



✦ SUMMARY OF THE HISTORY OF THE TARASCHI ✦

Berardo Taraschi born in 1915 in Teramo. From a wealthy family, the young Berardo became familiar with motorbikes and cars owned by his family. In this way he immediately showed a keen interest in engines and a particular propensity for mechanics.

After completing school and acquiring military obligations, he opened a motorbike workshop, where he also dedicated himself to elaborations for competitions. He became a pilot himself, participating in the first road race in 1934, at the age of 19, riding a Benelli 500. In 1935 he obtained the first victory and in 1938 he began competing in national competitions where he was appreciated for his agonistic skills and to his mechanical sensibility. In 1939 he became competing with his first motorbike named "Moto Tarschi 500" and he started the assistance, repair and processing also supports the marketing of new motorbikes designed and produced by him.



Taraschi Bike 500, 1939.

After the interruption linked the world war (during which he plays the role of motorbike reconnaissance) in 1945 he reopened the motorcycle workshop and he also resumed the competitive activity. Berardo began to focus his attention on cars, studying all aspects (mechanical and frame) and in 1946 he finally closed the motorcycle career becomes fully aware of the danger of competitions on two wheels and from that moment he devotes himself entirely to cars.

He built the first race car in 1947 starting from the base of the Fiat 500 Topolino recovering chassis which is stretched and reinforced, for the engine opts for the Bmw boxer R75, cheap and easy to find, which he elaborates

personally to empower it. The two-seater sport car was baptised Urania, inspired by the Urania hill, near Teramo.

Urania model debuted with Berardo Taraschi on May 11, 1947 in the car circuit of Piacenza where reaches third of his class, making the fastest lap. It was the same race in which debuted another Italian brand, Ferrari, however, on the occasion, had less luck, failing to finish the race.

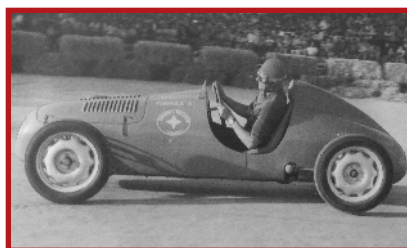
The limits imposed by the original Topolino

frame convinced Berardo Taraschi to change for a specific and very light tubular steel frame, the second generation were born and the Urania to achieve numerous successes with Berardo so that several models were commissioned.

The most prestigious phase of Taraschi builder was however registered from 1949, when the agreement was made with the Giannini brothers for the supply of engines, the new model Giaur was born, the name was the fusion of Giannini and Urania. That united the qualities of the frame of the Teramana house with those of the Roman factory. Taraschi became a real factory, took place in the new complex near the Teramo railway station.



First Urania, 1947.



Giaur 500 in Formula 3, 1951.

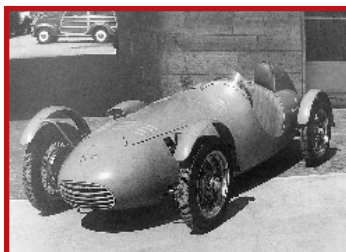


The young Tazio Taraschi.

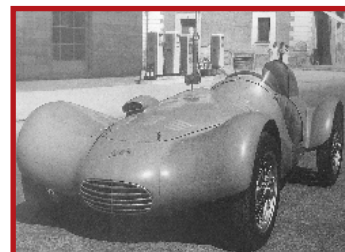


The models produced in the years of Giaur experience was based on two engines, at first with the G1 single-shaft, from 1950 to 1953, reporting successes in the most important circuit and uphill racing. In 1953 the G2 DOHC arrived, in the years of the agreement with Giannini were made about 50 specimens of Giaur, some exported to the United States.

From the realization of different models Giaur conceived for the Sport category, in 1953 saw the light the two-seater Champion, innovative model for the particular aerodynamic bodywork which is inspired by today Berardo. Such model was used for about five years with multiple successes also international (in France and the United States). In this career Berardo Taraschi went as far as Formula 1, with a Ferrari 166 of 1951. to which Taraschi brought many technical and functional modifications. With the 166 Taraschi



Giaur Champion 750 Corsa, 1953.



Giaur Champion Sport, 1953.



Factory Taraschi, Teramo, 1953.



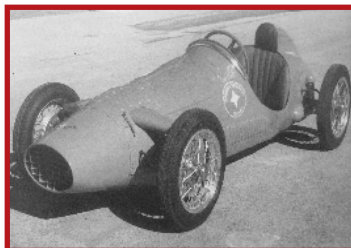
Berlinetta 750 Sanremo, 1954

participated at 14 GP held in Italy between 1954 and 1957, among which stand out a fifth and a sixth place.

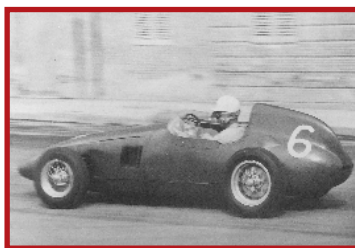
The agreement with Giannini lasted until 1957, the year in which Taraschi began producing single-seater for the new Formula Junior category. The following year a Junior was put on the site, conceived specifically for the category

inspired at the mechanical base of Fiat 1100/103. The evolution of this model lasted until 1961 with successes and excellent placing, even in the United States, where 13 Taraschi Junior were exported.

In 1961 Berardo Taraschi definitively ceased the productive and agonistic activity, to devote himself exclusively to the commercialization of VW cars, the trademark of which he was already a dealer from 1958.



Giaur Red Blitz, 1954.



Formula Junior 750, 1959.



Giaur Record 750, 1954.



Berardo Taraschi, 1915-1997.