

If you are an absolute motorcycle fan and intend to buy a vintage motorcycle, you should take a few tips to heart, just as with any other vehicle purchase.

Here our TIPS once clearly as list and to the Download

THE RESEARCH

- Use internet platforms to get a feel for the price range you are looking at before you start negotiating.
- Find out about typical weak points of your desired model
- See if you can find spare parts for your new sweetheart online. Original or alternatives
- If you are not a mechanic, find out if there is a workshop near you that can help you in case of an emergency.
- Make sure that the tax benefits only apply to models over 30 years old, i.e. nothing newer than 1992.
- Inform yourself about the requirements for youngtimers, if the model is younger. Otherwise you may have a rude awakening (e.g. exhaust system, trips abroad).

THE INSPECTION

- Well maintained general condition
- Paint damage present?
- Check wear and tear
- Condition of hoses, valve covers, cylinders and intake rubbers
- Rust traces?
- Traces of accidents?
- Wear of tires evenly?
- Check wear on brake discs
- Age of tires ok? Tread depth available (min. 1.6 mm)?
- Tire type corresponds with vehicle registration?
- Changes were registered and/or ABE available
- All lights functional?
- Chain fits well and cannot be lifted off the sprocket?
- All fluids filled up No leak visible?
- Locks open and close smoothly, all keys present?

THE TRIAL

- Steering: Does not hook, steering angle is correct, not too stiff
- Clutch: Pulls easily, no jerking at the drag point, engages gears without problems,
- Engine: no noticeable engine noise

THE NEGOTIATION

- All papers completely available (vehicle registration certificate, TÜV, service booklet, vehicle registration certificate)
- Insist on the certificate for the H license plate
- Everything what was installed and is not original on registration obligation examine
- Never let yourself be stressed when buying. If a dealer or private seller tries to put pressure on you, this is never a good sign.
- Always make a contract of sale, always!
- In case of cash payment always get a receipt
- Remember the name of the seller and his contact details for possible queries.

Searching for your dream model is much easier nowadays than it was a few years ago thanks to Internet platforms. It is no longer necessary to spend a lot of time browsing through trade magazines or fighting with other interested parties at classic car events to find the vehicle of your dreams. What you should pay attention to when buying a classic car on the Internet or by other means, you will find out below. Generally speaking, not every older, used motorcycle model is a classic car. In order to obtain the status of "classic car" and to be able to benefit from the corresponding advantages - such as the short-term license plate regulation or tax advantages - the vehicle must be at least 30 years old. In addition, youngtimers are subject to strict conditions with regard to the state of preservation and technical equipment as well as restrictions in usability: For example, no changes may be made to the exhaust system and there are special StVO regulations for driving abroad.

Before you buy a motorcycle, think carefully about whether it is exactly what you want, because in many cases you will have to invest time and money. An original vehicle registration document should always be available and handed over to the buyer. Keep your budget in mind and think carefully whether you want to exceed it. If the motorcycle is in good shape and has many original parts, this is to be weighed carefully with a slightly cheaper but renovation-needy two-wheeler. Go for established brands, as spare parts for these are easier to acquire. Motorcycles with H-plates need a certificate. This should also be handed over to the new owner. Restored motorcycles should not deviate greatly from the original condition.

What is important during the test drive?

It is essential to start with a cold engine so that you get to know the starting behavior. If the engine stops immediately, check the carburetor setting.

The steering should not be too sluggish or hooky. During the test ride, pay attention to the straight line running of the motorcycle. If the brake levers

pulsate when slightly tightened, the brake discs may have had a knock. Check if the clutch can be pulled easily. If the motorcycle jerks at the slip point of the clutch, the clutch may be worn.

We wish you good luck in your search for your dream model. If you are looking for spare parts we are there for you. Via our [online store](#) for used motorcycle spare parts and directly on site in Hannover.