

WHAT'S THE PLAN?

Classic *Bike* contributor and Guzzi enthusiast Pete Norman had a Le Mans frame kicking around. He was planning to build it into a café racer, then he read about French endurance privateer Charles Krajka and his automatic Moto Guzzi racer. Now Pete's plan is to build a road-ready replica of the bike, and ride it to the Bol d'Or Classic in France. Formidable!





PART ONE

Après le Bol d'Or



GUZZI 1000 "CONVERT"

AU GUIDON DE LA GUZZI Matic

DE KRASKA

par Ch. Bourgeois

Charles Kraska est l'homme des paris. En plus il a ses petites idées en tête et rien ne peut lui en faire changer. Lorsqu'il décida d'engager une Guzzi à boîte automatique au 4^e Bol d'Or tout le monde cria au fou. Même chez Guzzi on était sceptique, chez Motobecane aussi, qui distribue la marque en France, on ne voulait pas courir officiellement une tentative vouée à l'échec... Malgré tout Kraska persévéra et c'est ainsi qu'il aligna, envers et contre tous, une Guzzi-Matic. Cette première, car il en est une, malgré les canots et les scooters spécialement conçus pour ça. Faisait sa course dans la course, la Guzzi arriva à bon port sans avoir connu aucun ennui. Part gagnée.

La transmission automatique est en cours à ses balancements. Guzzi fut le premier à tenter la grande aventure. D'autres constructeurs depuis, s'intéressent à l'automatisme, Honda pour ne pas le citer. Il est évident que l'automatisme présente beaucoup d'intérêt en tourisme, mais en compétition cela n'est pas évident.

Il faut cependant préciser que Kraska n'a jamais eu pour ambition de gagner le Bol d'Or. La sienne était simplement de pro-

poser et fiable pour tenir vingt-quatre heures consécutives à un rythme élevé. Sur ce point Kraska a gagné sur tous les tableaux. La compétition n'avait même eu tout son sens, car n'est-ce pas le meilleur banc d'essai des solutions techniques de demain ?

Je ne ferai pas un long retour sur la conception de la boîte de vitesses de la Convert, celle-ci ayant été abondamment décrite dans ces colonnes par J.-C. Bar-

La 1000 Guzzi-Matic possède un haut moteur de Le Mans. Ce moteur gère par deux Dell'Orto de 40 mm développe plus de 98 chevaux.



recevables sur le circuit routier de Montlhéry au guidon de cette automatique de course.

Au début le Bol terminée je retrouvai Charles Kraska enroulé dans toutes les grandes occasions sans jamais flancher. Les complices de son staff dans le parc des coureurs, en train de parler Guzzi, bien sûr, et automatisme naturellement de lui soumettent mon intention d'essayer sa moto. Il dit : "Bancal !" et vendez-vous est pris pour le mardi après-midi à Montlhéry. Je n'ai jamais combattu de moto à boîte automatique et c'est pourquoi je préfère vous faire expliquer le mode d'emploi.

Où a eu l'idée d'engager une machine à boîte de vitesses automatique au Bol d'Or ?

Il y a trois motivations que cette idée est

dans l'air. Cela remonte à quatre ans. Nous savions à cette époque qu'il y avait aux U.S.A. des California companies de convertisseurs Sachs, licence Borg-Warner, qui travaient à titre expérimental. A l'époque nous avions demandé à l'un de nous d'acheter un tel équipement pour notre 550 de Rinog et Astard car cela nous permit de faire des essais de développement intéressants.

A cette époque l'un de nous recevait un refus pour différentes raisons. Il s'agissait d'un matériel expérimental et me tenait pas à divulguer l'existence de la Convert. En plus Guzzi ne connaissait pas les possibilités de ce type de transmission et ne tenait pas à faire une contre-performance avant la sortie de la machine.

En deux ans nous nous sommes aperçus qu'il ne posait aucun problème, que sa commande augmentait à la fois le confort et la sécurité de ce type de machine. C'est pourquoi nous avons remis notre demande pour adapter cette transmission à une machine de course.

La nous avons reçu une réponse favorable et c'est ainsi que nous avons fait la synthèse de deux véhicules de la gamme Guzzi : 550 Le Mans pour la partie cycle et son moteur, 1000 Convert pour la transmission.

Par rapport à une boîte de Convert de série, y a-t-il des modifications ?

Nous avons d'abord essayé un convertisseur prévu pour une augmentation de puissance. Malheureusement Sachs qui avait fourni l'équipement nécessaire a commis une petite erreur ce qui n'est pas son habitude entraînant une fuite d'huile occasionnant la chute de Daniel Rinog le vendredi. Nous avons été obligés de remonter ce convertisseur pour 100 cc, par

Motocycle avec son pilote, Charles Kraska, au Bol d'Or.

GUZZI
ENDURANCE RACER
PROJECT

PART ONE



NEXT MONTH:
The engine gets rebuilt, a coolbox in the garage becomes the perfect plinth for the rewired, and the hunt for parts turns me into an expert eBay sniper...

▶ Pete's '76 Le Mans frame. All that remains now is to build the bike...

in a float through vibration," he explains. Petrol should be oozing out of the tickled carb mouths, but the inlets stay dry. I quickly unscrew the dented alloy velocity stacks and splash a capful of juice into each inlet tract. I glance at 'KOD, pause for effect (and to mutter a prayer) then hit the starter button. The hibernating beast roars into life. The shed shakes, we shake hands and I write a cheque. Sold.

I had forgotten that serendipity is hard work. But finally, I've got myself a donor to rebuild in my Mk1 frame and a model-specific race crankcase. I'm already picturing the result. With frame

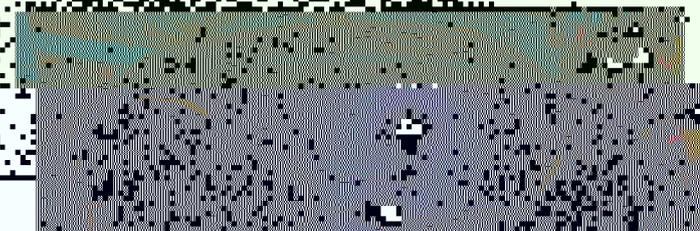
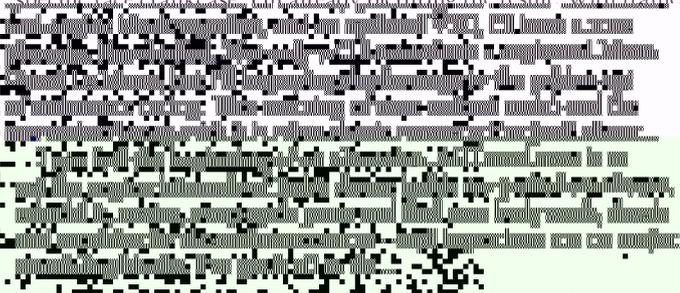
A FRAME WITH A STORY

Pete's replica will be built around a series of Le Mans frame with a chequered past...

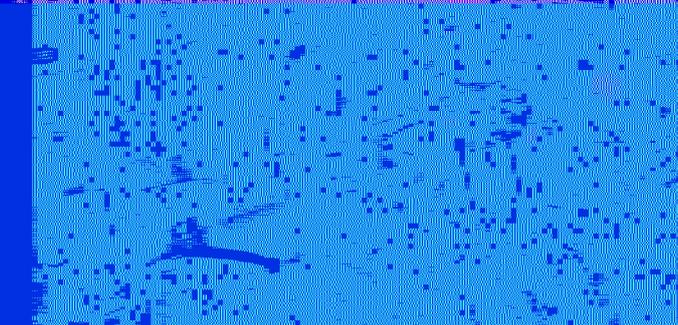
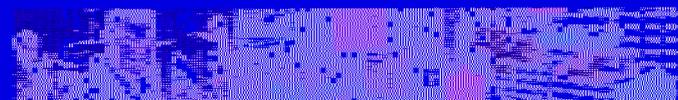
In April 2009, I spotted a Moto Guzzi Tonti frame on eBay with old-style logbook. Questioning the vendor led me to believe the

Mk1 engine on eBay and I made sure I won. The block, crank and flywheel arrived - weighing 78lbs - arrive safely via British Airways cargo at Heathrow. Drillings for wired sump and plugs hint at race heritage. Fast forward to 2012.

I email Larry to ask about the



▶ The ex-racer Pete found. Fast Drill 'Ox' carbon releases are a nice bonus



▶ A licensed Bob Coley, seller of Pete's fancy donor bike

brother. However, when I saw it on eBay with the numbers and plates the guy over the bar had bought it in a job. My brother had already got the insurance payout on the bike bought from the car company and I bought it from him. In 1967 Tony sold it to the Durham vendor who bought it for...

For 100 years Guzzi aficionados help each other out and it's important. Although the frame and engine blocks are shared between models, the stamped two-letter code signifies the source model. A piston is like this needs a conrod pre-fitted engine block to maintain its thoroughbred. I bought the shared components from a cheaper Mk1? conrod bike can be used in the rebuild. In 2009, Texas Guzzi breaker Larry Johnson offered a "short block"

from a guy in San Antonio. That was some part was seeing on eBay he mentioned it was in a race. He had an old Le Mans if it was interested. Well, yes, I was interested. Me and a friend drove down to the south side of San Antonio, a notoriously unfriendly part of town. After we rode in, we Chevy ran out of the way said "we couldn't do anything for you, we pulled two and half Le Mans race bikes out of some backyard chicken coops. If paid the asking price, we loaded everything as fast as we could and got out of there - I was worried I might be shot or stabbed if the guy changed his mind. We showed the treasure to James a few weeks later and he confirmed that it was his old race bike. And if that ain't the truth, let lightning strike me."



Into Le Man cave

Plan? Check. Parts? Check. Pete Norman takes up tools on his Guzzi endurance racer replica

L concern is no engineer's delight. It wobbles when you look at it, and such frailty bodes badly given some of the jobs on my project list. Like an engine rebuild. And in this chaotic, unheated and electricity-devoid den, I know expensive bits are just waiting to be misplaced.

Last month I took the plunge and bought a Moto Guzzi Le Mans MkII to act as donor for my project bike, a replica of the automatic Guzzi Le Mans that privateer Charles Krajka entered in the 1976 Bol d'Or (see 'What's the plan?' below). I already had a MkI frame and crankcase, so now it's a simple matter of popping in the hot internals from my donor bike

It's an easy decision to call in the pros for engine help. Guzzi guru Nigel Billingsley at NBS agrees to do the engine swap/rebuild while I tackle the remainder of the bike. Although the engine rebuild responsibility is joyful. Morphine, I guess, gives a similar warm glow.

With the engine removed, dismantling the donor carcass is easy. Prioritising means the trivial comes first – the steering lock, which powder-coating has seized. Drilled out on the sweet spot, the mechanism pops out before a quick ream and lube eases in a new Neimann barrel. The key, on the original John Blanchard leather fob, swings happily from the lock. Time to focus. Tonti frames are renowned for their stability and employ taper bearings for steering head and

quite like a Guzzi twin; exposed crankcase ribs, jutting bores, monster fins. Even stationary you can sense the barely-contained torque. "It's a cracker of an engine with some interesting mods. It has been bored out to 1000cc, ported and polished," explains Nigel, a two-decade Guzzi engineer. "It also has Cosworth high compression pistons. A lot of engines were fitted with standard pots but you've got the real deal." The words linger reassuringly.

It turns out the cam is not stock either, devoid of the tacho worm drive. That's fine. I hope to fit my race replica with a period West German-made Kröber electronic tacho just like Krajka's bike. He also sold B10 race cams from his dealership.

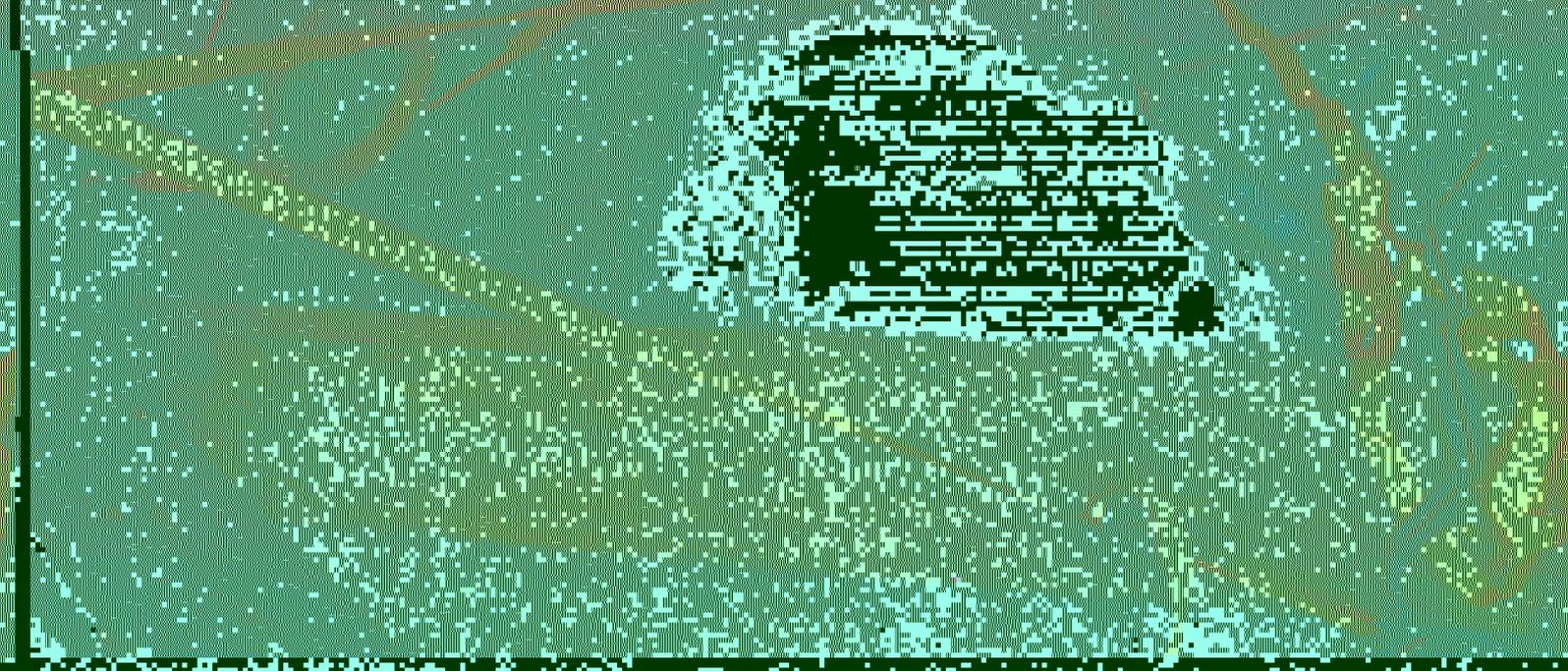
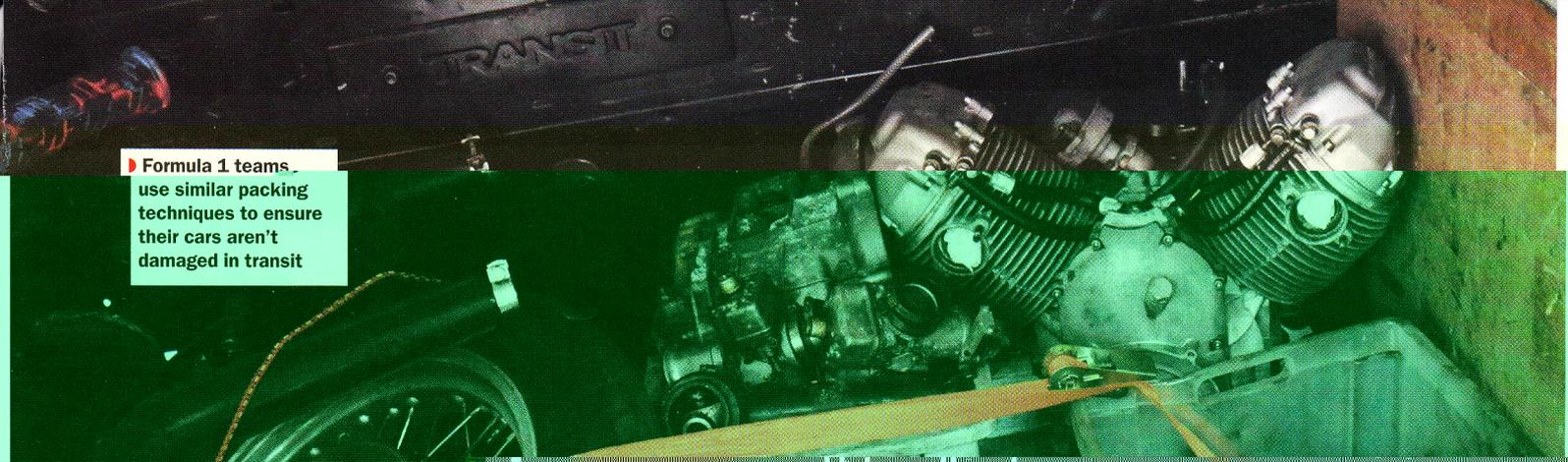
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Nigel has replaced the clutch plates too – dormancy had seized one to a pressure plate. He renewed seals and gaskets and spotted a flywheel mod. "The Le Mans flywheel doesn't make it faster at the top end, only quicker getting there compared to the bulkier standard lump," he says. "This has had its flywheel lightened – it's smaller in diameter and thinner too." With extra grunt and theoretically quicker acceleration, I can't wait to twist the throttle and feel the lunge.

Back home, I memorise a new mantra. No prettiness and no polishing. If I want the feel of a fresh-off-the-track racer, I need to keep the patina and dirt. Meanwhile, as the eagerness accelerates all thoughts of making my garage into a practical workshop disappear. But I do need a plinth in the garage for my phoenix to

▶ Formula 1 teams use similar packing techniques to ensure their cars aren't damaged in transit



GUZZI
ENDURANCE RACER
PROJECT

PART TWO



1 Weight reduction gets out of hand
2 Rear-engined panel van 3 Clearing up the acid mess on the swingarm 4 Rope-assisted stand not a Mandello original
5 Driveshaft treated to a greasing
6 Big-bore Dell'Ortos should flow enough gas for the hot, Cosworth-pistoned V-twin 7 Carb refurb conducted on sterilised sheets of printer paper
8 Fresh fasteners don't add too much shine to the important speed-smear patina 9 Genuine 1970s sandwiches were beyond salvation 10 Calipers get a full strip and clean – they'll work hard when it's finished 11 Fingers crossed...



over the rafters ready for additional support. Local Guzzisti soon salivate, hover and help. Justin Popham, who dismantled and reconnected his Lemon's flywheel en route to Le Mans in the

still uses original Le Mans moulds from when he started in 1978. He agrees to keep my dual headlight recesses solid for protruding spotlights. White gel coat finish, delivery in a month. The MkII

filler, and a midway overflow marker. Mine are drilled for wires but the overflows, with just several alloy threads for purchase, hold tenuously. I reach for the Loctite activator 7471, thread sealer 542 and copper washers. Long may they hold. The tail end takes shape and a brainwave has me calling Graphite Trading Company. A superb dry lubricant, graphite readily makes a paste with sump oil. I paint driveshaft splines and anything else worthy of covering. My rusty 40mm headers take quickly to the silver slop. Graphite is the magic mineral in grate black, and the oil simply burns off.

I spend hours online trying to ascertain tyre profile limits, widths and height, a necessary feat thanks to my fat Akronts. It's remarkable the variation in detail given by different

manufacturers. Eventually I pick Metzeler Lasertecs – 110/80 and 120/80. The front is a near-period cross-ribbed front. They are proven Guzzi rubber. FWR (020 7820 7818) fit the tubes and tyres while Lasertecs have been around for a long time and Metzeler has updated the rubber compound for better durability and grip," says FWR's Bob Collins, whose alter ego is Viagra Bob, the race-winning pilot for Team Glam. "The front ribbing also helps look the part on older bikes."

Rear wheel on, it's time for the forks, allowing me to ditch the coolbox plinth. Although only a rolling carcass, getting the bike to this state gives me a boost to get through what at times feels like hitting the marathon runner's wall. This is the dreadful project stall I've read about. Forward motion requires huge amounts of energy and effort. I can empathise with those who lose the will.

I give the top yoke the stonechip paint treatment before slipping the stem up to rest on the new taper bearings. Top nut tightened, all is well. "I don't think the 38mm Marzocchis were OEM on any Guzzis, but designed specifically for the aftermarket. They were obviously a major improvement on the stock 35mm units," says Nigel, over the phone. "At the time you bought vokes, fork tubes and sliders as a complete unit. They were bloody expensive. An old pair of chromed clip-ons fit perfectly, replacing the gold-anodised donor clip-ons and garish grips. Wire-brushing strips the bar-ends of their anodising, saving another few quid."

Although the bike now stands on its own two wheels, there is a problem. The steering lock key has snapped off in the barrel. I find the broken stem on the garage floor. Firing the forks must have sheered it in situ. Not even a dentist could extricate this muck. With just 2mm exposed, I decide to drill a purchase point for a spike to lever. I fit a 1mm drill bit and, at a low-speed setting, put drill to broken shaft. But instead of drilling, to my amazement it works like a rack and pinion and the key slides effortlessly out.

Donald Rumsfeld spoke famously of "unknown unknowns" in international relations. With so many components, carbs are also impending disasters. To make knowns of unknowns, Dell'Orto importer Matt Cooper from Eurocarb sends jets, O-rings, gaskets and nylon float needle valves for my PHM40s. "These carbs were specifically modified to suit the Guzzi racer wide-decklers, to save weight and avoid using the accelerator pumps – which are not normally fitted on racing bikes," says Matt. "They are basically the same as the standard Le Mans PHF carbs but they come in 38, 40 and 41mm jet sizes. I had the PHM 36 and 38 carburetors and

AUTO RACCORD BERSOL



BOL D'OR

24 heures moto - épreuve internationale

11 et 12 septembre 1971
circuit bugatti / 72 le mans

Moto
revue

► Tweezer-assisted keyhole surgery

► The Guzzi proudly shows off the hundreds of hours' work that have already been poured into it. Look at those lovely clean wires



old oil pressure switch, expecting continuity. Nigel didn't need to touch it during the rebuild. It's duff. Unscrewing the switch, I see thin wire amongst its threads. It looks like a pre-Helicoil attempt



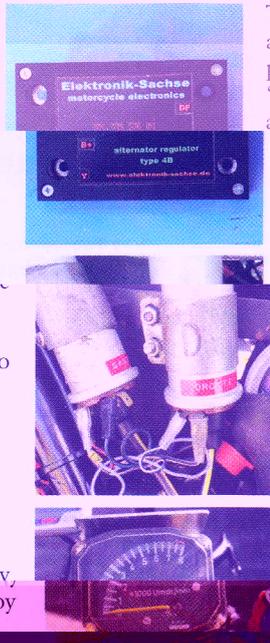
sleeving. I trace off the stock diagram, skipping superfluous circuits like indicators. I run all cables from fore and aft terminal blocks. I detest connector crimping, preferring to solder for security. Where possible I loop wires to relieve strain, a trick both functional and aesthetically pleasing. The original Lucas R1A reconnects with a single-pulse wire tapped from series-connected 6-volt coils to the alternator. I use a bit of sleeving where wires need greater protection, such as through the steering head. Germany's Volker Sachse does nifty classic kit. His combined regulator/rectifier replaces the stock units. I mount the keyswitch adjacent to it on the left side. Krajka did the same, wiring the key to the same plate. Likewise, I replicate the alloy plate he used to mount the tachometer, and fit retro idiot lights. A pair of WP's micro-relays stash under the headstock to take the 110W of Marchal power, and I use their retro horn/headlight switch and a starter button for simplicity. I temporarily rig the headlight wiring to a donor's Cibie and buy brake light pressure switches off eBay. Krajka used distinctive yellow and black double-lead racing HT leads. The Green Spark Plug Company still sells the 7mm cable, and I sling-mount the wires like on the original. I remount both coils on the nearside, with a felt tip 'D' inked on the right bracket – signifying *droite*, French for right – like Krajka also did. But I take it further and use an old Dymo machine to add more Gallic flavour to coil and idiot light panels. I love the result.

Carbs on, new Venhill cables in, and balancing is by sight. Epiphany as I screw on the dented Malossi alloy trumpets. Almost there, with just the brakes to overhaul and I'm ready for start-up and MoT. The Grimeca rear master is well oiled. The piston

is not loosening – are enough. They then unscrew easily. With patient juggling, the piston frees. I'm grateful, as vintage Grimeca overhaul kits seem unobtainable. Conversely, the front 108 calipers are plentiful. The three OEM kits from Gutsbits come with two replacement thin tensile steel assembly bolts. A proper hair mount calipers to forks. During the build I've become an occasional visitor to London Stainless Fasteners for minor orders. MD Tony Gray warns me off stainless for critical applications. "We sell a lot of stainless in bulk to people who do autojumbles and online sales," he says. "But I never recommend using stainless in crucial areas like brake calipers and discs. Always use high tensile." He is someone who puts safety before sales.

Meanwhile, my front master cylinder comes back from overhaul. Turns out it was a 1984 prototype and an original adjustable ratio master cylinder design used by GP and superbike teams in the era. "All the early AP Racing and I don't know what master cylinders were manufactured in two bore sizes. To help identify them the 0.625in bore had a single groove cut on the outlet while the 0.70in had two grooves," explains AP race engineer Peter Harris. "When the bore went up to 0.75in a third groove was cut. That's what yours is. Shortly afterwards handheld etchers became available so there was no more need to apply the grooves. It's vintage. Still manufactured today, they are a big seller." With all three calipers back on, the brakes bleed easily enough.

The ever-so-ugly borrowed black tank rages on fuel hoses with inline filters are connected and a jerry can half-fills the beast. I turn on both taps. The trickling sound of petrol subsides as the bowls fill. Tickle carbs, turn key, and... *clunk*. The engine coughs, then sputters, then



NEXT MONTH

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Classic Motorcycle
2014 Calendar
Project Description
Project up your home
Office or even just
one of their friends
could be a great way
to spend your time
and money.



► Mission accomplished: Pete's GuzziMatic at the Bol

Guzzi de retour au Bol

Tickets, passport, Guzzi race replica? Check. Now, to the Bol d'Or Classic

WORDS & PHOTOGRAPHY: PETE NORMAN



I stab the starter and twist the throttle. On cue the neighbours are woken by 1000cc of baritone. Forger last night at the Proms; first fire of the rebuild is true classical music. Off the throttle and a respectable idle continues, the period Kröber tacho showing 900rpm. The oil light stays off and lubrication pipe unions remain tight. Well chuffed. It reinforces my decision to get Nigel Billingsley to rebuild the engine ahead of my shakedown run to the Bol d'Or Classic at Magny-Cours.

Stopping the engine. I hug both cylinders and note the nearside pot warms more quickly. Guzzi Dell'Orto's are benchmark-tuned with the fuel mixture screws 1.5 turns out, but that really is only a starting point. Nigel advises me to continue the tweaking process until the temperature differential disappears. I decide to blow the dust off my Morgan Colourtune. It speeds up the process vastly. So we have a runner — now for the myriad finishing touches.

Old French magazines show Charles Krajka originally used an off-white rear end with red central band. Choosing colours purely by sight at Halfords gets me Lada cream and, rather more encouragingly, Venetian red. I set about giving the new paint an old-looking finish before renewing the pensionable seat-padding with bedroll foam. I've been hoarding the stickers I'll need for months. I've told myself they'll be the final flourish, but I allow myself one exception and, after distressing the tail unit, a Marchal sticker goes on each side.

The two-mile trip to the MoT rest station is cautious but without calamity. Only the foolhardy would push too hard before man and machine have had a chance to get to know each other. At this stage the bike is still an ugly duckling, wearing the squat G5 tank, no bodywork and just a tacho. It gets some weird looks en route. With tax and a ticket sorted, my confidence

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EBAY: HOW TO FIND THE GOOD STUFF

Techniques for getting the most for the least

From humble beginnings in 1995, eBay has morphed into a vast global professional sellers' emporium. Searching for a part was once a doddle but now a crude search term like 'Guzzi' typically returns more than 32,000 results – that's a lot of trawling. To cut that down try ticking the *Auction Only* box – a lot of the tat in your search result will be listed as *Buy It Now*. Similarly, a *UK Only* search is a good filter, as is selecting *Used*, which often clears out a good chunk of superfluous pro-

sellers. But the real trick is thinking laterally – not everyone thinks alike, so they don't necessarily. The frame I bought was listed pretty vaguely as a 'Guzzi Tonti frame', but turned out to be a rare 850 Le Mans item. £30 and it was mine, including logbook. Try a range of search words and take a look most days if you can – that way you'll spot the new postings.

eBay masters used to employ asterisks to make very specific searches but that little-known trick has been replaced with bracket searches.

Searching Guzzi (Le Mans, LM1, LM2) will

now return searches with Guzzi and any of the bracketed words. Putting a hyphen in front of the bracket excludes those words. Bracket searches are handy for OEM part numbers or spelling variations. Double quote-mark searches are used for a specific phrase search of more than one word, and this handy trick also works well with Google. Google's Translate page (found under the 'More' tag at the top) lets you translate your search words and check the European domestic eBay sites. For easy access to foreign eBay versions simply,

replace the .co.uk suffix with the desired country's equivalent, such as .fr for France, .de for Germany, .be for Belgium and so on. If buying beyond the EU you risk import VAT for items above £15 and import duty above £40. Duty below £9 is normally waived by the taxman. Decipher the Border Agency charges at www.hmrc.gov.uk/customs/post. Royal Mail also charges admin fees for levied recipients.

The final trick is sniping (last-second bidding), using software like www.eSnipe.com. *Hardly if you really want something.*

1 Now to make it look faster, French and nearly 40 years old... **2** Pete's £4.99 trigger widget makes light work of turning great swātnes of Loridon **3** The hard-working hands of ace fairing fitter Steve Long **4** Rest assured the heads will melt their own way through if any fibreglass gets too close **5** Luxurious new cockpit, complete with offset fuel filler

simply rusting?" asks Steve. Rusty is just fine for me. Mastic gasket and backing plates are added to prevent the fibreglass fracturing. With the steering head mounting in position, the fairing goes on easily enough, moving it evenly with compressible rubber bushes and brass sleeves. Over a lunch of steak bakes, Steve reveals a past in naval dockyards and explains the ethos of Sparrowhawk: "I get in early, avoiding the traffic, do my days, look after the dogs and make sure I have weekends," he says. "It's work on anything that comes along. For me part of the enjoyment comes from the challenge of what sometimes look like impossible jobs."

With the fairing on, it's time for a bit of air-powered hacksaw trimming. Replicating Krajka's bike means slicing off the fibreglass surround above the rocker covers. With a steady hand and slow movement, my cutting technique turns out to be more than adequate. I give Steve the honour of trimming the lower spoiler brace near the header crossover. Job done. With the Marchals bolted on, I can't help but smile – she's looking good. I'm concerned about the heat the headers are sure to pour out so decide to give the fibreglass a fighting chance by wrapping the exhaust and putting reflective film inside the fairing. Screen fitted, I stand back and admire. I'm happy but my temporary black tank really is butt-ugly. It shows how crucial tank design and colour are to the unity and integrity of a motorcycle's aesthetics.

Gerald at Aaron Radiator says the tank will be done in a week. True to his word, the call comes bang on time. His sheet metal guy has done a good job replacing the recessed centre with my offset fuel neck and inserting a copper breather. He warns that DIY tank modifications are only for the brave or foolhardy. "I can't stress enough the safety aspect of working with tanks," says Gerald. "They need to be de-fumed correctly otherwise you risk an



Circuit Nevers Magny



opportunity to take it on track in one of the public sessions. But only if our bikes (Justin Popham is also along on his Le Mans) pass scrutineering. And then there's the £150 fee.

Instead, we decide to wring our bikes' necks on the superb regional roads. We also hope to find an agreeable vineyard. Then a puff of smoke comes from the starter button as I press it. I swear. Then I swear again. "Let's just get the tank off and check it out," says Justin. "I've always been able to get my Guzzi going on the roadside and we're not going to be stuck now."

It had occurred to me during wiring that the steering head terminal strip seemed too far out from the frame's spine. Now, with 400 miles under its belt, the tank has rubbed and exposed a

Classic race bikes bring even soulless Magny-Cours to life

windblast while the two machines bounce in unison. Justin's bike is bored to 1000cc too, and he eggs me on for a wide-open acceleration test. I see him twist his wrist and his bike's front wheel, ride Don Ortos and Cosworth pistons do their job, helping me gallop quickly past his milder kit. Well, he asked for it. This is pure bliss.

An old man on his doorstep gives me the thumbs-up as we thunder into the village of Saint-Pierre-le-Moûtier. Locals point us in the direction of its nearby vineyard, Domaine Des Hespérides. The door is locked but the French couple appear and agree to open for us. Their son, we learn, works in aerospace in Bristol. We taste and order. Incredibly, we are invited out back to cork and label our own bottles. So unexpected and yet utterly memorable. And that sums up this whole restoration. In less than a year I've gone from a bare frame with unknown provenance to rebuilding a bike that has race history on two continents, all the while basing it on an



► At night the Classic Bol does a pretty passable impression of the original



The image is heavily distorted by digital noise, appearing as a dense pattern of red, blue, and green pixels. A small, solid red circle is visible in the upper right quadrant of this section.



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