



JUMBLE JOY

Vintage V-twin built from leftovers



DESMO DUDE

The genius of Ducati's smooth operator

NOVEMBER 2020

UK £4.50

Classic Bike

BRITAIN'S BIGGEST-SELLING CLASSIC BIKE MAGAZINE

⚡ STRUCK BY ⚡ LIGHTNING

How these A65-based beauties were crafted



ISSUE #490 - ON SALE OCT 20 - NOV 24
9 770142 890258

SHAW THING

Austin Seven-powered 1929 prototype unearthed



MALLE MILE

Random racing in a stately home's backyard

Plus ARIEL SQUARE FOUR + HONDA CB77 + RD250 SPECIAL + MZ 250s GUIDE



WORKSHOP RICK'S FIXES & FETTLES

+
1920s BLACKBURNE
PROJECTS

Contents

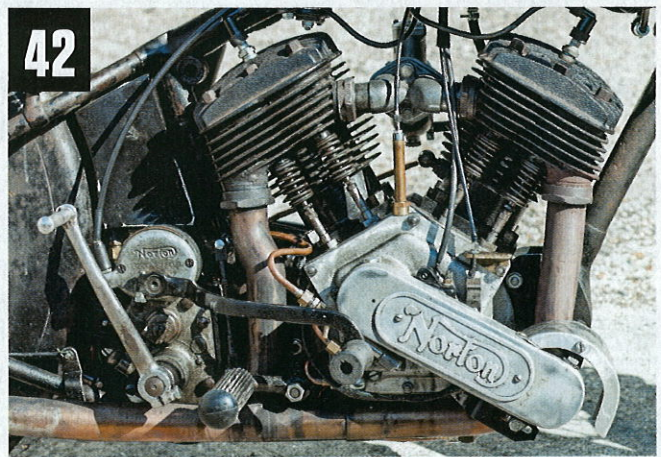
WIN
KEIS HEATED
MOTORCYCLE
CLOTHING
 TURN TO P80

28

The latest beauties from French maestro Frank Chatokhine



Fabio Taglioni, synonymous with Ducati and desmodromics, on the board



What's an engine from a railway maintenance wagon doing in a bike?

- 24** **SUBSCRIBE** SPECIAL OFFER
 Take out a *CB* subscription and get a CTEK smart battery charger
- 28** **STRUCK BY LIGHTNINGS**
 How the beautiful Chatokhine BSA A65s on the cover were created
- 36** **DESMO DUDE**
 Fabio Taglioni – the genius who designed over 1000 engines
- 42** **JUMBLE JOY**
 Vintage special created by Jake's Engineering from a pile of old parts
- 50** **HONDA CB77**
 A little bike taken on a big Euro trip... and down Restoration Alley
- 56** **AT LUNCH WITH...**
 Socially-distanced chat with CRMC stalwarts Gordon and Sally Russell
- 64** **1929 JOHN SHAW SPECIAL**
 Amazing and unique Austin Seven-powered machine – and we had a go!
- 72** **MALLE MILE**
 Unrestrained racing at a stately home – and it happened this year!
- 80** **WIN** COMPETITION
 Keis heated clothing up for grabs in this free-to-enter competition

Beauty AND THE BEST



Blending jaw-dropping aesthetics with top-class engineering, quality components and surgical attention to detail, French outfit Atelier Chatokhine has created a pair of BSA A65s sharp enough to cut it on modern roads



Words **BERTRAND BUSSILLET**
Photography **DAVID MARVIER**



CHATOKHINE TRACKMASTER-REP BSA 750s

“

A

beautiful motorcycle is not a question of aesthetics, but of manufacturing. You spend hours looking at it in detail – and each time you discover new tricks.” So says Frank Chatokhine, the driving force behind this pair of exceptional machines. And the ethos

of this French craftsman shines through these British-branded bikes that are inspired by BSAs raced in the early '70s on American dirt tracks, because these creations are not just eye-candy.

“These are road bikes,” insists Frank. “It was necessary to make engines that are not too difficult to start, are reliable – and, above all, useable.”

The work of Frank and his team in the Atelier Chatokhine workshops at Querry, south of Paris, will be well known to regular *CB* readers. In our January 2016 issue, we covered Chatokhine's Seeley Condor G50 replica, unveiled by Colin Seeley himself, who gave the bike his personal seal of approval. In the July issue later that year, we featured a visit to the French village that houses the Chatokhine workshop, where Frank lives out a passion for British bikes inherited from his father.

More recently, in the September 2017 issue, we featured a Trackmaster-framed BSA A65 flat-tracker built by the top-flight French outfit. That bike was a stunning tribute to the works BSA that David Aldana



Left: Making the bikes useable was Chatokhine's main aim, which includes making the engines easy to start. That doesn't mean you can't style it up a bit on the kickstart routine, though...

'THESE BIKES ARE STREET LEGAL, BUILT FROM SCRATCH WITH FRAMES MADE BY CO-BUILT IN ENGLAND'

raced on the mile and half-mile dirt ovals during the 1971 American Grand National series – a stripped to the bare bones, pure-bred racer with no front brake or running lights. Frank hinted at the time that he planned to build similar replica Trackmaster-framed machines in very limited numbers.

These two street trackers are part of the plan, which was to build just five bikes, reflecting the fact that #5 is Frank's racing number when competing in championships run by the UK-based Dirt Track Riders Association (DTRA).

"These two bikes, built for two different customers, are variations of the Aldana tribute bike," explains Frank. "But they are street legal and built from scratch with a BSA 650 engine transformed into a 750, mounted in a Trackmaster-style frame made by Co-Built in England. All the parts were machined in the Atelier Chatokhine workshop."

There's meant to be one more A65-based tracker, but the customer has not yet confirmed his order, which is frustrating for Frank because the workshop received a dozen requests to buy replicas following the launch of the race bike at the Moto Légende Show in Paris. The intention is to build the final Trackmaster powered by a Matchless G50 single-cylinder motor (as in the Seeley Condor replica mentioned earlier).

For those unfamiliar with this Anglophile French outfit, it's a bike shop with real heritage. Having worked in a Norton shop, Frank's father Roland established his own BSA/Norton Villiers dealership in 1972 and Atelier Chatokhine was born. Despite the decline in the British motorcycle industry, Roland introduced his son to the joy of British iron and taught him the art of fine-tuning old bikes. So naturally, in 1994, Frank carried on the family tradition by starting his career in the workshop.

As for the history of Trackmaster, it was founded in 1969 by Ray Hensley, who produced innovative, lightweight, oil-carrying racing frames in his Californian workshop. Often associated with Triumph, Trackmaster actually built frames to take motors from a variety of manufacturers. "I don't think there were ever two Trackmaster frames that were exactly identical," says Frank. "The tube diameter, welding and the shape of the central beam was constantly changing."

Frank wanted to build a Trackmaster BSA that was a bit different, and as a tribute to David Aldana and other top-flight BSA flat-track racers of the era, so he ordered a replica frame – but he wasn't impressed. "It was so badly done that the obvious thing to us was to oversee the building of any flat-track frames ourselves in the future," says Frank. "The basis of the frames on these two bikes – the geometry, swingarm, steering head and subframe – were produced by Geoff Cain of Co-Built. The anchoring