAPHY: GARY FREEMAN



QUALITY COLLECTION

# SILVER STRIKES GOLD

Spares specialist David Silver has just added 100 classic Hondas to his collection, and reveals plans to showcase them in the biggest Honda museum outside of Japan

► Tally of display bikes is currently 120; the aim is to increase that to 160

**IT'S ABOUT PRESERVING GENUINE BIKES IN FACTORY CONDITION**

Honda parts specialist David Silver has announced ambitious plans for a Honda museum at his Leiston, Suffolk base. Having already sourced 120 bikes, he's confident that figure will be up to around 160 by the end of this year. His long-term aim is for the new museum to become the largest collection of classic Hondas outside Japan. "It's something I've had in mind for a while," says David. "But the Bob Logue Motor Sports collection coming up for sale really sparked things off. Bob had been a Honda dealer since 1978 and built up his collection by keeping low-mileage, original bikes that came in as part exchanges. Over the last 36 years, he's amassed a superb cross-section of Hondas from the 1950s to the '80s."

American Bob recently sold up his Williamsport, Pennsylvania-based dealership and retired, but the new owner wanted to sell the classic collection that came with it. That coincided with one of David's regular trips to the States and a deal was done. Then there was EU legislation to deal with. "I had to get Honda's approval to bring the bikes into the UK and sign an agreement not to sell them," David explains. "The logistics included filling five 40ft containers with 100 bikes and buying 400 tie-down straps to secure them."

Currently, the plans for a new building to house the collection are going through the planning process, but David doesn't foresee

any problems. "The plan is for a two-story structure linked to one of our existing buildings. It should be able to house 200 bikes, so we've got a bit of room to add to the collection."

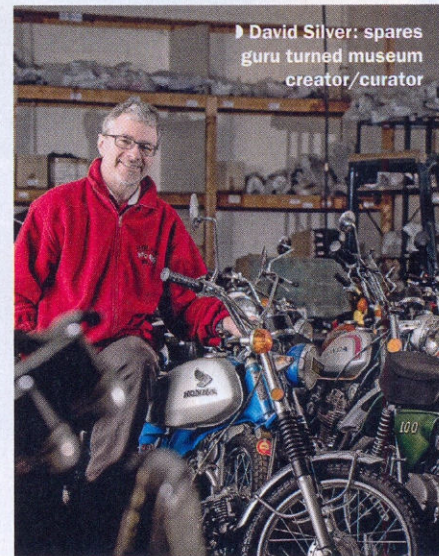
As for the collection itself, there's an immaculate GL1000, a superb CB750 and a spotless CB400F, as you'd expect. But some of the fascinating ultra-lightweights – such as a genuine Honda Rally Kit-equipped 1969 CM91 step-through – that helped establish Honda's reputation in the USA will be less familiar. And where else would you see an '83 CX650 Turbo with just 14 miles on the clock?

David has been snapping up bikes from Europe and the UK as well, including a seven-bike collection of very early models from a private collection. There's a delightful 89cc 1953 Benly J – the first Honda to carry the Benly name – and six other superbly-restored 1950s models that chart Honda's rapid early development.

The collection will be a must-visit attraction for Honda fans when it opens next year – but David also plans to display bikes from the collection at shows and events in the UK. "The aim is to promote what we do, obviously," David says, "but it's also about preserving genuine bikes in factory condition. It should prove a great resource for restorers. We're really looking forward to welcoming Honda fans to the museum."

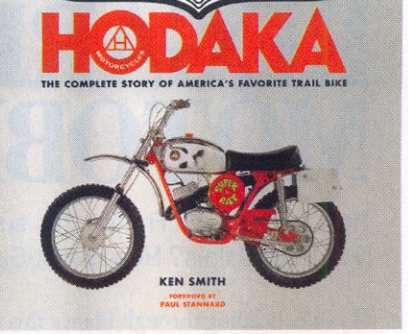


► Collection includes oddities like this ATC90

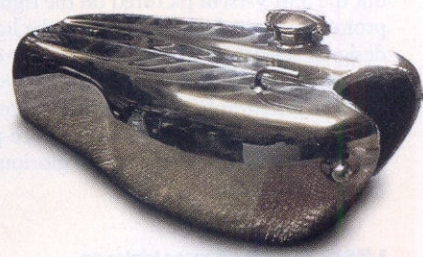


► David Silver: spares guru turned museum creator/curator

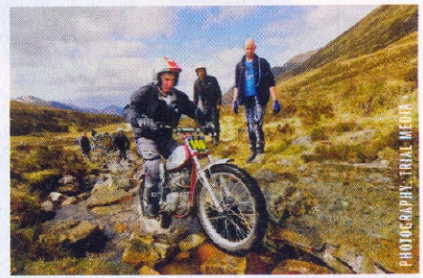
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**NEWS**  
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**HODAKA HISTORY LESSON**  
Hodaka – the US bike manufacturer with the very neat line in awesome model names, including Combat Wombat and Road Toad – is the subject of a new book by Ken Smith, editor of VMX magazine. The book's release coincides with Hodaka's 50th anniversary. The 192-page tome costs £36 direct from octanepress.com



**THE ALLURE OF ALLOY**  
Tony Holt of Holtworks has been crafting beautiful alloy components for classic bikes for years, but it wasn't until they launched their new website that they came to CB's attention. Their range includes fuel and oil tanks, chainguards and tailpieces for a wide range of classics. Check out their full range at holtworks.co.uk



**TIGHT AT THE TOP**  
Triumph 500-mounted Robert Bowyer snatched victory at the 30th Pre-65 Scottish Two Day Trial on May 2-3. The Congleton man finished on two marks lost, with Phil Houghton (second) and Richard Allen (third), both on four marks.