



**RACE-BRED
RUNABOUT**
STYLISH FB MONDIAL

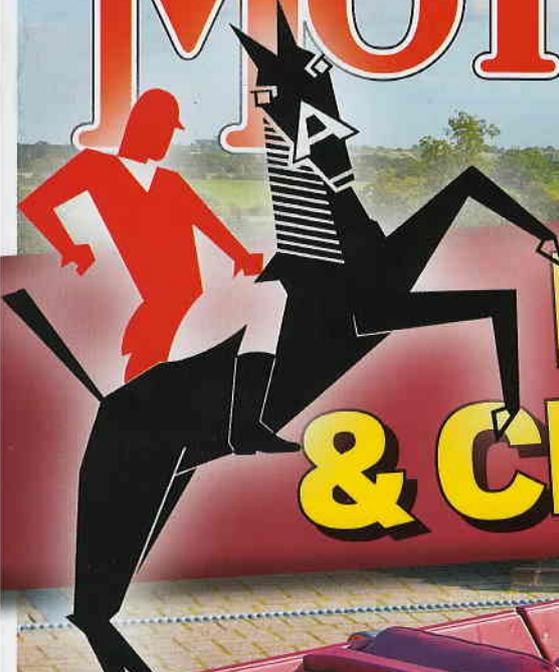
**ALL BLACK
BEAUTY**
VELOCETTE KTT



The Classic

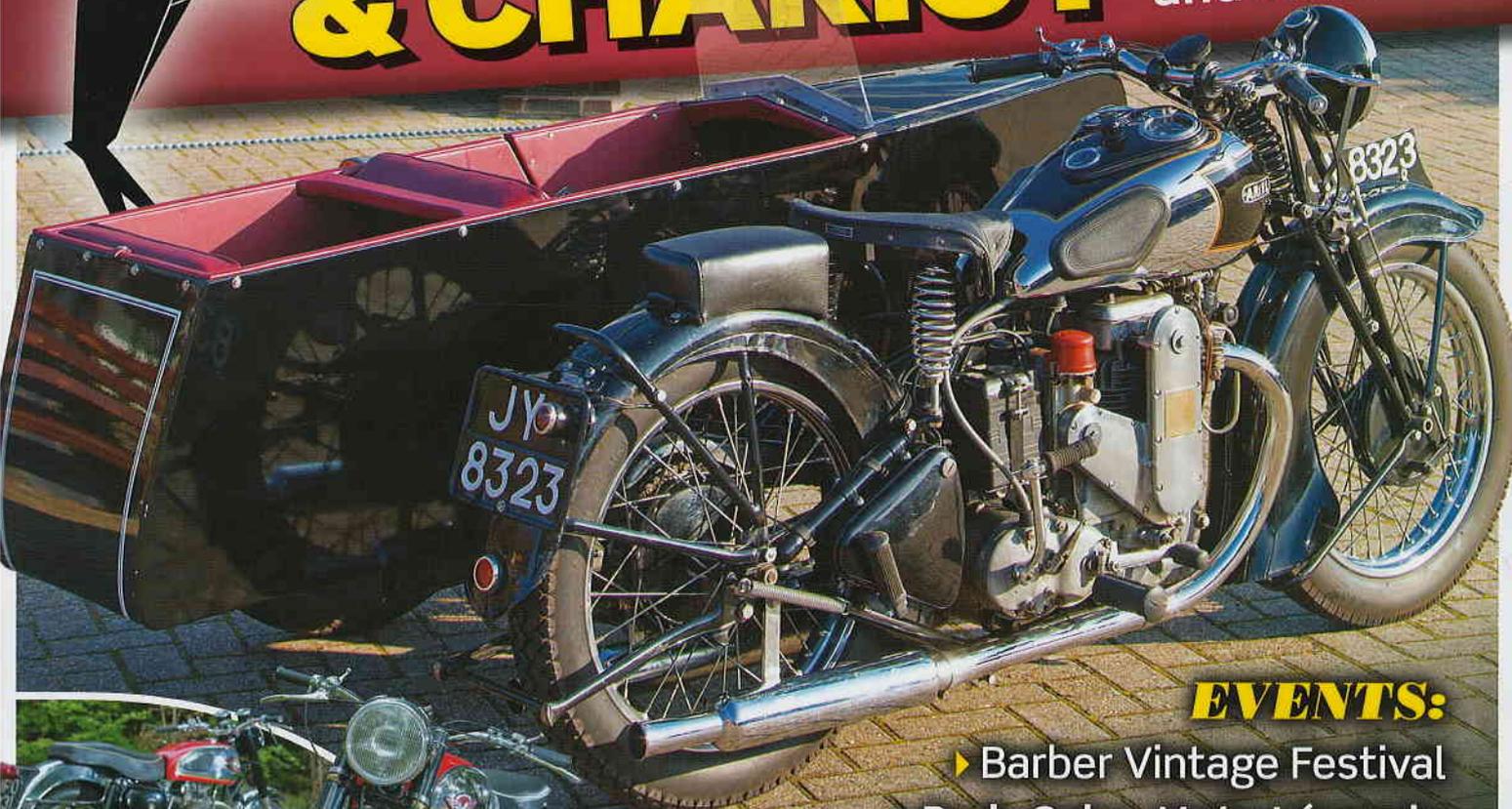
FEBRUARY 2016

MOTORCYCLE



IRON HORSE & CHARIOT

Cammy Ariel
and sidecar



EVENTS:

- ▶ Barber Vintage Festival
- ▶ Paris Salon Moto Légende

PERFORMANCE TWIN

Speedy pair from
Matchless and BSA



PLUS: Touring on Triumph TRWs ▶ Classics at the NEC
▶ The remarkable Alexandre Anzani ▶ Royal Enfield for the ladies

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Superb salon

The Paris event, held every November, provides the perfect excuse for a weekend away.

Words and photography: PHILLIP TOOTH

There are plenty of reasons to take your wife/girlfriend/lover to Paris for the weekend – including the restaurants, cafés and wine bars, the sights and the culture. But perhaps it's best to keep some things as a surprise.

So take a morning stroll past the stunning Château de Vincennes, which you can casually mention was built by King Charles V in the 14th century, and along the Route de la Pyramide to the Parc Floral de Paris. This is the fourth largest park in Paris, and every November for the past 18 years it has been the venue for the Salon Moto Légende. "Honestly, darling, I never knew..."

But take her by the arm and have a look anyway. Inside the 12,000 square metres of exhibition halls you'll join 25,000 enthusiasts as they check out the bargains on more than 200 autojumble stalls and visit the 150 club and trade stands.

Alain Genoud was there with the Godier-Genoud Kawasaki that he campaigned in the 1975 FIM Coupe d'Endurance. Godier-Genoud had won the championship in 1972 and 1973 on their Honda Japauto 1000, before changing to Kawasaki power

I Frank Chatokhine (left) with Colin Seeley, and Frank's beautiful Seeley Condor replica.

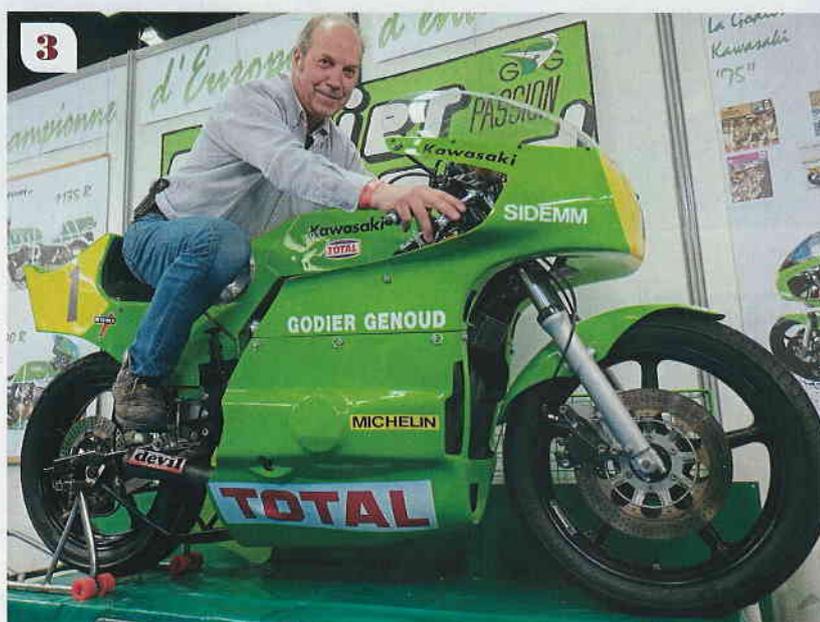
for 1974 with a Yoshimura kit that took the Z1 engine out to 987cc. "We used an Egli chassis for that bike," confirms Alain. "But for 1975 we had a revolutionary new chassis designed by Pierre Donque and his team at Amiens University."

The perimeter frame is made from steel tubes, with a lightweight triangulated tubular swinging arm and a vertical monoshock with a bell-crank. "The alloy fuel tank is designed for quick-release," explains Alain as he whips it off in less than 20 seconds. "The 900cc Z1 has been bored out to 1000cc. We still used the Yoshimura kit and Keihin carburettors, a lightened crankshaft and a racing gearbox. Ready to race, it weighs only 208kg and with 120bhp we could reach 255kph (160mph)." And, of course, Godier-Genoud also won the 1975 Coupe d'Endurance.

Meanwhile, Francois Bernard is looking ahead to next year. "I'm organising the Burgundy Two Days Trophy for July 16-17," says Francois as he swings a leg over a rigid 1952 Triumph Trophy. "This event is for pre-1974 enduro bikes. It's not a competition, and all bikes must be road legal. We'll be based in Beaune, in the heart of the wine district, and we'll be riding through vineyards and visiting some of the best



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cellars in the region." Georges Bouret, sitting astride a 1964 250cc Jawa Banana, adds: "Francois knows almost as much about wine as he does about classic bikes, so there will be good trails, fantastic scenery, fine eating and dining!" www.burgundy-classic.com

Jean-Louis Gayot brought along his V6 Kawasaki stroker. "It was built in the 1970s by an English engineer who worked for Rolls-Royce," explains Jean-Louis. "He bought two 250cc S1/KH250 triples, and used argon-arc welding to fabricate the crankcase to make a 500. The Kwak V6 was raced in hill climbs with some success, so he built another two which were sold to other riders," he continues. "They were ridden into the ground and eventually scrapped, so this is the only survivor. Ten years after the Rolls-Royce engineer died, I bought it from his son and restored it so that I can use it. Needless to say, the musicality of the engine is... surprising, to say the least!"

Of course, you have to check out French bikes in France so we visited the Friends of Gnome et Rhone stand. "There is an English connection with our bikes," says Alain Chapeau. "During the First World War, Eddie Bartlett was in the trenches working on ABC water pump engines and he ended up marrying

2 Georges Bouret (Jawa) and Francois Bernard (Triumph) were drumming up support for the Burgundy Two Day Trial, in July 2016.

3 Alain Genoud poses on the Kawasaki Z1-based racer with which he won the 1975 Endurance championship.

4 Gnome et Rhone machines have a distinctly English look to them.

a French woman and staying here. Eddie was an engineer, and the nephew of John Alfred Prestwich, so when the bosses at Gnome et Rhone asked him to design an engine of course it looked like a JAP!" Built in 1929, the 500cc D4 on display was the top sports bike with a 125km/h (80mph) performance in road trim, and the three-stay frame - modelled on an HRD - made sure that it handled as well.

There was a surprise around the corner - Colin Seeley was standing next to a Condor just like the one he built in 1971. "When Frank Chatokhine got in touch to say that he was building a replica, I thought... here we go again!" says Colin. "But I was impressed by the trouble that he took to get things right, and when I saw the finished Condor I was so impressed that I had to come and be here at the Salon."

Top speed of the original was about 190kph (120mph), depending on gearing, and dry weight was just 141kg (310lb). Handling and roadholding was, as you would expect, superb. With a nickel plated frame and swinging arm set off by the 'flame orange' of the petrol and oil tanks, tail section and front mudguard the Condor looked like every boy racers' dream come true. Not that many would ever be able to afford one - the Condor came with a cool £1000 price tag.

"The replica took four years to build," says Frank. "One for planning, one for finding parts like the wheel hubs and Seeley forks, and two to build." The frame came from Roger Titchmarsh, who uses the original jigs from the Seeley frame shop, while the Matchless G50 engine has a lower compression for road use. Like the original, the replica has a five-speed gearbox, this time made by Quaife. "I'm not going to make any more," says Frank. "This is it - but next time you're in France why not take it for a ride?" We might just do that. The lady in my life likes a surprise...

End