



## Jack Findlay and the Jada

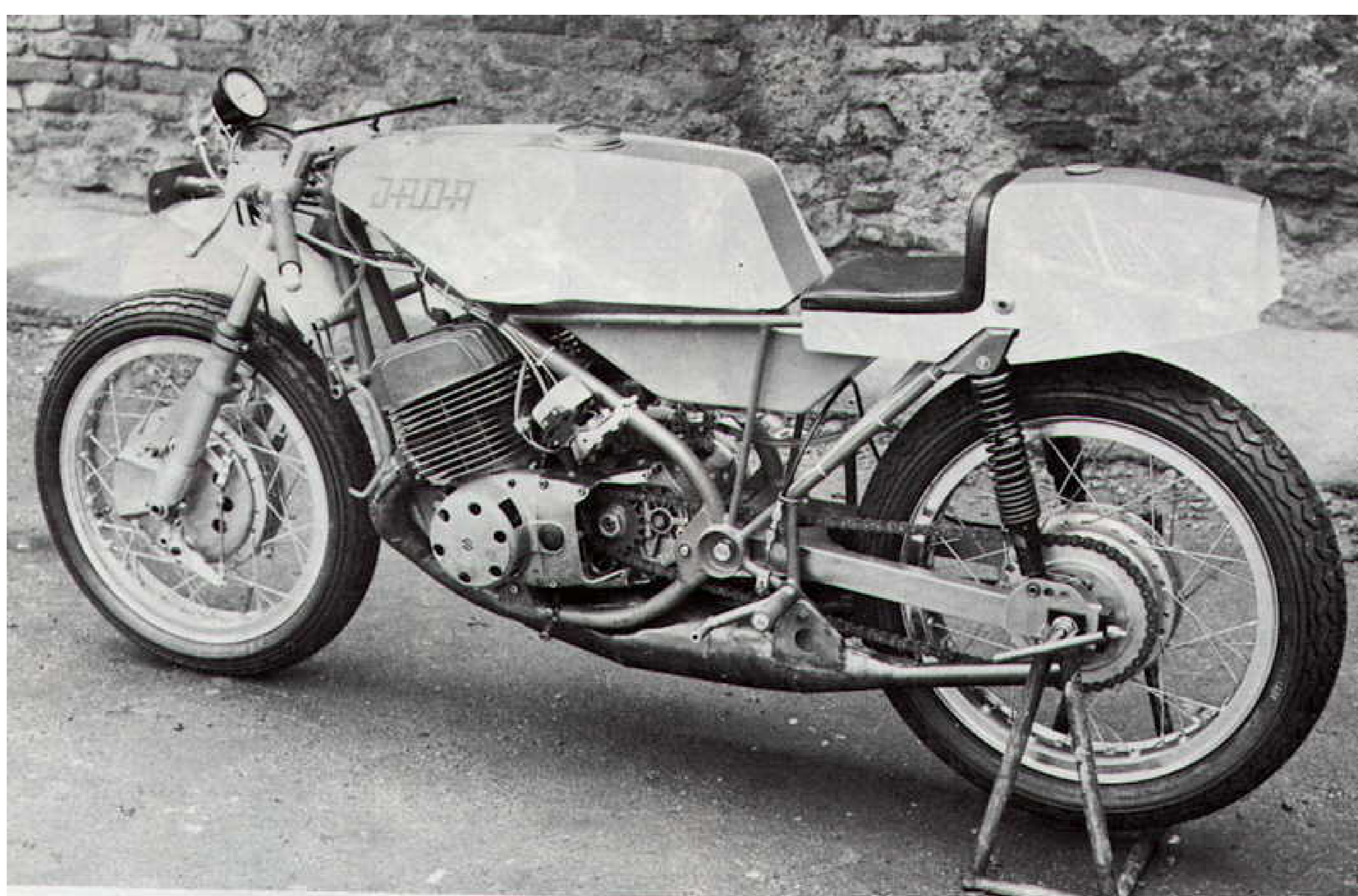


Jack leads Agostini in the 1972 Swedish 500 GP

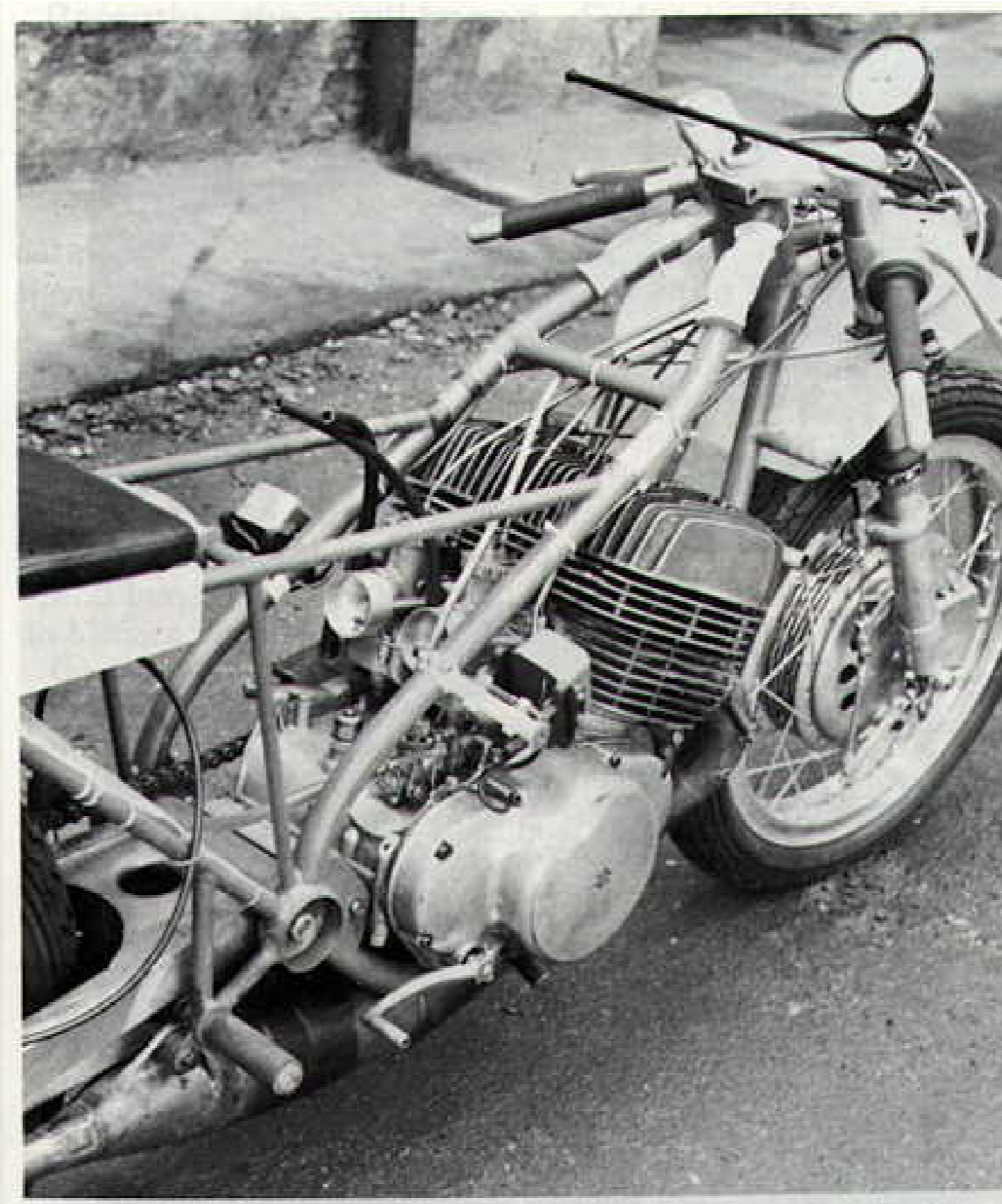
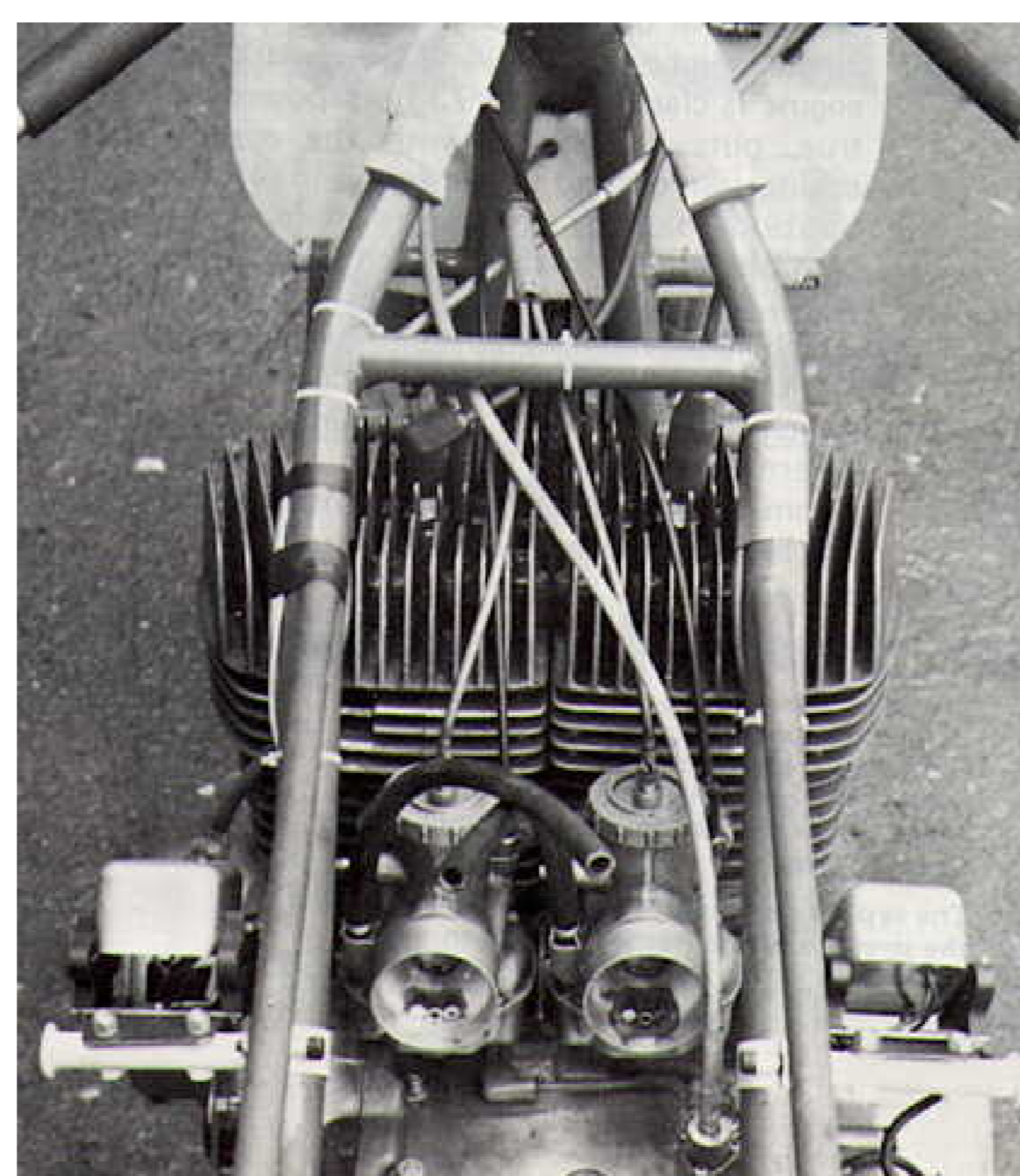


Jack on the Jada Suzuki

In 1972 Jack Findlay and Daniele Fontana built a new chassis for Jack's 500 Suzuki motor. It was lighter and stronger than the factory frame and more purpose built than his Seeley. They called the bike the Jada. The engine was well forward in the frame and the bike weighed only 100 kg, despite the heavy engine. Everything was done to save weight even down to titanium bolts and the use of circlips rather than nuts. This approach led to its downfall when the thin walled frame tubes broke at the Isle of Man.



The new bike was built with the twin aims of a small frontal area and light weight. In this form it was able to use the lugging power of the 500 Suzuki motor to full effect and the machine was ideal for road based circuits. The frame was built by Belletti in Milan from chrome-moly tubing and weighed only 6 kilos. The rear swingarm was rectangular and weighed 3.5 kilos. Output of the engine was 73 bhp. The tank held 25 litres and oil was held in the seat (1.5l). The brakes were Fontana items of course. The Jada probably represented the ultimate development of the air-cooled motor for its time. In 1973 the water-cooled 500 appeared on the tracks.



Jack Findlay and his Jada at the 1972 Senior TT (No. 11); Charlie Sanby (No. 12) also 500 Suzuki.



The fabulous Jada today as seen at the Coupe Moto Legend in Montlhéry France. Pic courtesy Bas Völlink

