



National Motorcycle Museum (207)

Wed, 20th Jul 2022

Estimate: £23000 - £27000 + Fees

2017 Avinton Collector GT Rare limited edition muscle bike.

Registration No: VX67 DMY

Frame No: VF9CK000013961057

Engine No: UA00003

CC: 1647

MOT: None

- Rare 'made to order' Avinton Collector GT 'muscle bike'
- 1647cc S&S V-Twin putting out 120 bhp and 120 ft/lbs torque
- Assembled using only the best possible chassis components
- Only 800 miles from new
- UK registered on a current V5C

The Avinton Collector GT takes the concept, designed by Carroll Shelby for the AC Cobra, of extreme power, handling and balance in a small package that translates into a gorgeous hand built two-wheeled muscle-bike. As a child, French engineer Cedric Klein saw the original version of the AC Cobra and this image lodged in his head so when in 2011 he acquired Avinton Motorcycles the car became the inspiration for its future projects. The company is defined by its exceptional muscle bikes thanks to the passionate, talented, and knowledgeable craftsmen that bring each one to life. More like an artist's studio than a factory, the assembly workshop plays a central role in the daily life of the brand with the bikes manufactured in Sommieres in the south of France. The workshop is where you'll find the perfect balance of modernity and tradition, assembled completely by hand these bikes are a modern example of excellent craftsmanship that has become increasingly rare over time.

Power is provided by an S&S Super Stock 1647cc motor that puts out 120hp and 123 ft/lbs of torque giving the Avinton GT a claimed top speed of over 160mph. It breathes through a Keihin 41mm flat slide carb with a Vortec air vent, located on the top of what would traditionally be the fuel tank, that's electronically controlled to open up at 2300rpm. The petrol tank is located in the tail section behind the seat with a Cobra style filler cap and the oil tank, which holds 3 litres of oil, is in the frame. The exhaust is a carbon and stainless handmade system with the sparks taken care of with a programmable CDI unit. A belt primary drive takes the power through an Evolution 10 plate clutch and on through an Andrews 5 speed cassette gearbox. The engine is a stressed member of the large diameter tubular frame with the front suspension looked after by a pair of Ohlins upside down forks, an Ohlins rear single shock attached to a bespoke alloy swinging arm and an Ohlins steering damper. The two 335mm floating disc up front are stopped with Beringer six-piston calipers and the rear 228mm disc is halted using one four-piston caliper, carbon fibre mudguards are fitted front and rear and the wheels are Marchesini Racing forged alloy, finished in gold. All other fittings are either hand made or chosen from the best possible suppliers from around the world. This beautiful one owner example, showing only about 800 miles from new, was built to order for the vendor in 2017, who was invited to the factory to check on its progress. Buyers were offered a selection of 3 riding positions and then a choice of 6 different specifications, making no 2 bikes alike. He chose the Collector GT version with the slightly higher handlebar position for comfort with the highest spec on all other components, he reports that whenever he has had a run out on the bike it always draws a crowd. Very few of these bikes

were ever made and with type approval regulations being as they are may never get made again. UK registered it comes supplied with current V5C.