

## Stafford England International Classic Bike Show

THE INTERNATIONAL CLASSIC Bike Show opened its doors for the 24th time in late April to blue skies and warm sunshine, a real asset with the open ground outside the exhibition halls full of literally hundreds of swap meet stalls. Visitors were coming from all over Europe and beyond, many to check out any "new" classics and others to search for those rare parts impossible to find elsewhere. Guest of Honor was the Speedway Legend Peter Collins with other stars like Sammy Miller and Tommy Robb in attendance.



Many of the well-known clubs laid on special marque displays, like AJS, Ariel, BMW, DOT, Douglas, Rudge, BSA Gold Star, Norton and the like, some showing classics not seen or rarely seen before, and making the event all the more interesting for everyone.



A rarity for Velocette enthusiasts to drool over was the 1939 "O" type prototype, a unique 596cc, shaft-drive twin, with contra-rotating crankshafts designed and built by Phil Irving of Vincent fame. This bike won the 1st place in the "Machine Of Technical Interest" category.



President of the DOT Club, Pat Davy, showed a part replica 122cc rotary valve two-stroke "works" racing DOT. The original engine, with four-speed gearbox, was built into a replica rolling chassis, and some parts, like wheels and brakes, were sourced from the old DOT factory, which is still alive today, and the remainder were built from photographs. The original bike was ridden by Eric Hardy to 10th place in the 1952 Isle Of Man 125 TT, and Davy's machine won "Best Of Show" at Stafford.



Frenchman Patrick Godet turned up with his Egli Vincent models, which he builds completely from scratch. At Stafford, he showed his latest Black Shadow and a new "Touring" 998cc 50° V-twin (84mm x 90mm) with 4-speed gearbox and a stated output of 55 hp @ 5800 rpm, just like the originals, mounted in a tubular-steel spine-type frame fitted with twin leading shoe front brakes. Stainless steel parts, like the exhaust system, are used extensively, resulting in a superb looking machine.



On the Douglas Stand was a 1949 348cc works racer with hairpin valve springs and needle roller bearing timing gears carried in a "one-off" frame with a unique gastank and seat.



Sammy Miller showed three Nortons, Ray Amm's 1953 348cc Kneeler, the 1960 Low Boy designed by Doug Hele, and this, the very last 1956 "works" Model F with horizontal 350cc DOHC engine, Moto Guzzi style.

## Gas Gas/American Effort For The Dakar?

THE SPANISH GAS GAS factory, having achieved so much in other forms of world-class off-road competition, are now taking a serious look at desert racing and the suitability of their new FSE450 enduro machine.

In the recent Rally of Tunisia, Gas Gas entered two machines, a quad ridden by Spaniard Jordi Saborit, and a much modified FSE450 motorcycle piloted by US expert Brian Gillen. Both machines were powered by the new 444cc, 95mm x 62.6mm, 4-valve, liquid-cooled single-cylinder Gas Gas-built engine which features a six-speed gearbox and Magneti Marelli fuel injection. The outing was part of a plan to test and further develop the engine and running gear for severe desert competition.

The photos show the actual machine used by Gillen and built by established Spanish specialist Fernando Prades, who doubles as Gillen's mechanic in competition.

Gas Gas has not revealed many details of this development machine, but it appears that their basic enduro frame is used, but is fitted with heavier duty suspension, brake systems and exhaust, plus entirely new bodywork and fenders—quite different from the standard bike. In addition, a Dakar-style high fairing incorporates satellite navigation, etc. The standard FSE450 weighs in at 260 lbs. dry, but this one should have gained a few pounds.

Firm plans are not made as yet, because the factory is simply looking at the potential and possibilities, but would it not be exciting to have a new European manufacturer contesting the Dakar? We can wait with fingers crossed! More news on this as it becomes available.

—Doug Jackson



American rider Brian Gillen with Gas Gas offroad specialist and mechanic Fernando Prades

## Larusmiani/Ghezzi & Brian Promotion



Larusmiani's "Otto" jacket

WELL-KNOWN FOR its fashion houses, Milan is the home of "Larusmiani," described by the Italians as, "The Temple of Made-In-Italy Men's Elegance"...in other words, if you need some really exclusive riding gear, this is where you go for it!

The company has just launched a range of exclusive clothing for motorcycle or scooter pilots. No, it's not for the long distance rider, but for cruising around town in real style. The jackets, for instance, are in cotton or suede with Teflon waterproofing.

To promote this new line, they contracted Guzzi specialists Ghezzi & Brian to build a limited edition of just eight motorcycles—aptly named "Otto" ("eight" in English) to complement the clothing. The bike is constructed around a single-beam steel frame using the 1064cc Moto Guzzi V-twin motor as a stressed member. The rear subframe is made in titanium, as well as the supports for the piggyback headlights, the shaft drive casing, the oil radiator brackets, the footrests assemblies, gas tank filler, etc., etc. In the suspension department, the forks are 41mm inverted Paiolis and the rear mono-shock comes from Öhlins. The steering damper is fully adjustable, and wheels are special, made by OZ in forged aluminum. Twin 420mm front perimeter brakes use 4-piston calipers while the single rear unit is a wavy disc, the combination providing enormous braking power.

Controls are digital racing units, and the rear lights and indicators are also lit by LEDs. Even the ignition keys are solid silver, as is the identification plate to be inscribed

with the owner's name and the machine's serial number, while the gas-tank is formed of hand-welded aluminum.

In "street fighter" style, the machine is finished in anthracite grey with suede saddle and handlebar grips to match, blending handsomely with all the titanium components. With an output of 90 hp @ 8250 rpm and a dry weight of only 385 pounds, they say it is capable of 132 mph...at least, once it's out of town! If you want one of the limited run of just eight machines, it will cost you 33,000 Euros including Italian VAT (approximately \$39,900)—but move fast, they are not expected to be on sale for very long!

—Doug Jackson



Ghezzi & Brian's "Otto" Moto Guzzi special

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