

VINTAGE MOTORCYCLES NEWS

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SPECIAL EDITION N°25 • COLLECTOR SERIES



Perfection in
Scale Reproduction

A motorcycle publication
 for the vintage enthusiast.

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COVER PAGE

Jerry Kieffer at the 2012
 NAMES Expo in Detroit

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NEXT EDITION

Sunbeam Cycles made by John
 Marston Ltd., was a British brand of
 bicycles and, from 1912 to 1956
 motorcycles. They were expensive, but
 nicely finished and must have looked
 very, very different to the other
 motorbikes around in 1946.



**FROM THE
 EDITOR'S DESK**



Some have brain, some have beauty but
 some are really gifted. Take Jerry Kieffer
 for instance, he reduced a HD motorcycle
 to a 1:8 scale like a magician and every-
 thing works like on the real bike. OK, he
 is not using a magic wand, it took him
 hundreds of hours to do it, but the result
 is unbelievable. The model is so perfectly
 created, it really looks like the original.

Pere Tarragó is another example of
 perfection. After exchanging a few emails
 with him, he was kind enough to send me
 some beautiful pictures of his work. As
 you will see in some of the shots, the
 background make you believe they are the
 real thing... No wonder he had to include
 a candy next to his gems. I also included
 some close shots so you can see the details
 of his masterpieces. There is no words to
 express how amazed I was when I
 discovered his work.

Actually, the MECM (the Miniature
 Engineering Craftsmanship Museum) has
 given to these two craftsmen a place they
 deserve in its organisation. You have to be

good to be accepted in such elite orgaisation. Go and visit the online
 museum, it's amazing to see what some people can do (info on page 12).

I got lucky when working on this edition. Somehow my computer dugged
 up quite a few artists, just to name a few: Fulvio Svampa & Luciano
 Benedetti from Italy, Dirk Patschkowski from Germany and Glen English
 from the UK, as well as a 1:3 scale Royal Enfield model released by the firm.

Finally, I added some interesting articles on small bikes, small engines and
 great dioramas. The engineering prowess is of course quite interesting but
 by expanding my views on miniatures I came across some totally different
 piece of work, worth adding to this edition.

As usual, I had to suggest some books, specially one that I did purchased
 and I plan to read during our long winter because I have always been a long
 touring motorcyclist but never an adventurer in the real sense of the term.

Hope you will enjoy this edition as much as I did.

Till next time... Ed.

*Pat Castel is known for his involvement with the MOA organization as well as his
 Editor position in many past and present club newsletters. He began riding over five
 decades ago and spent his youth surrounded by BMW, Moto Guzzi, BSA,
 Motobecane and Peugeot motorbikes and remains as much in love with motorcycles as
 when he got his first 49cc Mobylette.*

BOOK

Indian Motorcycles in Miniature: A guide to collecting scale models of the legendary Indian motorcycle

by Howard Bradley

If there were a survey of 100 people - much as in the television family type quiz shows - and the 100 people were asked to name a famous American motorcycle, probably 85% would say Harley Davidson, 10% would name non American makes, 4% would name a domestic appliance and 1% might say "Indian"

The Indian was prior to 1953 when the Factory closed down, one of the most well known makes of motorcycle and was in fact Americas first motorcycle being founded in 1901, well before Harley Davidson in 1903.

However as Indian had closed, the Harley Davidson name became the pre-eminent name for American Motorcycles. This was reflected in the model collecting world where Harley Davidson models were widely available and from many model manufacturers whilst the Indian was the poor relation, with what seemed to be the occasional "lip service" paid to the brand.

Some model manufacturers tried to promote the Indian name, but even with this, it was not easy for the Indian enthusiast to find models of their favourite make as makers like Guiloy, Stratford Precision Models etc had gone out of business.

I have had a love for the Indian motorcycle since I was a child in the 1960s and have collected all and any scale models of them that I can. Even after all this time, the collection is still small due to their scarceness,. I thought however that if could research who made what model Indian, when it was available or even if it still is it might be a good idea to write a guide to help fellow collectors.

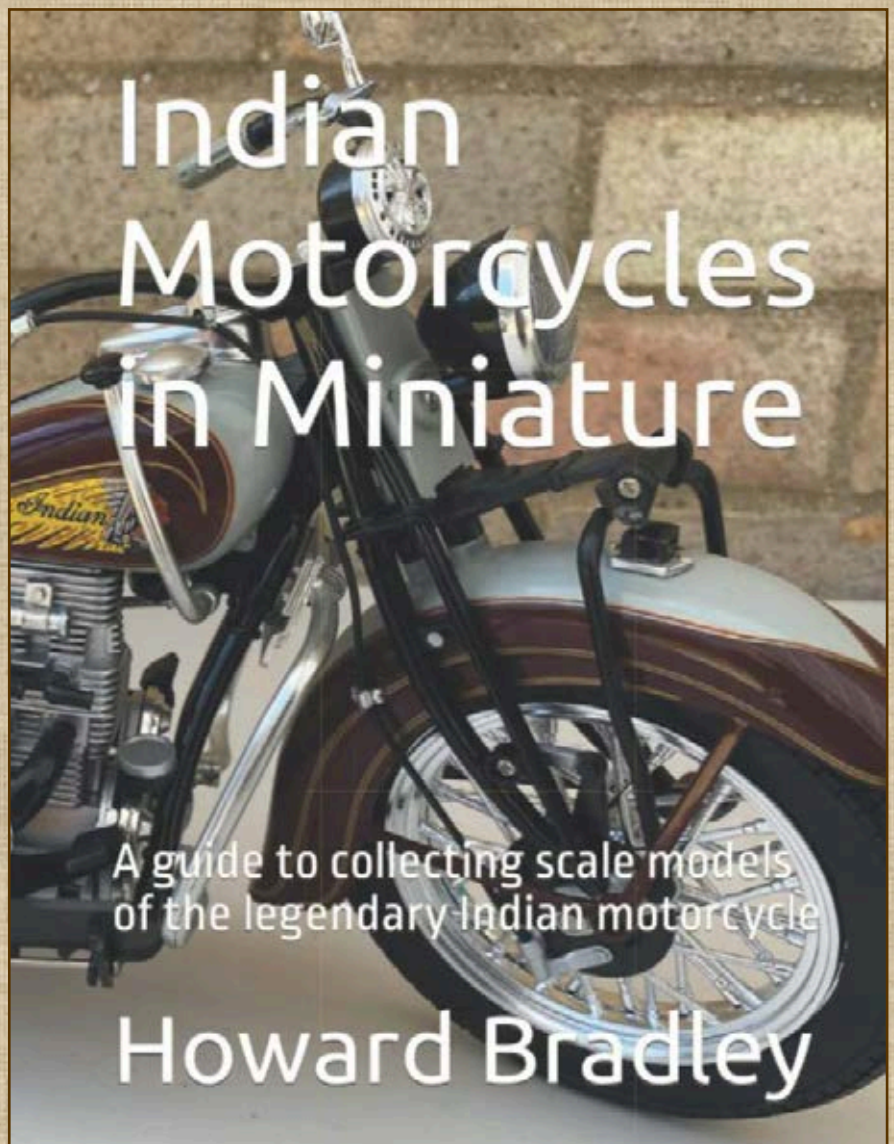
This is the results and I hope that you will find it useful.

But Indian has a very loyal following and thanks to Polaris its name is being seen again on the streets, where it belongs.

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HARDCOVER





JERRY KIEFFER

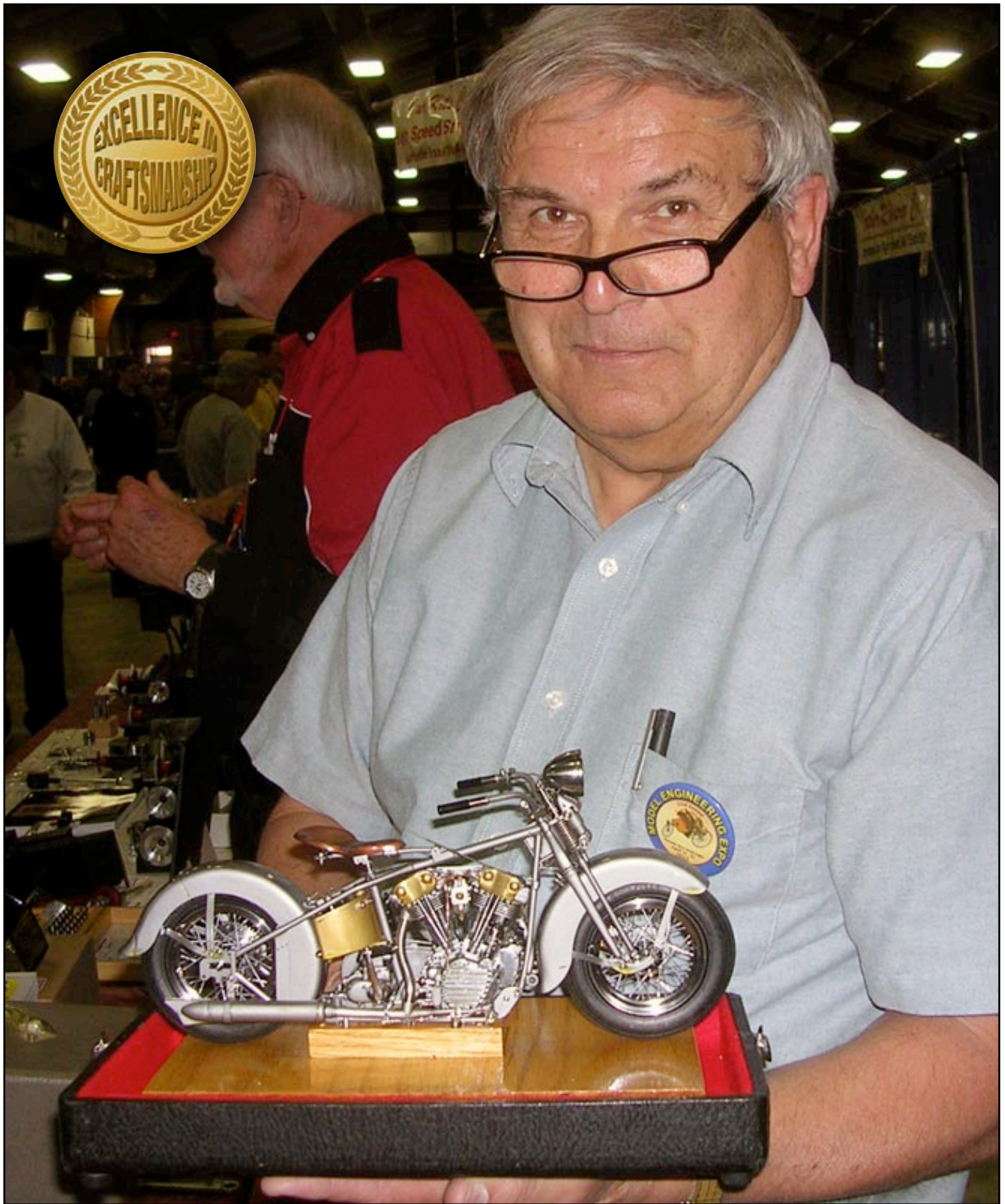
Harley-Davidson knucklehead madness

1/6 Scale Harley-Davidson Engine and 1/8 Scale Full Motorcycle.

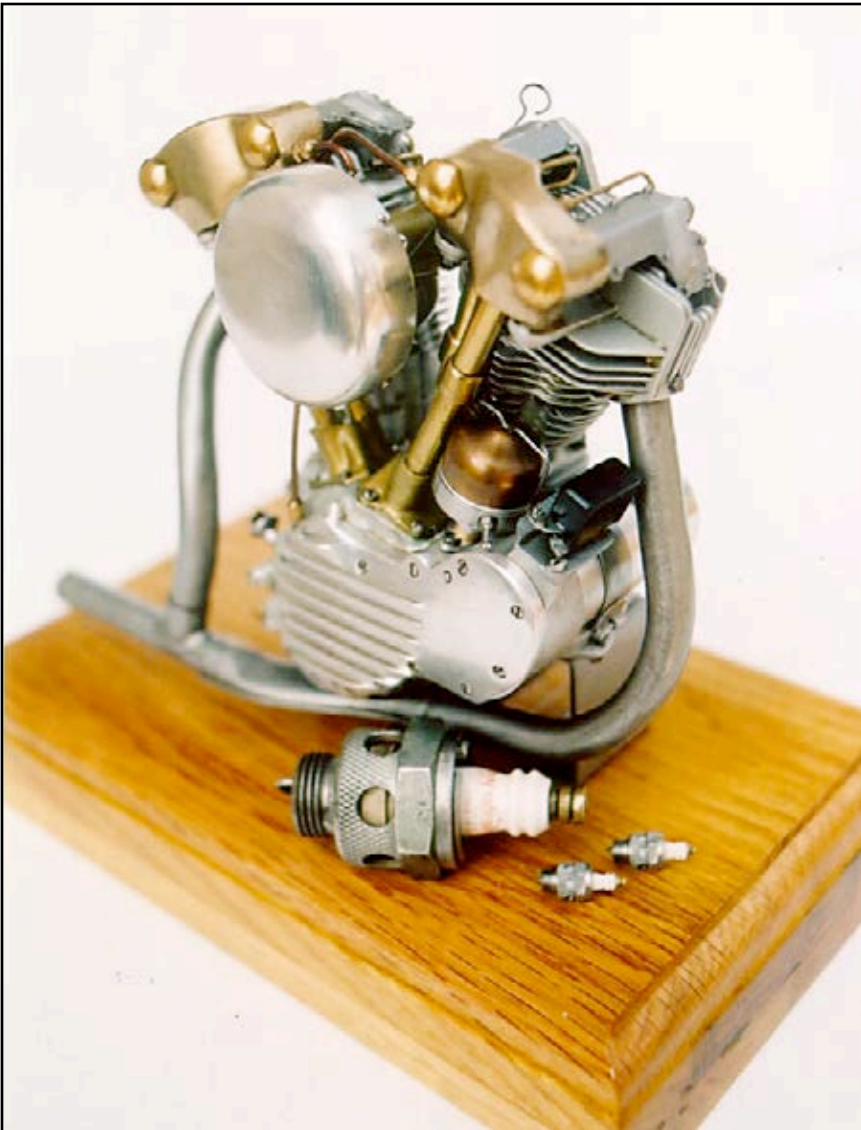
The motor runs, clutch and gear box work, gauges work, etc. . .

Source: craftsmanshipmuseum.com





Jerry displays his tiny 1/8 scale Harley-Davidson motorcycle. This photo was taken at the 2012 NAMES Expo in Detroit, MI. When looking at the detailed close-up photos below, keep in mind how small this model really is! (Photo courtesy of Ken Foran.)



Jerry's first knucklehead engine is a 1/6 scale version of the original, and actually runs and sounds like a Harley. It was machined from bar stock, and no castings were used. The oil pump, sending unit, distributor, generator, and regulator are also functional. The cylinders would eventually be painted, and the brass areas were nickel-plated like the original. Placed beside the engine is a full-size, air-cooled spark plug, compared to two 1/6 scale spark plugs used in the model.

Jerry Kieffer prefers to work from the real thing when building his scale models. In this case, he actually owns a 1947 Harley-Davidson "Knucklehead" motorcycle, which he completely restored.

As such, Jerry can measure each and every part of the real bike to make scaled down parts for his models. His goal was to model the entire motorcycle, get the motor to run, and have all other systems working.

Jerry started with a 1/6 scale model, and built the entire engine. The miniature motorcycle engine is completed and runs fine. However, after thinking about the

project, Jerry realized that modeling at 1/6 scale would produce a finished model too large for his liking.

Rather than continuing on, he left the first engine as a running display model, and started over from scratch in 1/8 scale.

The second motorcycle is virtually finished after years of work, and stands as yet another example of Jerry Kieffer's master craftsmanship.

Now, one of the ways that Jerry challenges himself is to announce beforehand what he intends to accomplish.

However, those proclamations can be regrettable at times when he runs into seemingly insurmountable problems with a build.

Even so, the pressure of following through on his promise motivates him to work at a problem until he finds a solution, rather than simply giving up.

In the case of the scale motorcycle, Jerry stated that he wants to be able to start the tiny engine with a kick starter—just like the real thing. He also wants the gearbox to function, and to have a working speedometer.

These are some incredible goals when considering the small scale of the bike. Duplicating all the parts for a transmission, or a speedometer and drive in 1/8 scale is quite a challenge.

Many of the parts are hard enough to make at full-size, let alone 8 times

smaller. Keep in mind that when reducing in scale, the part size gets smaller as a function of the cube root of the volume. It is not a simple linear reduction. For example, the volume of a part at 1/2 scale is actually 1/2 length X 1/2 width X 1/2 height.

That means that the 1/2 scale version of a 1" cube would be .125 cubic inches—or 1/8 of a cubic inch.

A 1/8 scale model of a 1" cube is .125 X .125 X .125, which equals .00195—less than 2 thousandths of a cubic inch!



JERRY'S ORIGINAL KNUCKLEHEAD

This is the full-size 1947 Harley-Davidson Knucklehead motorcycle that Jerry restored. Jerry's dog poses in the sprung seat. The bike is show quality, and is not ridden because there are zero miles on the NOS speedometer. Jerry has been using this bike as the prototype for his models. Each original part is measured and duplicated in miniature.

1/6 SCALE KNUCKLEHEAD CYLINDER BARRELS



Cylinder barrels for Jerry's 1/6 scale Knucklehead engine. These miniature parts illustrate some of Jerry's talent with metalworking.

The full engine is complete and running.

This pair of cylinders came from an early version that Jerry later decided needed some modifications, so he made them over.

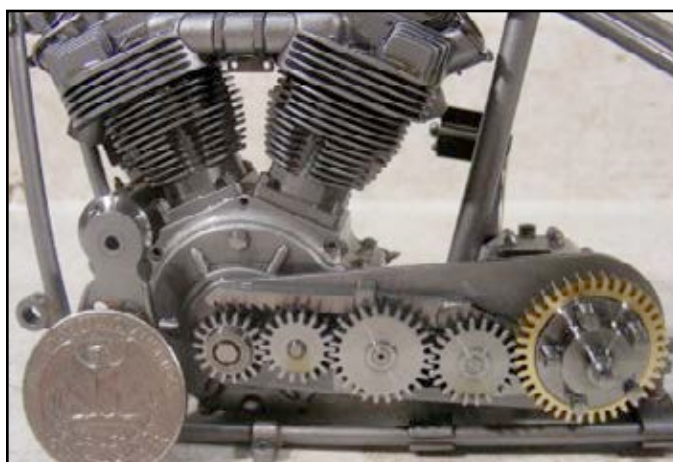
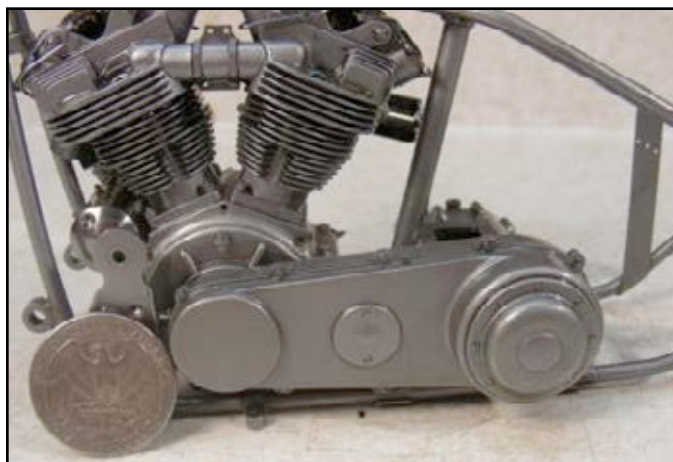
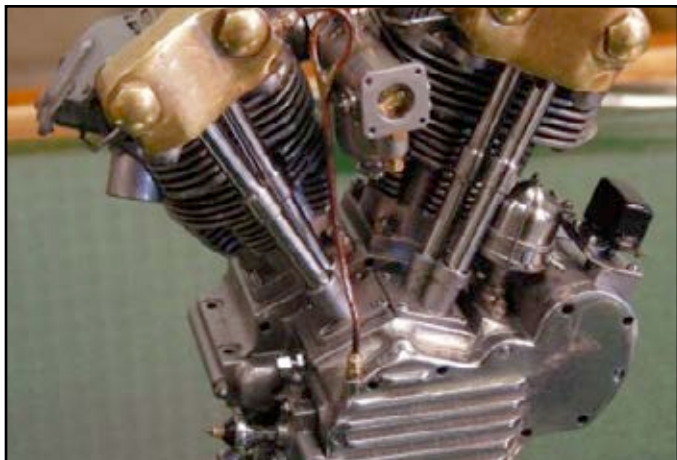
The pair can be seen on display at the Miniature Engineering Craftsmanship Museum in Carlsbad, CA.

1/8 Scale Harley-Davidson Knucklehead Motorcycle

The following photos show Jerry's progression on the 1/8 scale Knucklehead.

The 1/8 scale Knucklehead engine is coming along. At this stage, the pushrod tubes and cam cover are in place. The intake manifold and carburetor are also installed. The engine and transmission are installed in the frame. The Harley frame, which is made completely from metal, is so perfect that show goes occasionally ask Jerry, "Is it made out of plastic?" He simply smiles and

replies, "No," Understanding that it was not meant as an insult, but in fact a complement to the quality. One problem with building a running engine this small is that not everything can be scaled down. Engine compression is one of those things. If you scale down all the parts, but keep the compression near that of the original, the tiny parts can't handle the load.



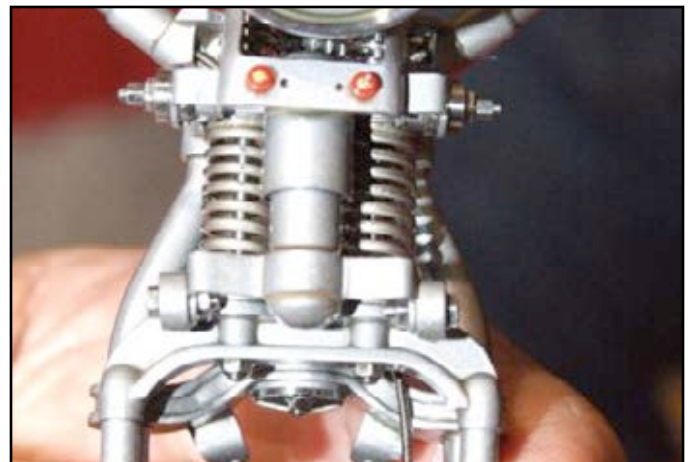
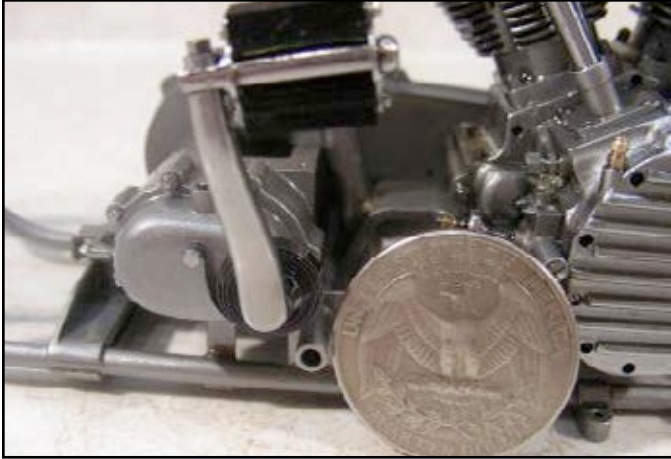
One key goal that Jerry has for this project is to be able to kick start the bike just like the original. However, this requires overcoming several engineering challenges because of the small size.

The tiny wheel spokes are perfect 1/8 scale replicas. They include a swaged end, and a threaded end. The spokes are .020" in diameter, and the thread is 190 tpi.

In April, 2009 Jerry brought his nearly finished front wheel to display at the NAMES Expo. Notice the tiny valve stem.

The motorcycle's front forks, handlebars, suspension, and headlight were also coming along at this point (April, 2009). The throttle cable was installed, and it really works when the throttle is twisted on the handlebars.

A close-up of the front wheel shows the drum brake, with brake cable affixed. The threaded nipples on each wheel spoke can also be seen, along with the bottom end of the "springer" front suspension.







The Miniature Engineering Craftsmanship Museum in Carlsbad, CA

Hundreds of woodworking and metalworking projects exhibiting
outstanding craftsmanship at the small end of the size scale.



MUSEUM OVERVIEW

The Miniature Engineering Craftsmanship Museum (MECM), a 501 organization, honors the work of craftsmen worldwide.

We maintain a growing collection of excellent craftsmanship projects at our location in Carlsbad, California.

The museum opened in February of 2011, and was made possible through the Joe Martin Foundation. Joe wanted to encourage and reward fine craftsmanship, so he started the foundation in 1997 with a personal donation. He then began setting out a vision for what would become MECM.

Over time the museum has only continued to grow, and today it boasts a range of exhibits honoring craftsmen from around the world.

The facility also includes a well equipped machine shop manned by local craftsmen. Our book and magazine collection features titles by some of the top craftsmen, and it also includes texts on the use, care, and history of tools.

Our facility is fully handicap accessible, with a wheelchair ramp from the parking lot and all displays on the ground floor.

Additionally, our website hosts an assortment of unique projects along with profiles on featured craftsmen.

Groups and clubs are welcome, but we appreciate a heads-up for any groups over 10 people.

THE MINIATURE ENGINEERING CRAFTSMANSHIP MUSEUM (MECM)

3190 Lionshead Avenue

Carlsbad, CA 92010

Tel: 760-727-9492

Admission is Free

(Donations gratefully accepted)

Web: craftsmanshipmuseum.com

Email: mecm@craftsmanshipmuseum.com



» BOOK «

The Distinguished Gentlemen's Ride: A Decade of Dapper

Avant-propos: Charley Boorman

From: Indigo.ca

Price: \$53.00 | Softcover



MUST READ: Now, totally out of our two-wheel world there is a **super craftsman recreating the celeb Bugatti cars at the 1:8 scale**. The quality of the work, the details given to each models is incredible. Have a look at his masterpieces:

<http://psmscalemodels.blogspot.com/p/bugatti-59.html?m=1>

<https://www.facebook.com/people/Psm-Scale-Models/100064585246909/?sk=photos>





THE MOST AUTHENTIC MOTORCYCLE SCALE MODELS IN THE WORLD

By Alan Cathcart | Photos by Jim Scaysbrook | Source: riders.drivemag.com

PERE TARRAGÓ – MASTER MODELLER



Somehow it's appropriate that Pere Tarragó, today's creator of the finest and most intricate miniaturised motorcycles made in Europe – maybe the world – should live in Barcelona.

For this is the European capital of motorcycles, no matter what they may think in Paris or Rome, where more people ride powered two-wheelers through its streets each day than anywhere else in the European Union.

It can be no coincidence, either, that this is where so many of MotoGP's World champions come from, with Marc Márquez in particular born locally and still living there.

The Catalan capital was also the crucible in which the Spanish motorcycle industry flourished during the regime of General Franco, but then died away with his passing in 1975, in the face of competition from Japan.

So it's an irony that today the only Bultaco and Montesa motorcycles still made there are the exquisite 1:5 scale models created by Tarragó in the workshop attached to his home in the Barcelona suburb of Molins de Rei, just a long stone's throw from MotoGP promotor Dorna's HQ 5km away at Sant Just Desvern.



These are breathtakingly executed, finely detailed and faithfully accurate works of two-wheeled art, whether entirely hand-crafted one-offs built to special order costing anywhere from €12,000 upwards, or hand-assembled series production models constructed from components many of which are manufactured in a local jewellery workshop from Tarragó's patterns, and retailing for considerably less than that.

The Montesa Impala 250 and its essentially identical 125 sister that have been Pere's Classic Motor Models concern's best seller so far, with 52 examples sold to date, can be yours for €2,050, while the Bultaco Metralla 250 of which 12 copies have found customers so far goes for €2,500 (all prices plus tax). If your pocket doesn't run to that, but you're still after a display item to remind you of Spain's glorious two-wheeled heritage, then the engine for either bike can be yours for €250, or the fuel tank for €150, each mounted in a special display case. The complete bikes come well presented in a wooden box just a bit better made than the rough wooden crates the originals were shipped in, back then...





Pere Tarragó, 65, is one of those fortunate men who's made his hobby his livelihood – a fact which allows him to shrug off the long eight to ten-hour days he spends seated at his workbench hand-crafting the more than 500 individual components comprising each one of his creations, then assembling them into a complete finished model which is visually identical to the original motorcycle. Formerly an electronics engineer, he previously owned a Hi-fi audio equipment store in downtown Barcelona – the fact he was a Bang & Olufsen dealer gives you an idea of the level he worked at – before selling it in 2007, just on the cusp of the economic downturn in order to switch careers, and become a full time model builder, in between exploring Europe together with his wife on the Harley-Davidson Heritage Softail Classic that shares his garage with a Moto Beta 250 trailbike

That turned out to be an astute decision – but how come?

“I'd been making models ever since I was a kid – first with Meccano, then small scale copies first of cars, then ships, aircraft, and finally motorcycles,” says Pere. *“I made my first two-wheeled model in 1995, which was the 1972 Bultaco Metralla in 1:6 scale, but to do so I had to make each link of the chain by hand, which was very time-consuming, and rather boring. Still, it was displayed at the big Auto Retro show here in Barcelona, and the response was quite overwhelming – many people asked me to make one for them, too, without of course knowing a price. But then a company in Japan started selling chains in 1:5 scale – so of course I had to completely remake the Bultaco in a smaller scale to suit that! I considered the larger one as a prototype, and indeed I learnt a lot from making it which still stands me in good stead today.*

So next I built a Montesa Brio in 1996, and three years later an Ossa 150, followed by an MV Agusta 175 Squalo, which was my first four-stroke. By now I'd begun to think about doing this as a business – until then, all this was just a spare time hobby. Then in 2005 I finished building a Montesa Impala, which I again displayed at Auto Retro, and had many requests to make copies. I thought – well, I enjoy doing this, and it means I can work at home without having to commute to the centre of Barcelona each day, or paying a heavy rent to run the store, with all the worry of employing people. So I sold the Hi-fi business – just at the right time, as it happened! – and all I've done since then is to make models. Every time I do a new one I learn something more – you never stop devising new techniques to get greater authenticity.”



And that's the key word for Tarragó's creations, because his models are acclaimed for their attention to detail – as well as their functionality. While the engines won't actually fire up and run, that's about the only thing you can see on any of his bikes which doesn't work just like the five times larger component it replicates. So, yes – the drive shaft on the vintage BMW R32 he made in 2009 does actually rotate, though it's the rear wheel that drives it, not the engine! Same goes for the chains on other bikes, while the kickstarts on all his roadbike models kick down and then spring back up again, same as the gearlevers, and the forks and shocks all compress and rebound just like the originals – there's no oil inside for damping, though!





The rear shocks are all three-way adjustable for spring preload, while the brake shoes of his intricately replicated drum brakes expand and contract when you pull the lever, and the headlights and taillights even work, too, thanks to an artfully concealed tiny lithium battery. These are true fifth-size replicas of the original motorcycles, manufactured in authentic – that word again – materials like steel, brass, lead or aluminium, not plastic. And in creating them, Pere employs many of the techniques used to make the originals, including sandcasting and lost wax casting techniques, machining components on his high precision lathe, and even using carbon fibre – though not to save weight, but to obtain complex shapes more easily. Here's how.

After choosing the next new model to make – and this can be a one-off commission from a single customer, or a series production model which still requires a prototype to be hand-crafted for copying – Pere first of all must obtain an example of the original motorcycle to replicate. That's one reason why, until now, most of the bikes he's built have been Spanish models, original examples of which are plentifully available locally. Besides the Metralla, Brio and Impala, the different dozen-plus miniatures he's made to date also include the Derbi 50c RAN (Replica Angel Nieto) customer GP racer, Bultaco Sherpa T trials bike, and streetbikes like the Ossa 150 and Spanish-made Moto Guzzi 65. Next model to come is a 250cc Ossa MAR (Mick Andrews Replica) trials bike, and there on the workbench at the time of my visit was an original example which Pere was in the process of painstakingly measuring up and photographing in minute detail. *"I take around 600-800 photos of each bike, and produce a detailed scale drawing by hand of each component I must make, with all relevant measurements which I can then reduce to one-fifth scale,"* he says. *"I also study the handbook and service manual, if these exist – and then I start work to build the model. Whether I'm making a one-off example for a customer, or a series production prototype, the procedure is the same."*

Each original takes 500-600 hours of his time to complete, depending on the complexity, with each day's work carefully noted down in his logbook for each creation. The longest so far has been the 618 hours he spent creating a perfect small scale replica of the 250cc four-cylinder Benelli with which Tarquinio Provini won the 1964 Spanish



GP on the nearby Montjuic Park circuit, a bike which is owned by local collector Joaquin Folch – whose Titan paint company even provided the right colour of paint to clothe the model in! *“But this was the most complicated model I ever did,”* cautions Pere, *“because of the intricacy of the engine and the four carburetors and suchlike. Normally it takes around 500 hours to create a new model entirely from scratch.”* Even the MV Agusta 750S streetbike he also made, of which he’s built three examples so far, all individually made rather than production models, wasn’t as time-consuming to build as the GP racer at ‘just’ 550 hours.

Having drawn up all the components he needs to make, Tarrago always starts by building the chassis first, using silver-welded steel tubing to do so. For the production frames he makes a jig of the original, and replicates the frame in brass, which is less time consuming to work with, so helps hold down the price.

Next come the wheels, and here all his models so far have had drum brakes, which he first creates by hand on the lathe, then sandcasts for production. *“I was fortunate to find a jewellery factory not far from here which can produce small volume components very affordably, and with great accuracy,”* says Pere. *“Without them, it wouldn’t be feasible to produce the models at an affordable price.”*

The wheel rims used to be milled from solid blocks of aluminium on his lathe, which meant they could only be smooth, not ridged as on a competition alloy rim, but for the Benelli and other racers since then he’s been able to source these from the jewellery factory, leaving him the fastidious task of boring holes in them, then lacing them to the drum using some of the 1.5 million wheel wires he had to buy to make them affordable. *“Lacing up the wheels is the worst part of building a bike,”* says Pere. *“It’s very monotonous!”*

Next comes the fabrication by hand of the various other chassis components, using his detailed drawings to replicate the original parts by hand – everything from suspension, controls, instruments etc. On the production models these are re-created in greater volume in the jewellery factory, either by casting or CNC-machined using a



programme compiled by Pere's son Jordi, 35. He also takes care of making the tires, which are formed in a special kind of liquid rubber that can be poured into a two-piece mould which has been CNC machined to produce the shape, then the tread pattern spark-eroded onto the wall of the mould, again using a computer programme.

Finally, it's the turn of the engine, and here Pere either carves it out of solid on his precision lathe – even down to building up the cylinder finning by making each individual fin, then glueing it to the cylinder – or else if it's too intricate a design to do this, he makes a plastic model and then takes a mould off it which then allows him to replicate it in cast aluminium. This may even happen on a one-off model, but it's the approved technique for building all the production versions. Next comes the fuel tank and bodywork, and here Pere will painstakingly hammer out the metal shapes of the tank and mudguards in 8mm thick brass plate, before taking a mould off the finished product for his production bikes, and getting Jordi to paint them with a special two-pack material which has been computer mixed to obtain exactly the right colour. And now comes the time to assemble everything, which Pere always does himself – although the volume production models use parts made in a factory, each of them is hand assembled, so the hand made tag still definitely applies.

OK, Pere – now for the crunch question: which one is your favourite out of the 20 or so different models you've done so far? *"All of them!"* comes the answer. *"I enjoy very much the process of making each one, so while of course I'm satisfied with the end product, it's all the many things I had to do to get there that I get pleasure and satisfaction from. And from learning all along the way – you never stop doing that."*

I especially got a lot of pleasure from making the MV 750S fuel tank, which is a very complex shape that's hard to replicate. In the end, I had to make a clay model, then use that as a basis to form a metal sheet over it to produce the correct form. Each of the three versions I've made so far was built as a one-off, but now we're going to make a production example as the next new model in our range, after which we'll do the bike I've been waiting to produce for many years – a Featherbed-framed Manx Norton! I think this is the most classically beautiful racing motorcycle yet built, so while the engine will present quite a challenge with all the finning and the beautiful cambox, I'm looking forward to it. I hope finally making a model of a British motorcycle will help me to find many customers in English-speaking countries!"

It might do so, Pere – It very well might....!



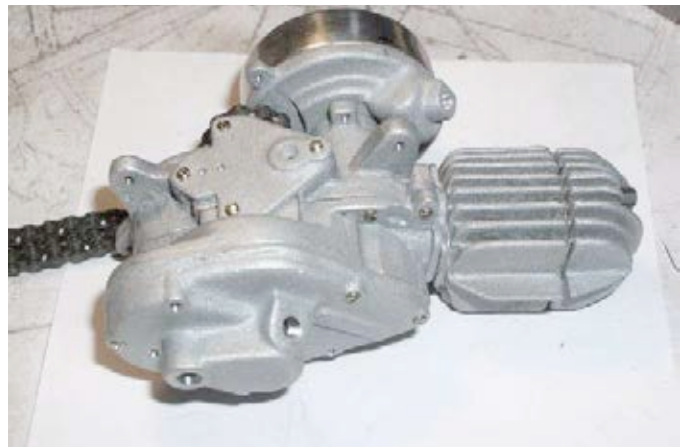
Pete Takragó



Castellciuró

**1948
Moto Guzzi 65cc
Scale 1:5**





**1970
MV Agusta 750S
Scale 1:5**





A beautifully finished MV Agusta 750 S in 1/6 scale





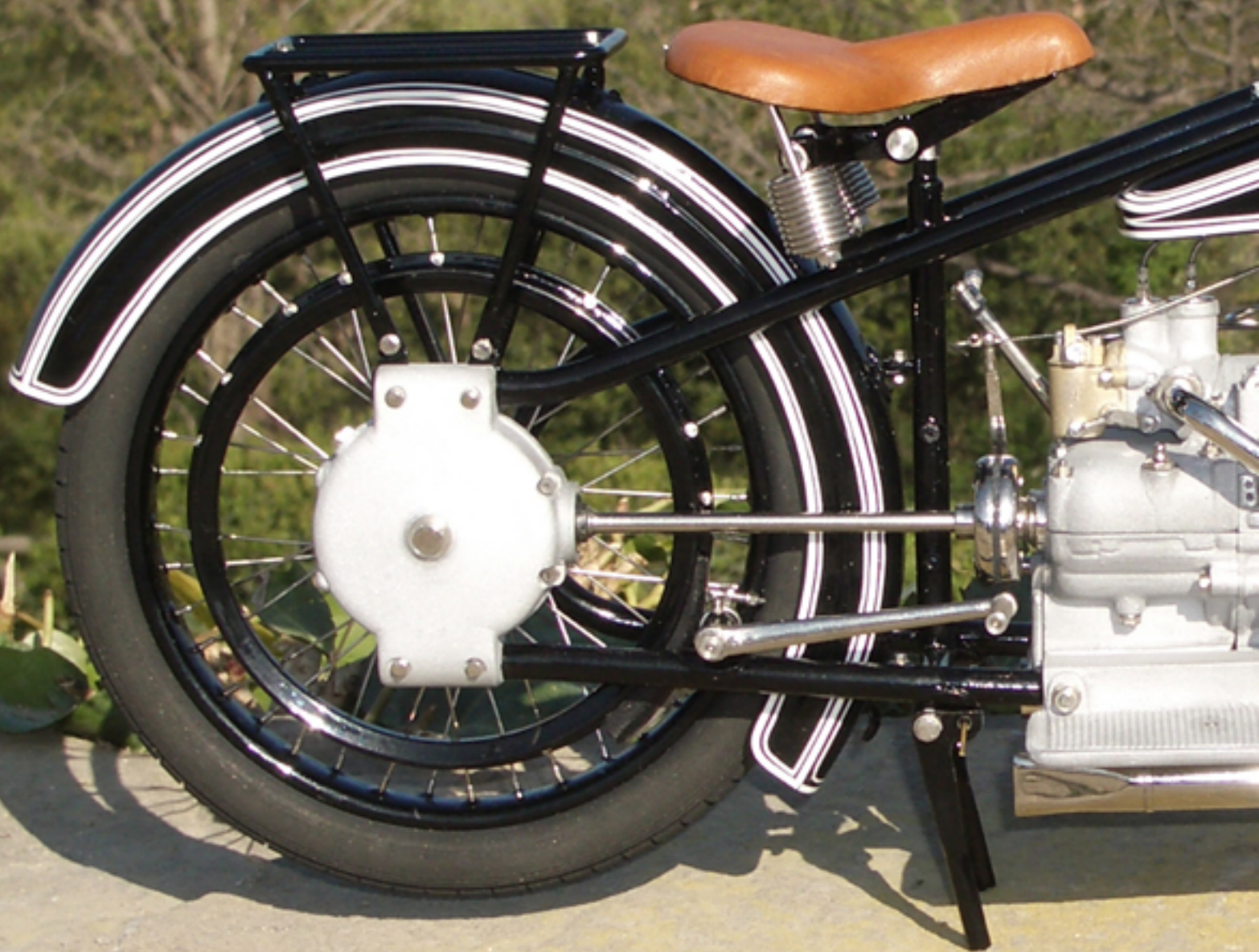
750s

**1964
Benelli 250cc
Scale 1:5**



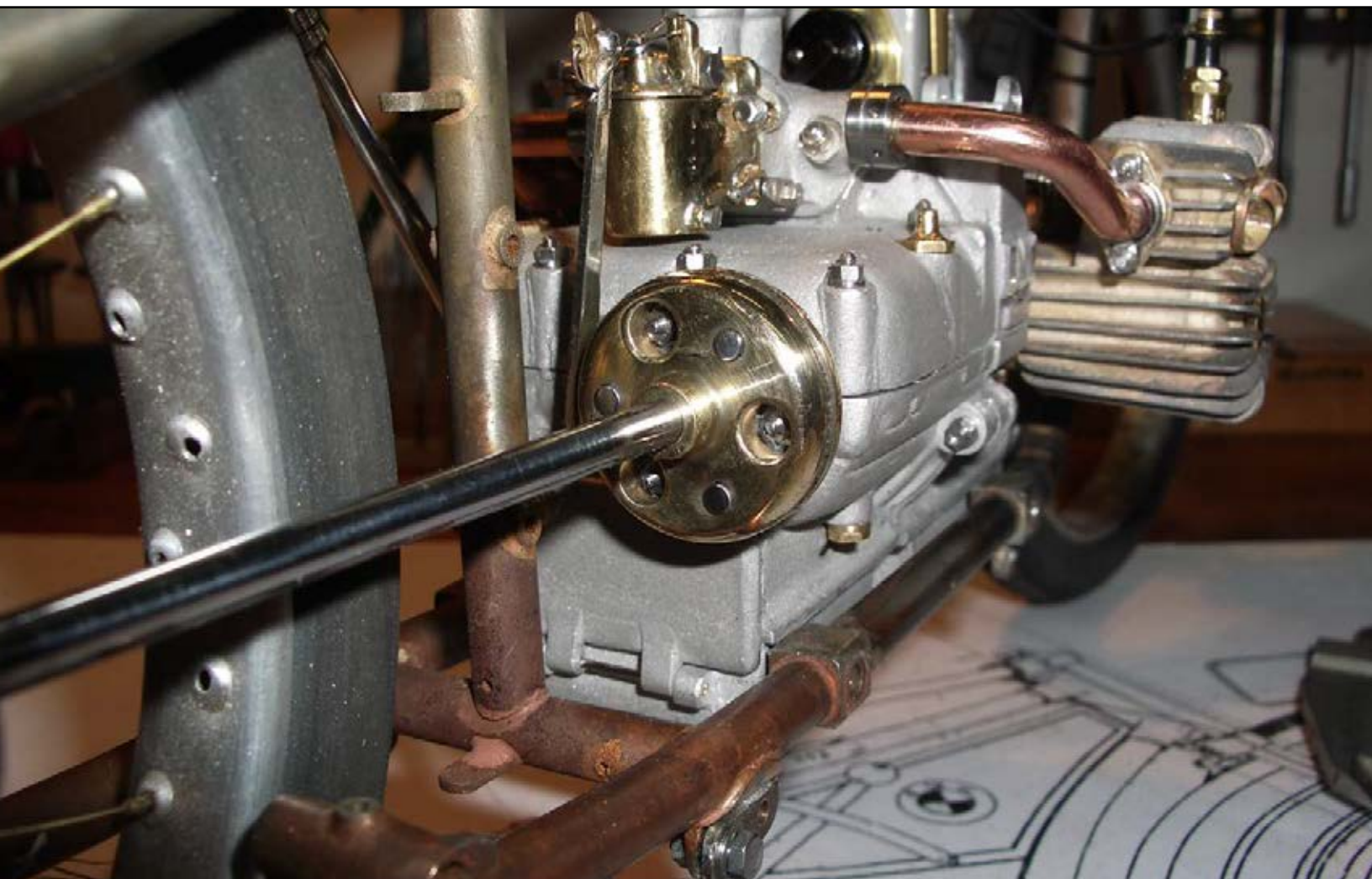
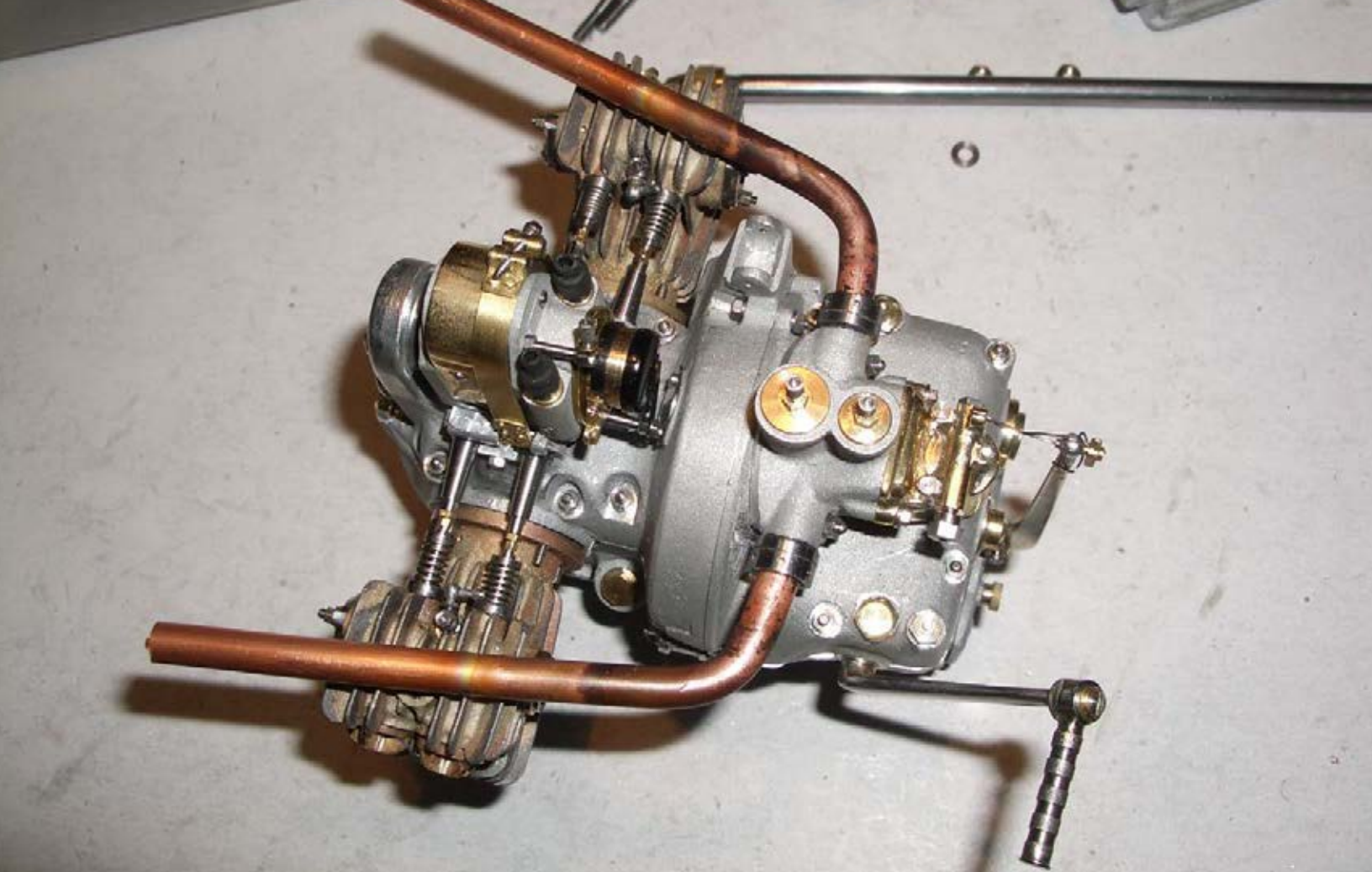


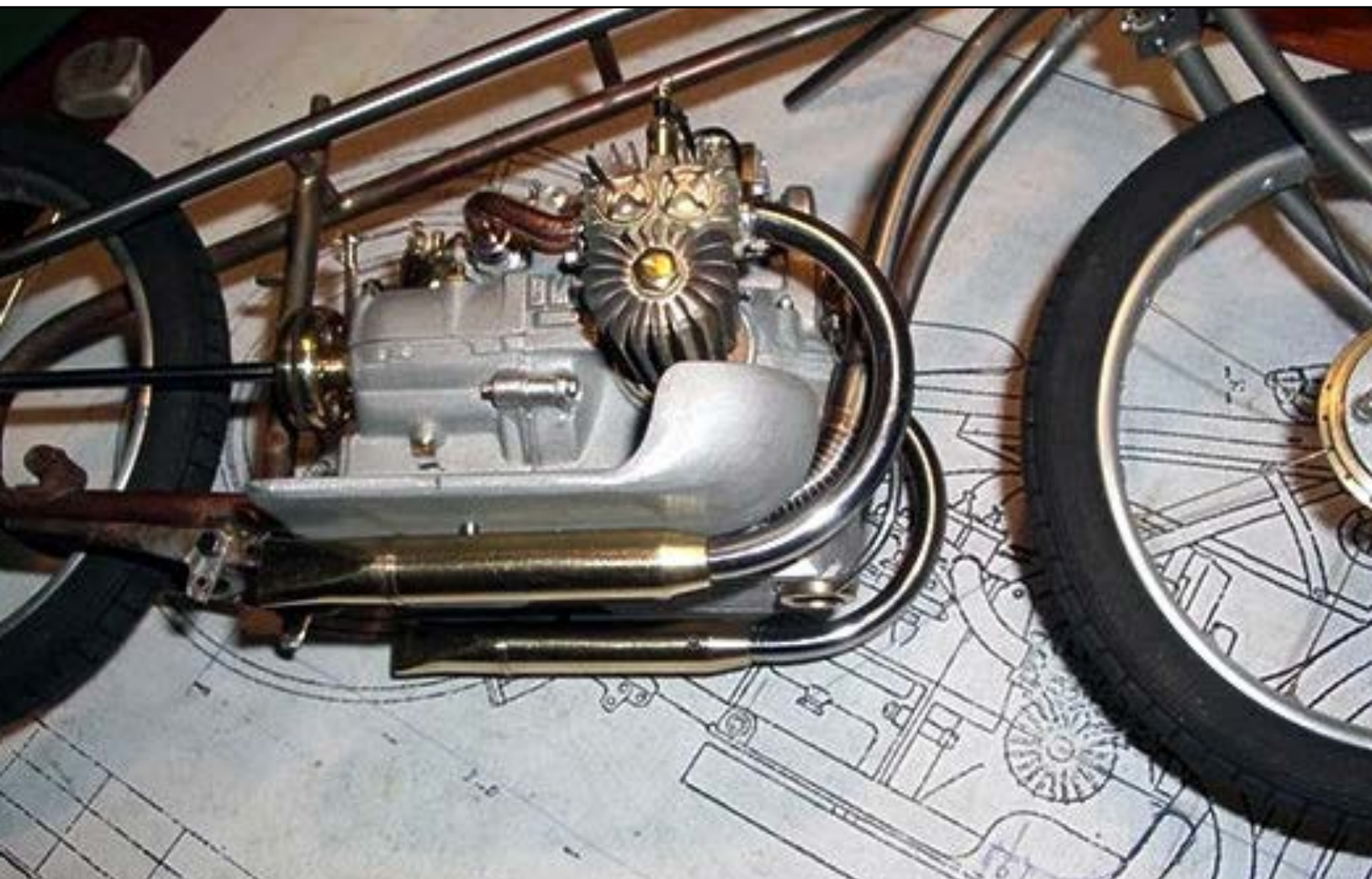
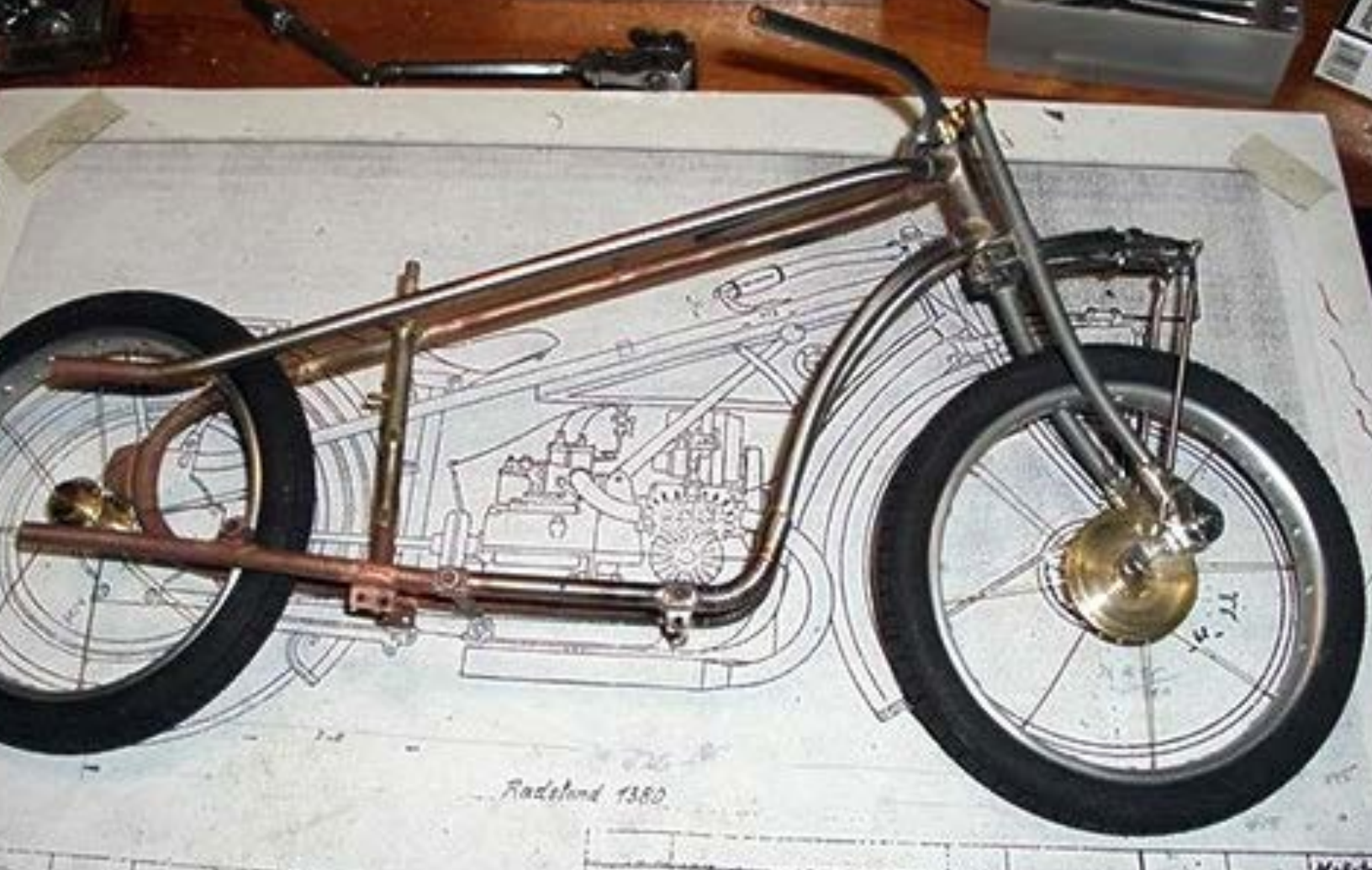
**1923
BMW R32
Scale 1:5**



Model size: Scale: 1/5 - Overall Length = 40 cm (15.75") - Weight = 1.8 kg (4 lb)

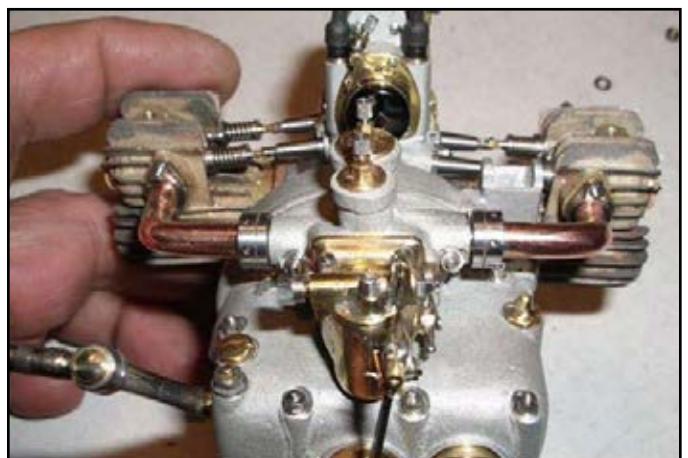
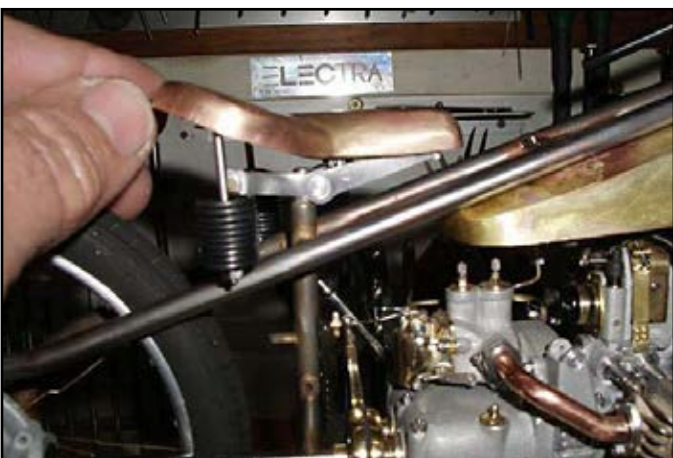
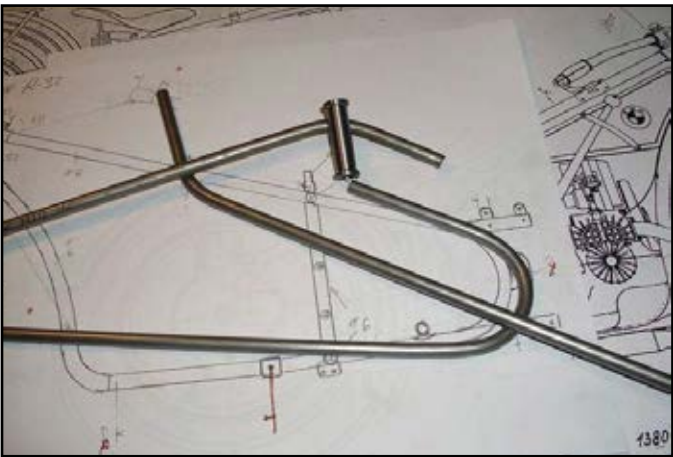


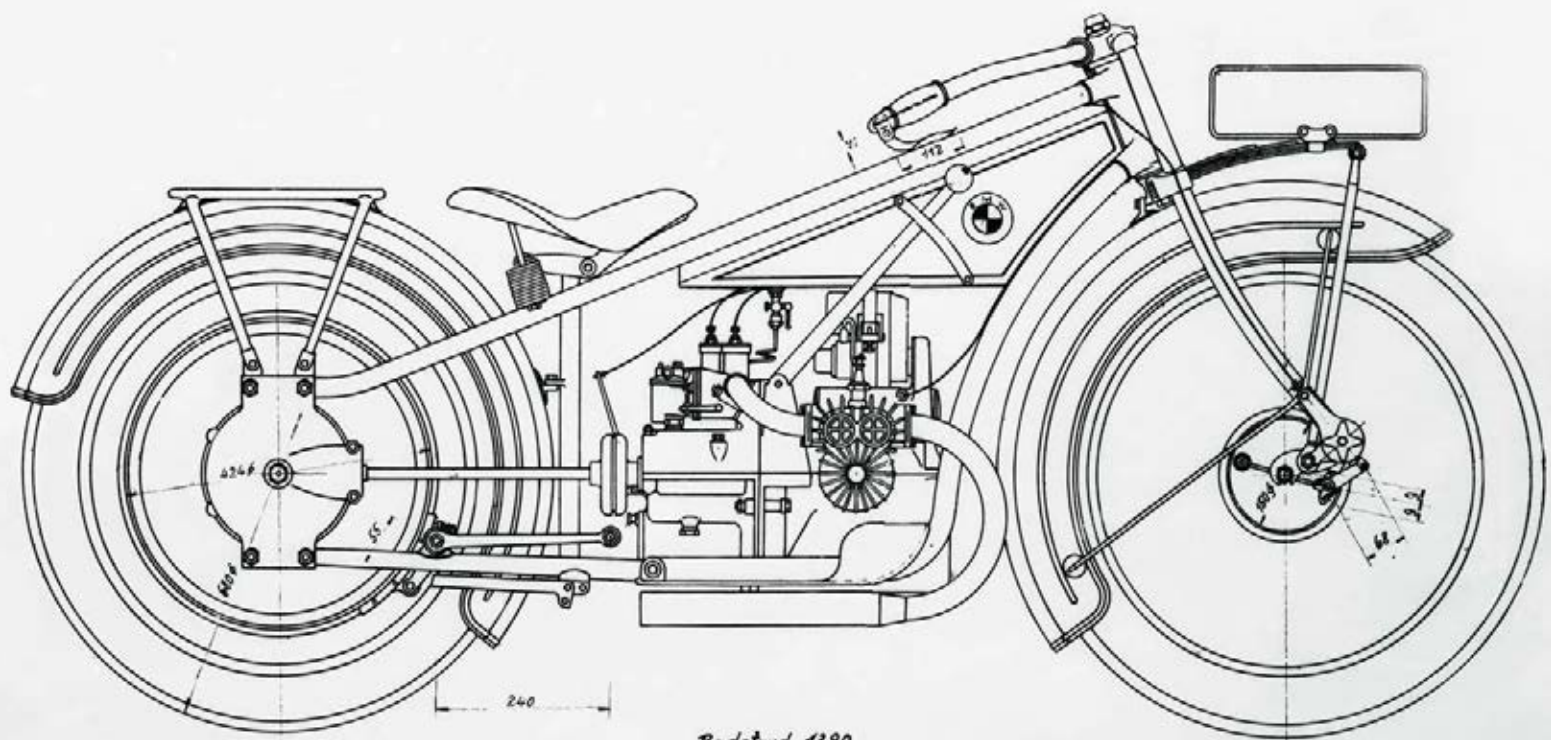












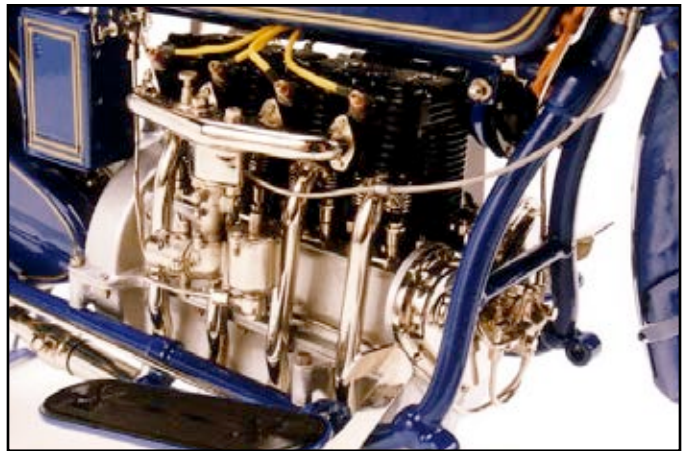
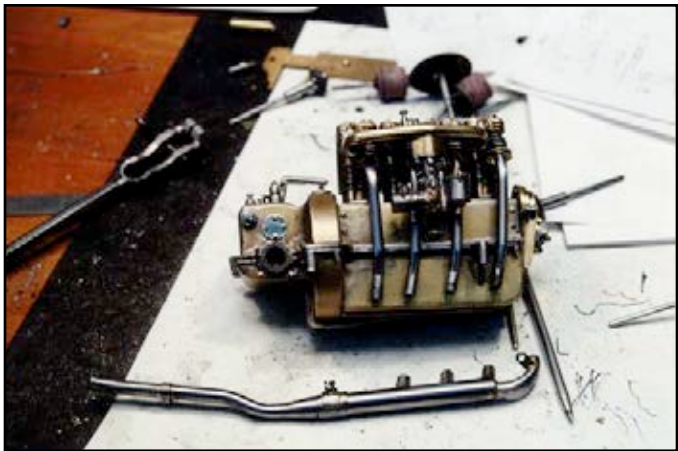
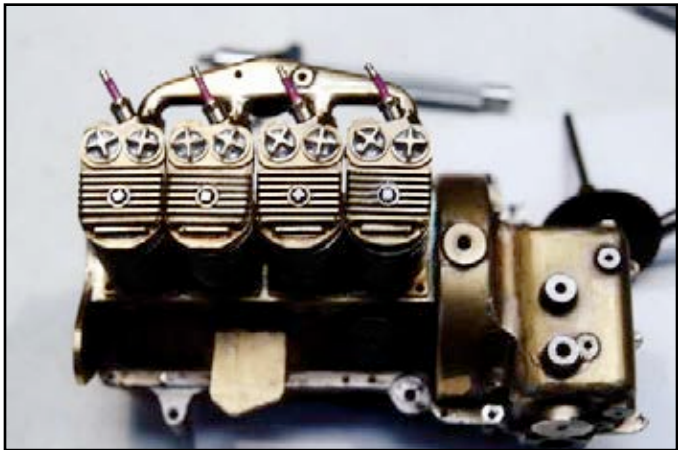
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POS. N°	TEILBEZEICHNUNG	STÜCKZ.	GRUPPE	MODELL N°	PRESS N°	BEMERKUNG
Typenbescheinigung				Diese Zeichnung darf weder kopiert noch Dritten Personen mitgeteilt, noch anderweitig mit Rücksicht benutzt werden.		
				14.10.1933 Bayerische Motoren Werke AG München		
TYP ER 32				TEIL N°		GILTIG FÜR OPERATION
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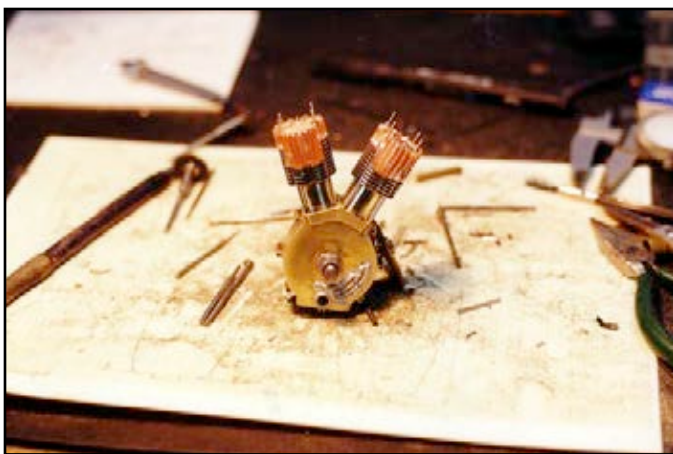
**1920
Henderson K
Scale 1:5**





**1913
Indian 700
Scale 1:5**







Pocher[®]

Model Kits



Ducati 1299 Panigale R Final Edition

Presenting the third and final in the series of Ducati 1299 1:4 scale motorcycle model kit from Pocher, the Ducati 1299 Panigale R Final Edition.



- Premium die-cast metal
- Pre-painted parts
- Over 600 parts

PRODUCT INFO

Presenting the third and final in the series of Ducati 1299 1:4 motorcycle kits from Pocher, the Ducati 1299 Panigale R Final Edition. The 1299 Panigale R Final Edition is produced in a numbered, limited series, and represents the perfect mix between high performance engine and racing chassis.

With the 1299 Panigale R Final Edition, Ducati celebrates the twin cylinder engine that marks the history of the Superbike World Championship. From Marco Lucchinelli's first victory with the 851 in 1988 at the first race in the history of the World Superbike Championship, to 2017 with the victories of Chaz Davies on the Panigale R, the twin cylinder from Borgo Panigale has always been a top performer of the Superbike Championship.

The 1:4 Ducati 1299 Panigale R Final Edition Pocher model is made of premium metal die-cast and is supplied ready painted. The kit is easy to build and supplied with detailed instructions.

The model consists of more than 600 parts made of an assortment of materials including metal, rubber and premium quality plastic. Wheels, transmission chain, front and rear suspension, brake and clutch levers are all functional and offer an amazing amount of accurate detail.

Your finished Ducati will measure out at 518MM long and sit 277MM high, making it a stand out piece of any Ducati or motorbike collection.

CONTACT US

<https://support.pocher.com/hc/en-gb/sections/360004554920-Contact-Us>

SPECIFICATIONS

Scale:	1:4	Number of Pieces	1050
Item dimensions L x W x H	20.4 x 10.93 x 7.97 inches	Item Weight	13kg



Pocher[®]
Model Kits



AND DIRECTLY FROM ITALY

The Moto Guzzi 500 V8 is one of the most extraordinary motorcycles in the history of the Mandello company and of motorcycling. We present two splendid reproductions, miniature works of art by two masters of “vintage” modeling. Here we have the motorcycle models and the legendary original “Otto Cilindri”.



THE WORK OF FULVIO SVAMPA

The fascinating Moto Guzzi 500 V8 has always sparked the imagination of motorcycle enthusiasts, not just vintage ones. The Mandellian GP sends enthusiasts of fine mechanics and admirers of Italian motorcycling into raptures, even if the story lasted a relatively short time. There was also interest from collectors of model

motorcycles and master model makers, among whom there was no shortage of those who successfully faced the challenge of replicating on a reduced scale. Like Fulvio Svampa and Luciano Benedetti, whose respective masterpieces we propose made in scale, with the materials and techniques that characterize their works.

In particular, Svampa has always reduced his models 4 times compared to the real thing, while Benedetti from Modena has chosen the 1/5 scale.

Different materials are also used in the creation of the various parts and, consequently, also the workmanship with Svampa - who passed away in 2013 - who joined with adhesives the individual parts obtained from metals (mostly aluminum), cardboard and blocks of balsa, wood that being soft is also easy to work.

Always doing everything at home (including painting) with simple tools, patience and proven ability in manual work. The model is 50 cm long and the number 4 on the fairing was brought to the race by Giuseppe Colnago during the victorious opening test of the 1957 Italian Championship.



LUCIANO BENEDETTI

DIFFICULT TO DISTINGUISH HIS WORK FROM THE ORIGINAL

With a long experience as a turner and grinder behind him, Benedetti instead works only with metal, usually steel and anticorodal, in a very well-equipped workshop complete with machine tools.

The individual parts are reproduced with absolute fidelity and with a wealth of details, then neatly aligned on the workbench and joined with 1 or 2 mm stainless steel screws and bolts, also self-made.

The frame is born from the processing of metal tubes and rods welded in Castolin, while in the creation of the tank the model maker from Modena starts from the solid aluminum that is brought to size, emptied and then closed by welding the bottom.

The wheels are always a good test that every model maker faces with ingenious and absolutely personal methods. Benedetti starts from aluminum rims obtained on the lathe (like the tires) with spokes in silver-plated copper wire, stretched and then blocked inside the rim following an ingenious method developed personally. The final result is fascinating, arousing admiration.

With an unusual concession in that, like other pieces by Benedetti, the 500 V8 also has no painted parts, but everything has been polished or chromed. *"I do this to highlight that all the parts are made of metal and not plastic, obtained from commercial assembly kits"* comments Benedetti. It is the legacy of participation in model exhibitions and competitions where his works are highly awarded and the evaluation elements are the most disparate, as well as not always shareable.

...THOSE 8 CARBURETORS...

The model is just over 40 cm long and the enveloping bell-shaped fairing bears the number 2 that accompanied Dickie Dale's victory in the fourth Shell Gold Cup in Imola in 1957, in front of 80,000 spectators.

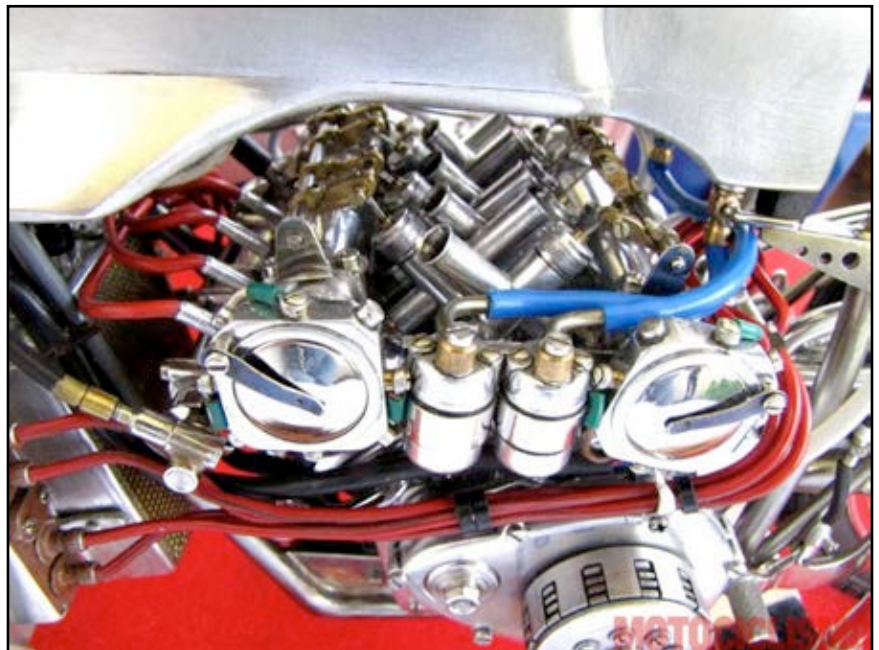


Among the most impressive details, the beautiful front, with the swinging lever fork equipped with tele-hydraulic shock absorbers and the split central drum brake.

The rear end is also difficult to distinguish from the original. And everything works!

Then there is the cockpit, with the mechanical steering brake and the instrumentation (rev counter and water thermometer).

And finally the engine... The battery of 8 carburetors is impressive, as are the details of the electrical system.



ENTRANCE

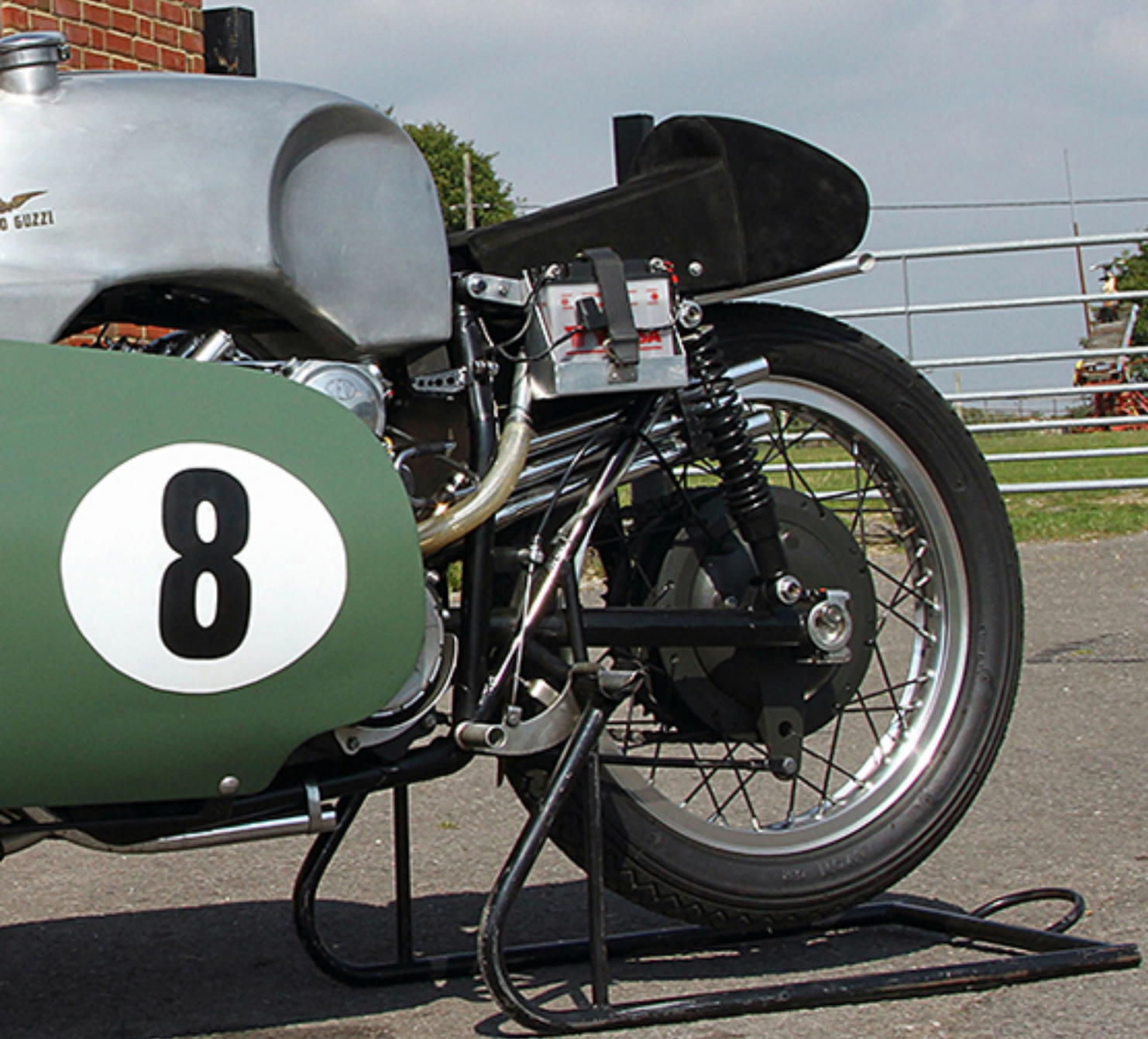


Sunny Milk

MOTO GUZZI



THE REAL 1955 MOTO GUZZI 500cc - V8





1/4 SCALE MOTORCYCLES BUILT BY HAND BACK IN ENGLAND AND A WELL KNOWN CLASSIC TT RACER

by Steve Carpenter | Source: carpyscaferacers.com



As kids I am sure we had some sort of Model kit to try and assemble, be it in the UK with the good old Airfix kit, in the states with ERTL , Revell, Monogram etc, and if you did, you would know the hours of preparation, sanding, gluing, cutting etc that it took. The final part fitted and you stood back to admire your work of art, mine didn't have the finesse as I wanted it done as fast as I could but some of my mates were just astounding model builders and that brings me on to this guy.



Glen English lives down In Cornwall, not too far from my brother, Glen is a Phenomenal Classic Motorcycle racer clocking up up many wins you would think he was making it up, racing at Snetterton where I used to go and watch Clubman racing, then he went onto the TT and the Irish races.

So not just a Model maker, a racer and also working under his pops who made suits of armor for the film industry, giving Glen many skills that is hard to come anywhere near.

His passions shows in his hand



made Motorcycles and cars and the scale is so perfect too just works of art. I dont need to say much else, just have a look at what he creates, Just stunning.

In the back garden sits a Norton Roadster with a full Mick Hemmings hot-rod motor. Slotted between the fridge and kitchen table is a Yamaha TZ350, fresh from Goodwood, stripped to fix a leaky water pump. Enter the front



MV AGUSTA 500/3 (1970) as ridden by Giacomo Agostini

¼ scale all hand made in the shed over a period of 17 months.

Available soon, 9 already pre-ordered.

Price to be confirmed.



room and there's an original TZ250A that's earmarked for a rebuild. Underneath the window sits a dinky Itom 50 – fitted with a race kit, it's used to hound the local sports bike crew on roundabouts.

Welcome to the home of Glen English, one of the world's leading classic bike racers, who's also equally at home on a Manx Norton or a screaming two-stroke. He's equally well known for his art: sculptures and quarter-scale motorcycle models he creates from scratch, using crafts learned since working as a teenager with his dad Terry, one of the world's leading armourers in the film and theatrical industry.

Glen's debut outing on the TZ350 (which his dad bought him last year for his 50th birthday) at this year's 75th Goodwood Members Meeting was stymied by what he thought was oil from the gearbox leaking onto the footpeg; he later discovered it was coolant due to the previous builder having forgotten to fit a gasket on the water pump. The TZ250A is a recent acquisition: *"I bought it a year ago from a guy who had kept in untouched in a shed for 25 years. I got it home, bumped it up and it started. Imagine my surprise. It just needs a good going-over, but I'm not sure what to do with it. You don't see completely original bike like this any more – it's even got the original shocks and steering damper."*

The Itom is Glen's town bike. *"I bought it from Murray's Museum on the Isle of Man about 25 years ago,"* he says. *"Itom made race bikes as well as little road bikes like this – and this came with a race kit fitted. I was riding on the TT course one day when some guy on a sports bike pulls up and says: 'What is that thing? I've just clocked you at 85mph?' It was 76mph actually – I had a bicycle speedo fitted which was obviously way more accurate than his bike's,"* he laughs. *"I still ride this in summer. There's a couple more of these over at my dad's which we ride."*

Glen also has a 1966 Gilera Giubileo 175cc four-stroke with a story behind it. *"We were in Italy and my uncle Jim – who had a hand in the design of the Rocket III 'ray gun' exhausts, as well as the Raleigh Chopper and Reliant Scimitar – got talking to these guys about bikes; they said he could take the bike because it was broken. We pushed it through the town to our hotel, but we got arrested for stealing the bike. We got that sorted and took it home in the back of a car. That*

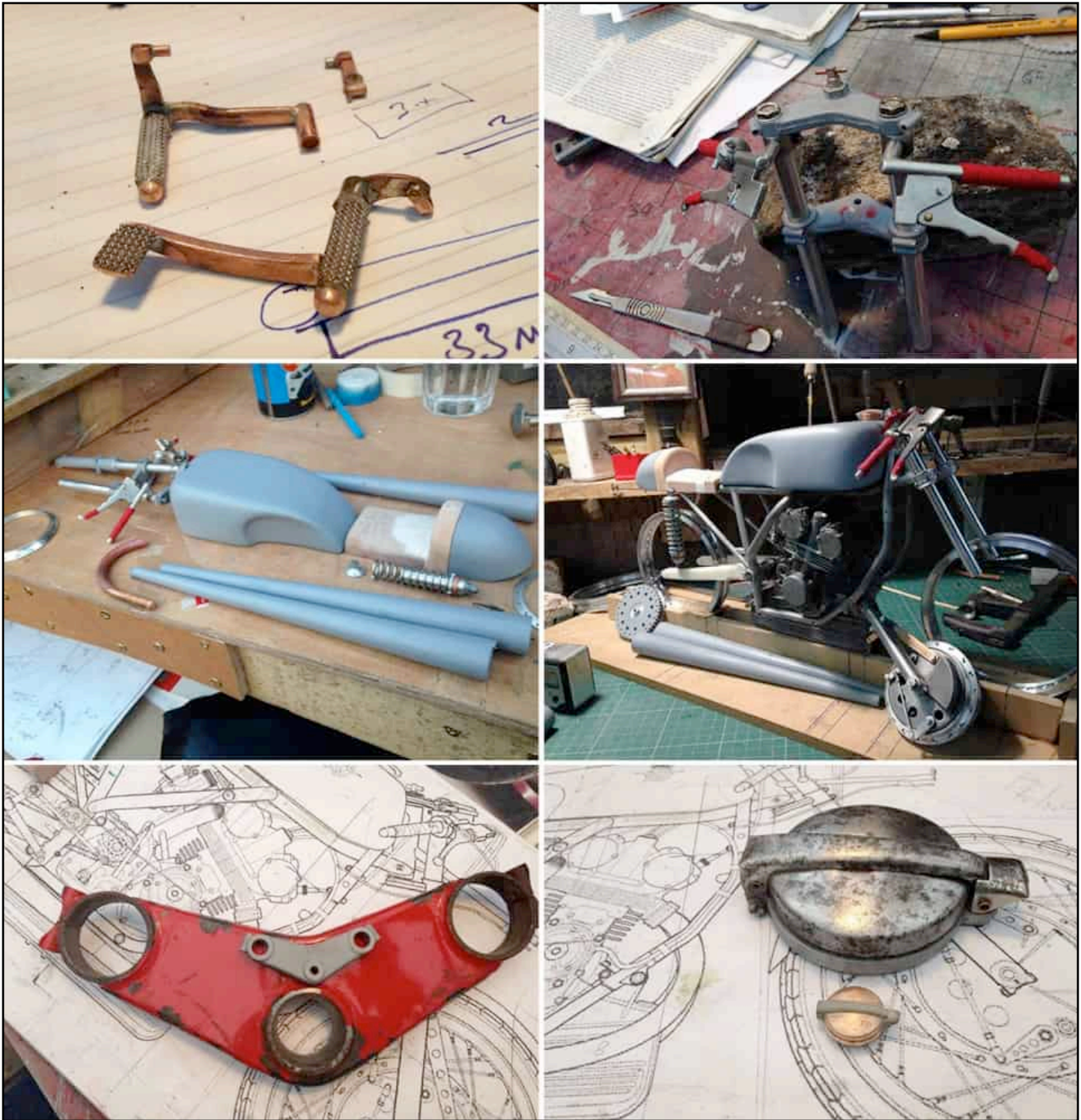
was 1983. Two years ago, I finally dragged it out and got it going. All it needed was a condenser. I rode it around town – in a pall of smoke. It needs a top-end rebuild!”

Glen’s first ‘job’ came at the age of 10 when he worked on the set of Jabberwocky (a 1977 film directed by Terry Gilliam) with his dad. “I was the kid in one of dad’s suits of armour, fighting the dragon!” He left school and started working for his dad in the film industry by dressing Sean Connery in armour on the set of Sword of the Valiant: The Legend of Sir Gawain and the Green Knight (1984, directed by Stephen Weeks).



Motorcycles have always been a part of Glen’s life: “Dad had a bike, but it was uncle Jim who was really into it – he had a Rocket Gold Star and a Triumph. My dad had a Speed Twin. They went from Romford, where we lived, to the Isle of Man one time and came back raving about Ago. Jim put an Ago poster up on my bedroom wall. That’s what inspired me. I always wanted to race at the TT – despite the fact I’d never been. I’ve still got that poster! At that point I was happy being a lunatic on a bicycle, but I always wanted to be a motorcycle racer. With the money from his first job, he bought a 350LC – purely to race. “I never had a road licence then, in fact I’d only just learned to ride a bike – a

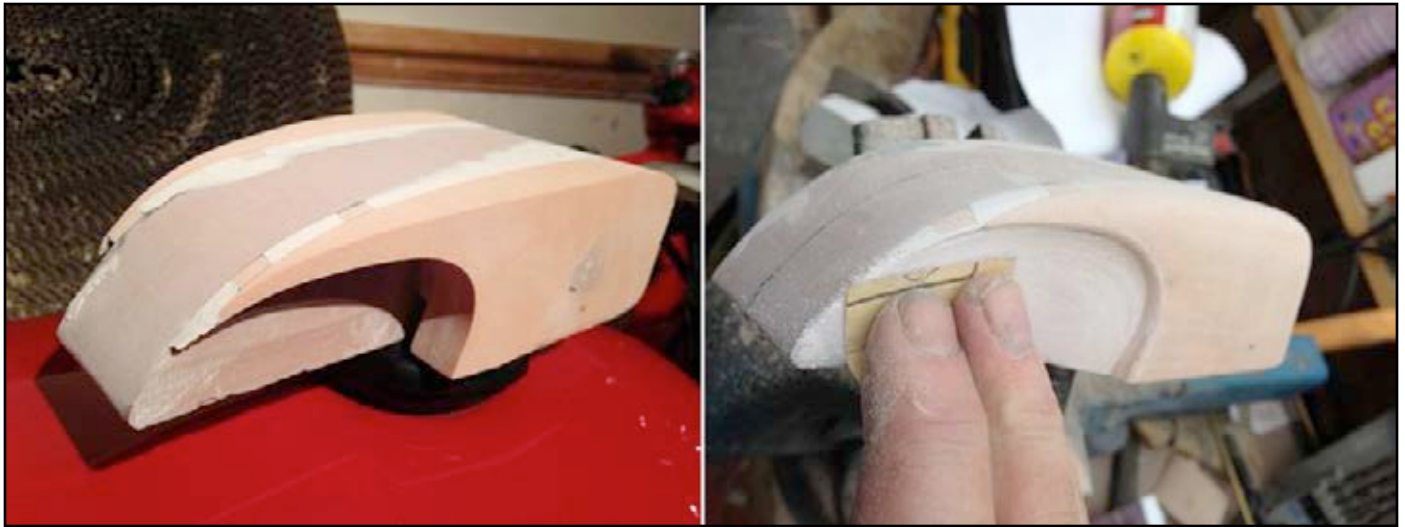




Kawasaki 50. I finished something like eighth in the wet at Snetterton in my first race and then became really good at crashing! Problem was, I wasn't scared. When I look back, I was nuts."

Back then production racing was the usual apprenticeship. Glen raced LCS and by 1986 was a regular winner on a Suzuki Gamma, but money was always an issue. *"Dad had moved to Cornwall with his business so I was working as a despatch rider in London – not really my thing. I bought a TZ350 and won races throughout 1987, but then dislocated my shoulder in a road bike crash and missed most of the next season."*

In '89 Colin Aldridge, one of the sport's top sponsors at the time, let Glen race his number one rider's FZR600 – but penniless Glen had to run the bike himself and could only afford to ride on second-hand tires. *"I was too shy to ask for more,"* he admits. The following year he raced at the TT on the FZR. *"I had no idea where I was going,"* he admits. *"There was no special tuition for newcomers like there is now. I turned up on the day and did a 100mph lap, but*



the bike handled terribly. But the big thing was, they gave me start money and I could afford to buy new tyres. Then I did the Irish road races and Southern 100 and got help to get there.”

But a despatch rider’s wages didn’t go far, so he moved down to Cornwall to work for his dad again on The Messenger: The Story of Joan of Arc (directed by Luc Besson). In 1996 friends chipped in for Glen to ride a race-kitted Honda in the 125 TT. *“It was so sweet. For the first time I had a brand new bike. I only got two laps of practice on it, then Padgetts fitted the race kit – but didn’t change the gearing, so I was hopelessly under-g geared. Joey Dunlop won the race by 12s. If only my gearing had been spot-on.”*

Racing is full of ‘if onlys’ and Glen never really fulfilled his potential to become a top class pro racer. *“My career never really happened,”* he says without a tinge of regret. *“I never had the money. And I never had the confidence to approach people. I’d see the top riders on the grid and think: ‘I can have him,’ but didn’t realise at the time the massive gulf between our equipment.”*

Most young racers quietly walk away from the sport once the cash runs out, but Glen dug his heels in and found a new way to get his kicks. *“In 1991 a guy called Vic Cross – an ex-speedway rider and a mate of my dad’s – had let me*





ride his classic Aermacchi. I won most of the races I entered. Then Colin Aldridge teamed up with Norman Miles to build a Rocket III. I won at the Southern and Ulster on that.”

“I enjoyed racing the old bikes, so I wrote to George Beale. I’d seen the Matchless G50s he was building in magazines and asked him to bear me in mind if he ever needed a rider. He rang me and said he’d build me one for the Manx. A condenser went down there, but I got on the podium with Nick Jefferies and John Cronshaw at the Ulster.”

Glen quickly earned an enviable record as one of the men to beat in classic racing. He’s won the Senior Classic Manx GP, the FIM Classic Bike championship, the British National Classics Championship and the Landsdowne Cup.

“I rode for two years for Fred Walmsley on his Seeley G50 in 2003/04. His bikes are so good. We did 60 races in two years – we won all bar three, and finished second in one and third in two others. I never crashed once. His bike ran like a watch.”

After Joan of Arc, though, the film business went quiet for Glen. *“I started on my own, doing sculptures. I’d done one of Mike Hailwood – in bronze, the size of an Action Man. I sold a lot of those.”* Other sculptures he’s done include

Joey Dunlop in action, a TT replica trophy, George Formby on the Shuttleworth Snap and, more recently, a small but delightfully-detailed, hand-painted resin casing of Bob McIntyre in action to celebrate his 1957 100mph lap on the dustbin-faired Gilera.



“Doing the Hailwood sculpture, I met Javan Smith, who made scale-model racing cars. I looked at what he was doing and said: ‘I’ll have a go at bikes’. He was really helpful with advice, but I remember his son saying: ‘It’s not as easy as you think,’ which gave me the encouragement to make it work. I’d always made bike models as a kid. I used to buy those plastic Protar motorcycle



model kits, but the things used to annoy me because they weren't accurate enough and I'd end up modifying them. In 2004 I made a Manx Norton and sold it for two grand. Last year it went for six grand plus commission at auction. I've done 50 of them since and made models ever since." Glen's since done over 30 AJS 7Rs and G50s and now is on with an MV Agusta based on the 500-3 raced by Giacomo Agostini. "I've got 19 to do," he says. "I was hoping to get Ago to endorse it and give him one, but it's all gone quiet on that front."

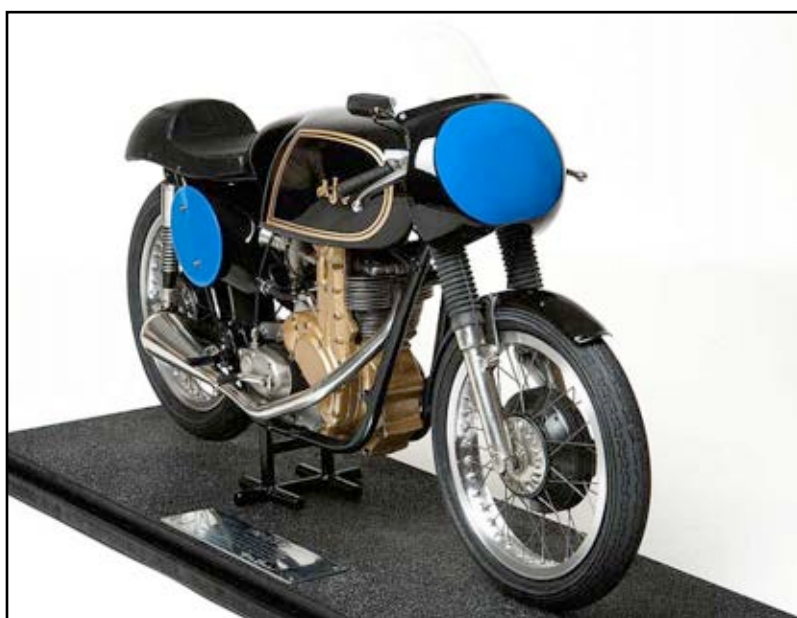
The detail in each quarter-scale model is incredibly intricate – right down to individual clutch plates and tiny fasteners. Glen makes the frames from metal tube and builds the engines up from resin blocks he casts himself, with copper plate used to build up the sump and barrels. He gets the wheel hubs and rims machined by his racing sponsor Ed Fenwick, and laces the wheels himself using special spokes the thickness of pins that he's had specially made. "I've got a box of 8000 of them – should keep me going for a while." He even moulds his own tires then hand-cuts the tread with a scalpel. The MVS sell for £8750 – Glen's managed to do two so far and has been working on the project for two years now. He says: "I don't go to the pub or watch TV. I spend two to three hours an evening out





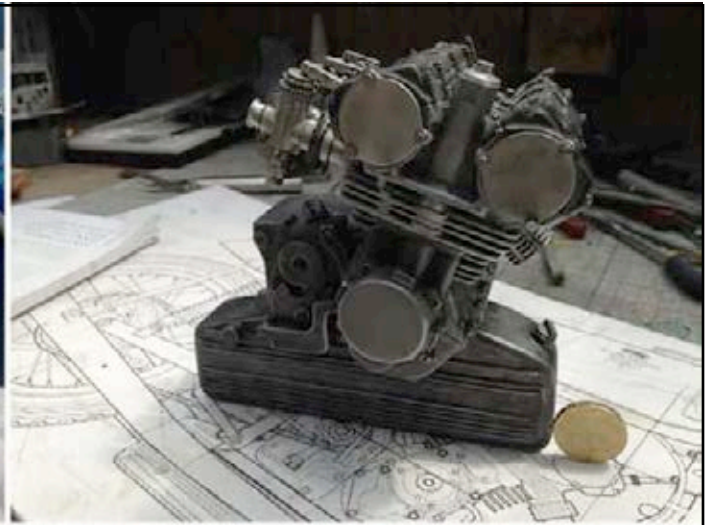
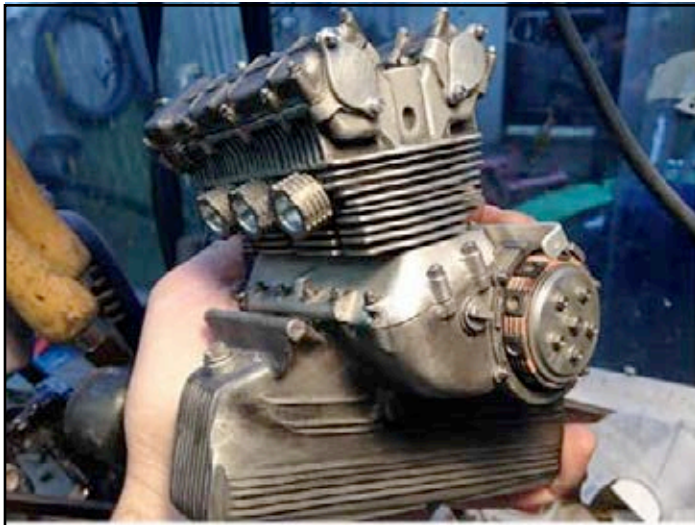
here instead. When you don't pay attention at school you have to do something to earn money. But I never get bored with making things."

He's never lost his desire to race bikes, either. Going back to modern racing on a supermono, he won the British title in 2007, riding a Yamaha owned by Joe Mcburnie, but then returned to classics, first with Fred Walmsley, then with Patrick Walker's Works Racing in 2010. He still rides the latter's bikes, run by Ed Fenwick.



"I race in the Landsdowne; it's more period-correct than other classic racing that run disc brakes, for example. I don't get that. I really like period racing. Ed's bike will be good this year. Last year we ran a lightweight frame, but we've gone back to a more traditional frame now, which I think handles better."

Glen also plans to race his TZ this year; his other commitment is the Donington Endurance round on the Guzzi he took to second place last year in the same event. *"It's a big beast and very different to the TZ. Imagine trying to do the International Classic Grand Prix race on my Yamaha and riding the big Guzzi in the four-hour endurance event at the same Donington meeting."*



On the model-making front, he's got enough projects to keep him busy for some years to come, with the next one planned being a Vincent Black Lightning.

"I was taking pictures of Thommo Thompson's outfit at the track and he asks me why I'm taking so many pics. Then he recognises me as the 'bloke who builds models' and says: 'don't mess about with pictures, I'll lend you an engine.' He let me borrow it for two years, so I have really accurate measurements and images of the Vinnie. I'd also like to do a model of Bob McIntyre's Gilera 500-4 and a Brough Superior. I'd love to get some kind of official tie-up with Brough owner Mark Upham to do a Bert Le Vack record-breaker but maybe just do ten of them. I like to keep busy."





Building a working Half Scale Douglas Motorcycle

Why? - Half Size Douglas Motorcycle - Why? Why Not?

By Robert Manley

The motorcycle project was a strange one because it wasn't planned. It started when I was given a large lump of aluminium alloy. My vintage motorcycle had its gearbox out for maintenance and just by luck I held the aluminium block near the crankcase and pondered. Half scale seemed perfect, small enough to be made on the Myford lathe, but large enough to hopefully ride, or at least for someone to ride.



The biggest drawback I have found with this hobby is that drawings are very expensive and there will be errors on them somewhere which you won't spot until the very last moment or even when it's too late! The motorcycle I'm basing my model on has been around for at over 70 years, it was built in large numbers and tested by many independent riders.

The manufacturing methods used in the 1930's are in easy reach of most model engineers with our machinery matching or bettering their equipment in accuracy and most importantly cost! We now have the added bonus of CNC tools just to make life more interesting. So when your in workshop are doing something that a like-minded man would've done 70 years ago, just on a smaller scale.

The benefits of making a model of something that's already complete is that you can pick a part up, turn it

over, have a closer look at it from what ever angle you want and even make slight improvements to the design even before you've cut metal.

I have found this method of modelling to be much more satisfying than when working from a drawing. It has given me total freedom to copy what I want and leave off what I don't.

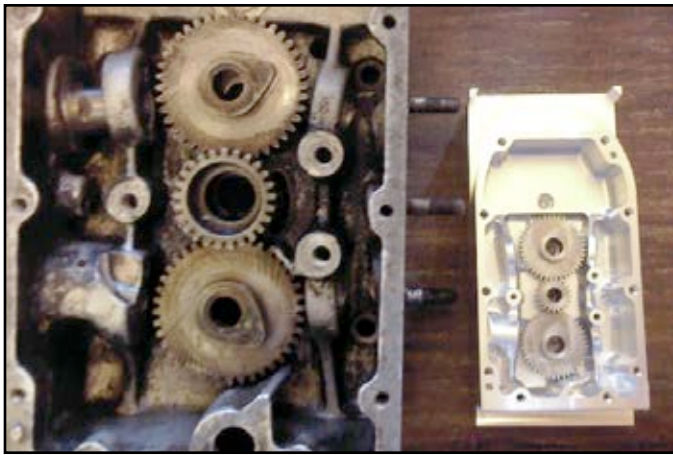
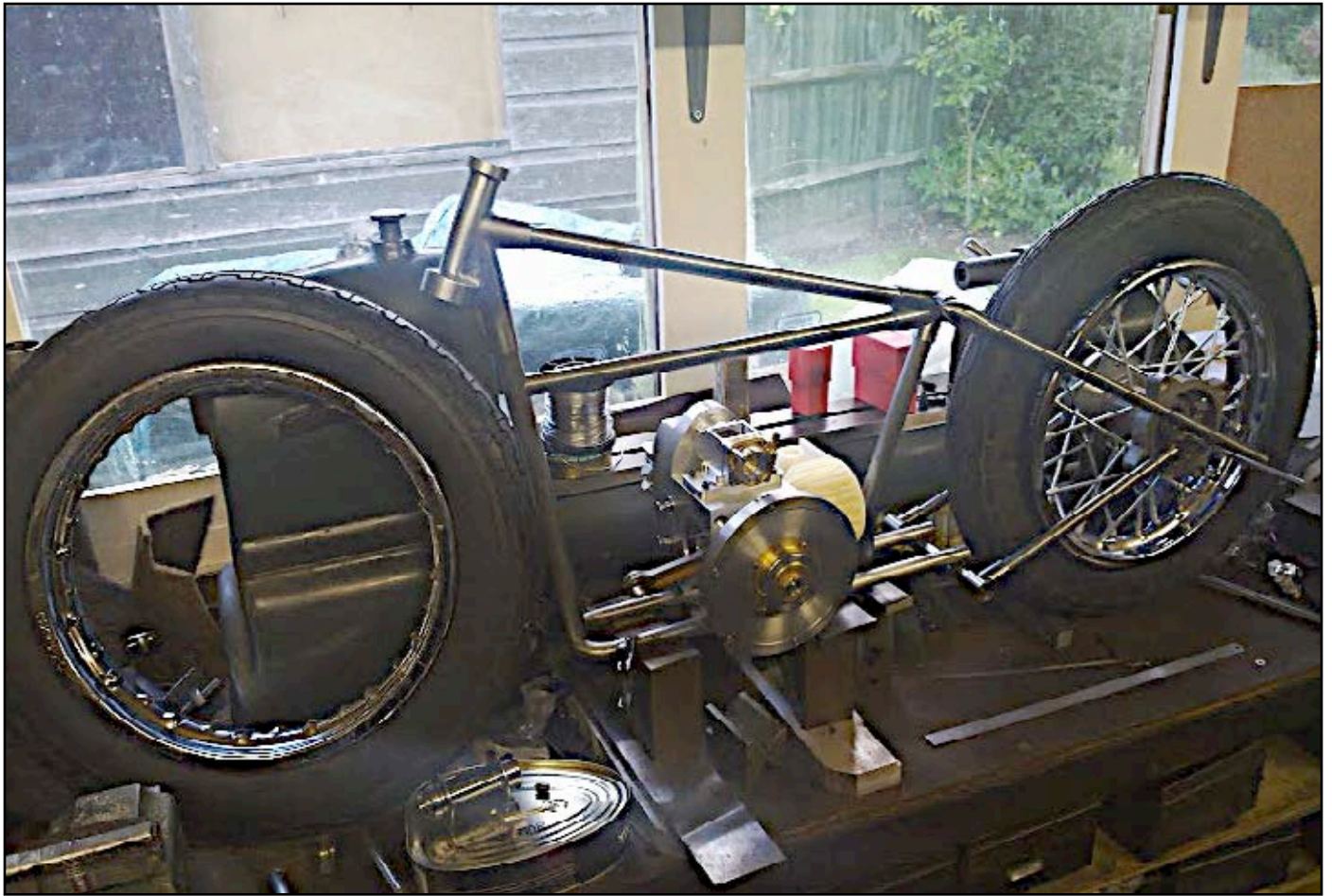
Full size manufacture has given

me hints and clues on how to produce things and also total respect for the pattern makers of that era, those cylinder castings are giving me nightmares! Half scale is just about large enough to easily copy all the details you could ever want and small enough to machine in the myford lathe, which is my main machine.

The finished engine will be 62cc and powerful enough to get someone, if not me, to a respectable speed for basically a 'monkey bike'. I have managed to find some road legal tyres and will try to get it as road legal as possible.

I would love to see more half size vintage or even modern motorcycles being built along the same lines - maybe even having their own club! A half scale Rudge, Vincent Black Shadow or Norton Commando would be rather special don't you think?

DETAILS OF THE BUILT ON THE RIGHT =>



Royal Enfield has released a Limited-Ed



AT THE RIDER MANIA 2022 IN INDIA, ROYAL ENFIELD ALSO SHOWCASED

The Classic Collectible weighs 8.5 kilograms (nearly 19 pounds). As a 1/3-scale model, the dimensions are 2.5 feet long by 1.25 feet wide by 0.85 feet high.

Each model is handcrafted from more than 250 individual parts. Several of these, as you might guess, are actual working components. This includes both the front and rear suspension, the throttle, scaled miniature key, kick start and both the brake and clutch levers.

Other parts of the bike, such as the teardrop tank and other pieces of bodywork, have been painted and finished so as to most closely resemble the Classic motorcycle that this collectible is based on. Just like the real bike, you have some color options (actually 8) to pick and park in your display.

dition Classic Collectible 1:3 Scale Model



1:3 SCALE MODELS FOR ITS CLASSIC 350 & CLASSIC 500 MOTORCYCLES

This being handmade, the crafters in RE had put few other trivial details that makes sense to collector who are willing to pay big bugs for those attention to details. Yes, this Royal Enfield is not part-time scale model collectors but for serious hardcore collector, priced at about \$2000.00 CDN

It's a good-looking model, and we're sure that any rider would be excited to see such a cool (and large) model of a machine that they love. Where would you put a model this big if you had one? It's a bit too large to sit on your desk, most likely, but it could probably do a fine job as a conversation-starter sitting elsewhere in your office, helping you dream about riding even when you're sitting still.

There are all gone now but according to the Rumour Mill, Royal Enfield might bring them back thru their International dealerships in a near future.

A two-year odyssey has now come to a happy end Royal Enfield Classic 500 in Scale 1:3

My Enni model has finally arrived. (Photos and text by Keramh)



The transport box, measuring 41 x 87 x 60 cm and weighing 30.8 kg, was secured with straps and foil on a disposable pallet. Inside it was a box measuring 32 x 77 x 48 cm and weighing 16.4 kg, additionally secured with foil and straps. When the box was opened, a very nicely made card was included.

Now to the inside of the box.

The first look at the contents is promising and absolutely breathtaking.

The packaging is tailored to the model down to the millimeter, a masterpiece of packaging technology.



Quickly on...

The model can now be lifted out of the box using the two wide Velcro straps.

Freed from the remaining protective measures, it is now in front of us.

Here are the technical data of the model again:

Brand: Royal Enfield	Type: Classic 500
Scale: 1:3	Weight: 8.5 kg
Length: 78 cm	Height: 38 cm
Width: 26.1 cm	Price: S2000.00 CDN



Photos, courtesy of Royal Enfield

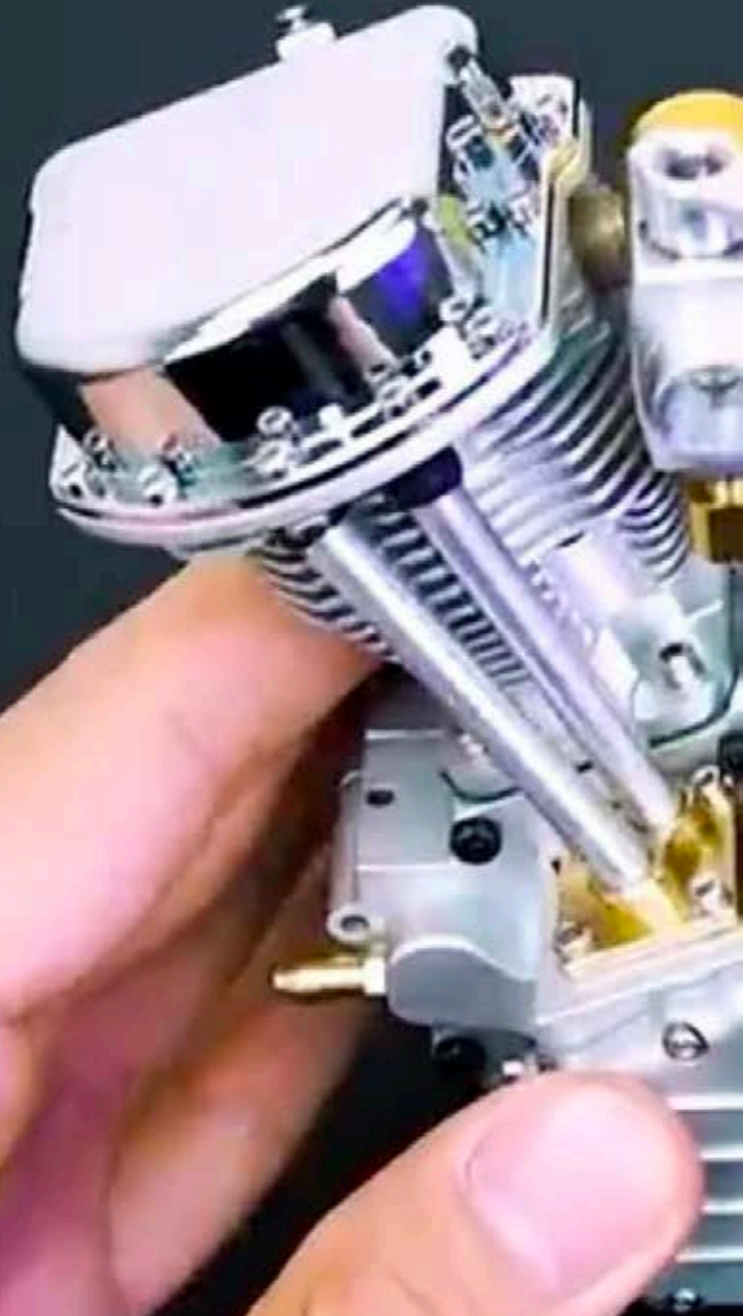




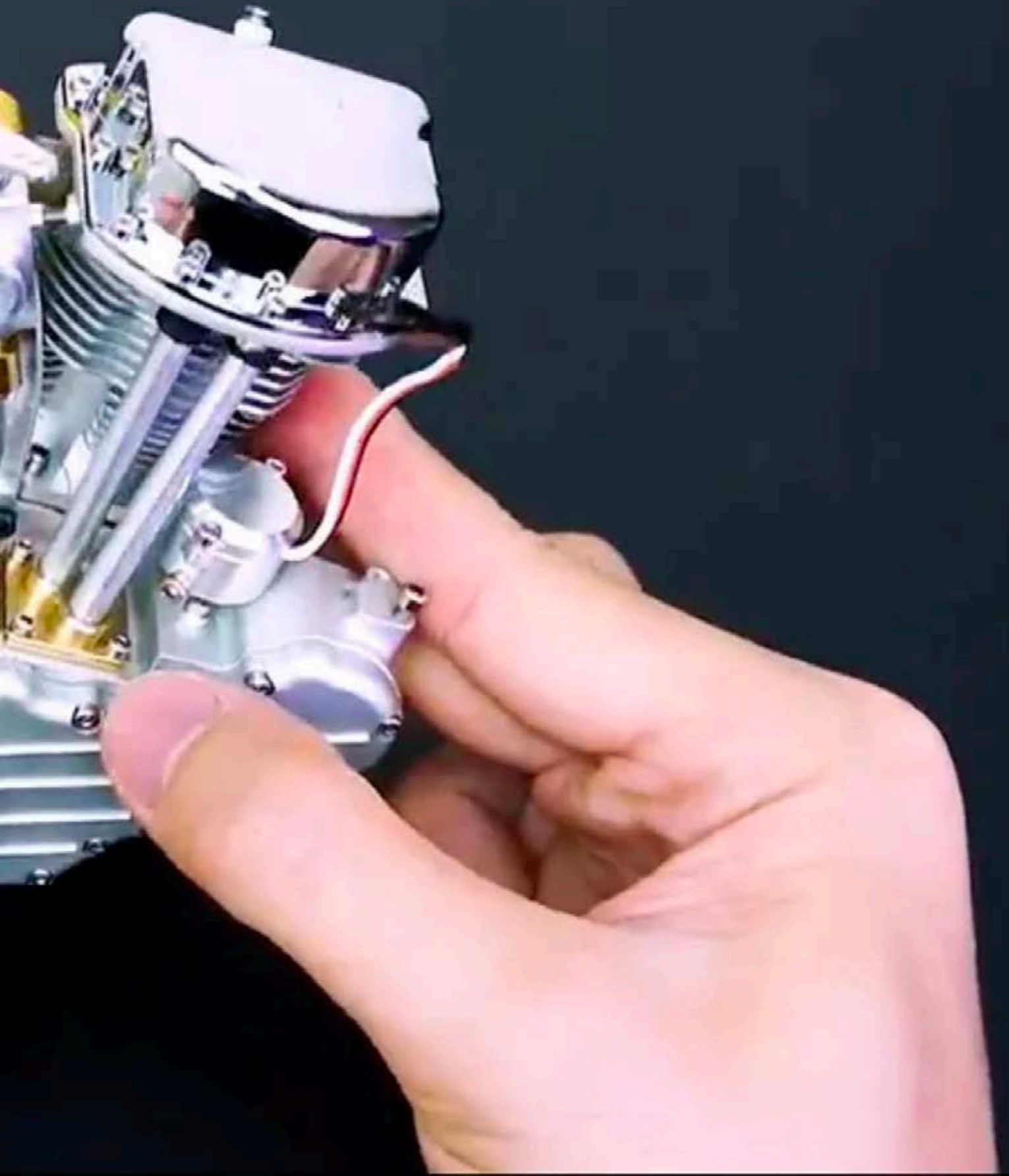
Photos, courtesy of Royal Enfield



**SCALE MODEL
HARLEY DAVIDSON
ENGINE**



www.stirlingkit.com/collections/v-twin-v2-engine-model



Small engine: big sound! Scale Model Harley Davidson Engine is Perfection in Miniature

By Harry Fisher | Source: topspeed.com

Beautiful scale model of the Harley Davidson Pan Head engine, correct in every detail, including the potato-potato sound the engine makes at idle.

SCALE MODEL HARLEY PAN HEAD ENGINE MAKES ALL THE RIGHT NOISES

Scratch any car or bike enthusiast and, underneath, you'll likely as not find a passion for anything that runs on petrol. It doesn't even have to be useful, as this scale model of a Harley Davidson Pan Head engine proves.

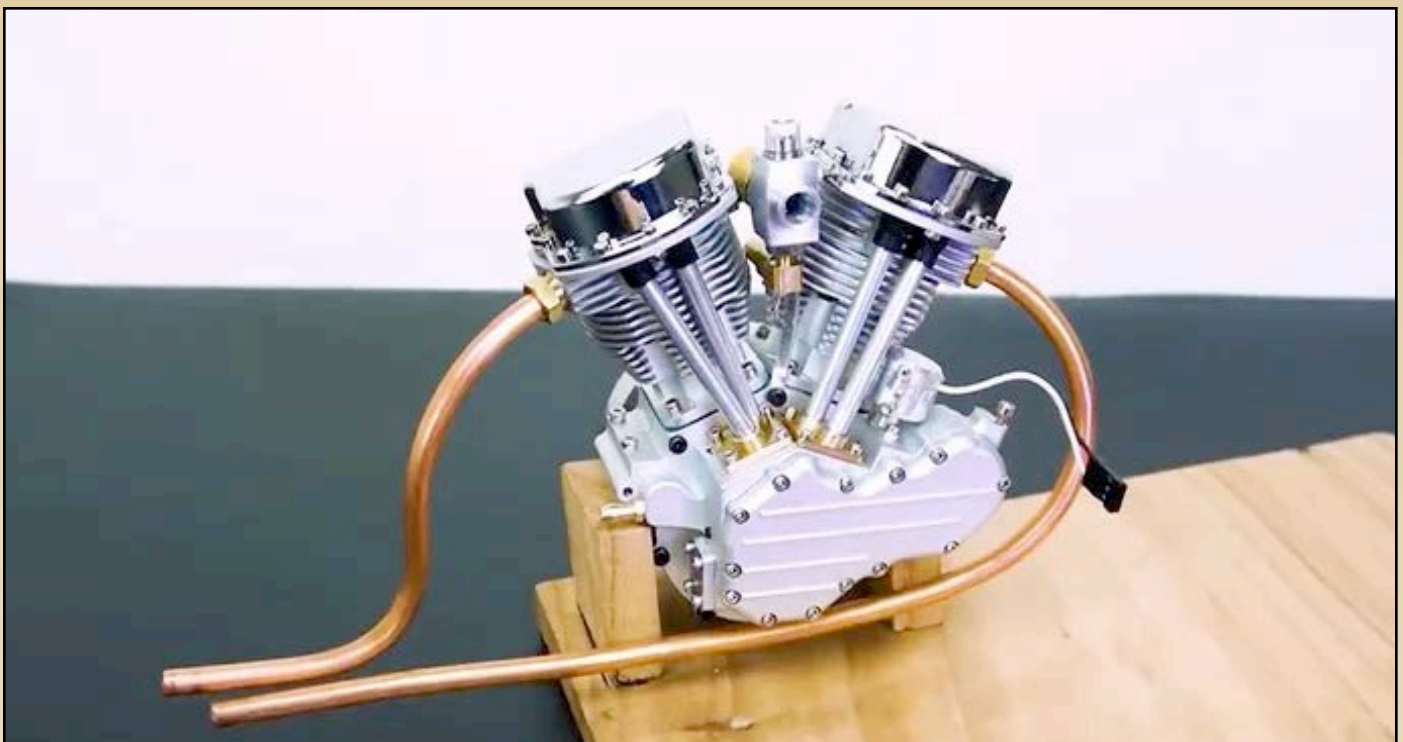
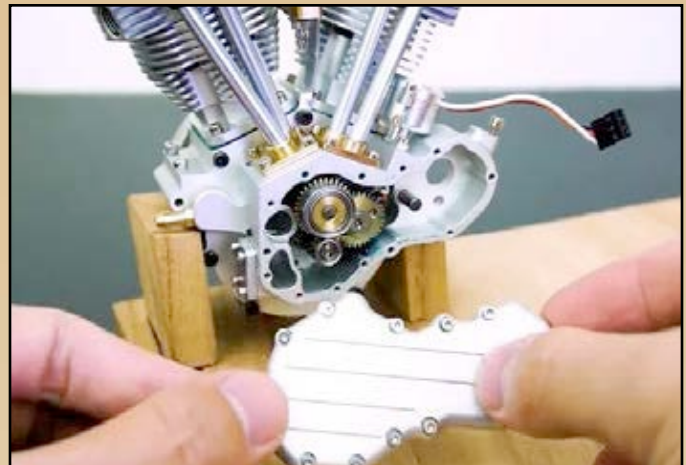
To call it a scale model is to imply that that is all it is: a model. But to call it merely a model would be to do it a disservice as this one runs. Not only runs but sounds exactly like a Harley at tickover.

The Cison FG-VT9 is a 9cc, four-stroke v-twin that produces 0.8hp. The tiny 16.67 x 21mm bore and stroke give an 8,000rpm redline, not something that your full-size Harley is capable of.

The video shows the unboxing of the engine (could it correctly be called a crate engine...?) and the bolting to a rather inappropriate piece of wood before it is fired up.

It's a beautiful piece of engineering and the only pity is that it can't be fitted into a bike that could carry a passenger.

The engine comes from www.enginediy.com who have an incredible range of miniature petrol engines, both two-and four-stroke. The Harley engine comes in at a not inconsiderable \$599.99 but you'd have to say it was worth it.





www.enginediy.com



Scale Engine Perfection in Miniature for sale

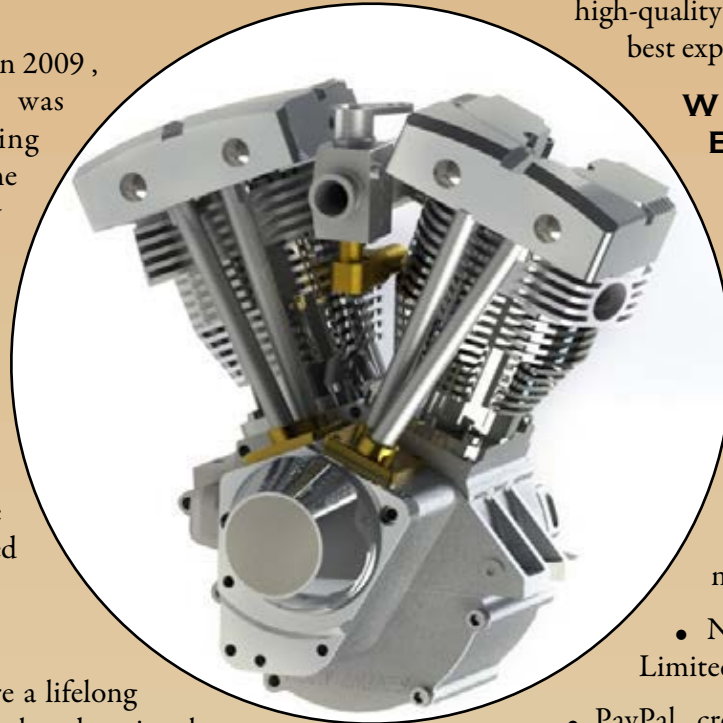
ABOUT US

Enginediy was founded in 2009, and at that time it was specialized for retailing different types of engine models in China. Now Enginediy has switched its business to international e-commerce services, and since then it has become an online retailer that selling different types of engine models that you may need or curious about.

OUR VISION

Our purpose is to inspire a lifelong love of learning through educational products, tech, unique hobbies and innovations.

The whole Enginediy team is passionate to make sure you find the right product with low-price and



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MFH

Model Factory Hiro

1/9 Scale Full Detail Kit

<https://www.modelfactoryhiro.com>



HARLEY-DAVIDSON 1740
Full Detail Kit
1/9 Scale

Note from the editor:

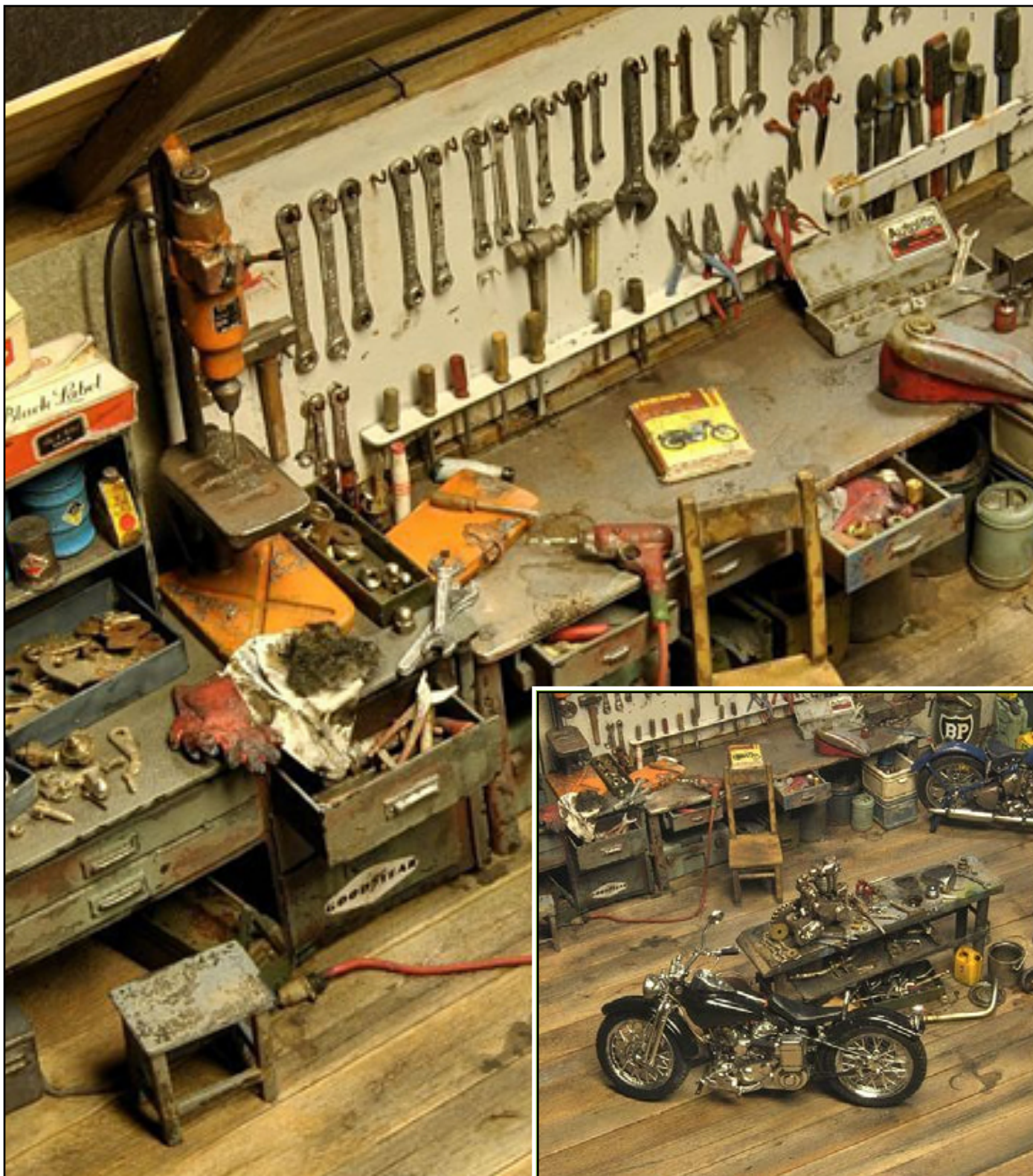
All 1/9 scale models are presently OUT OF STOCK.
MFH has not confirmed when they will be available for sale.

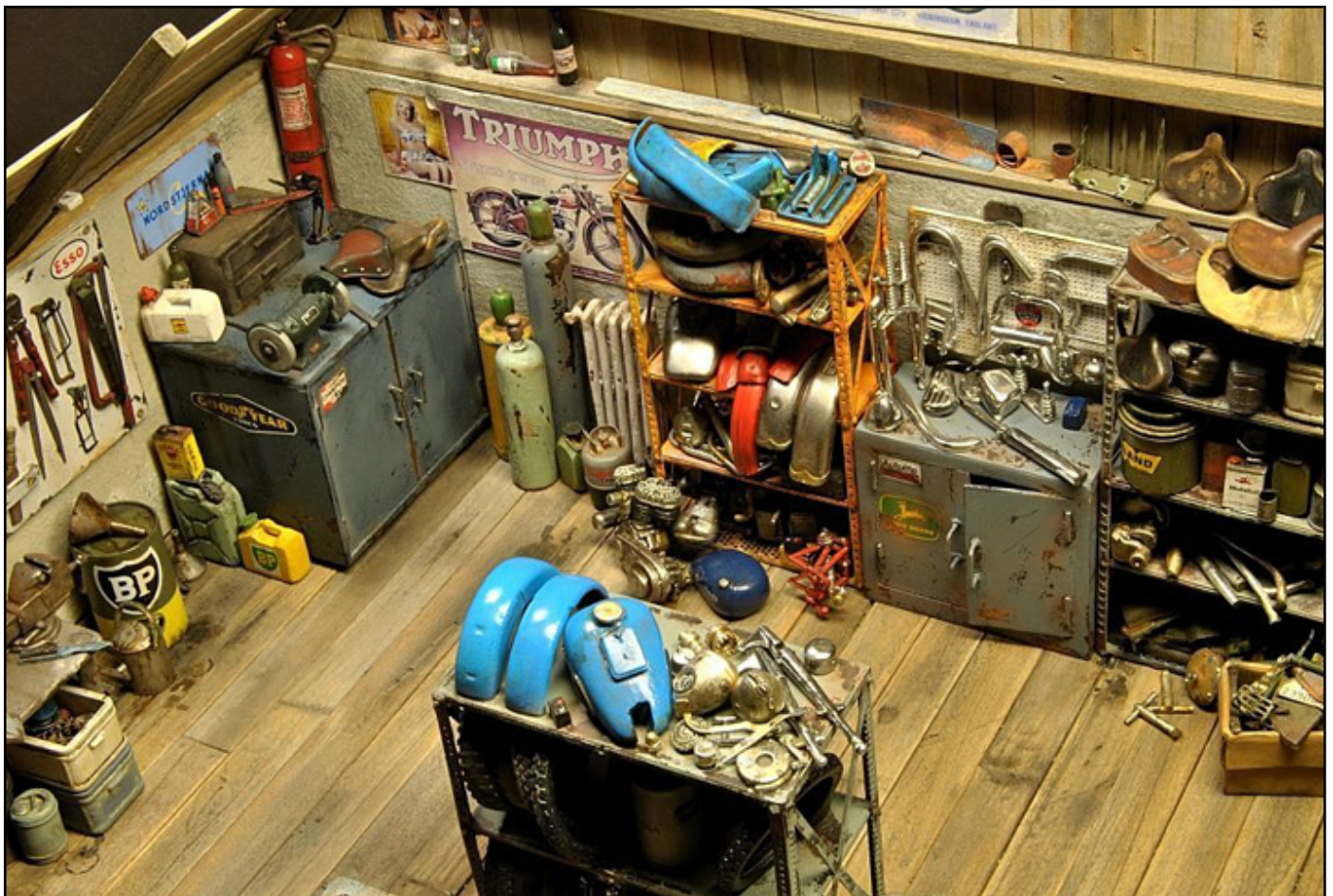




Mario Rapinett's Miniature Motorcycle Workshop

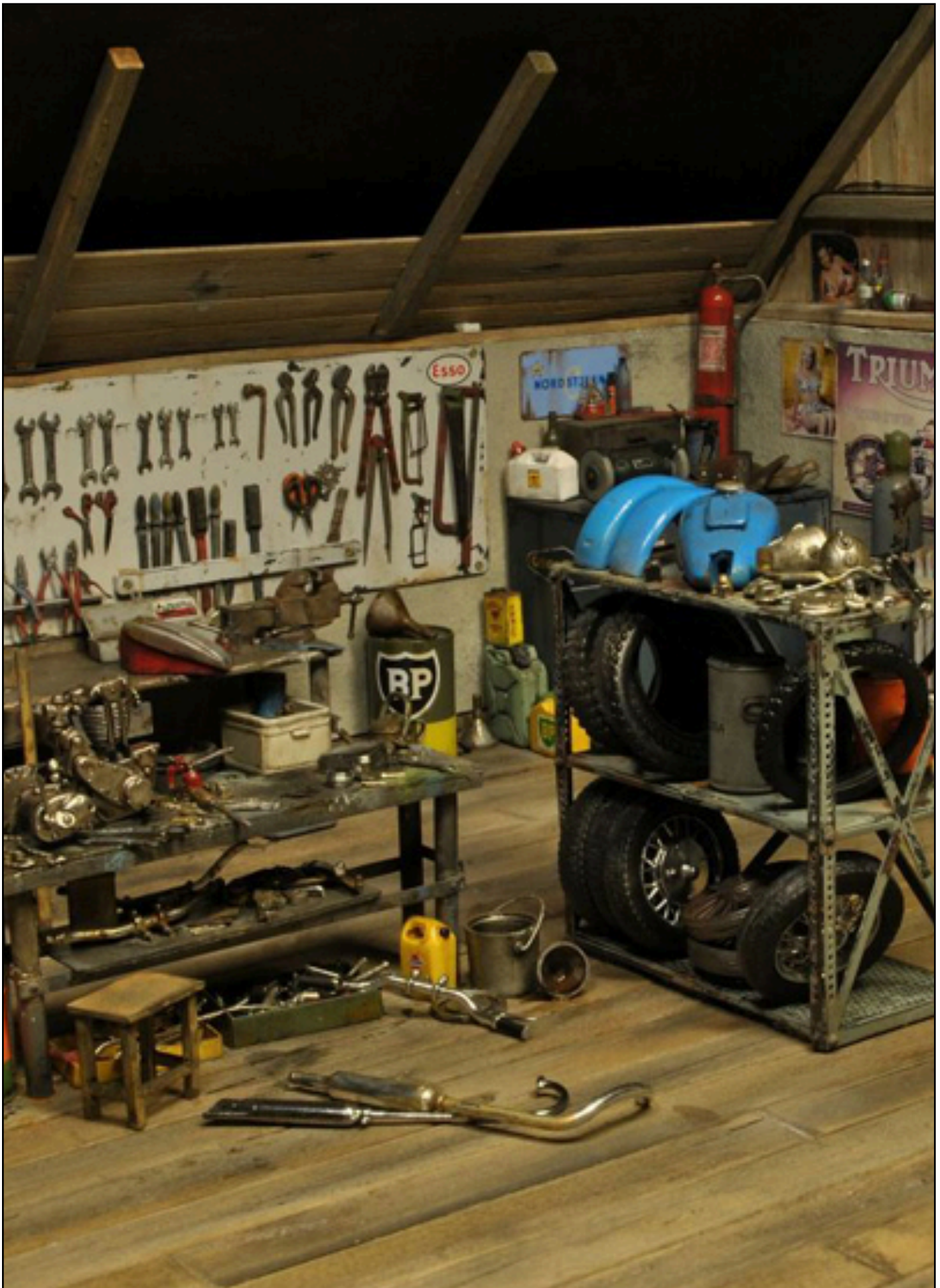
In life there are those who make models of castles with matches and there are those who make incredible things with miniatures, patience and a lot of work. This is the case of the late Mario Rapinett, a fan of miniature scenes who had completely created a workshop for repairing vintage motorcycles. These wonderful creations were put together by the late MARIO RAPINETT (Musician, Modeler, Photographer, Architect, Playwright, and a great friend to many).













BOOK

Motorcycle Adventurer

MOTORCYCLE ADVENTURER, the authoritative non-fiction recounting of the first motorcycle adventure rider to circumnavigate the globe has been released in a 300-page publication.

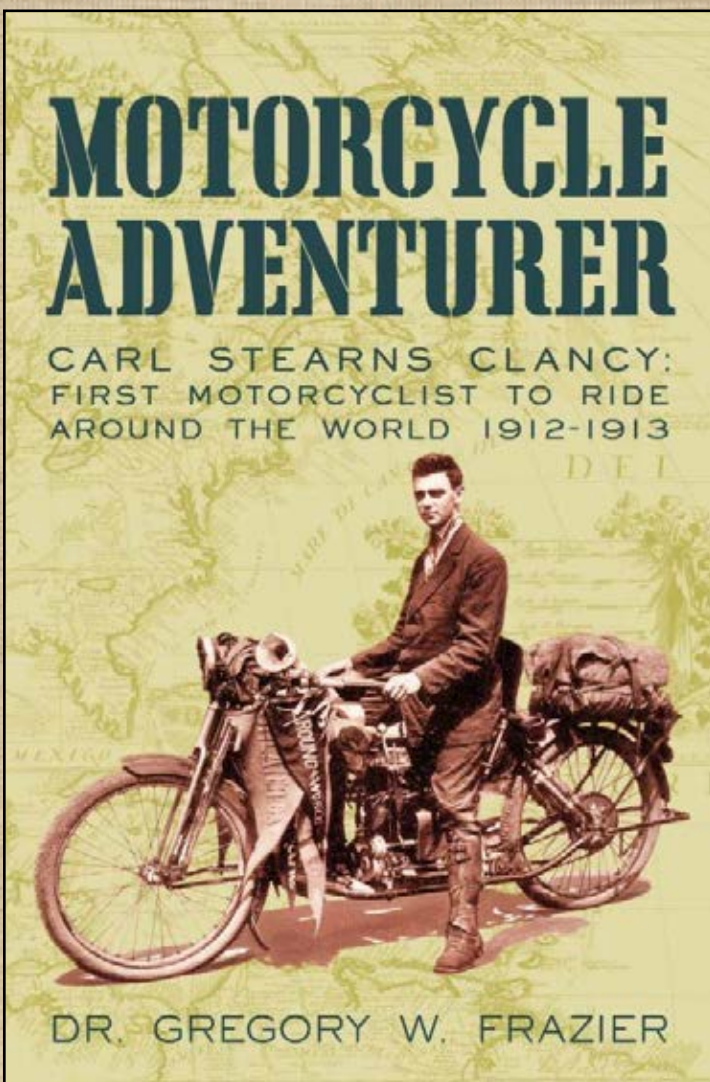
The new book is the result of 16 years of research. Frazier re-traced much of the Stearns original route and verified the original travelogue, researching the amazing adventure of Carl Stearns Clancy, who, at the age of 22, started out on the first globe ride. Frazier found himself in the jungles of Malaysia, sands of Africa, and rugged Rocky Mountains of the USA as he trailed Clancy. Riding a 1912 Henderson motorcycle, Clancy became in 1913 the first person to “girdle the globe.” With the help of numerous researchers and global motorcycle experts the previous mystery of who was “the first” to circumnavigate the globe by motorcycle has been conclusively solved.

Carl Stearns Clancy completed his incredible 18,000 mile ride around the globe long before there were gas stations, motorcycle repair shops, roads, ATM's, GPS's, or the Internet. His 10 month journey took him from west to east across Europe, Africa, Asia and the United States of America. Clancy faced wild animals, bandits, unfriendly border officials, lack of gas and spare parts plus the unknown of travel by motorcycle where no motorcyclist had ventured. The roads and tracks had considerably improved from 100 years earlier, but political situations and country entry

requirements had worsened for Frazier. Clancy crossed Algeria, not so for Frazier, who could not secure a visitor or transit visa when attempting the same route. Seemingly easy entry for Clancy to China had twisted to a prohibitive expensive proposition for Frazier. However, Clancy found when attempting to enter China there were no roads, so both were faced with barriers, only different in nature.

Dave Barr, a double Guinness World Record holder for his adventure motorcycling accomplishments and member of the American Motorcycle Hall of Fame, wrote in the Introduction of MOTORCYCLE ADVENTURER, “This man Clancy was every bit a true adventurer,” “a real motorcycle adventurer, the likes of such we’ll likely never see again.”

The book, MOTORCYCLE ADVENTURER – CARL STEARNS CLANCY: FIRST MOTORCYCLIST TO RIDE AROUND THE WORLD 1912-1913 (ISBN: 978-1-4502-2141-2) has 120 original graphics and images of places Clancy passed through as he “girdled the globe.” His adventure has been described as “The longest, most difficult, and most perilous motorcycle journey ever attempted,” the first global adventure ride by the first adventure rider.



AVAILABLE FROM AMAZON.CA
COST: \$29.95
SOFTCOVER

Some facts about Carl Stearns Clancy

CARL STEARNS CLANCY

(8 AUGUST 1890 – JANUARY 1971)

He was an American long-distance motorcycle rider, film director and producer. He is credited with being the first person to circumnavigate the world on a motorcycle.

Life

Clancy was born in New Hampshire in 1890, the son of Alice Clancy from Massachusetts, and William Clancy, a 55-year-old Irishman. He became an advertising copy writer.

In early October 1912, along with his biking partner, Walter Rendell Storey, he sailed from New York to Dublin, via Liverpool. His bike was a 934 cc 7-horsepower (5.2 kW) 1912 Henderson Four motorcycle.

The editor of The Irish Cyclist, Richard J. Mecredy (the inventor of bicycle polo) gave them road maps and helped them plot their route in Ireland.

After covering the northern part of the country, they both got the ferry to Glasgow. Storey returned home from Paris, while Clancy continued his circumnavigation of the globe until August 1913. During the trip he rode 18,000 miles in Europe, Africa, Asia and North America.

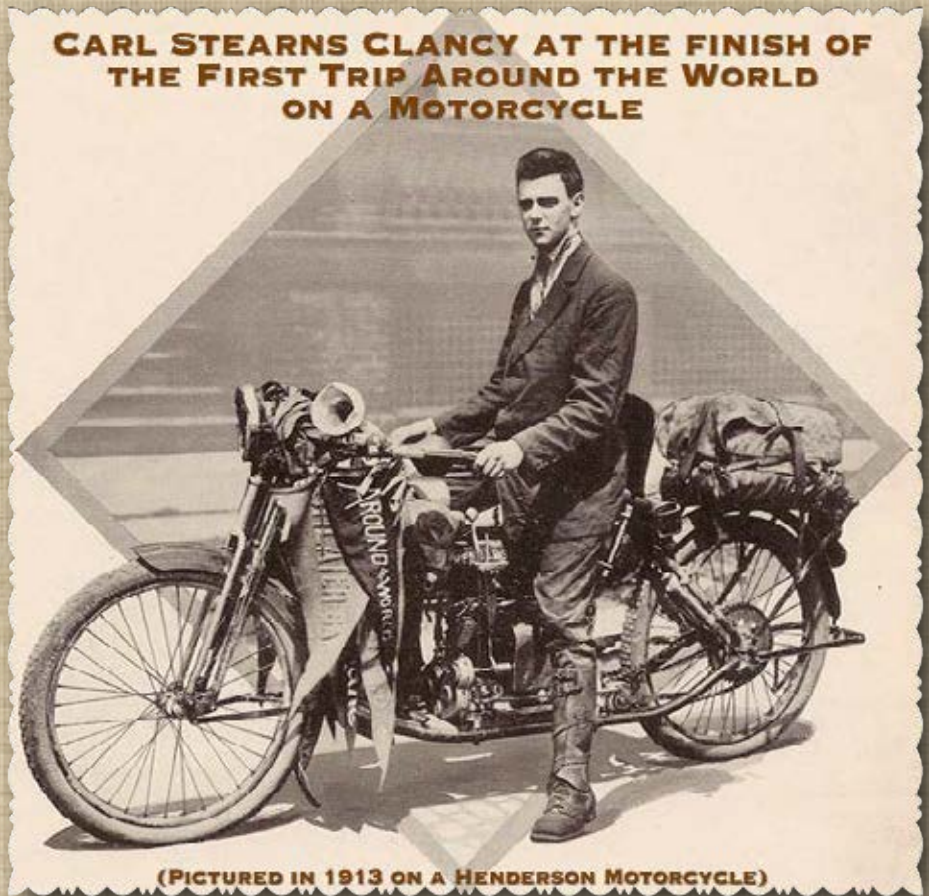
Clancy helped finance his trip by submitting details of his epic journey to Bicycling World and Motorcycle Review, a New York-based weekly magazine.

Clancy produced or directed a number of Will Rogers movies starting with The Headless Horseman in 1922.

In his later life, he moved to Virginia and made documentaries for the United States Forest Service.

“One must die sometime and to die with one's boots on is very noble.”

A quote from Carl Stearns Clancy



Brough Superior

By Dirk Pat

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DIRK PATSCHKOWSKI

Artist, Photographer & Patinator



“Friend of extremes” – that is how an editor described me in an article in the magazine *AUTOBILD*. When you consider that on the one hand I make delicate model objects in miniature dimensions and on the other hand I prefer to pursue my other passions, painting and photography, in very large formats, the description is certainly apt. My largest painting for a trade fair so far was 6.50 meters x 5.50 meters.

After my training in a graphic arts institute in Wuppertal in 1979, I worked as an offset printer until 2000.

In December 2002, I completed my studies as an online designer at the DTP Academy in Düsseldorf.

Since 2003, I have been working freelance in the areas of vehicle photography, vehicle patina and the sale of petromobilia. Last but not least, I devote myself to the production of exclusive model objects.

Would you like to know more? Or do you perhaps have a good idea or an interesting contact for me?

Then I look forward to hearing from you!

e-mail: dp@xsdreams.de | **Web:** <https://limited-legends.de>



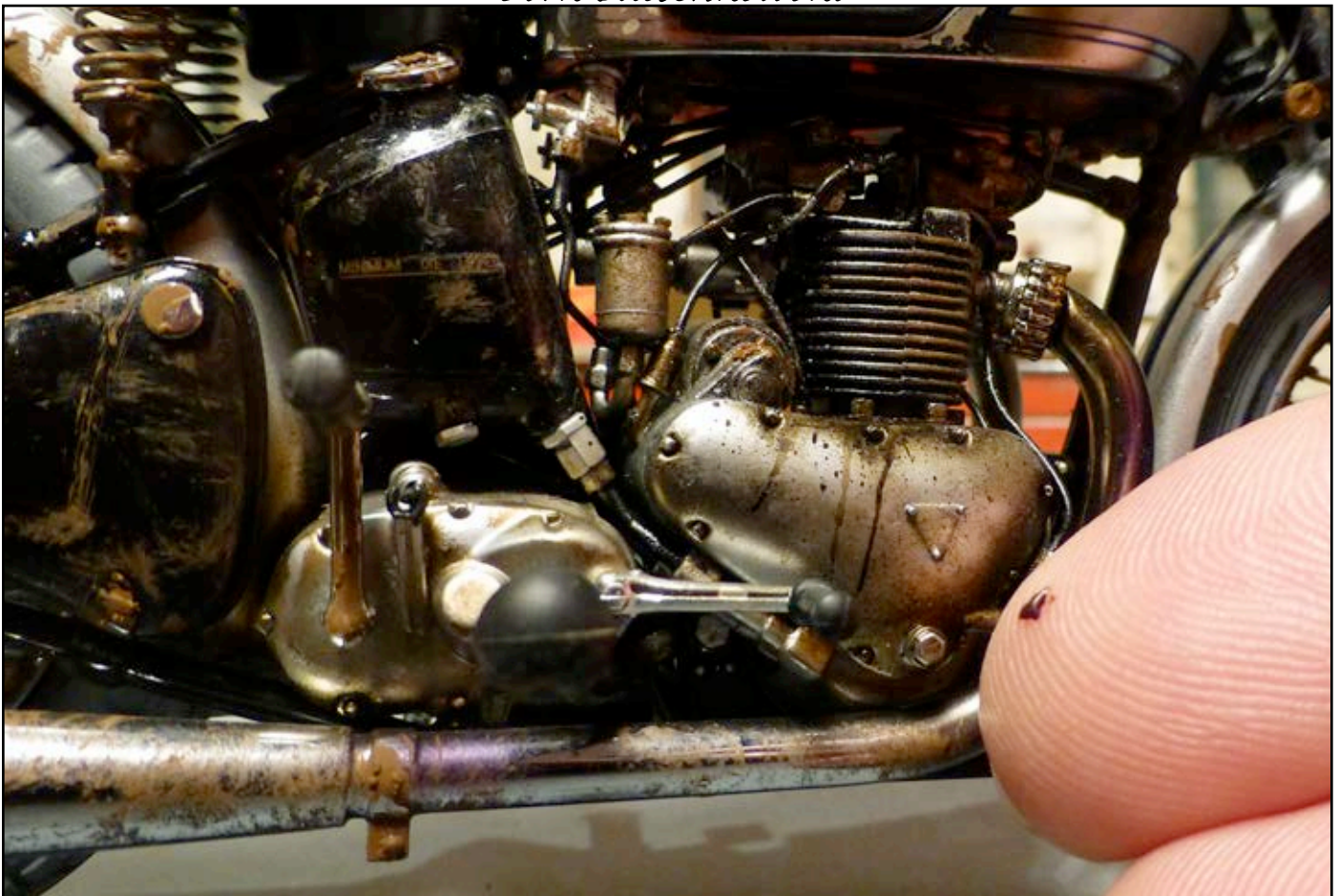


Dirk Patschkowski





Dirk Patschkowski





Dirk Patschkowski



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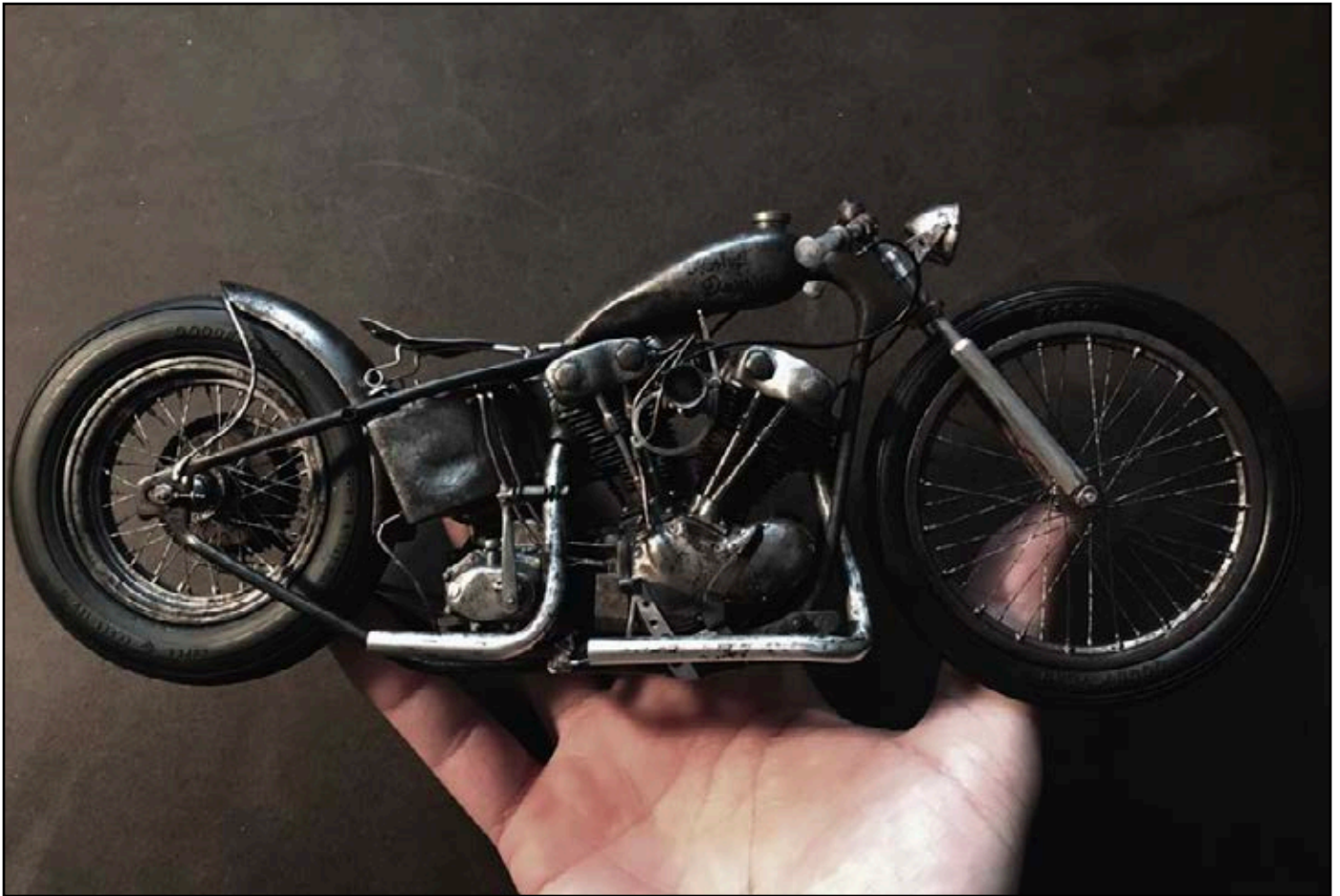


AGGI

MICHELIN

Continental Pneumatik

WILDOL MOTOR OIL



1936 HD by Daisuke Kudou



The Gazette from the Past

with clipping of the era.

Source: motorcyclimeline.com



A tiny tot tops up his mini combo while his little friend looks on admiringly Bless...

Mind you, the venue is 1924 Berlin, so chances are that 15 years later he was riding into Poland on a KS750 Zündapp equipped with a sidecar and an MG43.



*Beautiful Master
James*



*pieces by Artist
s Rice*



THE SPOON MOTORCYCLE NO ONE SAW COMING

Source: buzzfeed.com | By Jeny Buckley

James Rice makes motorcycles out of nothing but spoons, and it's glorious. And yes, they do still have spoons in the kitchen to eat with.

Artist James Rice, of Tacoma, WA, is the artist that has created these motorcycles made of spoons. He has been posted all over Tumblr, Facebook, Twitter, Pinterest, and almost every other form of social media around the world. He's also received media attention for his unique spoon motorcycle sculptures. Bill Wixey, of Seattle's Q13 Fox News in the Morning, called them, "Spoons of Anarchy".

He sees how to make such an unassuming utensil into something most of us would have never thought of. He flattens, bends, twists, and shapes the spoons by hand. Every aspect of the motorcycles, engine, wheels, tires, gas tank, are all shaped from stainless steel spoons.

Rice has a longtime dream of building his own custom motorcycle, but finances have never allowed for it. He started working out ideas for his dream using spoons left from some of his wife's projects. He decided, after building his first spoon motorcycle, every one after would be made completely out of spoons.

To date, he has completed six spoon motorcycles, and is currently working on his seventh.

James has shown when you really have a drive to create something, that passion will find a way to come out. Even in unexpected, but beautiful, alternative ways.

When life hands you lemons, steal your wife's silverware and make spoon motorcycles!

People from all around the world, have shared his creations. The most viral post, to date, is a photo of his sculpture named "The Wasp".



It was posted on the "Why We Ride", a touching motorcycle enthusiast movie, .

While the spoon motorcycles have been a worldwide hit with motorcycle lovers, they are not the only group who have been sharing his sculptures.

Whether you love motorcycles, sculpture, art, crafts, creative up-cycling, or just anything out of the ordinary, most will agree on one thing: James' spoon motorcycles are almost shockingly unusual, and creative.





More photos of his sculptures can be seen at <http://www.facebook.com/everlastingspoonful>

ON THE RIGHT, "THE OWL" HIS LATEST FINISHED SPOON MOTORCYCLE

BELOW, JAMES RICE, WITH HIS SPOON MOTORCYCLE "THE WASP"







Sculptures

DANIEL PLESSEL

Prototypes Factory

**WELCOME TO THE WORLD OF DANIEL PESSEL,
WHERE EVERY SCULPTURE HAS A STORY TO TELL.**

Have you ever walked into a street and stopped in front of a boutique with a window full of gadgets and gizmos that you are drawn to... Well when you start exploring Daniel's artwork, this is exactly how you feel...

His creations are like made for the steampunk world of Jules Verne. They make no sense and yet you cannot remove your eyes from them. They look so real...

Actually, they do, because the artist is using things that we can easily identify and the sizes of these sculptures are incredibly big. In fact, they make the perfect art object for a modern office looking for a touch of retro in its decor. Every office has a conversation piece and these sculptures belong there, in the VP's office or the conference room...

Art is subjective, but somehow Daniel found a way to make us appreciate his creativity. He is touching all the vehicles man has been using for centuries but with a twist.

Have a look at all his creations and be ready to be amazed and surprised...

WWW.PROTOTYPESFACTORY.FR







The Racing Wor



15 of Pocket Bikes

THE WORLD OF POCKET BIKES

Well, lets go on another direction now. We'll stay in the small bike department but we will be talking about the pocket bike phenomenon and what makes these tiny bikes a ton of fun

What is a pocket bike? Standing about knee high to most adults, a typical pocket bike looked for all the world like a mini road racer. Pocket bikes are mini-motorcycles with small wheels, small frames, and a motor size of 125cc or less. They are equipped with two or four stroke engines, automatic gearboxes (for the most part), occasionally full-on suspensions, disk brakes on both wheels and have possibly the best fun to dollar ratio of any bike going. Even though they could be driven by kids, these bikes are for adults.

The sport of Minimoto originated in Japan in the 1960s, expanding as a professional sport in the 1970s, before spreading to Italy in the 1980s and most of Europe in the 1990s. So we are talking big business and championships. See the previous photo.

The sport was especially popular in Japan, and by 1982 there were more than 100 mini-size race tracks scattered about the island nation. About that same time, Pocket bike racing reached America. It gained a foothold in Southern California when the United States Pocket Bike Association formed in Gardena. Most of the first races were run at a small serpentine race course built for junior-size Malibu Grand Prix race cars adjacent to Ascot Raceway. (MGP was a business that rented the cars to customers for beat-the-clock timed solo laps).

These bikes are mostly built in China, but Big Corporation like Honda do put their noze in this business in a different way. They put their junior engineers at work in that field.

The next segment of this article is about Kenji Shimizu discribing their RC143 pocket bike and the last segment of this article is about an artist and graphic designer having fun about pocket bikes. His artwork is so real and so funny I had to add these articles on the pocket bikes. Ed.



THE RC 143 HONDA POCKET BIKE

By Tetsuro Makita | Photos by Toru Hasegawa | Source: Honda R&D Motorcycle R&D Center

Honda's internal training project for young modelers, "Mokoku," is so impressive that it is featured on the Honda company website.

it as close as possible, and I also paid attention to simple aspects other than design."



The project is the RC143 racer that Honda entered in the World GP and won a memorable first victory in 1961 with Tom Phillis.

However, in order to reproduce such a historic model, which features a modern chassis setup, would have to be significantly modified, from the seat rail to the swingarm.

In addition, the externally sprung front suspension, rear shock absorber, fuel cap, and hammered aluminum hood are detailed to create a realistic feel.

"We chose the RC143 because it was a memorable machine that took Honda's first World GP victory.

Just like back then, the hood was made of hammered aluminum and the bolts were also custom-made. The welding positions were also custom-made. I tried to make





BADASS MOTORCYCLE ART BY KOHLENSTOFFFASERMONSTER

An avid rider truly knows a fellow motorcycle enthusiast when he sees one. And from the looks of his Instagram profile, it's clear that **Kohlenstofffasermonster** has an immense amount of love and respect for motorcycles and the art of riding.

As you look across his Instagram profile, you'll see many photos of bikes, bike designs, and real riding photos with the oversized heads with that bobblehead look that we all have come to know and love.

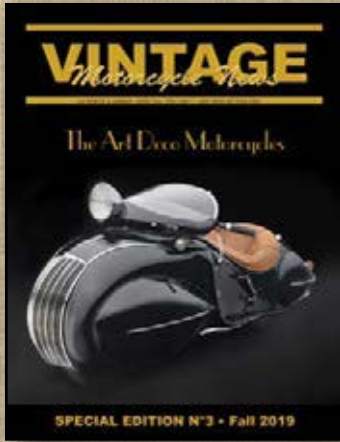
While there are many more images than just what is shown below, these are a few favorites that really stood out.

Overall, a really solid profile, and one that really conveys the excitement of riding. But the biggest takeaway is **Kohlenstofffasermonster's** passion and respect for bikes. Definitely one to keep your eye on in the future!

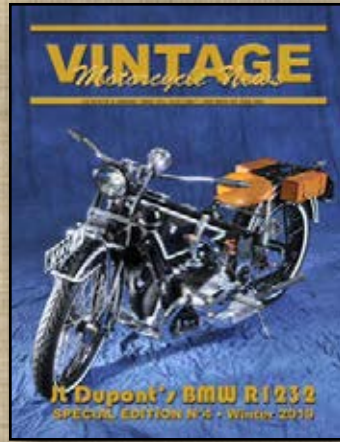


<https://www.instagram.com/kohlenstofffasermonster>





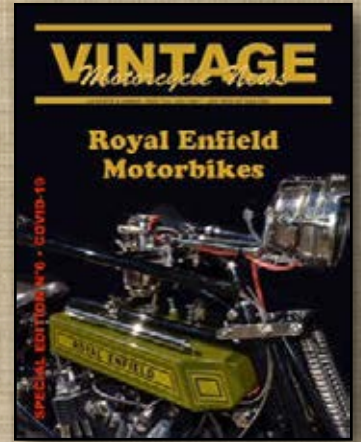
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BROUGH SUPERIOR



ROYAL ENFIELD



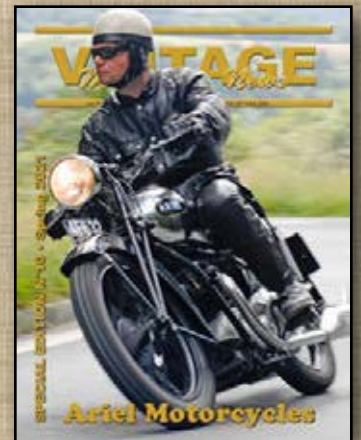
VINCENT



RADIAL ENGINES



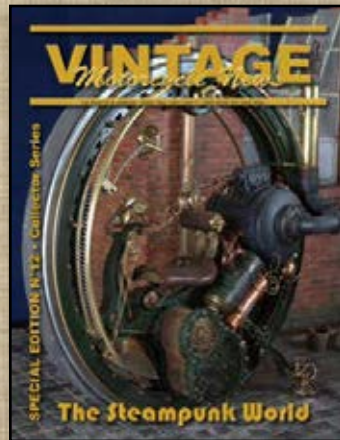
NER-A-CAR



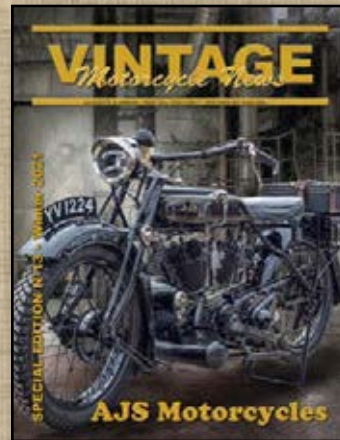
ARIEL



TRIUMPH



STEAMPUNK WORLD



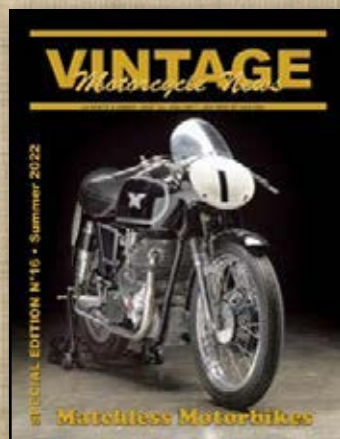
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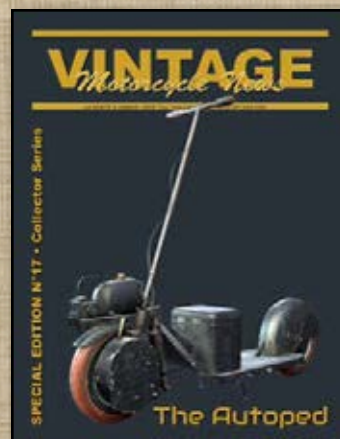
NER-A-CAR UPDATE



DOUGLAS



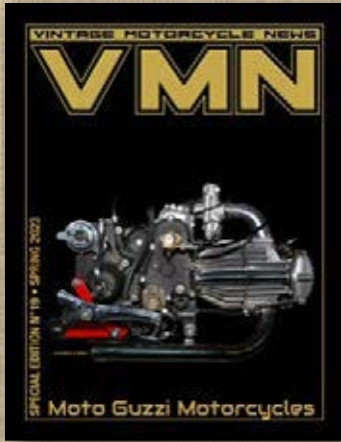
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AUPEPED



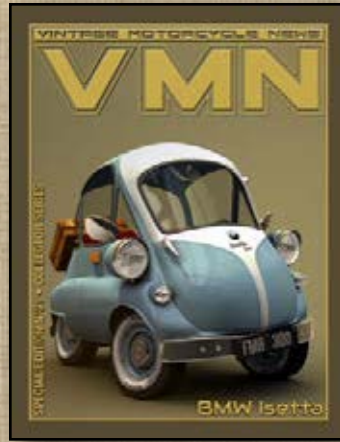
INDIAN



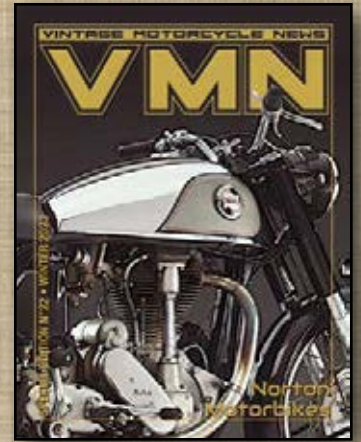
MOTO GUZZI



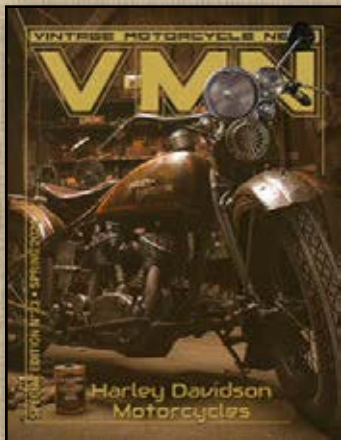
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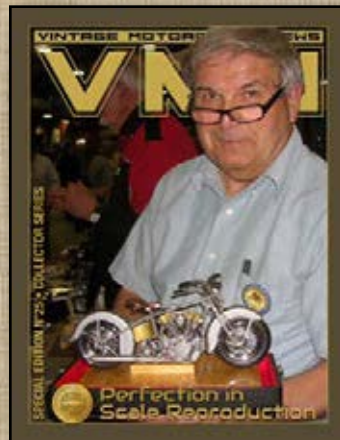
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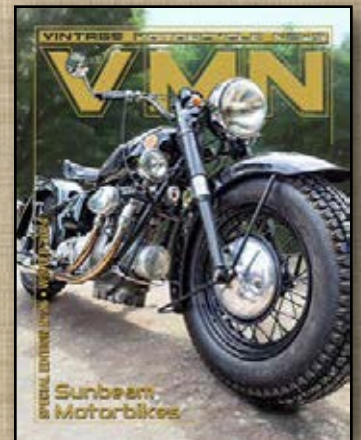
HARLEY-DAVIDSON



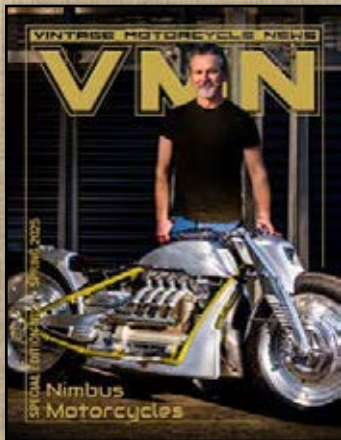
PANTHER



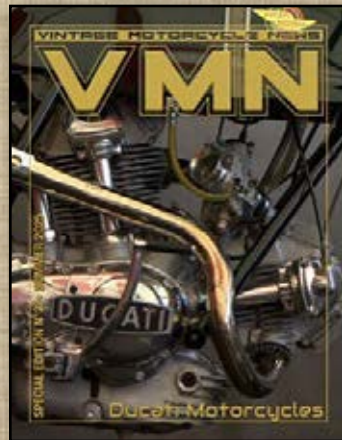
SCALE PERFECTION



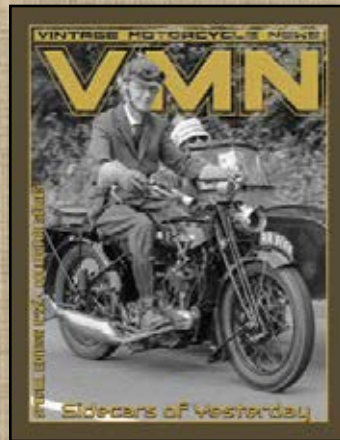
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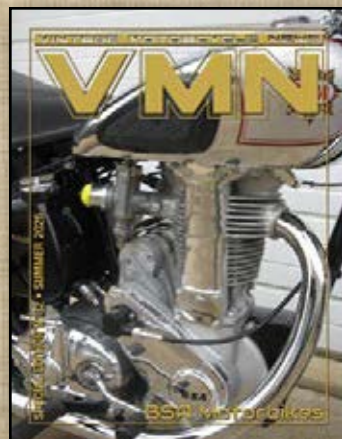
OLD SIDECARS



MOTOBÉCANÉ

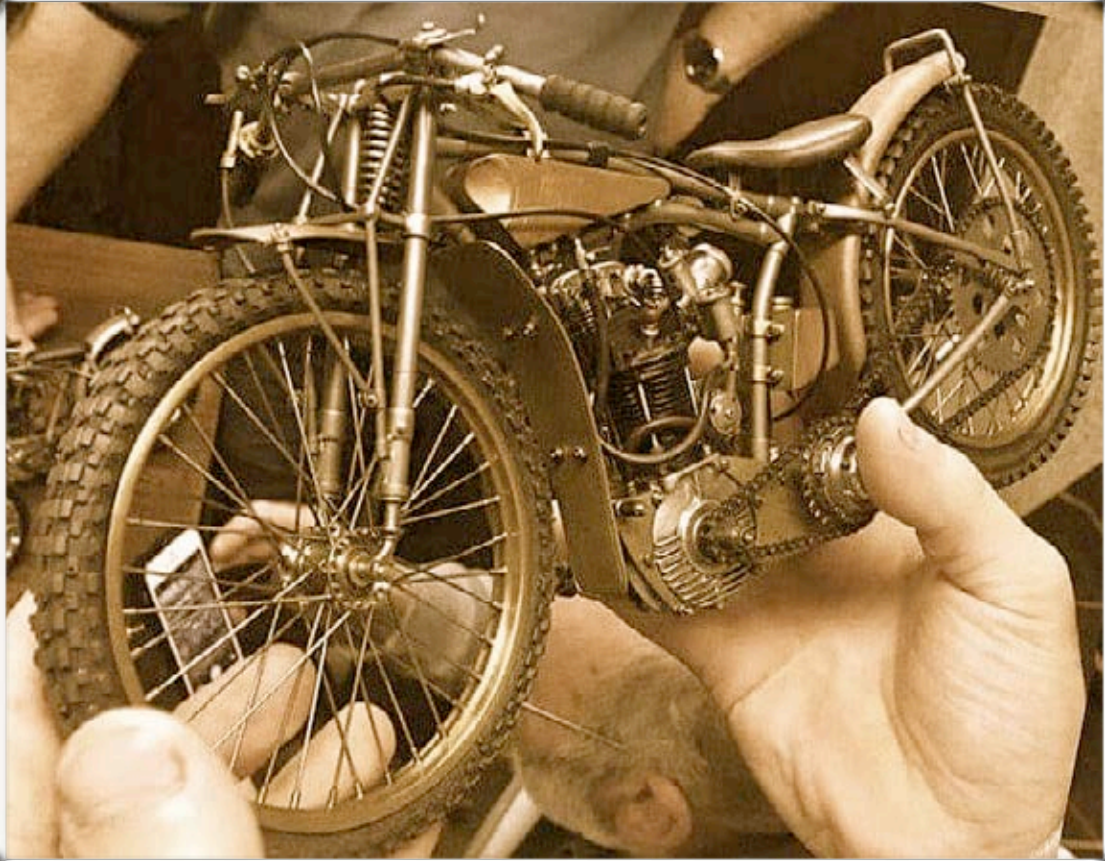


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