

# FANTIC MOTOR





# ROMA

THE ROMA IS A FULLY AUTOMATIC PURPOSE BUILT MOPED WITH APPEAL TO ALL MEMBERS OF THE FAMILY. IT IS ROBUSTLY CONSTRUCTED TO WITHSTAND THE RIGOURS OF EVERYDAY USE. THE SPECIFICATION INCLUDES MANY FEATURES NOT USUALLY FOUND ON MOPEDS AND THE ROMA REPRESENTS EXCELLENT VALUE.



A RECENT INDEPENDENT ROAD TEST BY 'MOTOR CYCLE MECHANICS' GAVE THE ROMA A CONSUMPTION OF OVER 150 MILES TO THE GALLON.

IN ITS 'DE LUXE' FORM THE MACHINE INCLUDES A CHROME FRONT CARRIER AND DETACHABLE SHOPPING BASKET, A REAR CHROME BASKET AND A CHROME PANNIER FRAME TOGETHER WITH PANNIER BAGS TO MATCH THE COLOUR OF THE MACHINE.

## SPECIFICATION

49.6 cc two-stroke fan cooled Minerelli engine. Automatic clutch, single gear. Very strong tubular frame incorporating rear carrier. High quality paint finish, Suspension — telescopic front, swinging arm rear, sprung seat — seat adjustable up or down, forward or back, strong mag/alloy wheels. Pirelli 300 x 10 tyres. Strong plastic mudguards. Speedometer, electric horn, steering lock, separate tool box with tool kit, foot board, strong centre stand.



Dry Weight 101.5 lbs.

Available Red or Blue.

Leg Shields available as optional extra.

**Think European...**



# GRAN TURISMO

THIS NEW MACHINE FROM FANTIC MOTOR HAS BEEN DEVELOPED TO MEET THE REQUIREMENT OF THE RIDER WHO WOULD LIKE TO HAVE 50cc ECONOMY BUT ENJOY THE HANDLING CHARACTERISTICS OF A LARGER MACHINE AND PROVIDES A GREATER DEGREE OF COMFORT TO THE TALLER RIDER.



THE ENGINE UNIT PRODUCES A LIVELY PERFORMANCE AND THE PHYSICAL SIZE OF THE MACHINE GIVES GREATER COMFORT THAN IS NORMALLY TO BE FOUND IN THIS CLASS. FOOTREST/ KICKSTART CONVERSION IS EASILY CARRIED OUT IF REQUIRED.

## SPECIFICATION

49.6 cc two-stroke Minerelli engine, aluminium cylinder and head, 38.8 x 42mm bore x stroke, developing 6.8bhp at 8,700rpm. Carburettor Dellorto SHB 19.19, four speed gear box. Pirelli 2.75 x 17 tyres front and rear, petrol tank capacity 1.7 imp.gallons with reserve. Specially designed loop tube frame.

Telescopic front forks, rear swinging arm and dampers, ball end clutch and brake levers with thumb screw adjusters. Steel mudguards, dual seat, electric horn. Steering lock.

Dry weight 146 lbs.

Available Black Frame/Blue Tank. EXTRAS Crash bar, carrier, panniers, etc.



**The sign of our times**



# CABALLERO 125 RC



## SPECIFICATION

123.5 cc SINGLE CYLINDER, TWO-STROKE MINERELLI ENGINE DEVELOPING 19bhp AT 8.600rpm, DELLORTO VHB 27A CARBURETTOR, FIVE SPEED GEAR BOX, REGULATED REAR CHAIN LUBRICATION, MARZOCCHI FRONT FORKS, CONICAL HUBS. METZELER COMPETITION TYRES 300 x 21 FRONT, 400 x 18 REAR, CENTRE STAND, ROAD LIGHTING, THREE POSITION REAR SUSPENSION, GROUND CLEARANCE 10.5 INCHES WHEELBASE 57.75 INCHES, TANK CAPACITY 2,1 GALLONS. WEIGHT DRY 229.5 LBS.

# CABALLERO 125 CR



123.55 cc SINGLE CYLINDER TWO-STROKE MINERELLI ENGINE DEVELOPING 22bhp AT

10,000rpm, DELLORTO PHB 32 BS CARBURETTOR, FIVE SPEED COMPETITION GEAR BOX, HYDRAULIC FORKS, BILSTEIN OR MARZOCCHI REAR DAMPERS, CONICAL HUBS, ALUMINIUM RIMS, FRONT WHEEL 3.00 x 21' WITH 125mm BRAKE, REAR WHEEL 3.75 x 18' WITH 140mm BRAKE.

TANK CAPACITY 1.43 imp.gall.  
DRY WEIGHT 186 lbs.



# ***Filtrate*** **THE POWERFUL FORMULA**



**THE OIL  
YOUR ENGINE  
WOULD CHOOSE**





# INTRODUCING FANTIC MOTOR

It was as recently as 1968 when Fantic Motor was established near the small village of Barzago, near Como, and just 30 miles from the giant industrial town of Milan.

There are many advantages in starting from scratch — not the least being that the brand-new factory can be custom-built to use the very latest manufacturing techniques and machinery. The paint department, for example, is a fully automatic unit and is one of the most modern of its kind in the Italian Motor Cycle industry.

This standard is matched in all the other Fantic departments and the staff themselves have self-imposed rules which result in only one final criterion — excellence.

The Fantic factory, in fact, combines all the virtues of traditional craftsmanship with the quantity production of modern, high-speed, machinery.

In this way, the customer pays the lowest possible price for his machine without sacrificing quality and reliability.

The management of Fantic Motor follows a policy of constantly improving the quality of the product and ploughing profits back into the factory which covers 80,000 square metres; the production target for 1975 was 35,000 machines. At the time of writing, there are two large assembly lines and a third is being currently planned to come into full-scale operation in 1976.

This continuous policy of expansion has been made possible by a number of factors but careful planning has been — and still is — one of the most important single items of Fantic's long-term programme.

When the company was first founded it was decided to specialise in the design, manufacture, and sale of lightweight machines, with the emphasis on 50 c.c. engined models.

At one time, small-capacity engines of this size were used to propel slightly-modified pedal-cycles and their power output was so low as to compel the rider to provide what was vaguely known as "light-pedal assistance" on hills.

The title "moped" was evolved for these machines and the name — and the principle — stuck.

For this reason, Fantic motor cycles are supplied with pedals. But owners — once they have reached the age of 17 — can have these pedals removed and a kick-start conversion kit fitted in their place thus restoring the Fantic to a motor cycle.

Taking this, and other factors into consideration, the Fantic designers set out to provide a safe performance. Performance coupled with road-holding and braking to suit the speeds attainable. Sturdy duplex frames to carry the high-efficiency engines; telescopic front forks and pivoted-fork rear suspension; massive brakes and a scientifically-planned riding position all combine to make the range of Fantic motor cycles far removed from the old-time image of a moped. And these machines are tested by factory riders in a way that would make any private owner feel faint with horror!

Quite simply, the testers go out of their way to give the machines the harshest possible treatment that can be imagined. Sustained high speeds; searing acceleration; brutal braking; riding over the worst road surfaces that can be devised and generally doing their best to break the bikes. The principle of this horrendous programme is to sort out any possible deficiencies in design or manufacture. If something is going to give up the struggle, it is going to do so in the hands of factory testers rather than yours.

After a full four years of ever-increasing production from the Fantic works — and four years of ever-widening popularity of the machines — the United Kingdom company, Barron Eurotrade, completed negotiations to become the concessionaires for the marque in this country.

The range of mopeds and motor cycles was exhibited at the November Earls Court Motor Cycle Show and, to use a hackneyed expression, "stole the show."

The interest shown was startling, especially in the Chopper model, which was to enjoy a wide popularity as the 'in' machine for a whole cross-section of the community from T.V. stars to 16 year olds savouring their first taste of the thrills of motor cycling.

The Chopper gave way to the Caballero on/off road machine — the two-wheel equivalent of the Range Rover — and from then on, it seemed that nothing could stop the increasing demand for Fantics.

It is not in Fantic's nature to become complacent and assume that a situation will remain for ever and the enthusiastic reception to the range spurred the factory on to higher things.

Which is where we are now — a selection of lightweight motor cycles to suit every choice from the runabout rider who is offered a machine with automatic transmission and a fuel consumption that makes it more expensive to walk than ride, to a luxury, high performance, G.T. model, which is probably the most sought-after machine on the market.

The drive, energy and enthusiasm of the factory is shared by the concessionaires and the dealers in the distribution chain.

Even though the Fantic is one of the best quality motor cycles on the United Kingdom market it is not enough to leave it at that.

No matter how much care is put into the design, manufacture and testing of a motor cycle, it would be foolish to pretend that troubles cannot arise.

Let us be completely frank here. Fantic motor cycles do sometimes break down and Fantic motor cycles do wear. Anybody who declared otherwise would either be evading the truth or evading reality — and we at Barron Eurotrade try to avoid both these perilous paths.

The retail outlets in the distribution network hold substantial stocks of spare parts together with workshop staff to fit these parts quickly, properly, and at the lowest possible price.

Approximately every fortnight, a new shipment of spares arrives in this country and an elaborate communications system between dealer, distributor, and factory, ensures that the waiting period for an unusual spare is kept to the absolute minimum.

No Fantic buyer need have the slightest worry that he, or she, will be kept waiting for longer than what can only be described as a token period for spares. Indeed, the probability is that any necessary part will be immediately available from a dealer's stores but there are exceptions to every rule and we have done our very best to guard against the exceptions.

And, in this, we are fully supported by the factory whose aim in life is to keep Fantic machines on the road — not in the workshop.

A Fantic owner has much more than the best value for money — he has the resources of a large industry behind him. And that's not all.

All too often, the buyer of a motor cycle who wants accessories for his machine, has to choose from an array of proprietary products which may not always fit exactly. They may need slight modification, "persuasion", or possibly bodging, but this does not happen with Fantic motor cycles.

Barron Eurotrade supplies a wide range of accessories that have been custom-designed and made to fit Fantic motor cycles exactly. They go into position immediately, are tightened in minutes, and become a permanent part of the machine. Until, of course, they have to be removed for any reason whereupon they can be detached as easily as they were fitted.

So what else is there to tell you about the Fantic range and the Fantic services? Really, nothing at all — and it is now up to you.

Spend an hour or so at your Fantic dealer's premises and look at the range. Ask all the questions you like — you will receive helpful answers and advice.

And then, if you are still undecided, ask a Fantic owner. You may find him rather more biased in favour of his machine than the dealer and it is a reasonable prophesy to make that you, too, will become a Fantic fanatic in a very short time.



# HELMETS THE PROFESSIONALS WEAR

# Cromwell

From jet fighters to racing cars, Cromwell helmets are chosen by the professionals and the lessons learnt in these fields are passed on to you. The visor system on the Duke helmet was developed from the latest RAF pilot's helmet.

The four types of helmet in the Cromwell range are lighter than most others on the market, giving extra comfort with super strength.

Choose Cromwell - helmets the professionals wear.



The Duke



The G'72



Bred on the circuits - best on the road.

## HELMETS LIMITED

Wheathampstead, St. Albans, Herts. England  
Telephone: Wheathampstead 2221/2/3

The Cromwell range:  
The Prince & The Duke, both to BSS 2495 The G 500 & The G 72, both to BSS 1869



# CABALLERO 50 RC



## SPECIFICATION

ENGINE – FANTIC 50cc SINGLE CYLINDER TWO-STROKE, PRODUCING 9bhp AT 10,000rpm, ELECTRONIC IGNITION, SIX SPEED GEARBOX RUNNING ON 'DURKOP' BEARINGS. CARBURETTOR – DELLORTO VHB20, RUBBER MOUNTED AND MATCHED TO SILENCED AIR INTAKE/CLEANER. THE ENGINE HAS BEEN SPECIALLY DEVELOPED TO GIVE A VERY SMOOTH TORQUE. LARGE FINNED ALLOY BARREL IS CHROME LINED. FRAME – DOUBLE LOOP SPECIAL STEEL TUBE FRAME, SPRING LOADED FOOTRESTS, CENTRE STAND. SUSPENSION – FRONT HYDRAULIC, REAR SWINGING ARM MARZOCCHI HYDRAULIC ADJUSTABLE DAMPERS.

ELECTRICAL EQUIPMENT – DUAL BEAM HEADLAMP, REAR LAMP AND DOUBLE OPERATED STOP LAMP. WHEELS – SPECIAL STEEL RIMS WITH CONICAL ALLOY HUBS, 124mm BRAKES.

TYRES – METZLER  
SIX DAY FRONT 2.50  
x 21 / REAR 3.50 x 18.

TANK CAPACITY –  
1.75 GALLONS.

WEIGHT – 183 LBS.



**A specialist  
machine~  
built to win.**





# SUPER 'T'

THIS MACHINE OFFERS THE CUSTOMER SPORTY APPEARANCE AND PERFORMANCE WITH A MORE POWERFUL ENGINE THAN THE TI, UPSWEPT PIPE, LARGER BRAKES, LARGER CARBURETTOR, ETC.



A STEERING LOCK IS FITTED AS STANDARD. EASY CONVERSION TO KICK/START FOOTREST IS POSSIBLE

COLOURS AVAILABLE—WHITE, PURPLE, YELLOW/GOLD.

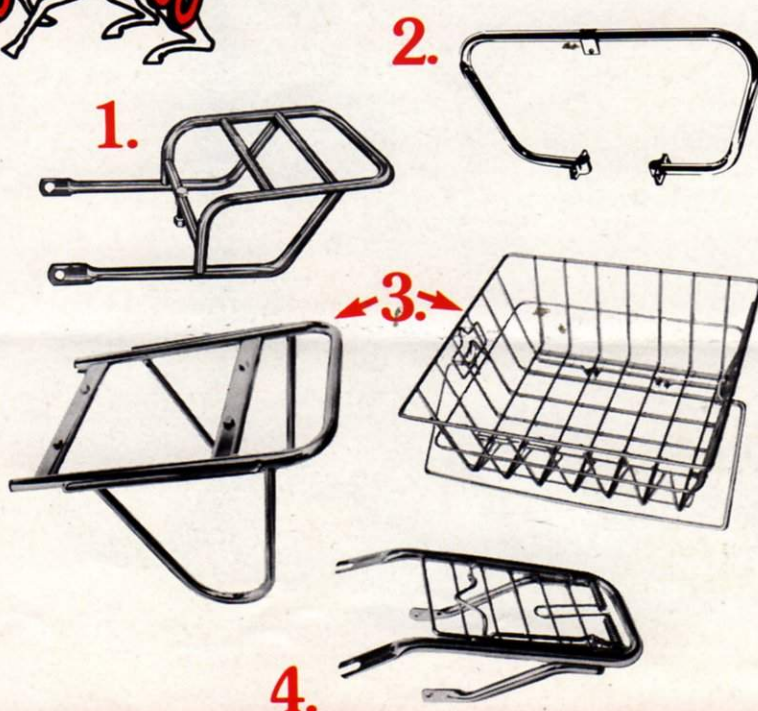
## SPECIFICATION

49.6 cc two-stroke Minerelli engine, 19mm Dellorto carburettor, 118mm brakes four speed gear box, 23watt magneto with external HT coil, hydraulic rear dampers, steering lock, chrome headlamp, steel mudguards, footrest fittings, alloy levers with thumb screw adjusters, pillion rests, 1.1 imp. gallon tank with reserve.

**EXTRAS** Carrier and Crashbars.



## ACCESSORIES



**1** SPORT-LUX CARRIER — Strongly constructed all tubular chrome carrier easily fitted to all Turismo Internazionale, Caballero and GT Models.

**2** SAFETY BAR — An attractive tubular chrome crash bar which may be fitted to all Turismo Internazionale, Caballero and GT Models.

**3** FRONT CARRIER — and detachable shopping basket suitable for Roma Model.

**4** REAR CARRIER AND BASKET — suitable for Roma Model.

LEG SHIELDS — suitable for Roma Model.

TOUCH-UP PAINT — 250 ml tin complete with brush.

Kick-start conversion kits for all T.I., Super T GT and Cab.50 Models.

Assorted stickers available from Fantic Dealers.

Pannier Bags. Fitted with rear safety Reflectors. Assorted Colours.



# CHERRY STANDARD

THIS VERY STURDY MACHINE IS IDEALLY SUITED TO THE TEENAGER OR COMMUTER WHO PREFERS THE 'FEEL' OF A MOTOR CYCLE BUT THE RUNNING COSTS OF A MOPED.



THE FOUR SPEED GEARBOX IS EASY TO OPERATE ALLOWING THE CRISP PERFORMANCE OF THE RELIABLE 50cc ENGINE TO BE USED TO THE FULL. THE CHERRY CAN EASILY BE CONVERTED TO A FOOTREST/ KICK START 50cc MOTOR CYCLE.

## SPECIFICATION

49.6cc two-stroke Minerelli engine, 14mm Dellorto carburettor, iron cylinder, alloy head. 12:1 compression ratio. 38.8mm x 42mm bore x stroke. 6bhp at 8,800rpm. Pirelli 275 x 17 tyres front and rear, 1.1 imp. gallon tank with reserve, double loop tube frame with integral seat pan, dual seat, twin tool boxes. Electric horn.

Available in Black Frame/Cherry Red.

EXTRAS Steering lock, carrier, crashbars.

# T.I. 6 SPEED



THIS MACHINE IS SIMILAR IN CONSTRUCTION AND SPECIFICATION TO THE CHERRY STANDARD BUT FEATURES A SIX SPEED GEARBOX.

COLOURS AVAILABLE—SILVER FRAME/ORANGE, LIME GREEN, OR YELLOW.



Thinks ahead



# CABALLERO 50

THE CABALLERO 50 IS THE ULTIMATE AVAILABLE IN 'GREEN LANE' MOPEDS. THIS MACHINE IS THE TOP SELLER IN ITS CLASS IN ITALY AND EXTREMELY POPULAR IN THE UNITED KINGDOM AND THROUGHOUT EUROPE. IT IS ALWAYS THE CENTRE OF ATTRACTION WHETHER ON THE ROAD OR THE ROUGH.



IT CAN READILY BE CONVERTED TO A FOOTREST/ KICK START MACHINE AND HAS EXCELLENT HANDLING QUALITIES.

THE DESIGN OF THIS MACHINE OWES MUCH TO THE EXPERIENCE GAINED BY FANTIC MOTOR IN EUROPEAN COMPETITION WHERE THE NAME CABALLERO IS HIGHLY RESPECTED

## SPECIFICATION

Competition 49.6 cc two-stroke Minerelli engine, 7.2bhp, intake system matched to expansion silencer, four speed gear box, pedal start (kick start optional extra). Enduro tyres on 250 x 19 front and 300 x 17 rear wheels, 118mm alloy hubs, competition hydraulic front forks, and adjustable rear dampers, snail cams on rear spindle, pouch with map pocket on 1.7 imp.gallon tank with reserve. Steel guards with double mud flap on front, quick action anti-slip throttle, alloy ball end levers with thumb screw adjusters, sump guard, specially designed loop tube frame. Dry Weight 167.5 lbs. Colours available — Silver Frame/Competition Black or Blue tank.

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*Barron Eurotrade Limited.*

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# IceniCAM Information Service



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