

The JP Guzzi

WORDS GARY PINCHIN PICTURES MYKEL NICOLAOU

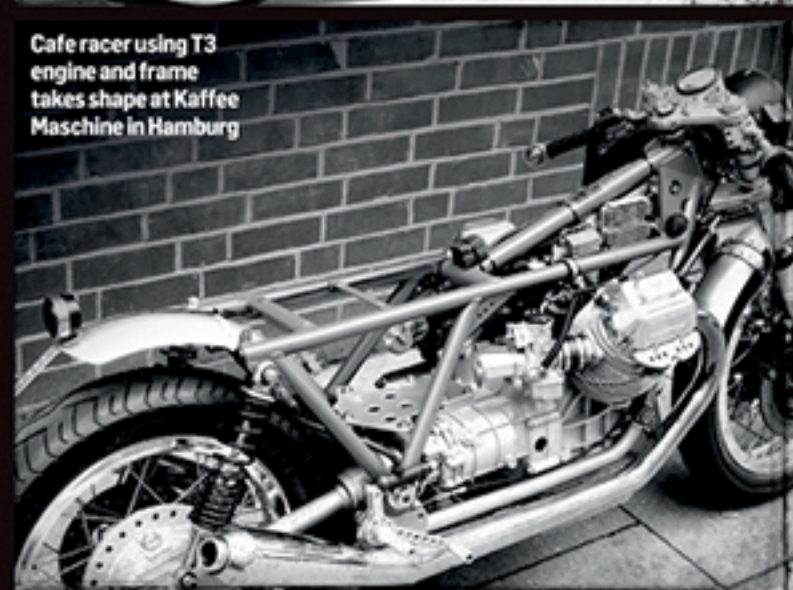


Purser with his bespoke cafe racer, foreground, and four other Guzzis in his collection



Drool for hours over the perfect stance and exquisite detail

Cafe racer using T3 engine and frame takes shape at Kaffee Maschine in Hamburg



Per amore della Guzzi

FOR THE LOVE OF GUZZI

What does the Moto Guzzi enthusiast who already has an original S3, a lovely Mk1 Le Mans and a

John Purser casts an eye over his fabulous collection of Moto Guzzis.

"I grew up in Shaftesbury, home of the V-Twin Rally, and as a 13-year-old that had a profound effect on me," he said, trying to explain why the garage is so full of machines created in Mandello del Lario.

"I always wanted a Cali [the T3 California, Guzzi's stylish '70s answer to Harley big-twin cruisers] and in 1990 I finally bought a 1980 example, a right old nail. I restored it totally myself and it's since been ridden to the factory and all over Europe."

Like the Cali, all Purser's bikes are pristine, yet ridden regularly. He's got an immaculate S3, bought from an optician in Roehampton, whom, Purser says, tried to buy the bike back from him as he loaded it into the back of a van. Then there's a really clean Mk1 Le Mans – his daily ride with just enough patina to reveal the mileage – and a new Stelvio that he chopped his two-valve Griso in for so he could ride comfortably like his mates with their BMW GSs.

And there's the cafe racer. The most beautifully engineered motorcycle you'll

likely clap your eyes on. It's been built around an old T3 engine and frame but the motor is now full Le Mans MkII and the machine is, well, it's one of those bikes that you just can't help spend hours looking at, spotting ever more funky little details to wallow in.

"I had this T3 engine and frame in my loft and had a thing in my head about cafe racers," said Purser, originally thinking of building the bike himself. "I thought some looked good but some were not done right.

gorgeous T3 California, really need in his life? A barking-mad bespoke café racer of course!

"I found Axel Budde's website, Kaffee Maschine. He's based in Hamburg and races Guzzis and had two bikes on his website, his racer and his streetbike. As soon as I saw them I realised they epitomised everything I was looking for, but I also knew I couldn't compete with the work he was doing so I contacted him.

"He said, 'You need to come to see me to discuss the project'. So late last November I flew out to Hamburg. He greeted me with coffee and cakes and turned out to be a really cracking character – with a hell of a

sense of humour. He got this clipboard out and started going through exactly what I wanted from the bike. That took two hours of discussion."

The discussion was worth it because this is the result. The motor was reworked by Nigel Billingsley, of NBS in Stafford, who also does any major work on Purser's other bikes.

Billingsley took the original T3 to MkII Le Mans spec but it's Budde's artistry on the rolling chassis that has given the bike such a perfect stance and unique look that

doesn't just catch the eye, it grabs you by the scruff of the neck and doesn't let you go until you've absorbed every last little exquisite detail.

Purser summed up the experience of having a bespoke Guzzi cafe race built for him with this gem: "The whole experience of dealing with Axel was so personal. It was like I was buying a piece of him. It's a bit poncey to say it was a spiritual experience, but it was very special to work with someone who wanted so much from the package, as I did. The man is an absolute genius."

1 EXHAUSTS

Special large diameter stainless headers made by Budde's 'engine tuning guru'. Different grades of packing can be used to alter the exhaust note.

2 CHASSIS

It's a T3 donor frame but Kaffee Maschine reworked the geometry to sharpen the steering. Front end is later Le Mans. Swingarm is short Le Mans type.

3 PAINT

A textured Dupont finish that's acid, fuel and oil resistant. After weeks of deliberation over colour, this orange/red was chosen and looks stunning. Note how Budde avoided the temptation to paint the lower frame rails. He told Purser the silver finish avoids detracting from the beautifully aggressive lines of the V-twin motor.

4 BATTERY

The sealed boat battery is hidden just under the gearbox. You can't see much of the wiring either. Budde is a perfectionist and wanted clean lines.

5 ENGINE

T3 engine rebuilt to MkII Le Mans spec by NBS in Stafford – which means Le Mans barrel, piston, valves and 36mm carbs.

6 TANK BADGE

Purser didn't want a conventional Guzzi tank badge. So Budde used the customer's initials as the logo, teamed with an early-style Guzzi logo.

7 FUEL TANK

Handmade by Budde at Kaffee Maschine. This is version No3 because the first two were too wide at the rear and ruined the aesthetics. Check out the beautiful double curvature tank sides. The tank was finished in polished aluminium but Budde spent hours buffing the polished finish away apart from the knee indents which he left shiny for contrast.

8 CONTROLS

V7 Guzzi switchgear. Magura levers. Tommaselli throttle. Budde shot-blasted the throttle housing, polished it and then shot-blasted it again.

9 WHEELS

Not Borrani but just as a cool. Central Wheels laced new Akront Morad flanged aluminium rims to the Guzzi hubs. Brakes and discs are original Brembo.

10 HEADLIGHT

De-chromed and painted in a Dupont black to match the texture of the frame paint. Speedo is a very avant-garde Moto Gadget piece with full memory.