

THE PIONEER MOTOR CYCLIST



*Association of Pioneer Motor Cyclists. Founded in 1928
Incorporating the Pre 1914 TT Riders Re-union*



2021 Spring Supplement

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EDITORS RAMBLINGS *Geoff Davies*

Easters not far-off so I've dusted off my Easter Bunny costume and will hopefully get out on the road. If stopped, I will explain that I must go out to get essential supplies of Easter Eggs, buunies need them.

The Classic Motor Cycle show at Stafford, along with Bonhams auction, has moved the date to 5th-6th June. You have to be optimistic, but the normal shoulder to shoulder crowds in the halls may cause problems. Might be safe when everyone has been vaccinated but it appears that no-one is completely certain. However our Association should have a stand there, and will see this virus out, and we will swing back into action, meeting and greeting and riding out with like minded friends.

There are many businesses and groups that might not survive. To use a friend's favourite catch phrase; Carpe Diem. As Horace, the Roman poet said, Enjoy life while one can. My uncle Horace said a lot of words that I didn't understand that might have been Latin, when I was seven, and knocked a lorry jack off the bench onto his foot. He definitely didn't say Carpe Diem! Mind you, I think he said a lot of four letter words!

This picture was on the back cover of the December issue. In the supplement I asked if anyone could identify the three riders. Nobody could do this. This proves that you can't trust any photo you see. The three riders were me, on my BMW RS, my 1927 Norton 19 and my 1952 AJS 18S. All photo shopped onto a photo taken down our lane in 2010.



I'm not showing you the doctored one with me and Bridgette Bradot!

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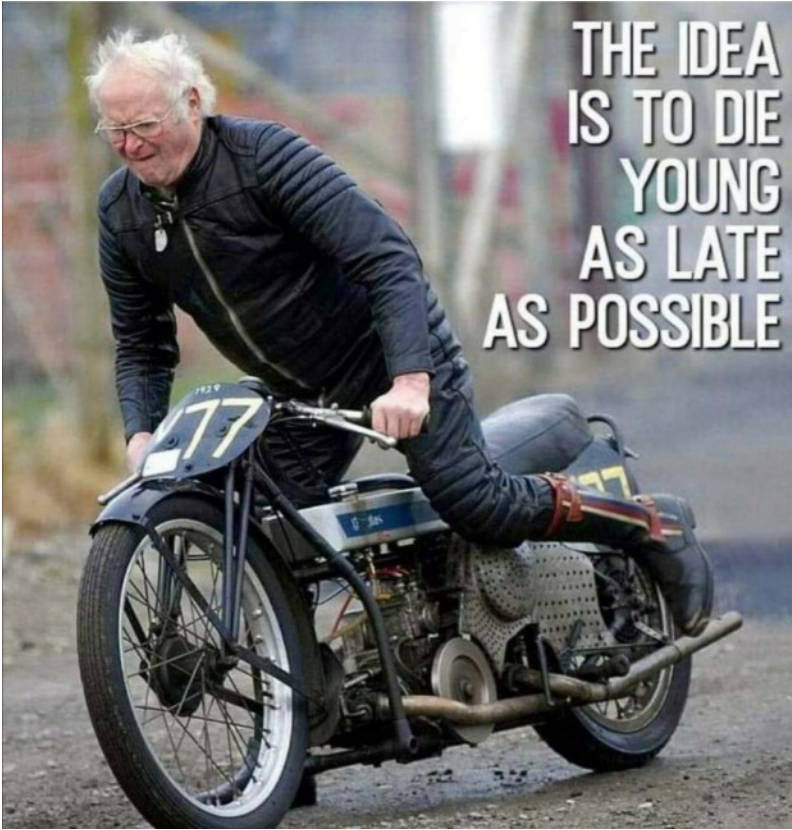
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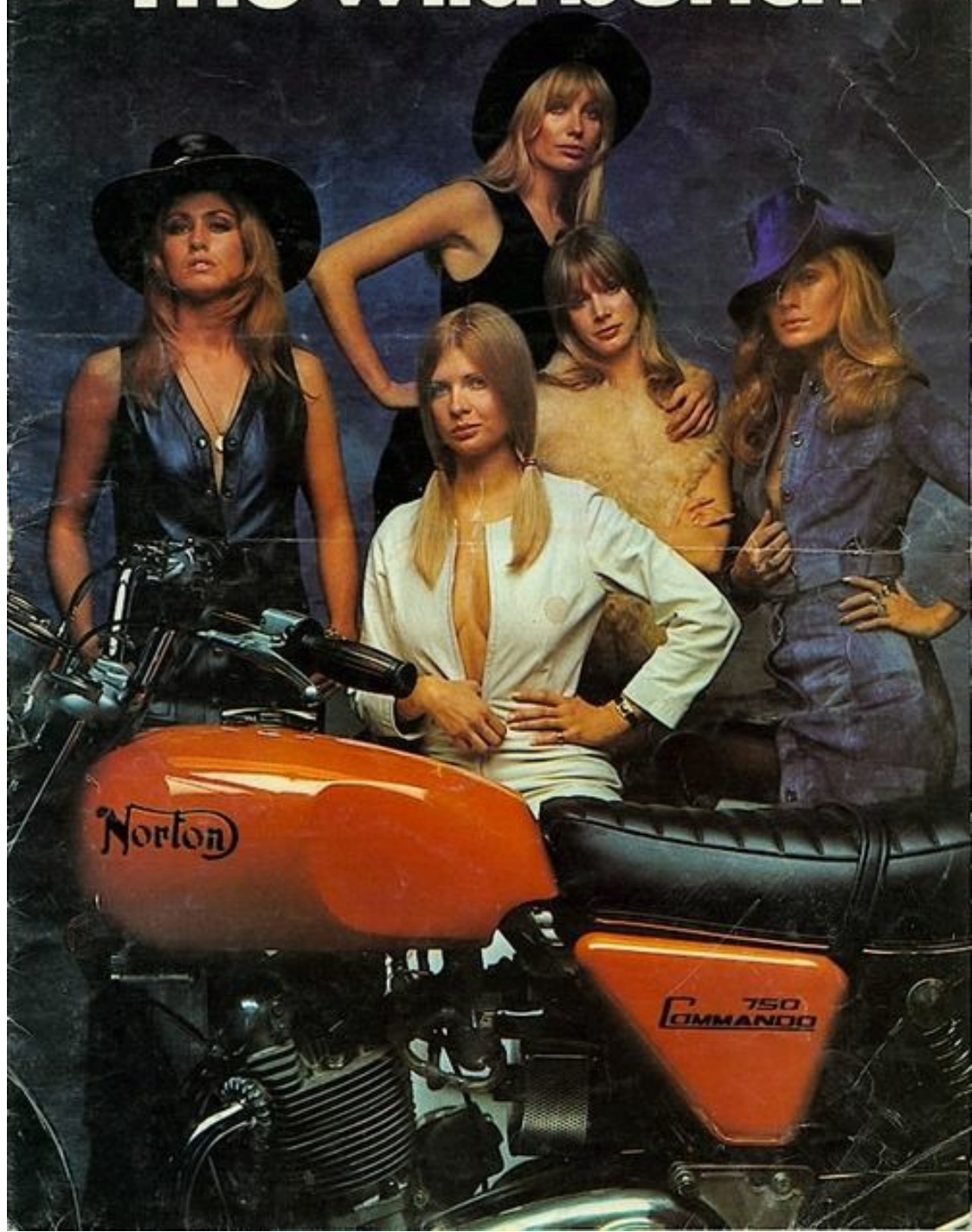
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A strange place to have a clutch/



The wild bunch



8

Understanding Engineers One:

Two engineering students were walking across a university campus when one said, "Where did you get such a great bike?"

The second engineer replied, "Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, "Take what you want."

The first engineer nodded approvingly and said, "Good choice; the clothes probably wouldn't have fitted you, anyway."

Understanding Engineers Two

What is the difference between mechanical engineers and civil engineers?

Mechanical engineers build weapons. Civil engineers build targets.

Understanding Engineers Three

Normal people believe that if it ain't broke, don't fix it.

Engineers believe that if it ain't broke, it doesn't have enough features yet.

Understanding Engineers Four

An engineer was crossing a road one day, when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess." He bent over, picked up the frog and put it in his pocket.

The frog then cried out, "If you kiss me and turn me into a princess, I'll stay with you for one week and do ANYTHING you want."

Again, the engineer took the frog out, smiled at it and put it back into his pocket. Finally, the frog asked, "What is the matter? I've told you I'm a beautiful princess and that I'll stay with you for one week and do anything you want. Why won't you kiss me?"

The engineer said, "Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog, now that's cool."



The Ideal Diet

A man was terribly overweight, so his doctor put him on a diet.

"I want you to eat regularly for 2 days, then skip a full day, and repeat this procedure for 2 weeks. The next time I see you, you should have lost at least 5 pounds."

When the man returned, he shocked the doctor by having lost nearly 60 lb.!

"Why, that's amazing!" the doctor said, "Did you follow my instructions?"

He nodded... "I'll tell you, though, I thought I was going to drop dead on the third day."

"From hunger, you mean?"

"No," he said "From all that flaming skipping."

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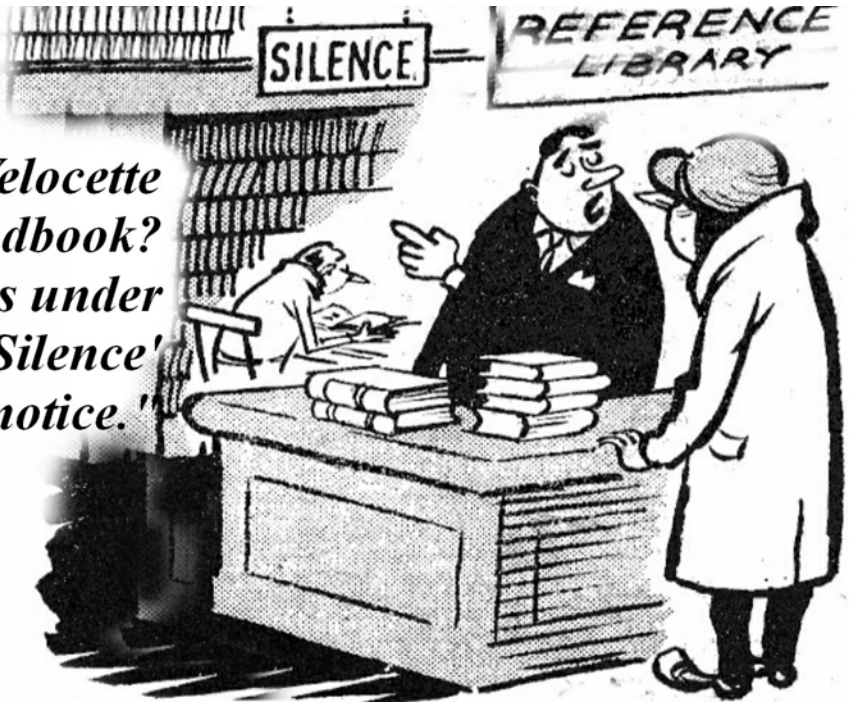
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*"LE Velocette Handbook?
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the 'Silence'
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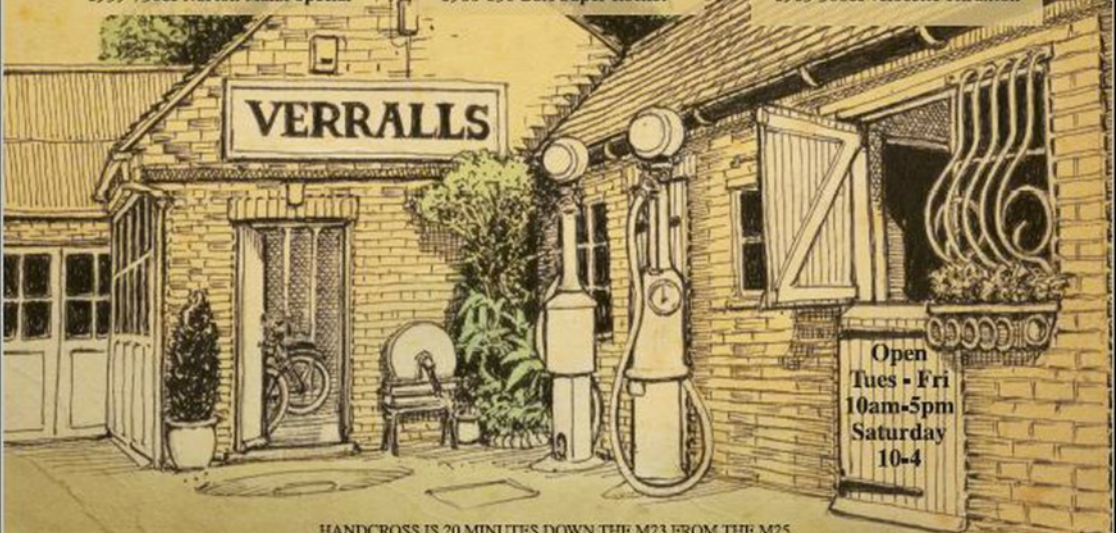
1959 750cc Norton Manx Special



1960 650 BSA Super Rocket



1965 500cc Velocette Thruxton



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LUXURY STEAMER

The fabled three cylinder Scott runs again

Sammy Miller is rightly proud of the unique collection of restored British rarities on show at his museum. A good many people must have seen Sammy's three cylinder Scott as a dusty wreck — 'as found' on the Scott Owners' Club stand at Stafford in 1990. That in less than a year it was superbly restored and transformed into a sweetly running motor cycle is nothing short of phenomenal.

The Scott factory anticipated the terrible depression of the early Thirties by offering a cheap 300cc single. Alas, not cheap enough — and not good enough either. The three probably had its origins in the same sort of thinking. In hard times, the very cheap sells — and so does the very expensive and luxurious, in limited numbers.

However, to design, build and develop a machine as radically different as the Scott three was no small undertaking. How they financed the work at all is a mystery, for sales plunged disastrously after 1929. That year 1400 machines were made. In 1930 the figure was a catastrophic 860 or so. Never again throughout the next decade did the average yearly production rise much above 200 machines. Yet, somehow the three was developed.

That a prototype was running early in 1933 is certain, because it was on his way to that year's TT that the celebrated Liverpool Scott dealer A E Reynolds called at



the factory and was given a demonstration ride. The machine must have been reasonably well developed, for the enthusiastic Reynolds contracted to take every machine that Scott could make for the 1934 season.

Alas, none were forthcoming. Then in February 1934 the new three cylinder machine was announced in the Press. For *The Motor Cycle* of March 1, 1934, Torrens (editor Arthur Bourne) road tested what was almost certainly the same prototype that Albert Reynolds had ridden nine months earlier, and it differed considerably from the model that is now to be seen in the Sammy Miller museum at New Milton, Hampshire.

The frame was built from essentially straight tubes brazed into conventional lugs. There was no springing at the rear, and at the front Brampton bottom link forks were used. A distinctive wedge shaped fuel and oil tank sloped steeply down to a fashionable and sensibly low saddle. The engine was of 750cc with the crankshaft in line with the frame. Bevel gears between the car type clutch and the four speed gearbox allowed a conventional kick starter and chain final drive. Gearchange was by hand. Cooling was by thermo syphon, using an oversize version of the Scott honeycomb radiator with a filler cap on either side of the header tank. The machine weighed in at just under 450lb, with full complement of petrol, oil and water.

Torrens was most favourably impressed by the new machine. A prototype, especially one so radical, might have been forgiven any vagaries of handling, but there were none. About the engine there were no doubts. The acceleration was described as exceptional: "There is no pause, no flat spot as you snap open the throttle. With its six cylinder torque, the clatter-free drone rises in an instant to a screaming hum — the war cry of a Scott and a half!"

However, for whatever reason, Scott chose to undertake a complete redesign. One suspects that they had an eye on the light sports car market in enlarging the engine to 73x78mm. Indeed one of these 986cc engines was fitted into a Morgan 4/4, endowing it with performance that for the time was blistering, far outstripping that of the side-valve Ford fitted as standard.

Be that as it may, the redesign of the engine embraced more than a change of capacity. Fundamental to the design was the separation of the crankcase into three separate chambers by large diameter, light alloy drums between each section of the pressed up crankshaft. These drums carried the main bearings which were lubricated — and the gas sealing effected — by flooding them with high pressure oil from the throttle controlled pump. The crankcases were in turn scavenged positively by a gear pump. All very ingenious, but in practice far too complicated to be good engineering, and intrinsically over

ex-pensive.

In the original 750cc engine, the whole crankshaft assembly was threaded into a one piece 'barrel' crankcase, and the drums secured by through-bolts. The re-designed engine had a horizontally split crankcase, and the drums were trapped between the two halves. The light alloy cylinder head and cast iron cylinder block were both detachable.

And where the 750cc engine had featured light alloy connecting rods whose split big ends had clamped onto the outer races of needle roller bearings, the 986cc engine used one piece steel rods assembled on loose double row rollers.

Needless to say, although the flat-top piston, loop scavenge system was already well established elsewhere, Scott remained true to the cross flow deflector piston system that the firm's founder had developed so painstakingly all those years ago.

This new engine was fitted into entirely new cycle parts and, as a last minute surprise, formed a huge attraction at the 1934 Olympia Show. The frame itself was of steel channel to which tubular rear stays were bolted, and the Brampton front forks were replaced by heavy duty Webb girders. The machine appeared to have been consciously re-styled to leave behind the rather vintage appearance of the prototype. Most striking was the way in which a car style grille concealed a radiator let into what appeared to be a very shapely saddle tank that was in fact a shell. Petrol; all 2 ½ gal of it; was carried inside tanks bolted to the single top tube of the frame. The sides of the shell were hinged, lifting to give access to dynamo, distributor, sparking plugs and water hose connections. Engine and gearbox had been cleaned up, and the gear-change was now a positive stop foot change.

No price was quoted to the three on the Scott stand at Olympia, but a leaflet issued in 1935 says boldly '£115 complete'; and then goes on to list speedometer, pillion seat and foot rests as extras! Remarkably, a power output of 48hp at 5200rpm is noted on the front of the brochure. Though no machines were sold in 1935, the brochure has its date altered to 1936. By this time, the Scott company were in business only by vir-tue of production of industrial engines, general engineering, and increasingly Admiralty contracts; for re-arming for Hitler's war was now underway.

The 1000cc three became increasingly a lost cause, though some sort of development programme continued and almost incredibly, a six cylinder version was made, and fitted into an Aston Martin sports car! In 1936 the

factory actually supplied a 1000cc three to a customer; but it was in fact to Albert Reynolds, who had a financial interest in the Scott company. The neat radiator of the Show model had obviously proved inadequate, because Reynolds' machine was fitted with a radiator twice the size, fit to grace a double decker bus. At the same time the 'petrol tank' shell was louvred to improve the flow of cooling air, and the totally inadequate 2 ½ gal petrol capacity was improved upon by the use of twin pannier tanks each side of the rear wheel; thus preventing the carrying of a pillion passenger! Thereafter, despite hopeful noises in the Press, development of the three seems to have fizzled out.

Post-war, Scott motor cycle sales picked up a little, though between 1946 and takeover in 1950 by Birmingham entrepreneur Matt Holder, the figure averaged no more than 400 per annum and even that was distorted by a temporary upsurge in 1947. Part of Matt Holder's plan for Scott was to revive the three. Indeed he and his right hand man, Bill Read, revised the design using petroil lubrication, which considerably simplified the layout. First considered by Aston Martin as the basis for a cheap sports car, the engine was later adapted as a motor boat unit for the Bermuda company. Despite its appearance at the 1959 London Boat Show, nothing came of this development.

The machine that Sammy rescued and restored after the 1990 Stafford Show was sold to him by Ryan Holder, Matt Holder's younger son. Most unfortunately, in addition to the general dilapidation, the engine had stood for a long time in the open air with the spark plugs removed, and the crankcases had filled with water. "That was bad enough," says Sammy, "but it was a brand new crank." Rectification involved expensive metal spraying and machining. Rebuilding the engine was greatly simplified by Sammy's acquisition of a wealth of photographs and original factory drawings; over 600 pieces in all. There are details of everything from a gudgeon pin to the radiator grille. "We'd have been lost without them!" he admits.

One thing that was missing was the virtually one-off Delco Remy three cylinder ignition distributor. After spending various sums, and seeking to convert six cylinder units, Sammy eventually based his replacement on one that cost him the magnificent sum of £1.50, and was found at the Beaulieu auto-jumble on a car stall. The gearbox, again, caused some head scratching, and had to be rebuilt not once but twice. "I don't think that they had really got it sorted even in the end," says Sammy.

Flood the three, hold your hand over the bell mouth for a couple of kicks (all



Scotts like a rich mixture), switch on the ignition, and one more kick brings it into vibrant life. The exhaust note is a rich baritone, quite unlike any other. Mechanically; complete silence.

To ride the Scott three is an uncanny experience. It is heavy; there is no doubt about that; but it steers admirably and its very weight seems to give it a remarkable stability. The wide handlebars and sit-up-and-beg riding position, along with that free-revving engine, place the three firmly in the luxury tourer class. Gear ratios are indeed nicely chosen, but the ample and abundant torque of the engine is such that it would mask any deficiencies. And the engine! Believe in every one of those 48 horsepower! Despite the machine's weight, acceleration is a sheer surge of exhilaration, and so smooth. A veritable candidate for the appellation of 'super bike', and not, believe me, with the patronizing qualification of 'in its day'.

Many thousands of Scott fans over the years must have asked themselves: "Was the three really the dream bike it looked on paper?" Having ridden it, and ridden it hard, I'm able to tell you: 'Yes, gentlemen, it really is a wonderful machine, years ahead of its time.'

The Scott factory never did have much luck with their timing!



DUNEDIN

A few more photos of the 1910 Dunedin as seen in March magazine.

Strange co-incidence that I've just noticed, is that Area number on the 1921 Tax Disc is W 550005, which is my land line number in Wetley Rocks.

Below is Dunedin Street where the name probably came from. On the right is the town and

country

silencer. The foot operated lever opens the R H ports on the silencer box and allows the gases to by pass the silencer and increase the noise when leaving the town



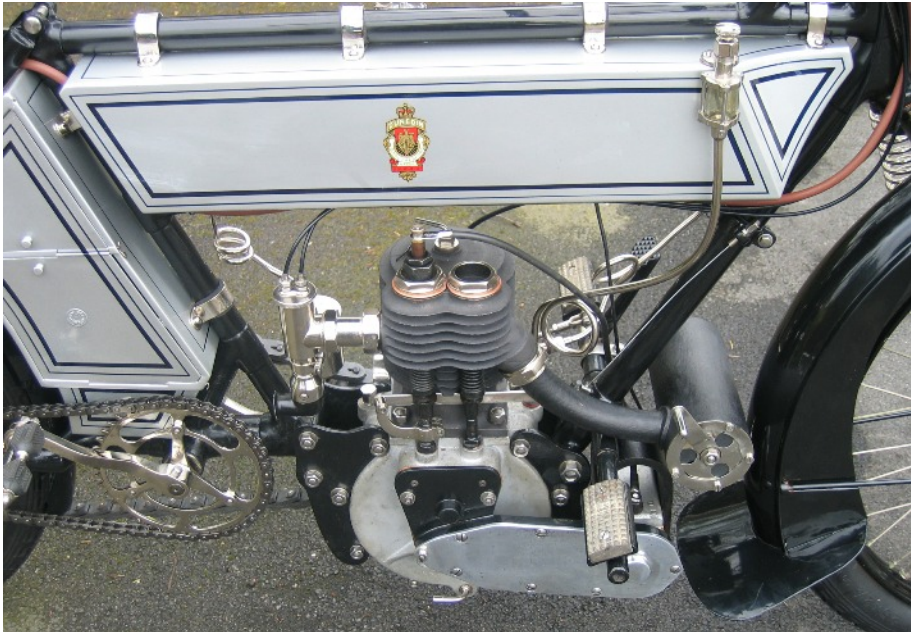
Below are Right Hand controls, throttle, air lever, front brake and horn



Below, oil supply, one drip every five seconds

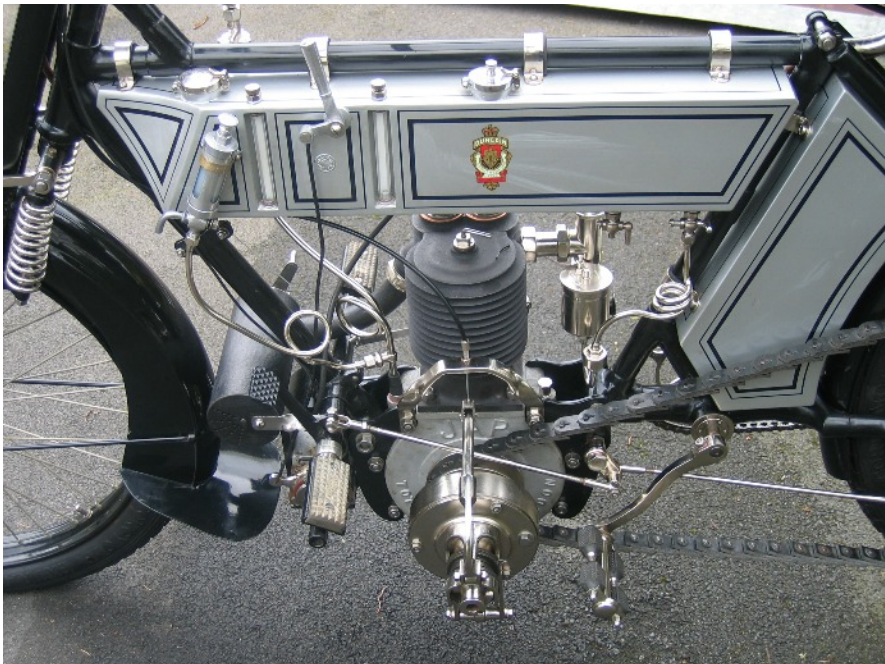
Above, oil pump to deliver extra supply when working the engine hard. up hills etc.





Above, view from the right.

Below, view from the left.



KAWASAKI DECLARES WAR

In 1968 Honda changed the game for ever with its CB750 – but just four years later Kawasaki's Z1 announced in no uncertain terms that it was game-on

FATE IS FICKLE at the best of times but rarely so cruel than it was to Kawasaki in 1968. Poised to launch an all-new 750cc four-cylinder four-stroke machine, it was beaten to the punch by Honda when the CB750 made its debut at the 15th Tokyo Motor Show on 26 October that year. It was a monumental blow for Kawasaki. While Kawasaki had just debuted its wickedly fast 500cc H1 triple-cylinder two-stroke, the fact that Honda was one step ahead, if not several steps ahead, in multi-cylinder four-stroke development was devastating.

Like Honda, Kawasaki was looking towards the booming USA market when its new 750cc four-cylinder four-stroke was conceived. Code named N600, Kawasaki had successfully tested prototypes following nearly two years of development. Once final testing was completed that year, production was slated to begin by early 1969. But the arrival of Honda's ground-breaking CB750 meant the N600 project was shelved immediately as Kawasaki realised it was point-less to offer a me-too follow-up on the CB750.

Nevertheless, it took until 1970 before Kawasaki decided what to do about the CB750's challenge and assembled the team it needed to move forward. Further market research in the USA in 1970 confirmed there was room for a CB750 rival, but it had to be a four-stroke.

Regardless of the performance attributes of its two-stroke triples, Kawasaki realised American riders wanted flexible and predictable power and plenty of low-rpm torque, rather than the frantic power rush of something like its 500cc H1 or even the up-coming 750cc H2 two-stroke triple. American riders, born and bred in the world of large-capacity V8 car engines, also

wanted an engine that looked and sounded like what they considered to be a real engine, something that a



Z1

triple-cylinder two-stroke, never did. What's more, with the seeds of the green movement already planted in the US and concerns regarding vehicle pollution becoming stronger – especially in all-important Californian market – the future of smoky two-strokes looked bleak.

The Z1's engine development was led by Ben Inamura who was also in charge of the N600's engine, and before that, the W1 650cc four-stroke twin, up until that time Kawasaki's biggest-capacity motorcycle. Just why Kawasaki settled on the 903cc capacity is difficult to say, although being bigger than 900cc meant it could be described as a litre-class machine. The 903cc capacity also left plenty of room to grow to a full litre or beyond, something which would come just four years later, but it was still significantly bigger than the 736cc of Honda's CB750. During its design and development, Kawasaki was obsessed with the Z1's reliability above everything else. Even after early prototypes had successfully passed testing in 1971, final prototypes were taken to the USA in early 1972 and flogged around the Talladega Superspeedway on wide-open throttles at speeds up to 225km/h by a posse of riders including Kawasaki race team's Gary Nixon, Paul Smart and Hurley Wilbert. This punishment was only stopped for as long as it took to replenish the 18-litre fuel tanks.

Aside from a healthy appetite for rear tyres and chains, the bikes passed this torture test with flying colours. When released in late 1972, the Z1 quickly established itself as the new king. In one move, Kawasaki had relegated Honda's CB750 to yesterday's motorcycle. Even so, the claim that the Z1 was the world's first superbike is hard to justify given the Z1 wasn't significantly different, at least in overall concept, from Honda's CB750. But, either way, world's first superbike or not, the Z1 did say one thing in unequivocal terms and that was: game-on. The horsepower war had been declared...

Quick Specs: KAWASAKI Z1

Configuration In-line four-cylinder four-stroke Cylinder head DOHC, two valves per cylinder Dry weight 230kg

Capacity 903cc Bore/stroke 66 x 66mm Compression ratio Not given

Fuelling 4 x 28mm carburettors Fuel capacity 18L

Power 60kW @ 8500rpm Torque 73.5Nm @ 7000rpm

Frame Steel tube, double cradle Wheels F: 19-inch R:18-inch

Front suspension Telescopic fork Rear suspension Twin shock Brakes F: Single disc, single piston calliper R: Single leading shoe drum

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LEOPOLDO TARTARINI

Few men in motorcycling led as full a life as the genial, pipe-smoking Italian designer Leopoldo Tartarini, who passed away on September 11 2015 at his home in the hills outside Bologna, at the age of 83.

He was the founder of Italjet, the small but highly innovative Italian manufacturer he established in 1960. During its 44 years of existence, Italjet developed more than 150 different imaginatively designed motorcycle and scooter models, most of them personally created by Tartarini, in between running the company.

In addition he undertook consultancy work for more than a decade with Ducati, for whom in addition to the Mk. 3 singles, 750cc Sport and 900cc Darmah V-twins, and the 350/500cc parallel-twin range, Tartarini produced the most iconic desmo V-twin motorcycle to emerge from the factory located the other side of Bologna from the Italjet plant in the suburb of San Lazzaro di Savena. Namely the green-frame 750SS race replica street version of Paul Smart's 1972 Imola 200-winning factory racer. This became the most notable of many desmo V-twin models whose attention-grabbing looks he was entirely responsible for creating.

However, when Tartarini's motorcycle career began at the age of 20 in 1952, it was on three wheels, not two. For that year he won the sidecar class in the gruelling 18-hour single-stage Milano-Taranto open-roads marathon, beating the favoured Moto Guzzi and Gilera-powered competition with a twin-cylinder BSA 650cc Golden Flash-engined outfit that he'd designed and built himself.

He went on to enjoy further racing success on two wheels, winning the 1953 Milano-Taranto and the 1000km Motogiro, as well as many victories in local hill climbs and circuit races. After a test at Monza, Count Domenico Agusta offered him a place in his MV Agusta factory race team for the 1954 GP season - an honour Tartarini was obliged to refuse, after his mother asked him to stay home and manage the family motorcycle dealership - in between winning the Milano-Taranto and the Motogiro, each for a second time.

Instead, Tartarini signed to race for the Ducati factory located in his home town of Bologna as a works rider and development engineer, working along side another new arrival, the legendary chief designer, Fabio Taglioni. But a severe injury, which at one time had threatened to leave him paralysed, brought Tartarini's racing career to a premature halt - but he then embarked upon a year-long adventure as a publicity stunt for the Italian firm, in the

company of Ducati's export sales manager, Giorgio Monetti. Together, the pair completed a 13-month long 60,000 km round-the-world trip aboard two 175cc Ducati singles, visiting 42 countries in five continents after leaving Bologna in September 1957 to ride to India, then Australia, New Zealand, South America, North Africa, and through Europe back to Italy again.

Back home in Bologna the exuberant Tartarini was ready for a new challenge, which entailed more than merely selling motorcycles others had built, but also constructing his own. So, in February 1960 he founded a company eventually renamed Italjet, initially building MZ and Minarelli-powered cafe racers. Tartarini was then commissioned by BSA-Triumph management to develop a prototype lightweight model carrying the Ariel badge and powered by a 160cc two-stroke Minarelli engine, which was intended to replace the elderly BSA Bantam best-seller, the project never reached production, but it did introduce



Leopoldo Tartarini and Giorgio Monetti at start of the round-the-world trip.

Tartarini to the British firm, leading to the creation of the 650cc Bonneville-powered Italjet Grifon, an Italian-built production version of the Triton cafe racer then already popular as a home-made special in Britain. Around 300 such bikes were sold in Italy, with a similar number shipped to the USA and Australasia, where although more expensive than the stock 650cc Bonneville, they found a ready market as high-performance British bikes with Latin looks - a winning combination.

Italjet's successful early 1960s range of innovative minibikes included more humble models with swinging sixties names such as the Franco Morini-engined 48cc Kit Kat and its small-wheeled counterpart, the Go-Go. Together with the Grifon's combination of crisp Italian styling, chassis design flair and British engine performance, these brought Italjet to the attention of American entrepreneur Floyd Clymer, who initially commissioned Tartarini to manufacture 100 Minarelli-engined 50cc minibikes for him to give as gifts to the US dealers he'd signed up to distribute the Indian range of bikes he was developing in conjunction with Friedl Munch in Germany, for which Clymer owned the trademark. In keeping with the Indian theme, these were named the Papoose.

By inventing a new breed of baby Euro-bike, they were so successful that Italjet ended up building more than 15,000 for the US market, as a result of which Clymer also commissioned Tartarini to build full-size Indian motorcycles, these were based on the Italjet Grifon design, but fitted firstly with Royal Enfield Interceptor 750cc parallel-twin engines (of which just 50 were made), then with the Velocette Venom and Thruxton 500cc ohv single motors, of which 150 were built and sold mainly to the USA, before Clymer's death in 1970 brought an end to the Indian Velo project.

Leopoldo Tartarini's talents for building good-looking, fine-handling motorcycles of all capacities were by now well established, with his restless imagination and capacity for innovation extended to other fields, the Pack-A-Way was a 50cc moped that could be folded up into a package complete with carrying handle, the prototype of which found its way to New York's Museum of Modern Art. It became a must-have accessory for sailors, campers and owners of large cars with big boots (trunks...). In 1980, Italjet moved into the trials world, with purposeful 250/350cc models powered

for the first time by the firm's own engines, specially developed for their light weight and compact build, with which American former world champion, Bernie Schreiber duly finished runner-up in the 1981 World Trials Championship.

The coming of the late 20th century scooter boom was foreseen by Tartarini, and from 1980 onwards Italjet successfully rode the wave of demand for personal transportation by carving out a unique reputation for innovative and quirky models, such as the retro-look Torpedo and Velocifero, or the avant garde hub-centre Dragster, which debuted in 1995, and the 125cc Formula introduced in 1994, which for many years was the only twin-cylinder small capacity scooter in the marketplace. With its 180 workers producing up to 90,000 powered two-wheelers annually in the firm's modern 10,000m factory on the Adriatic coast near Pescara, Italjet successfully surfed the success of the European scooter boom through the 1990s - a position that fuelled a revival of its sporting reputation.



*Tartarini with Grifon
650 in 1967.*

Welcome to new member
P2415 Graham Wilson from Leeds. To late for main
magazine, but more details in June issue.

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