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Centennial Classic TT

THE GREATEST CLASSIC RACING EXPERIENCE
ASSEN, 8-10 MAY 1998

Racing in the 50s, 60s and 70s

Dutch Grand Prix stars

German Grand Prix bikes

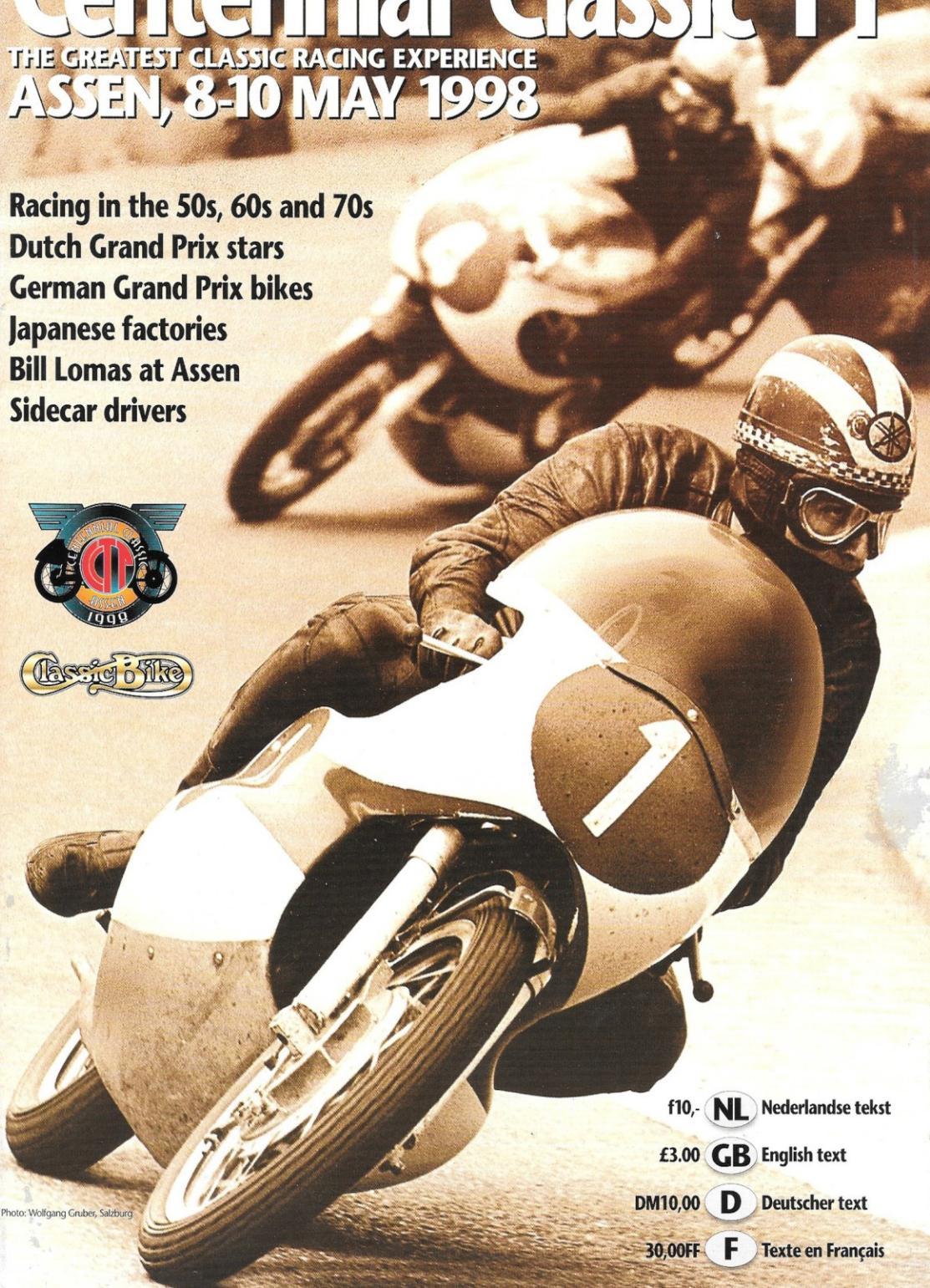
Japanese factories

Bill Lomas at Assen

Sidecar drivers



Classic Bike



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Een droom die werkelijkheid werd



Eindelijk is het zo ver, na meer dan twee jaar voorbereiding is de Centennial Classic TT een feit. Voor de laatste keer deze eeuw

komen alle grote namen en machines van de wegrace nog eenmaal bij elkaar. Nog één keer de "Gouden Jaren" van de wegrace te beleven, de sfeer en het geluid van die roemruchte periode van 1949 tot 1980 terug te halen, het leek allemaal een droom. Maar wel een droom die werkelijkheid is geworden. En dat alleen kunnen worden door het enorme enthousiasme van een grote groep medewerkers, vrienden beter gezegd, die allemaal geloofden in het succes van deze Centennial TT. Maar niet alleen de organisatie, ook de rijders zelf en de eigenaren die hun kostbare machines ter beschikking hebben gesteld, verdienken respect voor het feit dat zij dit evenement mogelijk hebben gemaakt.

Naar allen gaat dan ook mijn diepe persoonlijke waardering uit. Maar ook naar u, het publiek, dat alleen al door uw komst duidelijk heeft gemaakt dat de historie van de wegrace nog lang niet vergeten is. Ook u bedankt voor het feit dat deze droom realiteit heeft kunnen worden.

Ferry Brouwer

Voorzitter Stichting Centennial Classic Grand Prix

The Centennial TT. A dream come true



Finally the day has come. After two years of preparation the Centennial TT has become a fact. For the last time this century all the big names of grand prix racing and their machines will be reunited once more.

To relive the Golden Years of motorcycle racing once more, to experience the atmosphere and the sounds of those fabulous years 1949-1980, it all seemed a dream. But a dream that nevertheless came true, and only could come true because of the enormous number of co-workers - friends to be more precise - who all believed firmly in the success of the Centennial TT.

But not only the Centennial organization, also the riders themselves and the owners of these precious racing machines deserve respect for the fact that they have made this event possible.

To all I want show my deep personal gratitude, but also to you, the audience that by coming to Assen has proved that the history of classic motorcycle racing has not been forgotten. Thank you for making this dream reality.

Ferry Brouwer
President Stichting Centennial Classic Grand Prix

Ein Traum wird Wirklichkeit



Es ist wahr geworden: Nach zwei Jahren Vorbereitung kann die Centennial TT gestartet werden. Zum letzten Mal in diesem

Jahrhundert werden noch einmal alle Großen des Grand Prix-Sports und die berühmten Motorräder zusammenkommen, um noch einmal die Goldenen Jahre des Motorradrennsports, die Atmosphäre und die Musik der Motoren aus der Zeit zwischen 1949 und 1980 zu erleben.

Diese Vorhaben schien zunächst ein Traum zu bleiben, doch er ist Wirklichkeit geworden, dank der Hilfe vieler Mitarbeiter - Freunde, genaugenommen - die alle fest an den Erfolg dieser Centennial TT geglaubt haben. Doch nicht nur den Organisatoren, sondern auch den Rennfahrern und den Besitzern der kostbaren Motorräder gebührt Anerkennung, denn sie haben diese Veranstaltung letztendlich erst ermöglicht.

Nicht nur ihnen bin ich persönlich sehr zu Dank verpflichtet, sondern auch den Besuchern, die nach Assen gekommen sind und damit zeigen, daß die Geschichte des Motorradrennsports nicht vergessen ist.

Ferry Brouwer
Präsident Stichting Centennial Classic Grand Prix

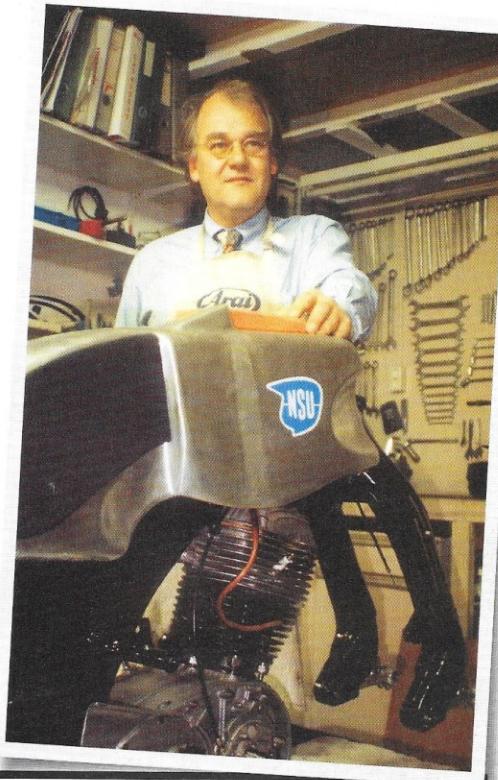
Un rêve devient réalité



Enfin le jour "J" arrive! Après deux ans de préparation, le "Centennial Tourist Trophy" devient une réalité. Pour la dernière fois de ce siècle, tous les grands noms du "Continental Circus" vont se réunir avec leur machine. Faire revivre à nouveau les "Années d'Or" des courses, éprouver l'ambiance et les sons des fabuleuses années 1949-1980, cela demeure du domaine du rêve. Mais le rêve devient réalité aujourd'hui grâce à tous ceux qui m'ont aidé - tous mes amis, pour être plus précis - et qui tous ont cru fermement au succès du "Centennial TT". Non seulement l'organisation, mais aussi les pilotes et les propriétaires de ces précieuses machines de course méritent le respect pour avoir rendu cet événement possible.

Je veux montrer ma profonde gratitude à toutes ces personnes, mais aussi à vous, les spectateurs, qui en vous déplaçant à Assen, prouvez que l'histoire des courses de motos classiques n'est pas oubliée. Merci de rendre ce rêve une réalité.

Ferry Brouwer
Président du Stichting Centennial Classic Grand Prix





The Greatest Classic Racing Experience

3 Welcome to Assen

Dutchman Ferry Brouwer welcomes fans of classic grand prix racing to Assen

8 Officials of the Centennial Classic TT

The people and organisations who made this great event a possibility

10 The man behind the Centennial

Ferry Brouwer started as a motorcycle race mechanic before becoming the head of Arai Europe

12 Holland's glory

Five pages of photographs of Dutch GP stars from the camera of Jan Heese

18 Find your way around

Check out our comprehensive map of the Assen track and surrounding district

20 How to ride round Assen

Former works Honda rider Tommy Robb shows you the best line to take

24 Schedule and timetable

Find out what happens when during three fantastic days of practising, racing and parading at the Centennial

26 The men and their machines

Full list of GP stars and bikes that will take to the twisty Assen track

40 Roaring to go

Take a closer look at some of the race exotica that will be ridden at Assen

46 Made in Japan

The Grand Prix scene in the Sixties and Seventies with Honda, Kawasaki, Suzuki and Yamaha

52 Velo to Guzzi V8

Bill Lomas remembers what it was like to go GP racing in the Fifties

58 Racing on a knife-edge

Bikes got more powerful in the Sixties, but tyre technology couldn't keep up

64 Superbikes and superstars

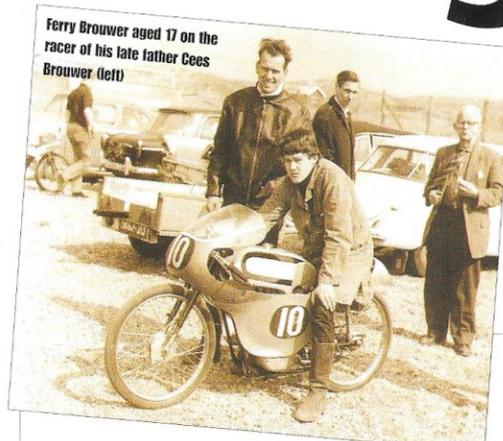
From Barry Sheene to Wil Hartog, GP racers in the Seventies won film star status. Phil Read never had it so good

70 German GP stars

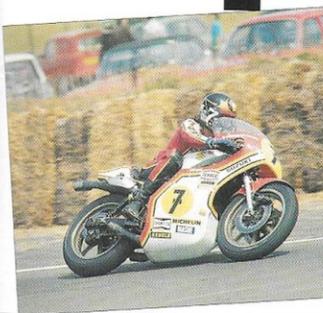
BMW, NSU, MZ, URS... the machines and men that put Germany on the Grand Prix map

76 Charioteers

Sidecar racing drifted onto the Assen GP scene in 1955 when the shorter circuit was opened



Ferry Brouwer aged 17 on the
racer of his late father Cees
Brouwer (left)



Collect autographs on pictures
like this throughout the
Centennial programme



Start of the 1978 500cc Dutch TT.
Wil Hartog leads Alex George.
Pic: Jan Heese

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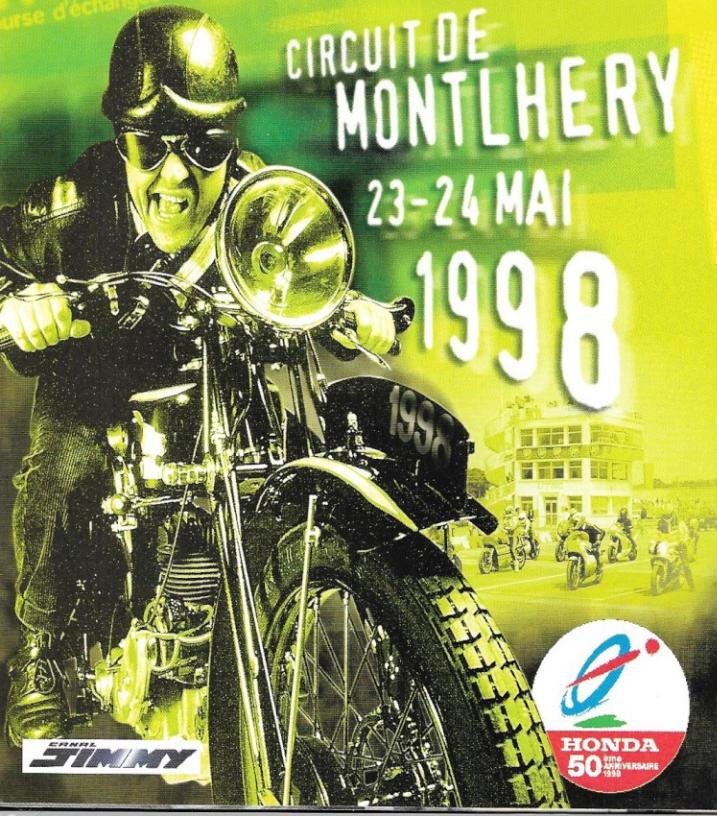
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- The spectacle of 1000 classic motorcycles on the banking in the Grande Parade.
- 300-stand motorcycle jumble ; 60 club stands.

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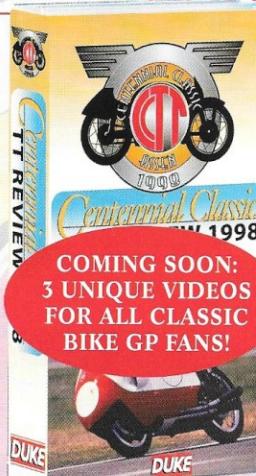
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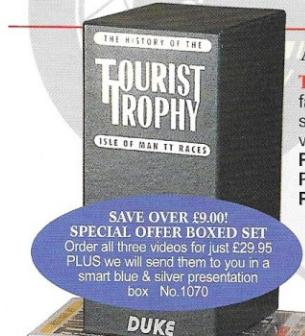
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CENTENNIAL CLASSIC VIDEO REVIEW*

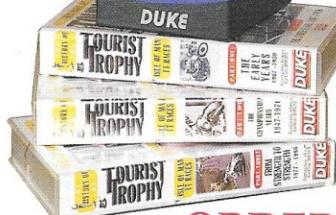
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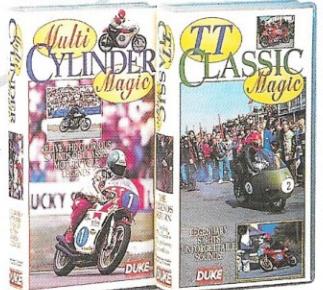
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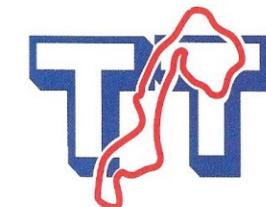
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	Esther de Vries
	Geert Keen
	Geert Mulder
	Mieke Bremer
	Ria Trip

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 Technische Keuring/Scrutineering

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Hoofd/Chief Riders' Info	
Hoofd/Chief Welcome Center	
Hoofd indeling Rennerskwartier deelnemers/	
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Coordinators, Riders and Motorcycles	

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Pits/Pits

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Derk Evers	
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Machinekeuring Koopmansplein/Scrutineering	
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Geert Mulder	

De organisatie is dank verschuldigd aan/ The organization wishes to thank

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 Caroline Davies
 Evelyn Mulders
 Fieneke Linstra
 Nancy de Rooy

De organisatie van de Centennial TT werd mede mogelijk gemaakt door de inzet van vele vrijwilligers. Het bestuur van de Stichting spreekt haar bijzondere waardering en dank uit voor hun inzet en prestaties.

The organization of the Centennial TT was made possible thanks to many volunteers. We would like to express our gratitude for their efforts.

Het bestuur van de Centennial Classic Grand Prix 1998 dankt alle vergunningsgevers, partners, sponsors en andere medewerkenden voor hun bijdrage aan de totstandkoming van dit grootse, éémalige en unieke motorsportevenement

The organization of the Centennial Classic Grand Prix 1998 wishes to thank all who gave permissions - partners, sponsors and other co-operators who worked on the realisation of this unique motor sport event.

Programme

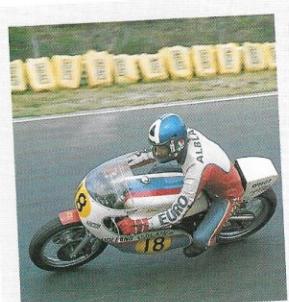
Editor-in-Chief	Phillip Tooth, <i>Classic Bike</i>
Design Editor	Phil Long, <i>Classic Bike</i>
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Contributing Editor	Frank-Albert Illg, <i>Motorrad Classic</i>
Contributing Editor	Kazuma Takagi, <i>Clubman</i>
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Contributing Editor	Mick Duckworth, journalist
Contributing Editor	Mick Woollet, GP journalist



Strever/V.d. Kaap



Jan de Vries



Dick Alblas



Henk de Vries



Kees v.d. Kruyjs



Cas Swart

De man achter de centennial TT

NL

De Centennial TT in Assen is de realisatie van een lang gekoesterde droom van Arai Helmet Europe directeur Ferry Brouwer. "Wat ik nu ben, heb ik te danken aan de motorracerij. Het is een passie die ik nu al een leven lang koester en die ik samen met de rijders, machines en fans die 'Gouden jaren' van de motorsport groot hebben gemaakt, wil vieren."

Ferry zag zijn eerste wegrace Grand Prix op de prille leeftijd van zes jaar in 1955 en was direct helemaal gek van motorsport. Hij racede zelf in zijn tienerjaren, maar kwam al snel tot de ontdekking dat zijn talent veel meer bij de technische kant van de sport lag. Pas 18 jaar oud kwam hij terecht bij Yamaha als racemonteur, om daar te werken voor grootheden als Bill Ivy, Phil Read, Jarno Saarinen en Takazumi Katayama. Al snel bouwde hij een reputatie op als de beste GP monteur van zijn tijd. Het is de brede vriendenkring die hij toen opbouwde die samen met zijn betrokkenheid als directeur van Arai Europe, een onderneming die hij in 1983 startte, ervoor zorgde dat veel deuren die voor anderen gesloten bleven opengingen voor de Centennial TT.

Niet dat vanzelf ging, Ferry liep al zo'n tien jaar rond met het idee, maar het was de historische parade tijdens de TT van Assen in 1995 die hem in actie bracht. Vooral het feit dat "die oude rommel" zo snel mogelijk van de baan moest verdwijnen voor de GP van start ging, gaf daarbij de doorslag. De grote namen en machines van toen verdienenden beter, reden om nog voor het einde van dit millennium alle legendarische rijders met hun machines bij elkaar te brengen. Wat daarop volgde leek af en toe een pure detective roman te worden. Letterlijk de hele wereld werd afgezocht om rijders en hun machines terug te vinden, maar naarmate meer en meer rijders gevonden waren, nam de belangstelling hand over hand toe, zeker toen ook de fabrieken zelf interesse vertoonden.

Speciaal voor de Centennial TT werd er een Stichting in het leven geroepen, die de opbrengsten van de Centennial TT zal verdeelen onder twee goede doelen. De eerst is Riders for Health, de tweede de mobiele kliniek van dokter Claudio Costa die op iedere Grand Prix zo belangrijk is. "Door de mobiele kliniek kunnen de rijders van toen, het leven van de rijders van nu redden. Zelf hebben ze nooit zoete gekend" legt Ferry uit. "Je hoort mensen vaak klagen dat er geen helden meer zijn en ik kan ook heel goed begrijpen dat op het publiek de heden-dagse wegrace kunstmatig overkomt, omdat ze helemaal geen contact meer met de rijders of machines hebben. Bovendien leven de rijders en hun team niet meer samen, zoals het vroeger ging, dus ook de vriendschap is er enorm op achteruit gegaan. "Het mooiste van de wedstrijden in die dagen was natuurlijk ook het geluid van die machines plus het feit dat er veel directer contact was tussen de rijders en machines. De coureurs waren minder afstandelijk, gaven makkelijk een

handtekening weg of hadden tijd voor een praatje. Bovendien reden alle coureurs puur voor zichzelf en dat zorgde voor fascinerende duels. Dat is allemale verdwenen in de moderne racewereld, sponsoring is nu blijkbaar het belangrijkste dat er is. Maar voor één weekend zal de sfeer van De Gouden jaren nog een keer terugkomen op Assen.

"Ik heb het voorrecht gehad te mogen werken met levende legendes en daar ben ik nog altijd dankbaar voor," memoreert Ferry. "De Centennial TT is een éénmalig evenement en is niet bedoeling om mijn naam, ego of zelfs die van Arai Helmet te verheerlijken. Het is simpelweg het nog een keer opnieuw beleven van die magistrale periode uit de wegrace, waarbij we gelijktijdig Riders for Health en buren en wat terugdoen voor de huidige topsport. Ferry Brouwer is dan ook zeer begaan met de motorsport. "Wanneer ik een wens zou mogen doen voor de Centennial TT, dan is het wel de hoop dat rijders die in het verleden wel eens overhoop lagen met elkaar of een motormerk, dit weekend alles kunnen bijleggen. Ik houd gewoon van motorsport, het is voor mij het beste voorbeeld van kamer-aadschap op deze wereld."

The man behind the centennial TT

GB

The Assen Centennial TT is the realisation of a long-term dream for Arai Helmets Europe director Ferry Brouwer. "I have to thank motorcycle racing for what I am today, and I wanted to celebrate my life-long passion with the riders, machines and fans that made the glory days of road racing what they were."

Ferry saw his first motorcycle GP age six in 1955 and was instantly hooked. He took up competition in his mid-teens, but soon realised his talents lay more on the technical side of the sport. Aged only 18, he joined Yamaha as a race mechanic, working with stars like Bill Ivy, Phil Read and Takazumi Katayama, and building a reputation as the best in field.

This industry involvement, along with his directorship of Arai Helmets Europe, which Brouwer set up in 1983, opened many doors for him when it came to organising the Assen Centennial TT. Ferry spent 10 years thinking about organising this event until finally a parade of greats at the 1995 Assen TT spurred him into action. Thinking that unsympathetic organisers rushed yesterday's legends off the track too soon, Ferry decided the racing greats deserved better. He would have a celebration of the men and their machines before the millennium. There then followed a detective job worthy of Sherlock Holmes, tracking down the legends and their bikes. As more and more riders committed to the Assen Centennial TT, Ferry's task became easier, and the factories started to get involved.

Ferry set up a non-profit foundation for the event, and proceeds from this weekend's festivities will go

handtekening weg of hadden tijd voor een praatje. Bovendien reden alle coureurs puur voor zichzelf en dat zorgde voor fascinerende duels. Dat is allemale verdwenen in de moderne racewereld, sponsoring is nu blijkbaar het belangrijkste dat er is. Maar voor één weekend zal de sfeer van De Gouden jaren nog een keer terugkomen op Assen.

"Ik heb het voorrecht gehad te mogen werken met levende legendes en daar ben ik nog altijd dankbaar voor," memoreert Ferry. "De Centennial TT is een éénmalig evenement en is niet bedoeling om mijn naam, ego of zelfs die van Arai Helmet te verheerlijken. Het is simpelweg het nog een keer opnieuw beleven van die magistrale periode uit de wegrace, waarbij we gelijktijdig Riders for Health en buren en wat terugdoen voor de huidige topsport. Ferry Brouwer is dan ook zeer begaan met de motorsport. "Wanneer ik een wens zou mogen doen voor de Centennial TT, dan is het wel de hoop dat rijders die in het verleden wel eens overhoop lagen met elkaar of een motormerk, dit weekend alles kunnen bijleggen. Ik houd gewoon van motorsport, het is voor mij het beste voorbeeld van kamer-aadschap op deze wereld."

Ferry Brouwer cares passionately about motorcycle sport. "If I have any other wish for the Assen Centennial TT, it is the hope that any of the great riders who had differences in the past will be able to resolve them this weekend. I love this sport, it's a great example for brotherhood."

Der Initiator der Centennial TT

D

Mit der Centennial TT in Assen hat sich Ferry Brouwer, Direktor von Arai Helmets Europe, einen langegehegten Wunsch erfüllt. „Dem Motorradrennsport verdanke ich, was ich heute bin. Aus diesem Anlaß wollte mit jenen Fahrern und Motorrädern aus der glorreichen Zeit einfach einmal ein großes Fest feiern.“

1955, gerade sechs Jahre alt, schaute Ferry zum ersten Mal bei einem Motorradrennen zu und war fasziniert. Noch als Teenager versuchte er sich selbst mit der Rennerei, erkannte aber schnell, daß er viel lieber nur schrauben statt fahren wollte. Als 18jähriger bewarb er sich bei Yamaha als Mechaniker, half bei den Motorräden von Weltmeistern wie beispielsweise Bill Ivy, Phil Read und Takazumi Katayama und machte sich in der Szene einen Namen als Rennmechaniker.

Seine Verbindungen zur Industrie, zusammen mit seiner Position als Direktor von Arai Helmets Europe (die er 1983 aufbaute), haben Ferry Brouwer bei der Vorbereitung der Centennial TT in Assen manche Türe geöffnet. Zehn Jahre lang trug er die Idee dazu mit sich herum. Und als im Rahmen der 1995er Dutch TT einige ehemals berühmte Rennfahrer samt ihren historischen Maschinen nach kaum mehr als drei oder vier Runden von den scheinbar

desinteressierten Veranstaltern schon wieder herausgewunken wurden, faßte Ferry Brouwer seinen Entschluß: Noch vor der Jahrhundertwende sollte es ein besseres, ein richtiges Fest geben, das den Großen des Grand Prix-Sports auch gerecht werden würde.

Die legendären Fahrer samt den passenden Motorräder erst einmal aufzuspüren war schon reine Detektivarbeit. Und als die ersten erst einmal gefunden waren, folgten die anderen und auch die Hersteller zeigten sogar Interesse.

Für die Veranstaltung gründete Ferry einen gemeinnützigen Verein, und der Erlös des Festes kommt der Organisation Riders for Health für eine mobile Unfallversorgung bei aktuellen Grand Prix-Rennen zugute. „So können die früheren Rennfahrer helfen, das Leben heutiger Fahrer zu retten, mit einer medizinischen Versorgung, wie sie sie früher nicht hatten,“ sagt Brouwer. „Oft werden Stimmen laut, es gäbe keine Helden wie früher mehr, und ich kann die Meinung vieler Zuschauer verstehen, daß heutige Rennen kaum noch Atmosphäre haben. Der Kontakt zu den Fahrern fehlt, und unter den Rennfahrern selbst gibt es nicht mehr so enge Kameradschaft wie früher.“ Mit das Beste in der guten alten Motorradrennzeit war die Geräuschkulisse. Zudem waren die Maschinen aus der Nähe zu betrachten, konnten die Fahrer angebrochen und um Autogramme gebeten werden. Früher fuhren die Fahrer um ihrer selbst Willen, was sicher auch ein Grund für die unvergesslichen Rennen ist. All das gibt es im modernen, von den Sponsoren mitbestimmten Motorradrennsport nicht. Deshalb kommt für ein Wochenende die gute alte Zeit zurück nach Assen.“

„Auch ich habe die großen Fahrer verehrt und sogar mit ihnen zusammengearbeitet. Dafür bin ich dankbar,“ so Ferry Brouwer. „Diese Veranstaltung wird einmalig sein und soll keinesfalls als Werbung für meine Person oder für Arai-Helme verstanden werden. Es sollen einfach Erinnerungen geweckt und dazu Unterstützung für die Riders for Health-Organisation gewonnen werden.“ Und außerdem hat Ferry Brouwer noch ein persönliches Anliegen, das mit der Centennial TT ausgedrückt werden soll: „Ich mag Motorradrennen. Dieses Wochenende haben alle Fahrer Gelegenheit, sich ungezwungen und freundschaftlich zu begegnen und zu zeigen, daß der Motorradrennsport auch ein Beispiel von Brüderlichkeit ist.“

L'homme derrière le Centennial TT

F

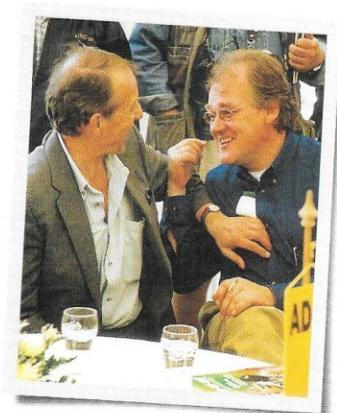
Le Centennial TT d'Assen est l'aboutissement d'un rêve à long terme de Ferry Brouwer, le directeur d'Arai-Europe, le fabricant de casques: "Je dois remercier la course moto pour ce que je suis aujourd'hui, et je voulais célébrer ma longue passion pour les pilotes, les machines et les fans, tous ceux qui ont fait de ces années l'Age

d'Or de la course moto." Ferry assista à son premier Grand Prix à l'âge de 6 ans, en 1955, et fut aussitôt saisi. Il commença la compétition pendant l'adolescence mais se réalisa plutôt du côté technique. Seulement âgé de 18 ans, il rejoignit Yamaha comme mécanicien, travaillant avec des vedettes comme Billy Ivy, Phil Read et Takazumi Katayama, se forgeant une excellente réputation. Son implication dans l'industrie joint à son poste de directeur Europe des casques Arai, qu'il occupa dès 1983, lui ouvrit de nombreuses portes lorsqu'il voulut organiser le Centennial TT. Ferry passa 10 années à penser à l'organisation de cet événement jusqu'à, finalement, une parade de grands pilotes au TT d'Assen 1995, le stimulant dans sa volonté. En pensant aux organisateurs - pas très sympathiques - qui précipitaient trop tôt les légendes d'hier dehors de la piste, Ferry décida que les grands noms de la course méritaient bien mieux. Il voulait une célébration des hommes et de leur machine avant le nouveau millénaire! C'est alors qu'un véritable travail de détective, digne de Sherlock Holmes, commença pour traquer les légendes et leur moto. Comme de plus en plus de pilotes étaient intéressés par le Centennial TT, la tâche de Ferry s'en trouva allégée et les usines commencèrent à s'impliquer. Ferry fonda une association pour gérer l'événement, d'ailleurs les bénéfices des festivités iront au "Riders for Health", fondation œuvrant pour l'établissement d'une clinique mobile pour les pilotes des GP d'aujourd'hui. Comme l'explique Ferry: "La clinique signifiera que les pilotes d'hier peuvent aider à sauver la vie des pilotes de demain. Ceci fait partie des avantages qu'ils n'ont jamais eus. Les gens se plaignent souvent qu'il n'y ait plus de héros et je peux comprendre que, pour beaucoup de spectateurs, les courses d'aujourd'hui paraissent artificielles - ils ne peuvent plus approcher les pilotes. Les pilotes et l'équipe ne vivent plus ensemble comme ils le faisaient auparavant, du

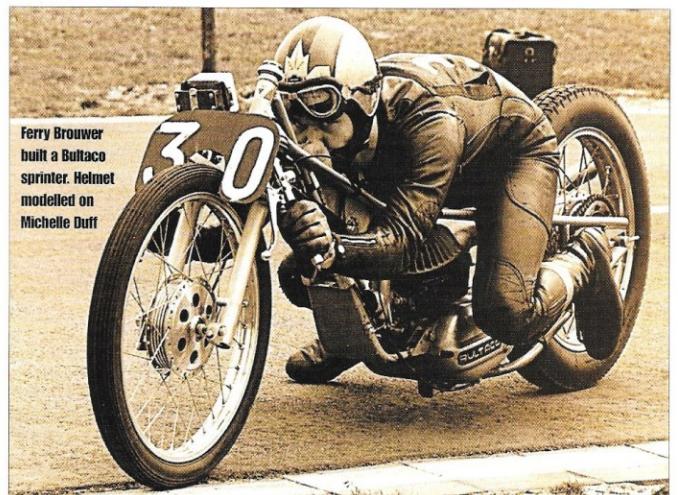
coup il y a moins de camaraderie. Les meilleurs souvenirs de ces courses restent le bruit des machines que les fans pouvaient approcher et même toucher. Les pilotes étaient également abordables. A cette époque, les gens couraient pour leur propre compte, tout ceci rendait les courses épiques. Tous ces détails n'existent plus dans les courses actuelles. Les sponsors tiennent une place importante. Mais pour le temps d'un week-end, l'ambiance de l'Age d'Or sera de retour à Assen!"

"J'ai adoré travailler avec des noms légendaires. Pour ça, j'ai été bénii, poursuit Ferry. Cet événement est unique et n'a pas le but de magnifier ma réputation, de flatter mon ego, ou de vanter les casques Arai. C'est simplement une célébration d'une époque qui, je l'espère, augmentera le profit de "Riders for Health" et apportera quelque chose en retour à ce merveilleux sport."

Ferry Brouwer alimente sa passion pour le sport motocycliste: "Si j'avais d'autres souhaits pour le Centennial TT, ce serait d'espérer que n'importe quel contentieux pouvant encore exister entre les pilotes. Les pilotes et l'équipe ne vivent plus ensemble comme ils le faisaient auparavant, du



▲ Ferry shares a joke with GP ace Phil Read



Ferry Brouwer built a Bultaco sprinter. Helmet modelled on Michelle Duff

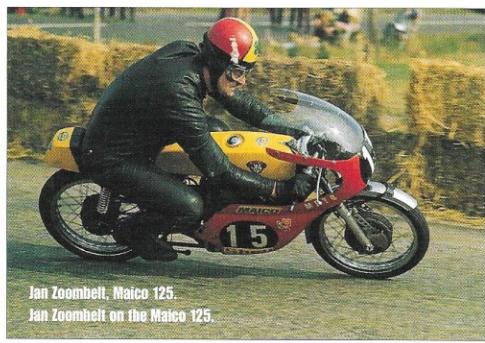
HOLLAND'S GLORY!

Waarin en klein land groot kan zijn

Eigenlijk best knap hoe een klein land als Nederland zich in het verleden kranig overeind heeft weten te houden in de internationale wegraces. Sterker nog, wie kan de wereldtitels van Jan de Vries of Henk van Kessel vergeten. Of bijvoorbeeld de magistrale overwinning van Wil Hartog op Assen? Vrijwel alle grote namen uit de Nederlandse wegracegeschiedenis komen in de Centennial TT weer aan de start. Vandaar ook deze hommage aan de Nederlandse coureurs van de ras-motorsportfotograaf Jan Heese.

How great a small country can be

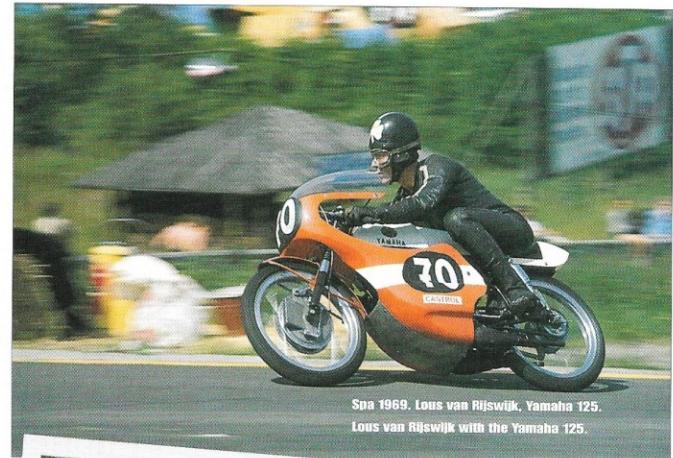
Holland may be a small country, but it still has an impressive road racing record. Take for instance the world 50cc titles of Jan de Vries and Henk van Kessel. And of course Wil Hartog wrote himself into the history books by winning the 500 class in Assen. Almost every Dutch former Grand Prix rider will be present during the Centennial TT. That's a good enough reason to look back through the lens of famous motor sport photographer Jan Heese once more.



Jan Zoombelt, Maico 125.
Jan Zoombelt on the Maico 125.



Marcel en Truus Ankoné in
de pits van Zandvoort.
Marcel and Truus Ankoné in
the Zandvoort pits.



Spa 1969. Lous van Rijswijk, Yamaha 125.
Lous van Rijswijk with the Yamaha 125.



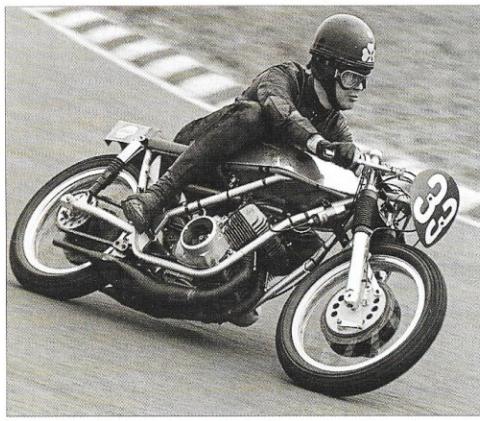
▲ Hengelo 1968. v.l.n.r. (left to right) Aalt Toersen (Tohatsu), Jos Schurgers (Tohatsu), Wim Keers (Honda), Fons Lossez (Honda), Kees v.d. Goorbergh (Yamaha), Piet v.d. Goorbergh (Yamaha).



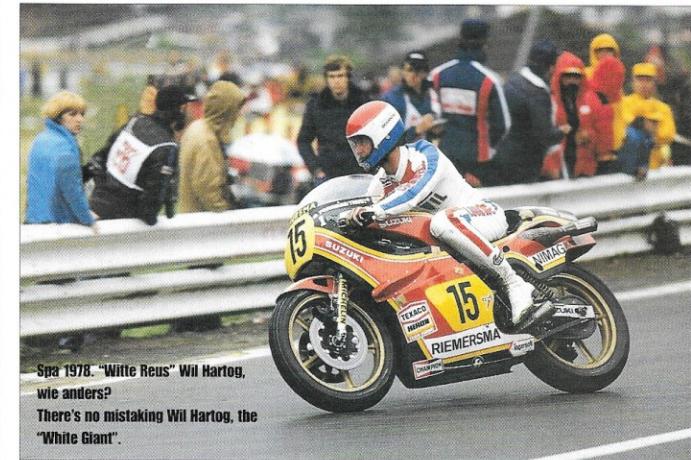
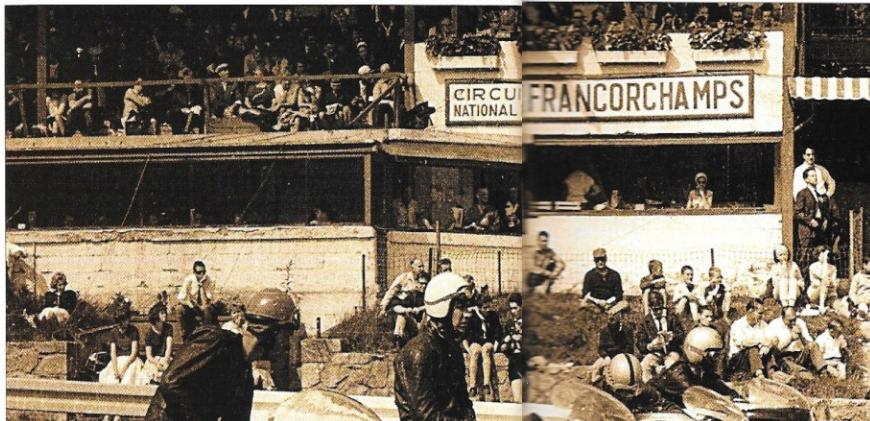
Jan de Vries



Jarama 1979. Klaas Hernandt hier nog voor Toni Mang.
Klaas Hernandt leading Toni Mang.



Theo Bult stond altijd al bekend om zijn vlekkeloze rijstijl, hier op de "Yamsel".
Theo Bult always had a beautiful style, showing it here on his "Yamsel" Bitsa.



Spa 1978. "Witte Reus" Wil Hartog,
wie anders?
There's no mistaking Wil Hartog,
the "White Giant".

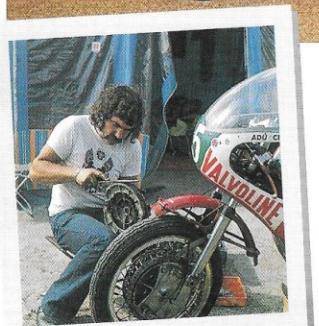


▲ Prachtig tijdsbeeld: het onverlaatbare teamwork van Cees van Dongen (links) sluitend met wijlen Cees Brouwer Sr.

Reflecting the spirit of the time: Cees van Dongen (standing) with the late Cees Brouwer Sr.



Spa 1973. Met nr. 48: Joop Vogelzang op zijn Norton.
Joop Vogelzang (No 48) with his Norton.



1976. De combinatie
Jaap Geerts/Jan van
Veen.
Jaap Geerts/Jan van
Veen with sidecar
combination.



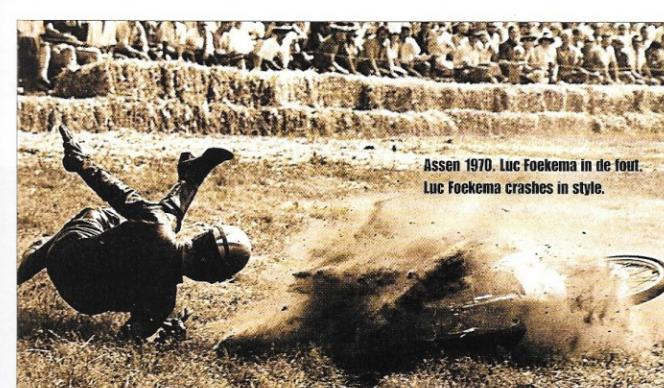
▲ Het team achter de Van Veen Kreidler successen: v.l.n.r. Jaap Voskamp, Jos Schurgers en Jorg Muller.
The faces behind the Van Veen Kreidler successes.



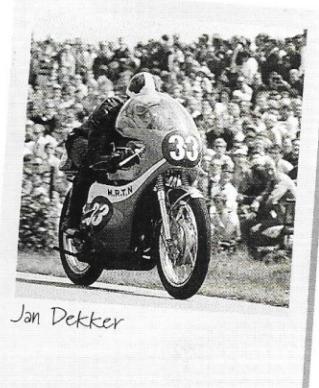
Zandvoort 1970. Modder/Woudstra met de 500 Triumph combinatie.
Modder/Woudstra with their 500 Triumph outfit.



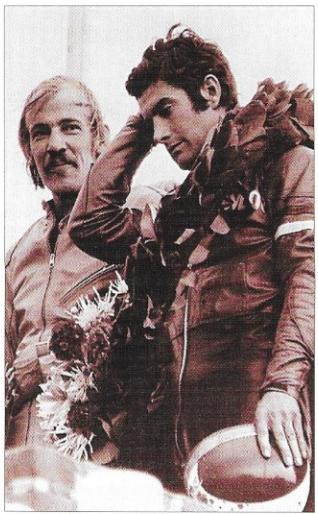
Assen 1978. Theo Timmer met de fraaie Bultaco 50cc.
Theo Timmer with the beautiful Bultaco 50cc.



Assen 1970. Luc Fockema in de fout.
Luc Fockema crashes in style.



Jan Dekker



▲ Assen 1971. Agostini kan nog niet begrijpen dat Rob Bron naar een fantastische tweede plaats reed!
Agostini still does not understand how Dutchman Rob Bron managed that second place!



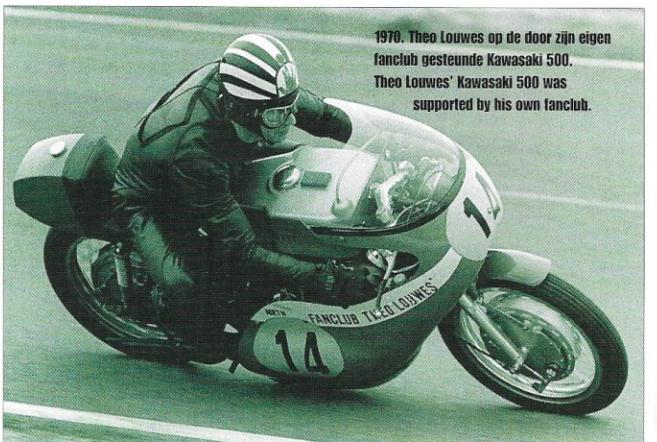
Aalt Toersen met de Jamathi op de Sachsenring.
Aalt Toersen aboard the Jamathi on the Sachsenring.



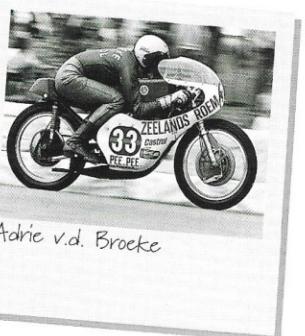
► Maart 1974. Jan Kostwinder poseert ontspannen voor de camera.
Jan Kostwinder looking a bit uneasy in front of the camera.



▲ De man met de klompen. Wie anders dan Jan Stribbis?
The man with the wooden shoes, who else but Jan Stribbis?



1970. Theo Louwes op de door zijn eigen fanclub gesteunde Kawasaki 500.
Theo Louwes' Kawasaki 500 was supported by his own fanclub.



Adrie v.d. Broek



THE DREAM TEAM

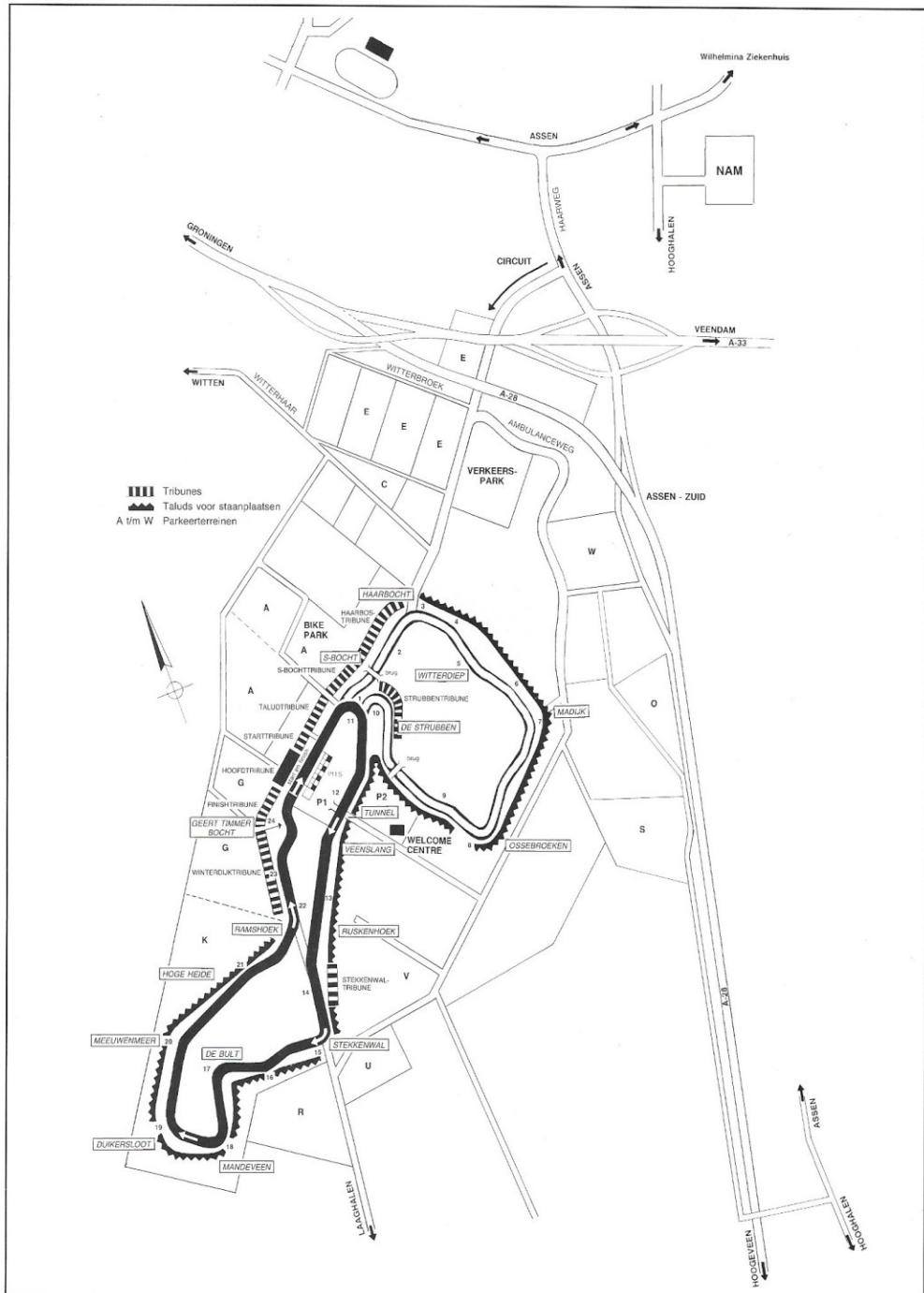
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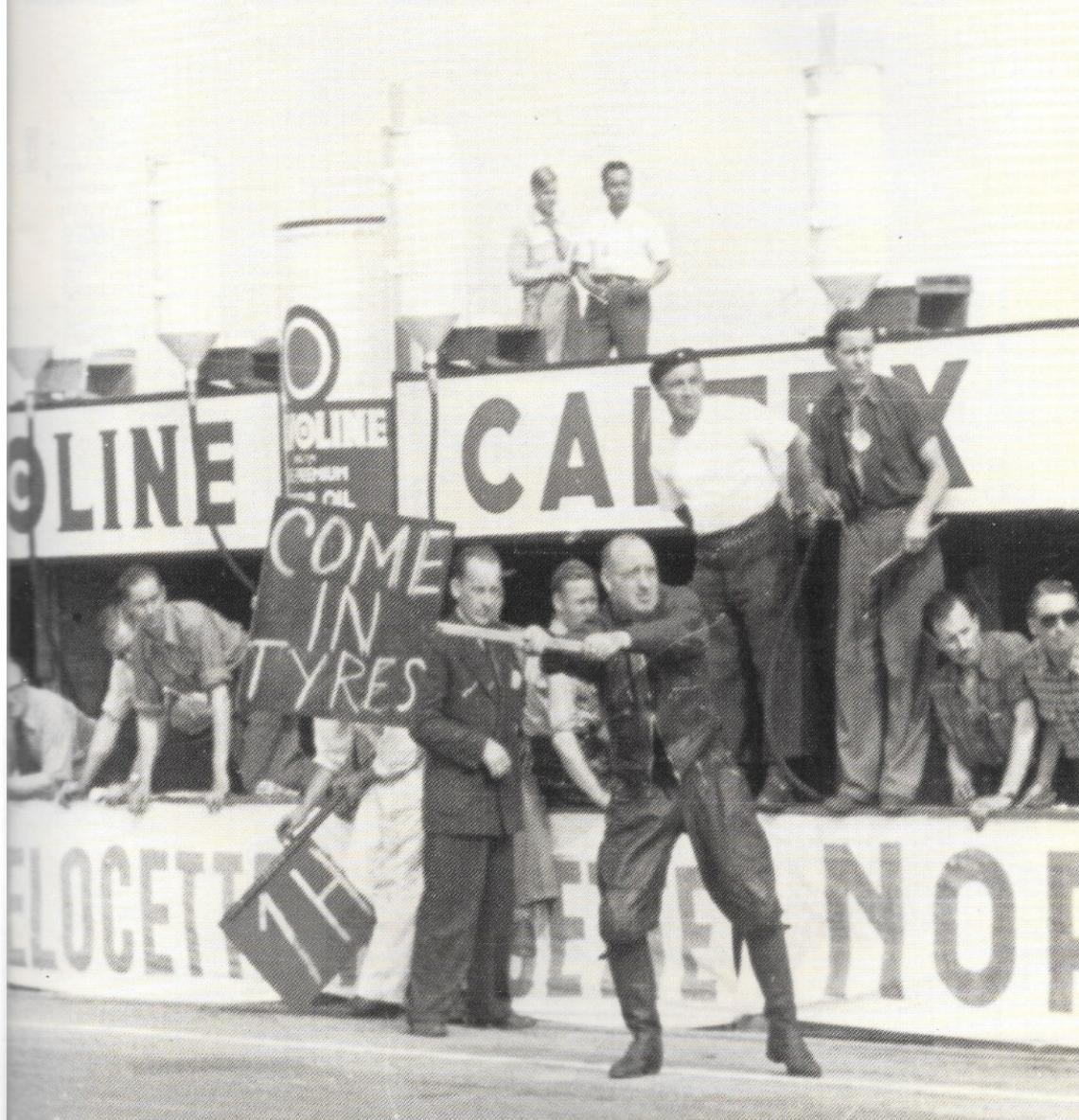
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The inside line



ULSTER RACE ACE TOMMY ROBB knows all about the highs and lows of racing at Assen. In his Sixties heyday he experienced the ecstasy of a GP podium finish ahead of Ernst Degner and Mike Hailwood. But he also suffered one of the worst crashes of his career here, losing a kneecap and dashing his world championship title hopes.

"I like Assen. I don't think that outside the Isle of Man TT there's a circuit in the world that has an atmosphere like it," says Tommy.

"The track is very very safe. I like it because of the flow from one corner to the next. Racers usually hate hairpin bends, but the slowest bends at the Dutch are either very fast in bottom or second gear. The ideal racing line leaves you exposed to challenges from people prepared to brake late and risk everything. That can get the adrenalin pumping."

Robb's best Assen result was third in the 1962 125 GP on a Honda, beaten by Luigi Taveri and Jim Redman. Earlier that day he'd also raced a Honda 250.

"I highsided and ripped my right kneecap off. I limped back to the start hoping to ride in the 125 race as I needed the world championship points. I saw the doctor and safety pinned my torn leathers. During the race one of the safety pins came undone and dug into my knee going through every right hander. As a result I had to miss the next race."

"The last time I was there was 1971, so it will be 27 years," he says. "I'm really looking forward to it." The 4.77 mile track Tommy raced on was altered in 1984 and is now a mile shorter. But Assen's unique atmosphere is unchanged.

Ossebroekken
"A gently banked tight right hander. There were lots of opportunities for overtaking. It just depended on how brave you were. If two bikes were well matched you couldn't slip under anybody on most of the corners in this section, except maybe Ossebroekken. But there was always someone who tried!"

Madijk
"Into fifth for the deceptively tricky Madijk, made more difficult by a dip in the road on the way in. Get the line right and you could straight-line the S-bends to Ossebroekken. The 1984 changes made Madijk a right hander!"

De Vennep
"Up to third and then fourth for De Vennep, a fast left hander. When you got riders on equal machinery through the back loop it was great to watch. It was all banked, so although your lean angle wasn't that great, you were well banked over."

Stroomdrift
"After Bedeldijk it started getting twisty and tree lined, with deep ditches. You'd get up to third gear on the gentle left hand curve to Stroomdrift, which is a sharp second gear right hander."

Bedeldijk
"You shifted up into top gear in front of the start-finish grandstand and went flat out to the right hand hairpin at Bedeldijk. It was very grippy and a favourite place for passing under braking. It was a bottom gear bend, almost as tight as De Bult."

De Strubben
"Up from second to fourth and then down to second or probably first gear for the long, tight, banked left hand horseshoe. It was a bit like going the opposite way round Druids at Brands Hatch. Then behind the pits you were up into top, easing off for the fast left-right one third of the way along to Stekkenwal."

Stekkenwal
"A right hand hairpin that offered opportunities for overbraking. Then it was up from second to third and a kink you could straight-line before De Bult."

De Bult
"Assen's tightest corner, a first or second gear left hander."

Mandeveen
"A very tight second gear right hander."

Duikersloot
"A tight second or third gear right hander. Once you came round Duikersloot the circuit was incredibly fast."

Start/finish

Assen
The Circuit van Drenthe at Assen, in the north-east of Holland, was created in 1926. It was reshaped and widened in 1954 to create the track familiar to Tommy Robb and most of the 250 living legends who will be at the Centennial TT. New kinks before the start-finish straight were added in 1976. The dotted line on our track map shows the current, shorter circuit.

► Tommy Robb takes the inside line on his Bultaco ahead of Yoshimi Katayama on a 125 Suzuki in 1967

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Schedule and timetable



FRIDAY 8 MAY - PRACTICE

Historic period	Class	Time
1961-1970	50cc	09.30 - 09.45
	350cc	09.55 - 10.10
	125cc	10.20 - 10.35
	Sidecars	10.45 - 11.00
	500cc	11.20 - 11.25
	250cc	11.35 - 11.50

1949 - 1960	350cc	12.00 - 12.15
	125cc	12.25 - 12.40
	Break	12.45 - 13.45
	Pitwalk	12.45 - 13.30
	500cc	13.45 - 14.00
	250cc	14.10 - 14.25

1971 - 1980	50cc	14.35 - 14.50
	350cc	15.00 - 15.15
	125cc	15.25 - 15.40
	500cc	15.50 - 16.05
	250cc	16.15 - 16.30
	Sidecars	16.40 - 16.55

SATURDAY 9 MAY - FIRST RACE DAY

Historic period	Class	Time
1961 - 1970	50cc	09.30 - 09.45
	350cc	09.55 - 10.10
	125cc	10.20 - 10.35
	Sidecars	10.45 - 11.00
	500cc	11.10 - 11.25
	250cc	11.35 - 11.50



Wil Hartog



Mick Boddice



John Surtees

1949 - 1960	350cc	12.00 - 12.45
	125cc	12.25 - 12.40
	Break	12.45 - 13.45
	Exotic machines parade	12.45 - 13.30
	500cc	13.45 - 14.00
	250cc	14.10 - 14.25

1971 - 1980	50cc	14.35 - 14.50
	350cc	15.00 - 15.15
	125cc	15.25 - 15.40
	500cc	15.50 - 16.05
	250cc	16.15 - 16.30
	Sidecars	16.40 - 16.55

Historic period	Class	Time
1961 - 1970	Pitwalk	09.30 - 10.30
	50cc	11.00 - 11.15
	350cc	11.25 - 11.40
	125cc	11.50 - 12.05
	Sidecars	12.15 - 12.30
	500cc	12.40 - 12.55
	250cc	13.05 - 13.20

1949 - 1960	350cc	13.30 - 13.45
	125cc	13.55 - 14.10
	Break	14.15 - 14.35
	Exotic machines parade	14.15 - 14.30
	500cc	14.35 - 14.50
	250cc	15.00 - 15.15

1971 - 1980	50cc	15.25 - 15.40
	350cc	15.50 - 16.05
	125cc	16.15 - 16.30
	500cc	16.40 - 16.55
	250cc	17.05 - 17.20
	Sidecars	17.30 - 17.45

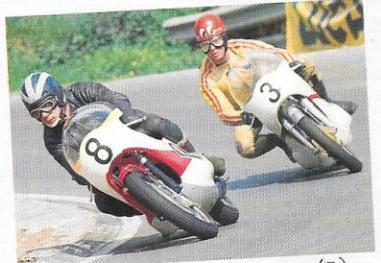
Maximum seven laps per race with a time limit of 15 minutes. Final positions are calculated based on the three laps with the least difference in lap time. Winner will be the rider with the most consistent lap times.



Helmut Kassner



Rod Gould



Rex Butcher (8) John Cooper (3)

Welcome to the century's greatest gathering of grand prix racers and their machines



Entry list for the 125cc Centennial Classic TT 1949-1960

WC = World Championships

No	Rider	WC	Country	Machine	Factory	Owner
1	Carlo Ubbiali	6	ITALY	Mondial	Yes	Piero Nerini
2	Cecil Sandford	1	GREAT BRITAIN	MV Agusta	Yes	Lucio Castelli
3	Tarquinio Provini	1	ITALY	Mondial	Yes	Piero Nerini
4	Bohumil Kovar	CZ	CZECHIE	CZ	Yes	Libor Kaminicky
5	August Hobl	GERMANY	DKW	DKW	Yes	Jan Muijlwijk
6	Bruno Spaggiari	ITALY	Ducati	Ducati	Yes	Bruno Taglioretti
7	Vittorio Zito	ITALY	Ducati	Ducati	Yes	Vittorio Zito
8	Romolo Ferri	ITALY	Gilera	Gilera	Yes	Piaggio
9	Alfredo Milani	ITALY	Gilera	Gilera	Yes	Albino Brambilla
11	Sammy Miller	IRELAND	Mondial	Mondial	Yes	Sammy Miller
12	Gianpiero Zubani	ITALY	Moto Parilla 125	Moto Parilla	125	Parilla Brothers
13	Bill Lomas	GREAT BRITAIN	MV Agusta	MV Agusta	Yes	Martyn Simpkins
14	Ernesto Brambilla	ITALY	MV Agusta	MV Agusta	Lucio Castelli	
15	Fortunato Libanori	ITALY	MV Agusta	MV Agusta	Yes	U.Elli
16	Luigi Taveri	SWITZERLAND	MV Agusta	MV Agusta	Yes	U.Elli
17	Hans Fischer	GERMANY	MZ	MZ	Yes	Geddis/Lilley
17	Cees van Dongen	GERMANY	NSU Rennfox	NSU Rennfox	Yes	Herman Herz
18	Willi Scheidhauer	GERMANY	MV Agusta	MV Agusta	Martyn Simpkins	
19	Karl Kronmuller	GERMANY	MV Agusta	MV Agusta	Martyn Simpkins	
20	Ludwig Malchus	GERMANY	Puch	Puch	J.Rolloos	
21	Jan Muijlwijk	NEDERLAND	MW	MW	Jan Muijlwijk	
22	Jan Rietveld	NEDERLAND	Eysink	Eysink	J.Rolloos	
23	Frans Schuddeboom	NEDERLAND	Eysink	Eysink	Wim Marijnis	
24	Frans Visbach	NEDERLAND	Eysink	Eysink	Wim Marijnis	



Cecil Sandford



Tarquinio Provini

Entry list for the 250cc Centennial Classic TT 1949-1960

No	Rider	WC	Country	Machine	Factory	Owner
1	Carlo Ubbiali	3	ITALY	MV Agusta	Yes	Jurgen Satori
2	Tarquinio Provini	1	ITALY	MV Agusta	Yes	U.Elli
3	Cecil Sandford	1	GREAT BRITAIN	Mondial	Yes	Zcotolli
4	Emilio Mendogni	ITALY	Moto Morini	Moto Morini	Yes	Romano Colombo
100	Bill Lomas	GREAT BRITAIN	NSU Rennmax	NSU Rennmax	Yes	Herman Herz
120	Umberto Masetti	ITALY	NSU Rennmax	NSU Rennmax	Yes	Herman Herz
5	Moto Kitano	JAPAN	Honda RC 161	Honda RC 161	Yes	Honda Motor Co.Ltd
6	Jack Forrest	AUSTRALIA	NSU Sportmax	NSU Sportmax	Jack Forrest	
7	Eric Hinton	AUSTRALIA	NSU Sportmax	NSU Sportmax	Eric Hinton	
8	Josef Autengruber	AUSTRIA	NSU Sportmax	NSU Sportmax	Joseph Autengruber	
9	Rudolf Thalhammer	AUSTRIA	NSU Sportmax	NSU Sportmax	Jan Kostwinder	
10	Arthur Wheeler	GREAT BRITAIN	Moto Guzzi	Moto Guzzi	Arthur Wheeler	
11	John Kidson	GREAT BRITAIN	NSU Rennmax Sp	NSU Rennmax Sp	John Kidson	



Carlo Ubbiali



Tarquinio Provini

Entry list for the 350cc Centennial Classic TT 1949-1960

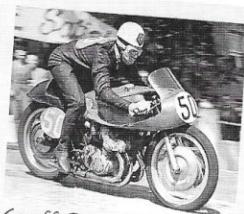
No	Rider	WC	Country	Machine	Factory	Owner
1	John Surtees	3	GREAT BRITAIN	Norton Manx	Yes	John Surtees
2	Bill Lomas	2	GREAT BRITAIN	Moto Guzzi	Yes	Erwin Bongards
3	Remo Venturi	ITALY	MV Agusta	MV Agusta	Yes	Romano Colombo
4	August Hobl	GERMANY	DKW	DKW	Yes	Karl Zimmerman
5	Alfredo Milani	ITALY	Gilera	Gilera	Yes	Enrico Galli
6	Keith Bryen	AUSTRALIA	Moto Guzzi	Moto Guzzi	Yes	Alfio Michelli
7	Eric Hinton	AUSTRALIA	Norton Manx	Norton Manx	Summerfield Eng.	
8	Rudolf Thalhammer	AUSTRIA	Norton Manx	Norton Manx	Summerfield Eng.	
9	John Holder	GREAT BRITAIN	AJS 7R	AJS 7R	John Holder	
10	John Hurlstone	GREAT BRITAIN	AJS 7R	AJS 7R	Bob Ward	
11	Arthur Wheeler	GREAT BRITAIN	Moto Guzzi	Moto Guzzi	Arthur Wheeler	
12	Tony Godfrey	GREAT BRITAIN	Norton Manx	Norton Manx	Simon Sindorf	
13	Phil Heath	GREAT BRITAIN	Norton Manx	Norton Manx	Marten Morren	
14	Bobby Rowe	GREAT BRITAIN	Norton Manx	Norton Manx	Bobby Rowe	
15	Roland Heck	GERMANY	NSU Sportmax	NSU Sportmax	Ferry Brouwer	
16	Noel McCutcheon	NEW ZEALAND	Norton Manx	Norton Manx	Kevin Grant	
17	Peter Pawson	NEW ZEALAND	Norton Manx	Norton Manx	Kevin Grant	
18	Len Perry	NEW ZEALAND	Norton Manx	Norton Manx	McIntosh, Eng.	
19	Paddy Driver	SOUTH AFRICA	Norton Manx	Norton Manx	Schram	
20	Joop Vogelzang	NEDERLAND	Norton Manx	Norton Manx	Peter v Veen	
21	Cas Swart	NEDERLAND	Velocette KTT	Velocette KTT	Joop Koudijs	
22	Leen Rehorst	NEDERLAND	AJS 7R	AJS 7R	Joop Koudijs	
23	Paul Vis	NEDERLAND	AJS 7R	AJS 7R	Albert Jan Louwes	
24	Chris Zuiderwijk	NEDERLAND	BSA Gold Star	BSA Gold Star	Jan de Jong	
25	Jan Huberts	NEDERLAND	Norton Manx	Norton Manx	Joop Koudijs	



Bill Lomas



August Hobl



Geoff Duke



Umberto Masetti



Derek Minter

Entry list for the 500cc Centennial Classic TT 1949-1960

No	Rider	WC	Country	Machine	Factory	Owner
1	John Surtees	4	GREAT BRITAIN	MV Agusta	Yes	John Surtees /U.Elli
2	Geoff Duke	4	GREAT BRITAIN	Gilera	Yes	Gianni Perrone
3	Umberto Masetti	2	ITALY	Gilera	Yes	Renzo Brioschi
4	Alfredo Milani		ITALY	Gilera	Yes	Albino Brambilla
5	Bill Lomas		GREAT BRITAIN		Yes	
6	Carlo Ubbiali		ITALY	MV Agusta	Yes	Jurgen Satori
7	Remo Venturi		ITALY	MV Agusta	Yes	Romano Colombo
8	Rod Coleman		NEW ZEALAND	AJS Porcupine	Yes	Tom Arter
9	Jack Forrest		AUSTRALIA	BMW RS		George Rosez
10	Phil Heath		GREAT BRITAIN	Norton Manx		Phil Heath
11	Tony Godfrey		GREAT BRITAIN	Norton Manx		Marten Morren
12	John Holder		GREAT BRITAIN	Norton Manx		John Holder
13	Derek Minter		GREAT BRITAIN	Norton Manx		Summerfield Eng.
14	Frank Perris		GREAT BRITAIN	Norton Manx		Summerfield Eng.
15	Bobby Rowe		GREAT BRITAIN	Norton Manx		Bobby Rowe
16	Terry Shepherd		GREAT BRITAIN	Norton Manx		Marten Morren
17	John Hurlstone		GREAT BRITAIN	Triumph GP		John Hurlstone
18	Ernst Hiller		GERMANY	BMW RS		Dieter Busch
19	John Anderson		NEW ZEALAND	Norton Manx		McIntosh Eng.
20	Noel McCutcheon		NEW ZEALAND	Norton Manx		Kevin Grant
21	Peter Pawson		NEW ZEALAND	Norton Manx		Kevin Grant
22	Len Perry		NEW ZEALAND	Norton Manx		McIntosh Eng.
23	Jim Redman		SOUTH AFRICA	Norton Manx		Jan Reinderink
24	Ernst Weiss		SWITZERLAND	Norton Manx		Luigi Taveri
25	Joop Vogelzang		NEDERLAND	Norton Manx		Peter v.Veern
26	Piet Knijnenburg		NEDERLAND	BMW RS		Henk de Haan
27	Kees Koster		NEDERLAND	BMW RS		George Rosez
28	Leen Rehorst		NEDERLAND	Jawa DOHC		Liber Kamanicsky
29	Cas Swart		NEDERLAND	Matchless G45		Wim Knoppert
30	Gerrie ten Cate		NEDERLAND	Norton Manx		Wim Knoppert
31	Jan Strijbis		NEDERLAND	Norton Manx		Arie Breevaart



Walter Schneider/
Hans Strauss

Entry list for the Sidecars Centennial Classic TT 1949-1960

No	Driver/Passenger	WC	Country	Machine	Factory	Owner
1	Walter Schneider/Hans Strauss	2	GERMANY	BMW RS F	Yes	Ralph Bohnhorst
2	Pip Harris/Ray/Campbell		GREAT BRITAIN	BMW RS		Pip Harris
3	Claude Lambert/Francis Bourdon		SWITZERLAND	Norton		Claude Lambert
4	Ewald Dahms/Harry Mahrsandt		GERMANY	BMW RS		Ewald dahms
5	August Roshiere		GERMANY	BMW RS		August Roshiere

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Entry list for the 50cc Centennial Classic TT 1961-1970

No	Rider	WC	Country	Machine	Factory	Owner
1	Hans Georg Anscheidt	3	GERMANY	Suzuki RK 67	Yes	H.G.Anshiedt
2	Hugh Anderson	2	NEW ZEALAND	Suzuki	Yes	

3	Ralph Bryans	1	IRELAND	Honda	Yes	Erpelding
4	Barry Smith		AUSTRALIA	Derbi	Yes	Derbi Nacional.
5	Jose Busquets		SPAIN	Derbi	Yes	Derbi Nacional.
6	Luigi Taveri		SWITZERLAND	Honda RC110	Yes	Romano Colombo
7	Naomi Tanaguchi		JAPAN	Honda RC115	Yes	Honda Motor Co.Ltd
8	Wolfgang Gedlich		GERMANY	Kreidler	Yes	Wolfgang Gedlich
9	Rudolph Kunz		GERMANY	Kreidler	Yes	Rudolph Kunz
10	Jan Huberts		NEDERLAND	Kreidler	Yes	Zimmerman
11	Aalt Toersen		NEDERLAND	Kreidler	Yes	Ton van Deutekom
12	Gernot Weser		GERMANY	Kreidler		Gernot Weser
13	Willi Wunderlich		GERMANY	MZ RE 50		Willi Wunderlich
14	Cees van Dongen		NEDERLAND	Honda CR110		Ton van Deutekom
15	Luuk Fockema		NEDERLAND	Kreidler		Luuk Fockema
16	Rikus Fockema		NEDERLAND	Kreidler		Rikus Fockema
17	Cees van Koeveringe		NEDERLAND	Kreidler		Cees van Koeveringe
18	Jan Welvaarts		NEDERLAND	Kreidler		Jan Welvaarts
19	Ferry Swaep		NEDERLAND	Tomas		J.v.d.Meer



Hans Georg Anscheidt



Luigi Taveri

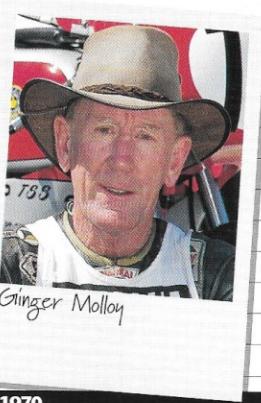


Dieter Braun



Tommy Robb

29	Siegfried Schroter	GERMANY	MZ RE125	Siegfried Schroter
30	Laslo Szabo	HUNGARY	MZ RE125	Steve Kempster
31	Ralph Bryans	IRELAND	Honda CR93	Luke Lawlor
32	Ryszard Mankiewicz	POLAND	MZ RE125	Ryszard Mankiewicz
33	Cees van Dongen	NEDERLAND	Honda CR93	Ton van Deutekom
34	Aad Droog	NEDERLAND	Yamaha	Aad Droog
35	Piet van der Goorbergh	NEDERLAND	Tohatsu	Steve Kempster
36	Jan Huberts	NEDERLAND	MZ RE125	Peter van Dalen
37	Jan Kostwinder	NEDERLAND	Honda CR93	Rupert Murden
38	Lous van Rijswijk	NEDERLAND	Yamaha TA125	Jurgen Lue
39	Cas Swart	NEDERLAND	Ducati	Piet Hogervorst



Entry list for the 250cc Centennial Classic TT 1961-1970

No	Rider	WC	Country	Machine	Factory	Owner
1	Phil Read	3	GREAT BRITAIN	Yamaha RD05	Yes	Yamaha Motor Co.Ltd.
2	Jim Redman	2	RHOODESIA	Honda RC162	Yes	Luke Lawlor
3	Rodney Gould	1	GREAT BRITAIN	Yamaha TD2	Yes	Charlie Williams
4	Gilberto Milani	ITALY	AerMacchi	Yes	Jan Kampen	
5	Alberto Paganini	ITALY	AerMacchi	Yes	Jan Kampen	
6	Tarquinio Provini	ITALY	Benelli	Yes	Tarquinio Provini	
7	Ginger Molloy	NEW ZEALAND	Bultaco TSS	Yes	Ginger Molloy	
8	Kunimitsu Takahashi	JAPAN	Honda RC162	Yes	Honda Motor Co.Ltd.	
9	Luigi Taveri	SWITZERLAND	Honda RC162	Yes	Luigi Taveri	
10	Giuseppe Mandolini	ITALY	Moto Villa	Yes	Moto Villa	
11	Laslo Szabo	HUNGARY	MZ RE 250	Yes	Laslo Szabo	
12	Heinz Rosner	GERMANY	MZ RE 250	Yes	Heinz Rosner	
13	Michelle Duff	CANADA	Yamaha RD56	Yes	Yamaha Motor Co.Ltd.	
14	Akiyasu Motohashi	JAPAN	Yamaha RD05	Yes	Yamaha Motor Co.Ltd.	
15	Oldrich Prokop	CZECHIE	CZ	Yes	Oldrich Prokop	
16	Phil O'Brien	AUSTRALIA	AerMacchi	Yes	Steve Kempster	
17	Eric Hinton	AUSTRALIA	Bultaco TSS	Yes	Kevin Breedon	
18	Raymond Boogaert	BELGIUM	AerMacchi	Yes	Des McCracken	
19	Terry Grotfeld	GREAT BRITAIN	Benelli	Yes	Terry Grotfeld	
20	Dan Shorey	GREAT BRITAIN	Bultaco TSS	Yes	Kevin Breedon	
21	Chas Mortimer	GREAT BRITAIN	Greeves Oulton	Yes	Gianni Perrone	
22	Bill Smith	GREAT BRITAIN	Honda	Yes	Bill Smith	
23	Jim Curry	GREAT BRITAIN	Honda 3 cyl	Yes	Ron Pladdys	
24	Trevor Barnes	GREAT BRITAIN	Moto Guzzi	Yes	Trevor Barnes	
25	Frank Peris	GREAT BRITAIN	Suzuki TR250	Yes	Ferry Brouwer	
26	Horst Seidl	GERMANY	Honda CR72	Yes	Horst Seidl	
27	Lothar John	GERMANY	Suzuki TR 250	Yes	Steve Kempster	
28	Ralph Bryans	IRELAND	Honda CR72	Yes	Luke Lawlor	
29	Vittorio Zito	ITALY	Ducati	Yes	Vittorio Zito	
30	Roberto Patrignani	ITALY	Moto Morini	Yes	Roberto Patrignani	
31	Emilio Mendogni	ITALY	MV Agusta	Yes	U.Elli	
32	Benedetto Zambutti	ITALY	RTM 250	Yes	Benedetto Zambutti	
33	Kent Andersson	SWEDEN	Yamaha TD2	Yes	Leo Bovee	
34	Ruud Breedt	NEDERLAND	Bultaco TSS	Yes	Ruud Breedt	
35	Jan Dekker	NEDERLAND	Kawasaki ATR	Yes	Ferry Brouwer	



Alberto Paganini



Kunimitsu Takahashi



Akiyasu Motohashi

36	Cees van Dongen	NEDERLAND	Yamaha TD1B	Ferry Brouwer
37	Jan Kostwinder	NEDERLAND	Yamaha TD1C	Steve Kempster
38	Lous van Rijswijk	NEDERLAND	Bultaco TSS	Louis Nijhoff

Entry list for the 350cc Centennial Classic TT 1961-1970

No	Rider	WC	Country	Machine	Factory	Owner
1	Jim Redman	4	RHOODESIA	Honda RC 174	Yes	Honda Motor Co.Ltd.
2	Giacomo Agostini	3	ITALY	MV Agusta	Yes	U.Elli
3	Gilberto Milani	1	ITALY	Aer Macchi	Yes	Jan Kampen
4	Ginger Molloy	NEW ZEALAND	AJR/Bultaco TSS	Yes	AJR	
5	Salvador Canellas	SPAIN	AJR Bultaco TSS	Yes	AJR	
6	Bohumil Stasa	CZECHIE	CZ	Yes	Libor Kamanicky	
7	Heinz Rosner	GERMANY	MZ RE350	Yes	Heinz Rosner	
8	Luciano Battisti	ITALY	Benelli	Yes	Luciano Battisti	
9	Jack Findlay	AUSTRALIA	Beart AerMacchi	Yes	Dave Farney	
10	Eddie Lenz	AUSTRIA	Norton Manx	Yes	Simon Sindorf	
11	Raymond Boogaert	BELGIUM	Norton Manx	Yes	Simon Sindorf	
12	Iver Howe	CANADA	Norton Manx	Yes	John Milligan	
13	Terry Grotfeld	GREAT BRITAIN	AerMacchi	Yes	Terry Grotfeld	
14	Rex Butcher	GREAT BRITAIN	AerMacchi/Metisse	Yes	Jan Kampen	
15	Cliff Carr	GREAT BRITAIN	AJR/Bultaco TSS	Yes	Ferry Brouwer	
16	Charlie Dobson	GREAT BRITAIN	AJS 7R	Yes	Charlie Dobson	
17	Dave Hughes	GREAT BRITAIN	Arter AJS	Yes	Tom Arter	
18	Jim Curry	GREAT BRITAIN	Honda CR77	Yes	Jim Curry	
19	Trevor Barnes	GREAT BRITAIN	Moto Guzzi	Yes	Trevor Barnes	
20	Joe Dunphy	GREAT BRITAIN	Norton Manx	Yes	Bobby Rowe	
21	Griff Jenkins	GREAT BRITAIN	Norton Manx	Yes	Erik v.d.Heuvel	
22	Derek Minter	GREAT BRITAIN	Norton Manx	Yes	Summerfield. Eng.	
23	Dan Shorey	GREAT BRITAIN	Norton Manx	Yes	Dan Shorey	
24	John Blanchard	GREAT BRITAIN	Seeley 7R	Yes	John Blanchard	
25	Ron Chandler	GREAT BRITAIN	Seeley 7R	Yes	Simon Sindorf	
26	Rodney Gould	GREAT BRITAIN	Yamaha TR2	Yes	M du Maine	
27	Matti Pesonen	FINLAND	Yamaha TR2	Yes	Matti Pesonen	
28	Bruno Spaggiari	ITALY	Ducati	Yes	Dave Varney	
29	Loro Vasco	ITALY	Norton Manx	Yes	Guido Guarneri	
30	Benedetto Zambutti	ITALY	RTM350	Yes	Benedetto Zambutti	
31	Paddy Driver	SOUTH AFRICA	Kirby AJS	Yes	Rudy van Bortel	
32	Guido Guarneri	SPAIN	Norton Manx	Yes	Guido Guarneri	
33	Kent Andersson	SWEDEN	Yamaha TR2	Yes	Ferry Brouwer	
34	Ruud Breedt	NEDERLAND	Ducati	Yes	Ruud Breedt	
35	Jan Dekker	NEDERLAND	Kawasaki A7R	Yes	Teun Rustenburg	
36	Aad Droog	NEDERLAND	Aer Macchi	Yes	Aad Droog	
37	Jan Kostwinder	NEDERLAND	Yamaha TR2	Yes	Jack Albers	
38	Theo Louwes	NEDERLAND	Aer Macchi	Yes	Theo Louwes	

Entry list for the 500cc Centennial Classic TT 1961-1970

No	Rider	WC	Country	Machine	Factory	Owner
1	Giacomo Agostini	5	ITALY	MV Agusta	Yes	U.Elli
2	Gilberto Milani	ITALY	Aer Macchi	Yes	Jan Kampen	

3	Luciano Battisti	ITALY	Benelli	Yes	Luciano Battisti
4	Bohumil Stasa	CZECHE	CZ	Yes	CZ Factory
5	Benedicto Caldarella	ARGENTINA	Gilera	Yes	Piaggio
6	Jim Redman	RHOODESIA	Honda RC 181	Yes	Honda Motor Co.Ltd
7	Roberto Galina	ITALY	Paton	Yes	Thomas Burkhardt
8	Giuseppe Mandolini	ITALY	Moto Guzzi	Yes	Piero Permagianni
9	John Blanchard	GREAT BRITAIN	URS Metisse	Yes	Helmut Sing
10	Paul Smetana	GERMANY	URS Seeley	Yes	Mike Start
11	Jack Findlay	AUSTRALIA	McIntyre Matchless		Mick Hemmings
12	Eddie Lenz	AUSTRIA	Matchless G50		Jim Hiddleston
13	Bert Schneider	AUSTRIA	Norton Manx		Summerfield. Eng.
14	Raymond Boogaerd	BELGIUM	Norton Manx		Simon Sindorf
15	Michelle Duff	CANADA	Matchless G50		Allan Cathcart
16	Oliver Howe	CANADA	Norton Manx		John Milligan
17	Dave Hughes	GREAT BRITAIN	Arter Matchless		Dave Hughes
18	Rex Butcher	GREAT BRITAIN	Matchless G50		Rod Quaife
19	Charlie Dobson	GREAT BRITAIN	Matchless G50		Charlie Dobson
20	Stuart Graham	GREAT BRITAIN	Matchless G50		Les Heckett
21	Steve Murray	GREAT BRITAIN	Matchless G50		Steve Murray
22	Bill Smith	GREAT BRITAIN	Matchless G50		Bill Smith
23	Joe Dunphy	GREAT BRITAIN	Norton Manx		Jan Reinderink
24	Tony Godfrey	GREAT BRITAIN	Norton Manx		Marten Morren
25	Griff Jenkins	GREAT BRITAIN	Norton Manx		Simon Sindorf
26	Phil Read	GREAT BRITAIN	Norton Manx		Roel Kindts
27	Malcolm Uphill	GREAT BRITAIN	Norton Manx		Malcolm Uphill
28	Derek Minter	GREAT BRITAIN	PettyManx		Summerfield Eng.
29	Ron Chandler	GREAT BRITAIN	Seeley G50		Jaap Blaauwboer
30	John Cooper	GREAT BRITAIN	Seeley G50		John Cooper
31	Ron Langston	GREAT BRITAIN	Seeley G50		Ron Langston
32	Colin Seeley	GREAT BRITAIN	Seeley G50		Marten Morren
33	Percy Tait	GREAT BRITAIN	Triumph Twin		Mick Hemmings
34	Jouko Ryhanen	FINLAND	Norton Manx		Jouko Ryhanen
35	Walter Scheimann	GERMANY	Norton Manx		Jan Reinderink
36	Horst Seidl	GERMANY	Norton Manx		Horst Seidl
37	Gianni Perrone	ITALY	Matchless G50		Gianni Perrone
38	Loro Vasco	ITALY	Norton Manx		Guido Guarneri
39	Paddy Driver	SOUTH AFRICA	Kirby Metisse		Rudy van Bortel
40	Guido Guarneri	SPAIN	Norton Manx		Guido Guarneri
41	Lasse Johansson	SWEDEN	HM		Sven Hakansson
42	Ernst Weiss	SWITZERLAND	Norton Manx		Luigi Taveri
43	Hugh Anderson	NEW ZEALAND	Norton Manx		Kevin Grant
44	Theo Louwes	NEDERLAND	Norton Manx		Albert Jan Louwes
45	Jan Strijbis	NEDERLAND	Seeley G50		Jaap Blaauwboer



Michelle Duff



Malcolm Uphill



Percy Tait

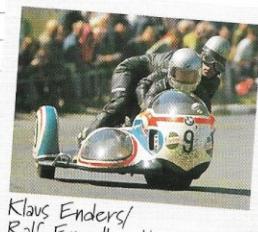


Paddy Driver

Entry list for the Sidecar Centennial Classic TT 1961-1970

No	Driver/Passenger	WC	Country	Machine	Factory	Owner
5	Klaus Enders/Ralf Engelhardt	2	GERMANY	BMW RS		Ralf Engelhardt
6	Barry Thompson/Gerry Wood		AUSTRALIA	Triumph		Mathijs Kertsen

7	Tony Wakefield/Alex McFadzen	GREAT BRITAIN	BMW RS	Tony Wakefield
8	Colin Seeley/Peter Rutherford	GREAT BRITAIN	BMW RS	Mike Start
9	Mick Boddice/Dave Wolls	GREAT BRITAIN	BSA	Mick Boddice
10	Chris Vincent/	GREAT BRITAIN	BSA	Jurgen Lue
11	Dick Hawes/Eddy Kiff	GREAT BRITAIN	Seeley G50	Dick Hawes
12	Mike Start/Wolfgang Kalauch	GB/D	URS	Mike Start
13	Ludwig Hahn	GERMANY	BMW RS	
14	Helmut Luneman/Brian Armstrong	D/GB	BMW RS	Helmut Luneman
15	J.C.Castella/V.Castella	SWITZERLAND	BMW RS	J.C.Castella
16	Kenneth Selenius/Paavo Kukonen	FINLAND	BMW	Kenneth Selenius
17	Jurgen Leu	SWITZERLAND	BMW	Muttich Jurgen Lue



Klaus Enders/
Ralf Engelhardt

Entry list for the 50cc Centennial Classic TT 1971-1980

No	Rider	WC	Country	Machine	Factory	Owner
1	Eugenio Lazzarini	2	ITALY	vVeen Kreidler	Yes	P.v.Dalen
2	Jan de Vries	2	NEDERLAND	vVeen Kreidler	Yes	vVeen Kreidler
3	Henk van Kessel	1	NEDERLAND	vVeen Kreidler	Yes	H.v.Kessel
4	Jos Schurgers		NEDERLAND	vVeen Kreidler	Yes	vVeen Kreidler
5	Claudio Lusuardi	ITALY	Bultaco	Yes		
6	Theo Timmer		NEDERLAND	Bultaco	Yes	
7	Juup Bosman		NEDERLAND	Jamathi	Yes	G.Keen
8	Aalt Toersen		NEDERLAND	Jamathi	Yes	D.Toersen
9	Leif Rossel		SWEDEN	Jamathi	Yes	H.v.Kleef
10	Leif Gustafsson		SWEDEN	Monark	Yes	P.O.Ogeborn
11	Lars Persson		SWEDEN	Monark	Yes	
12	Herbert Rittberger		GERMANY	vVeen Kreidler		I.Plumridge
13	Gernot Weser		GERMANY	Kreidler		
14	Alberto Jeva	ITALY	Morbidelli			
15	Ryszard Mankiewicz	POLAND	Kreidler			J.Groot
16	Cees van Dongen	NEDERLAND	Kreidler			
17	Theo van Geffen	NEDERLAND	Kreidler			
18	Jan Huberts	NEDERLAND	Kreidler			H.Straus
19	Engelbert Kip	NEDERLAND	Hemeyla			
20	Nick Leeftang	NEDERLAND	Royal Nord			
21	George Looyenstein	NEDERLAND	Kreidler			
22	Bennie Maatkamp	NEDERLAND	Kreidler			
23	Teunis Ramaker	NEDERLAND	Kreidler			
24	Gerrit Strikker	NEDERLAND	Kreidler			
25	Jan Zoombelt	NEDERLAND	Sachs			Ge.de.Wit
26	Ian Plumridge	ENGLAND	vVeen Kreidler			



Eugenio Lazzarini



Herbert Rittberger

Entry list for the 125cc Centennial Classic TT 1971-1980

No	Rider	WC	Country	Machine	Factory	Owner
1	Kent Anderson	2	SWEDEN	Yamaha OW15	Yes	Efbe Classic Racing
2	Paolo Pileri	1	ITALY	Morbidelli	Yes	
3	Eugenio Lazzarini	1	ITALY	Piovaticci	Yes	
4	Borje Jansson		SWEDEN	Maico	Yes	
5	Thierry Espie		FRANCE	Motobecane	Yes	
6	Guy Bertin		FRANCE	Sanvenero	Yes	



Kent Anderson

7	Mick Chatterton	ENGLAND	Yamaha
8	Zbyněk Havrda	CZECH REPUBLIC	Morbidelli
9	Tony Smith	ENGLAND	Morbidelli
10	Matti Salonen	FINLAND	Yamaha
11	Pentti Salonen	FINLAND	Yamaha TA125
12	Thierry Tchernine	FRANCE	Yamaha
13	Peter Fohrnmeier	GERMANY	Maico
14	Rolf Minhoff	GERMANY	Maico
15	Walter Koschine	GERMANY	Seel
16	Maurizio Massimiani	ITALY	Morbidelli
17	Roel Cornelis	NEDERLAND	Yamaha
18	Cees van Dongen	NEDERLAND	Efbe Classic Racing
19	Jan Huberts	NEDERLAND	Morbidelli
20	Jos Schurgers	NEDERLAND	Bridgestone
21	Martin van Soest	NEDERLAND	Morbidelli
22	Anton Straver	NEDERLAND	Morbidelli
23	Aalt Toersen	NEDERLAND	Maico
24	Jan Zoombelt	NEDERLAND	Maico
25	Giuseppe Consalvi	ITALY	Aermacchi



Paolo Piatti



Boje Jansson



Phil Read



Mario Lega



Barry Ditchburn

Entry list for the 250cc Centennial Classic TT 1971-1980

No	Rider	WC	Country	Machine	Factory	Owner
1	Walter Villa	3	ITALY	AMC H-D	Yes	Moto Villa.
2	Kork Ballington	2	SOUTH AFRICA	Kawasaki KR250	Yes	George Beale
3	Phil Read	1	ENGLAND	Yamaha Read Sp.	J.Geddis / J.Lilley	
4	Dieter Braun.	1	GERMANY	Yamaha TD3	M.du Maine	
5	Mario Lega	1	ITALY	Morbidelli	Yes	E.Mazza
6	Gianfranco Bonera	ITALY	ITALY	AMC H-D	Yes	Pagliini Team
7	Franco Uncini	ITALY	ITALY	AMC H-D	Yes	Moto Villa.
8	Jean Louis Guignabodet	FRANCE	FRANCE	Kawasaki KR250	Yes	
9	Akihiko Kiyohara	JAPAN	JAPAN	Kawasaki KR250	Yes	
10	Silvio Grassetti.	ITALY	ITALY	MZ	Yes	
11	Maurizio Massimiani	ITALY	ITALY	Morbidelli	T.Smith	
12	Graeme McGregor	ENGLAND	ENGLAND	Kawasaki KR250	George Beale	
13	Jeff Sayle	AUSTRALIA	AUSTRALIA	Yamaha TZ250	George Beale	
14	Adu Celso Santos	BRAZIL	BRAZIL	Yamaha TZ250	J.Rolloos	
15	Jan Bartunek	CZECH REPUBLIC	CZECH REPUBLIC	Jawa		
16	Eddie Roberts	ENGLAND	ENGLAND	Yamaha TZ250	D.Huxley	
17	Mick Chatterton	ENGLAND	ENGLAND	Padgett Yamaha		
18	Rodney Gould	ENGLAND	ENGLAND	Yamaha TZ250	D.Burkinshaw	
19	Paul Smart	ENGLAND	ENGLAND	Yamaha TZ250	E.Saul	
20	Charlie Williams	ENGLAND	ENGLAND	Yamaha TZ250		
21	Teuvo Lansivuori	FINLAND	FINLAND	Yamaha TD3	K.v.d. Krujjs	
22	Pentti Salonen	FINLAND	FINLAND	Yamaha TD2		
23	Matti Salonen	FINLAND	FINLAND	Yamaha TD2		
24	Thierry Tchernine	FRANCE	FRANCE	Yamaha Maxton		
25	Patrick Fernandez	FRANCE	FRANCE	Yamaha TZ250	E.Saul	
26	Raymond Roche	FRANCE	FRANCE	Yamaha TZ250	D.Schnakenberg	



Takazumi Katayama

27	Eric Saul	FRANCE	Yamaha TZ250
28	Bernd Kohler	GERMANY	MZ RE250
29	Walter Hoffmann	GERMANY	Yamaha TZ250
30	Tommy Robb	EIRE	Bultaco TSS
31	Roberto Gallina	ITALY	Yamaha TZ250
32	Guido Mandracchi	ITALY	Yamaha TZ250
33	Takazumi Katayama	JAPAN	Yamaha TZ250
34	Bjorn Carlson	SWEDEN	Yamaha TZ250
35	Leif Gustafsson	SWEDEN	Yamaha TZ250
36	Adrie v.d. Broeke	NEDERLAND	Yamaha TZ250
37	Theo Bult	NEDERLAND	Yamsel
38	Cees van Dongen	NEDERLAND	Yamaha TD3
39	Kees v.d. Krujjs	NEDERLAND	Yamaha TZ250
40	Piet v.d. Wal	NEDERLAND	Maxton Yamaha
41	Giuseppe Consalvi	ITALY	Yamaha
42	Leo Bovee	NEDERLAND	Yamaha TD2



Walter Villa

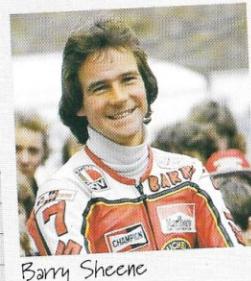


Jon Ekerold



Gianfranco Bonera

28	Bert Struyk	NEDERLAND	Yamaha TZ350
29	Rinus van Kasteren	NEDERLAND	Yamaha TZ350
30	Piet v.d. Wal	NEDERLAND	K.v.d.Kruisj



Barry Sheene



Graham Crosby



Randy Mamola

Entry list for the 500cc Centennial Classic TT 1971-1980

No	Rider	WC	Country	Machine	Factory	Owner
1	Giacomo Agostini.	3	ITALY	Yamaha OW	Yes	C.Wilson
2	Phil Read	2	ENGLAND	MV Agusta	Yes	Team Elli
3	Gianfranco Bonera		ITALY	MV Agusta	Yes	W.Marewski
4	Walter Villa		ITALY	Benelli	Yes	Lawlor Classic Racing
5	Bruno Spaggiari.		ITALY	Ducati	Yes	M.Peruzzi
6	Graeme Crosby		AUSTRALIA	Heron Suzuki	Yes	George Beale
7	Barry Sheene	2	ENGLAND	Suzuki XR14	Yes	C.Wilson
8	Randy Mamola		USA	Heron Suzuki	Yes	George Beale
9	Akihiko Kiyohara		JAPAN	Kawasaki KR500	Yes	
10	Kork Ballington		SOUTH AFRICA	Kawasaki KR500	Yes	C.Wilson
11	Alberto Pagani		ITALY	Linto	Yes	M.Simpkins
12	Gianni Pelletier		ITALY	Morbidelli	Yes	E.Mazza
13	Teuvo Lansivuori		FINLAND	Suzuki RG500	Yes	P.O.Ogeborn
14	Phil O'Brien		AUSTRALIA	Suzuki RG500		
15	Chas Mortimer		ENGLAND	Suzuki RG500		M.Jones
16	Paul Smart		ENGLAND	Suzuki RG500		S.Woods
17	Stan Woods		ENGLAND	Suzuki RG500		
18	Charlie Williams		ENGLAND	Yamaha 385		
19	Derek Chatterton		ENGLAND	Yamaha TZ500		C.Wilson
20	Eric Offenstadt		FRANCE	SMAC		
21	Horst Lahfeld		GERMANY	Konig		
22	Helmut Kassner.		GERMANY	Suzuki RG500		
23	Silvano Bertarelli		ITALY	Kawasaki H1R		G.Perrone
24	Gianni Perrone		ITALY	Kawasaki H1R		
25	Marco Luchinelli		ITALY	Suzuki RG500		M.Missoni
26	Ginger Molloy		NEW ZEALAND	Bultaco TSS		
27	Philippe Coulon		SWITZERLAND	Suzuki RG500		
28	Bo Granath		SWEDEN	Husqvarna		
29	Dick Alblas		NEDERLAND	Konig		
30	Marcel Ankone		NEDERLAND	Suzuki TR500		
31	Rob Bron		NEDERLAND	Suzuki TR500		
32	Wil Hartog		NEDERLAND	Suzuki RG500		
33	Kees v.d. Kruys		NEDERLAND	Yamaha 3		Efbe Classic Racing
34	Theo Louwes		NEDERLAND	Kawasaki H1R		Theo Louwes
35	Henk de Vries		NEDERLAND	Suzuki RG500		
36	Piet v.d. Wal		NEDERLAND	Yamaha 3		P.Deenen

Entry list for the Sidecar Centennial Classic TT 1971-1980

No	Driver/Passenger	WC	Country	Machine	Factory	Owner
1	Klaus Enders/Ralf Engelhardt	3	GERMANY	BMW RS		
2	Ralf Steinhausen/Sepp Huber	2	GERMANY	Konig		
3	Rolf Biland/Kurt Waltisberger	2	SWITZERLAND	LCR YAMAHA		
4	George Rosez		BELGIUM	BMW RS		

5	Tony Wakefield/Alex McFadzean	ENGLAND	British Magnum
6	Graham Milton/Colin Newbold	ENGLAND	British Magnum
7	Gustav Pape/Franz Kallenber	GERMANY	BMW
8	Otto Haller/Erich Haselbeck	GERMANY	BMW RS
9	Siegfried Schauzu/Wolfgang Kalauch	GERMANY	BMW RS
10	Heinz Ilshofer/Florian Ilshofer	GERMANY	Fath 500
11	Amadeu Zini/Andrea Fornaro	ITALY	Konig
12	Cees Smit/Jan Smit	NEDERLAND	Konig
13	Jaap Geerts/Wim Smit	NEDERLAND	Schmid Konig
14	Jos Modder/Piet Woudstra	NEDERLAND	Triumph
15	Egbert Streuer/Johan v.d. Kaap	NEDERLAND	Moto Guzzi



Ralf Steinhausen/
Sepp Huber

Willi Marewski Consulting Sales Training Systems

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Niets uit deze uitgave mag worden gebruikt en/of vermenigvuldigt zonder nadrukkelijke schriftelijke toestemming van de uitgever.

Uitgever : Derk Evers
Hoofdredactie : Phillip Tooth
Projectmanager : Harry Wijnschenk
Redactie : Classic Bike
Verkoop : MotoMax Media BV
Productie : MotoMax Media BV

LAST MINUTE CHANGES RIDERS LIST:

1949-1960

- | | |
|--------|--|
| 350 cc | Nr. 32 Delete rider Terry Shepherd |
| 350 cc | Nr. 4 Entrant is Audi A.G. /
Auto Union GmbH |
| 350 cc | Nr. 24 Delete entrant ABSAG |
| 500 cc | Nr. 5 Entrant is P. Nerini |
| 500 cc | Nr. 16 Delete rider Terry Shepherd |
| 500 cc | Nr. 18 Entrant is Team Willi Marewski-
Consulting & Sales Training
Systems |

1961-1970

- | | |
|----------|---|
| 125 cc | Nr. 25 Delete entrant De Jong Motoren |
| 250 cc | Nr. 34 Entrant is D. Whitehouse |
| 350 cc | Nr. 28 Riders name is Vasco Loro |
| 500 cc | Nr. 37 Riders name is Vasco Loro |
| Sidecars | Nr. 17 Names are Kenneth
Calenius/Paavo Kukkonen |

1971-1980

- | | |
|--------|---|
| 125 cc | Nr. 8 Country is Czech |
| 500 cc | Nr. 3 Entrant is Team Willi Marewski-
Consulting & Sales Training
Systems |

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Centennial Classic TT

THE GREATEST CLASSIC RACING EXPERIENCE
ASSEN, 8-10 MAY 1998

Racing in the 50s, 60s and 70s
Dutch Grand Prix stars
German Grand Prix bikes
Japanese factories
Bill Lomas at Assen
Sidecar drivers



Raring to go!

ASSEN'S CENTENNIAL GP WELCOMES A HUGE TURNOUT OF fabulous grand prix machines covering road racing's golden years from 1948 to 1980. From Aermacchi and Adler, through MV and Honda to Tohatsu and Yamaha, the 3.76-mile Circuit van Drenthe hosts a dazzling and at times deafening display of motorcycling history.

Seventeen machine classes, divided by age and capacity, cover a vast technical diversity, from the bass thunder of 40bhp Fifties singles to the falsetto screech of 120bhp Seventies two-stroke multis. The period categories, strictly for genuine GP metal, are 1949-60, 1961-70 and 1971-80, with solo classes from 50 to 500cc and sidecars.

Here we look at some of the tasty machinery being readied for three days of glorious sights and sounds at Assen.

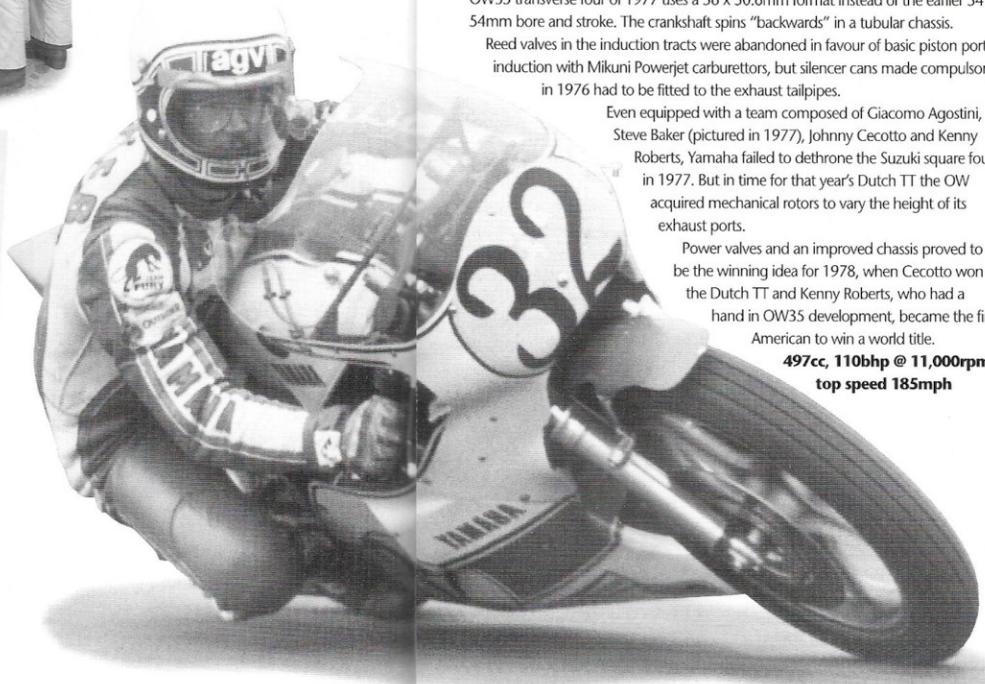
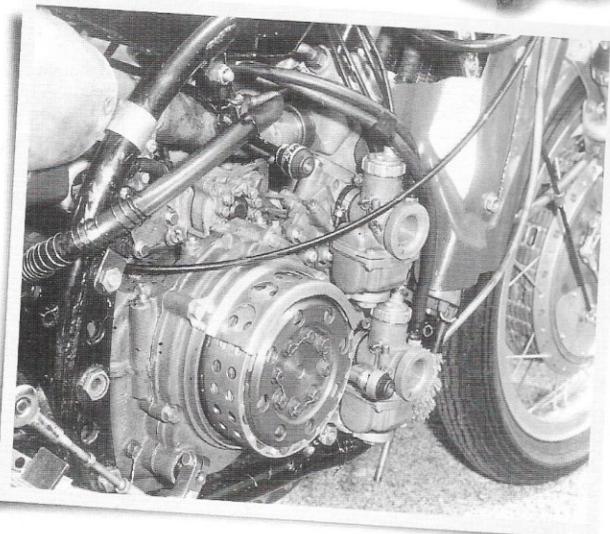
▼ 1966-68 Yamaha RA31

Yamaha's amazing 125cc two-stroke four typifies the adventurous attitude of Japanese factories in the Sixties. Like its 250cc counterpart, the water-cooled RA31 unveiled for 1966 is a V4, but with two separate crankshafts for cylinders of only 31cc. Four magnesium bodied carburettors supply fresh charge via disc valves and the upper cylinders' exhaust ports face to the rear of the machine.

Yamaha fielded its shrieking nine-speed against Suzuki's V4 imitator and Honda's four-stroke five, but the Yamaha's finest hour came after these rivals had departed, when Bill Ivy set a 100mph lap in the 1968 125cc TT. Works rider Akigusa Motohashi is pictured on a 1967 model. His appearance on an RA31 at Assen disproves the story that Yamaha destroyed all its old factory racers.

125cc disc-valve four, 44bhp @ 18,000rpm, top speed 130mph

■ Phil Read is reunited with a 250 RD05 four at Assen and Tommy Robb rides an RD56 twin.



▼ Yamaha YZR500 (OW35)

Yamaha, the make which sustained road racing more than any other in the Seventies, will be represented by a large contingent of TD, TR and TZ production racers from that period. But Assen will also see some of the later factory racers in action, including the 500cc OW35.

In a quest for ever higher top end output to match Suzuki, the works liquid-cooled OW35 transverse four of 1977 uses a 56 x 50.6mm format instead of the earlier 54 x 54mm bore and stroke. The crankshaft spins "backwards" in a tubular chassis.

Reed valves in the induction tracts were abandoned in favour of basic piston port induction with Mikuni Powerjet carburettors, but silencer cans made compulsory in 1976 had to be fitted to the exhaust tailpipes.

Even equipped with a team composed of Giacomo Agostini, Steve Baker (pictured in 1977), Johnny Cecotto and Kenny

Roberts, Yamaha failed to dethrone the Suzuki square fours in 1977. But in time for that year's Dutch TT the OW acquired mechanical rotors to vary the height of its exhaust ports.

Power valves and an improved chassis proved to be the winning idea for 1978, when Cecotto won the Dutch TT and Kenny Roberts, who had a hand in OW35 development, became the first American to win a world title.

497cc, 110bhp @ 11,000rpm, top speed 185mph



▲ Suzuki RG500

Early two-stroke square fours failed to ensure instant success for Suzuki as it wrestled with Yamaha for 250 class laurels in the Sixties. The first 500cc fours were feared by riders for their life threatening behaviour, seizing and handling badly.

In the late Seventies the RG500 became more reliable, and Barry Sheene took the 500cc title on works machinery prepared by the British-based Heron Suzuki team in 1976. In a twin shock chassis, his XR14 56 x 50.5mm square four with disc valves gave 100bhp. One of his 1976 bikes is pictured above. In 1977, Baiza won again with the new 119bhp 54 x 54mm RG unit. For Dutch fans, the highlight of the season was Wil Hartog's 500 win at Assen on a non-factory RG500.

Randy Mamola joined the Texaco Heron Suzuki squad for 1980, to help perfect the chassis with anti-dive forks and fully floating monoshock rear suspension, enabling RGs to defeat Kenny Roberts and his Yamaha.

On raucous RGs at Assen: Steve Parrish, Barry Sheene, Will Hartog, Franco Uncini and Marco Lucchinelli.

497cc, 119bhp @ 10,800, top speed 183mph

The greatest ever line-up of rare and outstanding post-war racing bikes is set for action at the Assen Centennial
MICK DUCKWORTH

◀ Kawasaki KR250

Kawasaki did not take a world title until Dave Simmonds' 1969 125cc win, after most rivals had withdrawn. But in 1970, the company's 500cc H1R air-cooled stroker triple took Ginger Molloy to second in the premier GP class, and by the end of the decade a new generation of liquid-cooled engines had blitzed the 250 and 350cc categories. In 1977 Mick Grant gave the KR250 a memorable GP win at Assen.

Designed within the Seventies' FIM restrictions on numbers of cylinders and gear ratios, Kawasaki's KR250 (pictured) and KR350 Yamaha-beaters employ the tandem twin layout pioneered by MZ in 1969. Two contra-rotating crankshafts are linked by gears, with another pair of gears driving a six-speed gearbox. With disc valve induction, the cylinders are timed to fire together, creating a deep exhaust note.

Later KR s have a cantilever rear fork acting on an almost vertical spring/damper unit.

Half a dozen KRs are expected to be at Assen, including Jean-Francois Baldé and Akiko Kiyohara on 350s and Barry Ditchburn on a 250.

249cc disc valve twin, 60bhp @ 12,500rpm, top speed 160mph



▼ Gilera four

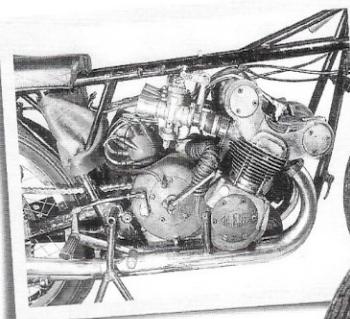
Before Gilera officially withdrew from GPs at the end of 1957, its fours were the bikes to beat in the 350 and 500cc classes. Designed by Pietro Remor and evolved from the blown fours of the Thirties, the transverse multi (right) with gear driven camshafts set a much imitated pattern. In 1957 Italian Libero Liberati won both the 350 and 500cc world titles on dustbin fared Gileras and Bob McIntyre cracked the 100mph lap on the Isle of Man TT. Even in 1963, when old fours were dusted down, John Hartle and Phil Read took first and second in the Dutch.

Four growling 500cc fours are expected at Assen. Umberto Masetti, who took the first of Gilera's four consecutive 500cc Dutch TT wins in 1952, joins the winner of the other three, Geoff Duke. Also on the track will be Argentinian Benedicto Caldarella (pictured in 1965), who notched some sensational mid-Sixties results on a Gilera.

499cc, 70bhp @ 10,500rpm,

top speed 155mph

■ Also at Assen will be the extraordinary Gilera 125 from 1956.



► Manx Norton

Norton's Manx models, the 350cc 40M and 500cc 30M. Assembled in small annual batches by the factory's race shop, the most celebrated of all British singles underwent continuous development from its introduction as an ohc plunger-framed Manx Grand Prix mount. The final version is a dohc short-stroke installed in the unrivalled Featherbed frame, like this 1961 model. Stars set to ride Manxes include John Cooper, Paddy Driver and Dan Shorey.

499cc, 50bhp @ 8000rpm, top speed 110-150mph

**349cc, 38bhp @ 7800rpm, top speed 100-125mph
(speeds depend on gearing used)**



◀ BMW Rennsport sidecars

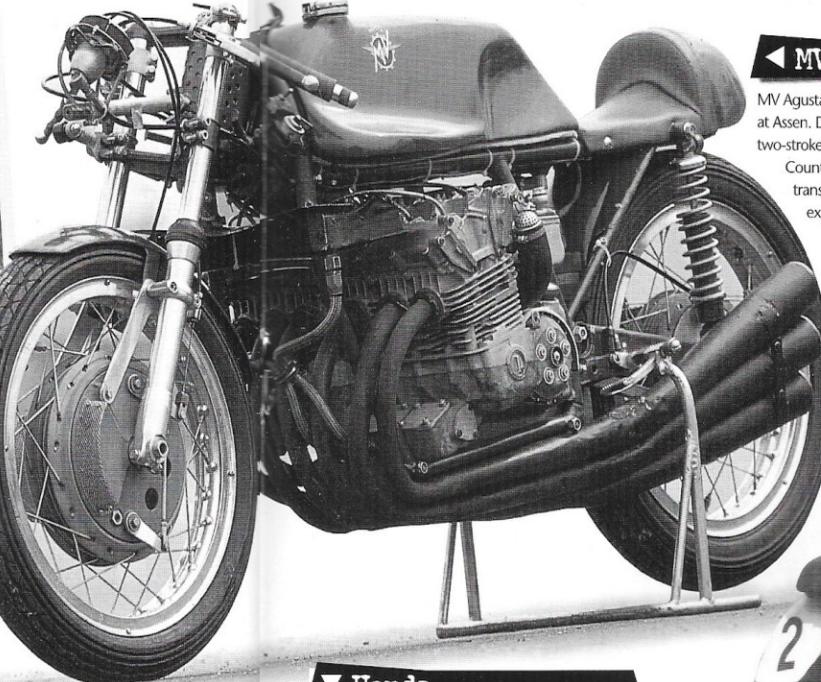
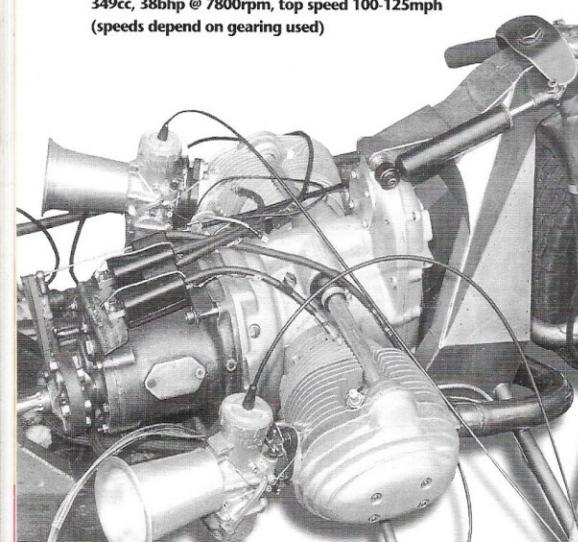
Fewer than 40 of the 500cc Rennsport engines were made by the BMW factory, but the German flat twins utterly dominated the sidecar GP scene from 1954 to 1974, winning 19 world titles.

Perfect for use in ultra-low streamlined outfits like this 1977 Rennsport, the rasping dohc unit is a pukka GP motor. The BMW twin was only humbled by Helmut Rath's URS fours (also at Assen) in 1968 and 1971 before it was steamrollered by two-stroke power.

German crews famed for Rennsport powered wins who will be at Assen include Siggy Schauzu and Wolfgang Kalauch, plus Walter Schneider and Hans Strauss.

**500cc dohc flat twin, 60bhp @ 9000rpm,
top speed 135mph**

■ Rolf Steinhausen, who ended BMW's sidecar reign in 1975, will be at Assen on his König outfit with original passenger Sepp Huber.



◀ MV six

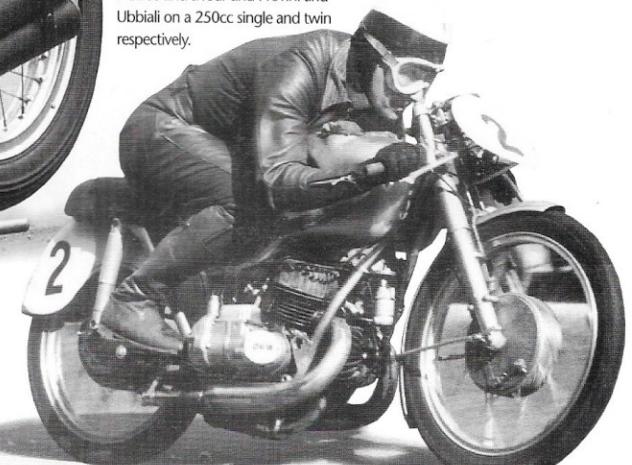
MV Agusta's amazing 350 six of 1969 makes one of its extremely rare public appearances at Assen. Developed by the Italian firm when it came under intense pressure from Yamaha two-strokes in the 350 class, MV's "secret" prototype was tested but never raced.

Count Agusta's men could not be accused of copying Honda in building a 24-valve transverse six; for the Gallarate factory raced a 500cc 12-valve six in 1958 and experimented with 16-valve fours in the Fifties.

The compact 350 was tricky to set up and FIM rules limiting cylinders and gear killed the project. When Agusta hardware was dispersed, present owner Lucio Castelli acquired the 350 and has had it restored by the enthusiastic Eli equipo, who will bring a whole fleet of ex-works MVs to Assen.

349cc six, 72bhp @ 16,000rpm, top speed 155mph

■ Assen will go MV mad, with John Surtees on two of his fours, Agostini on a three and a four and Provini and Ubbiali on a 250cc single and twin respectively.



▼ Honda

As you might expect in the company's 50th anniversary year, Honda is making a huge contribution to the festival. A fleet of exotic factory racers will be ridden by former team riders including Ralph Bryans, Luigi Taveri and Kunimitsu Takahashi, accompanied by a squad of mechanics.

Highlights include the RC115, a 20,000rpm 50cc twin Honda developed to beat Suzuki in 1965. Equipped with a 10-speed gearbox and cycle type caliper front brake, the screamer won the world title with Ralph Bryans at the bars.

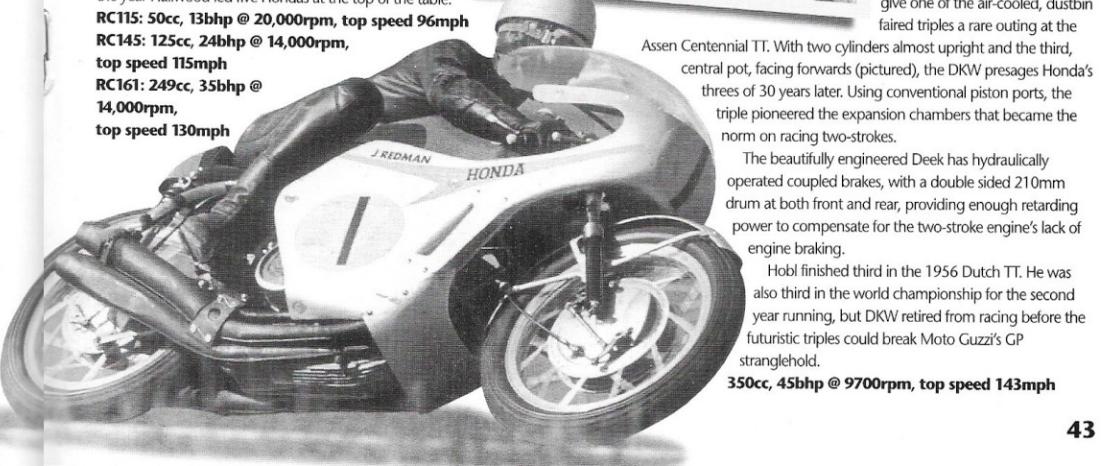
One of Honda's first factory riders, Teisuke Tanaka, will be reunited with an RC145, the bellowing eight-valve twin that clinched the 1962 125cc world title for Luigi Taveri after Honda filled the first three places at no less than six rounds.

Representing Honda's Sixties fours will be the 250cc RC161, with a wet sump dohc power unit, and the revised RC162 dry sump machine. On the latter, Mike Hailwood, Bob McIntyre and Jim Redman (pictured on a 500 in 1966) finished 1-2-3 in the '61 Dutch TT, and at the end of the year Hailwood led five Hondas at the top of the table.

RC115: 50cc, 13bhp @ 20,000rpm, top speed 96mph

**RC145: 125cc, 24bhp @ 14,000rpm,
top speed 115mph**

**RC161: 249cc, 35bhp @ 14,000rpm,
top speed 130mph**



▲ DKW triple

Years before Japanese two-strokes reached the 350 class, the German DKW factory livened up mid-Fifties GPs with its incredibly noisy and fast three-cylinder contender, pictured here ridden by Germany's Siegfried Wünsche in 1952.

August Hobl, an original member of the Deek team, will give one of the air-cooled, dustbin fared triples a rare outing at the Assen Centennial TT. With two cylinders almost upright and the third, central pot, facing forwards (pictured), the DKW presages Honda's threes of 30 years later. Using conventional piston ports, the triple pioneered the expansion chambers that became the norm on racing two-strokes.

The beautifully engineered Deek has hydraulically operated coupled brakes, with a double sided 210mm drum at both front and rear, providing enough retarding power to compensate for the two-stroke engine's lack of engine braking.

Hobl finished third in the 1956 Dutch TT. He was also third in the world championship for the second year running, but DKW retired from racing before the futuristic triples could break Moto Guzzi's GP stranglehold.

350cc, 45bhp @ 9700rpm, top speed 143mph

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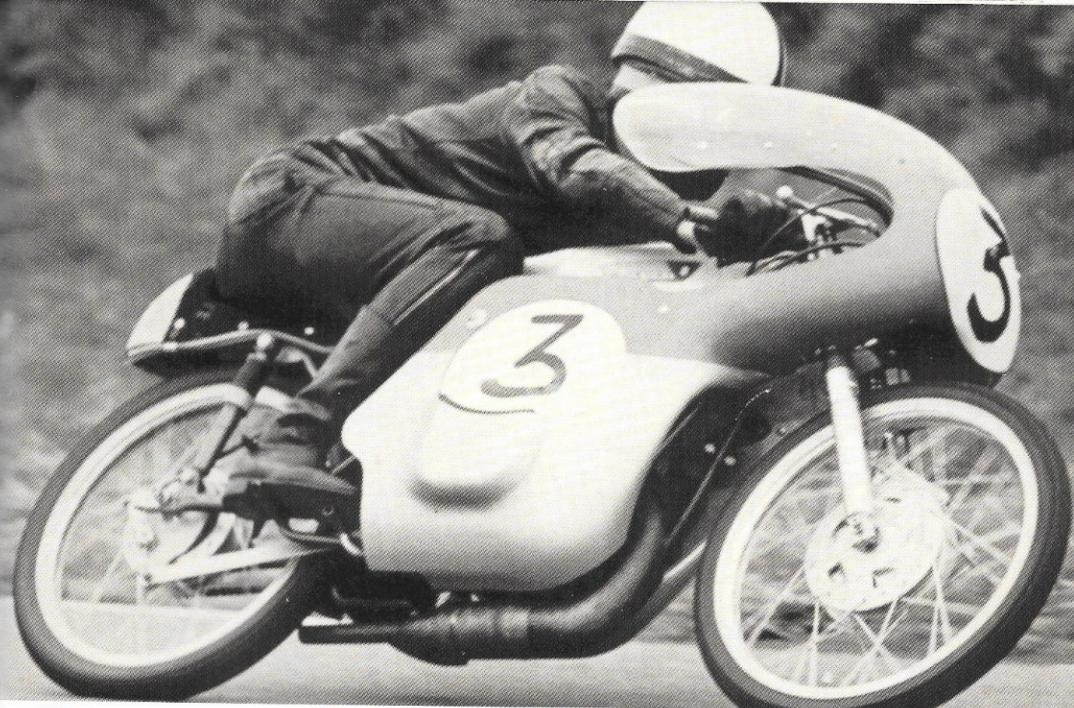
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with European leader.

今や日本は世界的なモーターサイクル生産国だが、そこに至るまでは様々なドラマがあった。

日本のMCが本格的に海外へ進出するのは第2次大戦後から、復興の混乱の中その目標に「マン島TTレース」を見据える。ヨーロッパのMC先進国たちがマン島で凌ぎを削り栄光を勝ち取る姿に、自らを重ね写したのである。

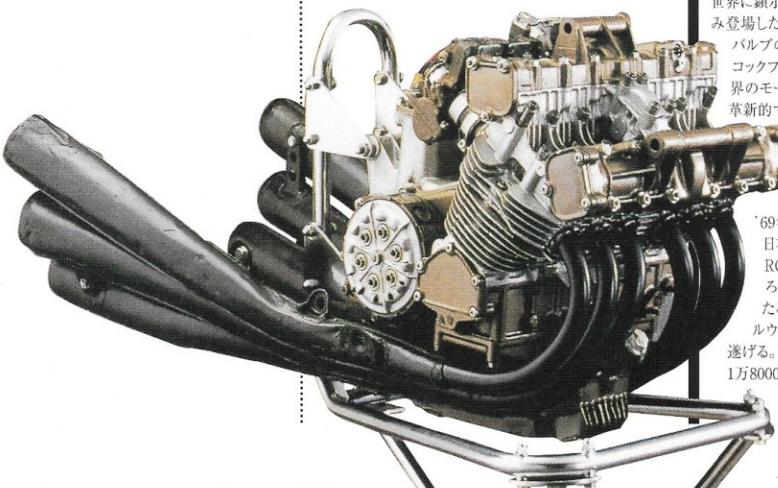
ホンダを筆頭に世界へ挑んだ各メーカーは、優秀な技術を貪欲に吸収し次第に技術を高めていく。それは、6気筒エンジンや12速ミッションなどマシンの精密化に表れ、「日本を世界の頂点に!」という志を持つ才能溢れるライダーたちの手により、ヨーロッパで数々の栄光をもたらした。その活躍振りは、「69年に『気筒数とミッション数の制限』というFIMの新車両規定を生み出してしまったほどであった。

今回のこの記念すべきイベントでは、この様な先人たちの情熱が詰まったマシン、そして当時活躍したライダーたちが参加する。目前で繰り広げられる世紀の饗宴を、当時の人々の熱い思いと共に、是非その胸に焼き付けて欲しい。

技術の裏側に見える 先人の情熱



Edited by Clubman
Designed by Y.Nakane
(Horiguchi Design Office)



HONDA SIX,
RC166 Engine

'69年の車両規定制限が施行される以前の、日本製マシンの技術を表す代表格が、このRC166に搭載された250cc6気筒エンジンだ。RC164.165と改良を重ね、発展してきたこの6気筒ユニットは、'66年にマイク・ヘイルウッドの手により10戦10勝という偉業を達成する。DOHCカムギヤトレイン4バルブ6気筒は、1万8000rpmで60psオーバーを発揮。そのサウンドは、音楽に例えられるほど官能的で独特のものだった。

HONDA

HONDA SIX,RC166
Souichiro Honda
Kunimitsu Takahashi+RC162
Oval-piston machine '79 NR500
Takazumi Katayama+NR500



'62 CR110

'62年に登場したCR110は、50ccワークスレーサーRC110の市販バージョンだ。DOHC4バルブ・カムギヤトレインというオナニズムはRC読みで、ミッションは6速仕様を用意するなど、サイズは小さくともボンダテクロジー満載のマシンだった。マン島TTでデビューし、9位でフィニッシュする。その実力は、ワークスレーサーに肩を並べるほどのものであった。8.5psを1万3500rpmで発揮。カブレーティングの愛称で親しまれた。

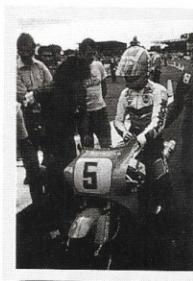
Oval-piston machine
'79 NR500

12年振りに世界GPに復活したホンダの秘密兵器NR500。'79年のイギリス・シルバーストーンでデビューしたこのマシンは、4ストロークの優秀さをあらためて世界に顕示すべく、先進のテクノロジーを数多く盛り込み登場した。格円ピストンに2本のコンロッド、1気筒8バルブのパワーユニットはもちろん、アルミセミモノコックフレームや倒立サスなど車体も独創的。世界のモーターサイクルファンの注目を多く集めた革新的マシンだ。



Kunimitsu Takahashi+RC162

1960年から'64年に至るまで、世界GP125/250ccクラスを中心に戸建てで参戦した高橋国光(左)は、'61年の西ドイツGP250ccクラスで日本人として初めて世界GPを征したライダーだ。その時のマシンが4気筒DOHC4バルブのRC162。ダブルバックボーンフレームの採用やエンジントライサンプル化など、前年のRC161からの改良点も多く安定した戦闘力を備えた。高橋は、同年第8戦のアルスターGP125ccクラスでも優勝。翌年は125ccで世界チャンピオンの期待がかかるが、マン島TTで大クラッシュに見舞われ惜しくも潰えた。



Takazumi Katayama
+NR500

'79年のシルバーストーンに突如として表れたNR500。シーズン終盤ではあったが、ホンダが引ひ揚げてやってきたこのNRプロジェクトは、世界GPに大きな刺激を与えた。この時のライダーは片山敬清。しかし、ハイテクノロジーの結晶も、2ストローク勢の圧倒的パワーと絶きの前に苦戦を強いられる。

Souichiro
Honda



本田技研の始祖、本田宗一郎は、ホンダというメーカーを越え、日本と世界のモーターサイクルシーンに夢を与え続けた巨人である。戦後の2輪メーカー乱立時代から世界を見つめ、技術屋として「人の真似をしあわせ」を念頭に置き、常に独創的なアイデアを実現させてきた。それは、ホンダ製のマシンにいつも新しい技術が投入されていることを見てもわかる。その精神は「ホンダイズム」として、今も脈々と受け継がれている。

SUZUKI

Many victories at ISLE of MAN in '62
Mitsuo Ito



Many victories
at ISLE of MAN T.T.
in '62

'62年はグランプリに50ccクラスが新設された年。世界GPには'60年のマン島TTから参加したスズキは、レースでも2ストロークの優秀さをアピールすべく、このクラス必勝を目指し全効力を注ぎ込む。ライダーは、伊藤光夫、市野三千雄、鈴木誠一、E. デグラーナら6名。新しいチャンバー形状を確立するなど着実に力を蓄えたスズキは、マン島TTの50ccクラスにてE. デグラーナがRM62で初優勝を遂げる。その勢いは、その年の個人及びメーカータイトルの獲得に迄及んだ。

Mitsuo Ito



'62年の50ccクラスで世界の頂点に立ったスズキは、小排気量クラスでの自信を固め、翌年RM63を開催。世界GP参戦当初からライダーとして参加していた伊藤光夫は、前傾シリンダー・後方排気という特徴的なレイアウトを持つこのマシンを巧みに操り、強豪クライドラーを従え日本人として初めてマン島TTレースを制覇する。この年の世界選手権同クラスは、伊藤の同僚であるH. アンダーソンが同じRM63でタイトルホルダーとなる。また125ccクラスもスズキが制覇した。

"Obtain the top of the world"
----- That's the watchword
of Japanese predecessors,
to catch up
with European leader.

先人の情熱
の裏側に見える

KAWASAKI

A1 SAMURAI at Kawasaki factory

'69 KR2
'79 KR250

KR750, Winner of Formula 750 at Assen in '75



A1 SAMURAI at Kawasaki factory

創業は明治時代にさかのほるカワサキが
オートバイ事業に本格的に乗りだしの
は、第2次大戦後10年近く経ってから。

2ストロークを中心とし、主に
対米輸出を念頭におき開発が進
められた。同社が世界GPに参
戦したのは'67年のマン島TT
が最初と言われており、その
後市販車A1サムライをベース
としたA1Rで活動。写真は市
販向けA1サムライを社内
のテストコースで走らせて
いる風景である。

'69 KR2

このKR2は当時は
KA1と呼ばれ、デビュー
イヤーは'66年だった。しかし、他社
の激しいパワー競争に付いていかず一時
姿を消す。'69年の車両規定変更(125ccは2
気筒まで)により再び活躍の場を与えられ、
同年GBカワサキからプライベートでエントリ
ーしたD.シモンズが、スズキやヤマハという
強豪を抑えシリーズチャンピオンとなった。
水冷2ストロークロータリーディスクバルブ2
気筒は、後方排気仕様で30ps/15000rpm
を発揮した。

'79 KR250

'76年、カワサキがGPマシンとして本格的に
製作したKR250は、初期にこそトラブルを抱
えるもののGP出場2年目の'78年には熟成
し、カワサキUKから参戦のK.バーリントンの
手でチャンピオンシップを獲得。また、'79年
にはやはりバーリントンが7回優勝し連続チャ
ンピオンを決めた。'78-'79年の350ccクラス
でもやはりKR350とバーリントンが連続チャ
ンピオンに輝く。タンデムツインという特
異なレイアウトを持つマシン。



KR750, Winner of Formula 750 at Assen in '75

世界GPでこそ活躍の場はなかったが、
デイトナやアッセンではそのパワフルさを
遺憾なく発揮したのが、このKR750だ。
グリーンモーターと恐れられていた空
冷トリブルのファクトリーレーサーH2Rを
水冷化したこのマシンは、75年のオラン

YAMAHA

Shiro Ito & Hiroshi Hasegawa
got 2nd & 4th rank of ISLE of MAN TT.
Shiro Ito+YD1A
'73 TZ350
Hideo Kanaya+YZR500



Shiro Ito & Hiroshi Hasegawa got 2nd & 4th rank of ISLE of MAN TT.

'60年代に入りレース活動に一層力を入れ
てきたヤマハは、ヨーロッパでもその実力に
磨きをかけ数々の記録を残した。とくに'63年
の250ccクラスに於ける伊藤史朗(右)と
RD56の活躍は目覚しく、マン島TTで2位、
オランダGPでも2位、ベルギーGPではトラブル
に見舞われながらも優勝を飾っている。また同年の
マン島TTでは長谷川弘(左)も4位に入賞し、ヨーロッパにて“ヤマハ2ストロー
ク強し”的印象を十分に植え付けた。



Shiro Ito+YD1A

海外レースに目を付けた'50年代、ま
ずはアメリカ市場に着目したヤマハは、
ロサンゼルス沖・カタリナ島のカタリ
ナGPに参戦。伊藤史朗をライダー
にYD1のマフラーをアップタイブ
にしローギヤード化したYD1A
を送り込む。オフ8割、ジャンプ
あり崖ありのコースを6位でゴー
ルした伊藤は、ヤマハの名を全
米中に知らしめることになった。
ここで得たヤマハの自信が、そ
後のヨーロッパでの世界GPの
活躍にも繋がっていく。

'73 TZ350

'69年に世界GPから撤退したヤマハは、そ
の後TD2やTR2といった市販レーザーを開
発し、有望なプライベーターに活躍の機
会を与える。'73年には後継機種として、現
在も活躍中である市販レーザーTZの初代
モデルTZ250/350をデビューさせる。
水冷化により耐久性を大幅に上げ、ダブル
バネルブレーキや乾式クラッチを採用。
多くの有望新人を輩出した。



Hideo Kanaya+YZR500

'73年に登場したYZR500は、OW20のコ
ードネームを持つヤマハ初の500ccレーザー
だ。水冷並列4気筒で80ps以上の出力を発
揮し、デビュー

イヤーから快進撃を続ける。ライ
ダーはJ.サー
リネンと企
谷秀夫で、
金谷はフランスGP
3位、オースト
リアGPで、
GP2位と日本へ

ライダーが最高峰500ccクラスでも通用するこ
とを証明した。また'74年、ヤマハはアゴスチ
ニーラの活躍で“500ccクラス打倒MV”を達
成しタイトルを獲得。そして翌年、金谷は第3
戦オーストリアGPで、日本人
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If you want it, keep an intention.
That the way to come true your dream.



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L'histoire de la moto au Japon

F Le Japon s'impliqua dans les courses internationales de moto tout d'abord en 1959 avec la participation de Honda et de ses 125 bicylindres quatre-temps RC 142 lors de la course des "Lightweight" au TT de l'île de Man. Ces chefs-d'œuvre miniatures à double ACT étaient dotés de trois soupapes par cylindre, ainsi que d'une boîte 6 vitesses. Si la puissance de 18,5 ch n'avait rien d'extraordinaire, un moteur qui prenait 14 000 tours était une nouveauté ! Qui peut oublier le son strident de la Honda-4 pendant la saison 1960, ou celui de la fantastique Honda-6 pilotée par Hailwood ?

Yamaha engagea des deux-temps puis, en 1959, construisit un mono à admission par disque rotatif capable de 120 mph (192 km/h). Leur première saison complète en GP se fit en 1964 avec Phil Read qui gagna les cinq épreuves du championnat en 250, prenant le titre de Jim Redman et Honda. Yamaha domina le championnat en 250 après le retrait de Honda et Suzuki en 1967. Yamaha est à ce jour l'équipe de GP la plus célèbre de tous les temps.

Suzuki fut le second fabricant (après Honda) à remporter un titre mondial avec la victoire d'Ernst Degner pour le premier championnat en 50, en 1962. Puis, en 1974, la fabrication de la célèbre 500 4-cylindres en carrière amena Barry Sheene au sommet de la pyramide en 1976.

Kawasaki fut en vedette tard dans les années 70, lorsqu'ils dominèrent dans les séries 250 et 350. La remarquable accélération et les impossibles angles pris par Green Meanie furent possibles grâce à l'étroit bicylindre deux-temps en tandem, qui surclassa les Yamaha et Harley-Davidson.

L'histoire de la moto au Japon est faite d'avancées technologiques infernales, dans le but de rattraper puis dépasser les constructeurs européens. Au début, les motos japonaises furent des copies de motos anglaises, allemandes, italiennes et américaines, mais dans les années 60 les Japonais devinrent de grands innovateurs.

Aus der Geschichte der japanischen Motorräder

D Beim Rennen der Lightweight-TT 1959 auf der Isle of Man hatte Japan seine Premiere im internationalen Motorradrennsport, als Honda mit seinen RC 142 dabei war. Die 125 cm³-Motoren, kleine mechanische Wunderwerke, hatten Vierventil-Zylinderköpfe, zwei obenliegende Nockenwellen und Sechsganggetriebe. Weniger die Höchstleistung von 28,5 PS, sondern vielmehr die Drehzahlen bis zu 14000/min waren die Sensation. Unvergessen sind auch die heulenden Vierzylinder der 1960er Grand Prix-Saison und natürlich die phantastische Sechszylinder-Honda, die Mike Hailwood 1966 gefahren hatte.

Yamaha hatte sich dem Zweitaktmotor verschrieben und schon 1959 eine fast 200 km/h schnelle Einzylinder-Maschine mit Drehschieberantrieb gebaut. Als 1964 ernsthaft in den Grand Prix-Sport eingestiegen wurde, gewann Phil Read fünf Rennen und am Ende die 250er Weltmeisterschaft vor Honda-Werksfahrer Jim Redman. Nachdem Honda und Suzuki am Ende der 1967er Saison austiegen, sollte Yamaha die Viertakterklasse künftig dominieren und sogar zur erfolgreichsten Marke aller Zeiten werden. Suzuki war nach Honda das zweite japanische Unternehmen, das einen Weltmeistertitel verbuchen konnte: Ernst Degner gewann 1962 die erste 50 cm³-Meisterschaft. Und 1974 kam jene berühmte 500er, deren vier Zylinder im Quadrat zueinander angeordnet waren. Barry Sheene schaffte damit 1976 den Durchbruch.

Gegen Ende der siebziger Jahre übernahm Kawasaki das Kommando in der 250er und 350er Klasse. Es war wohl die bemerkenswerte Beschleunigung und die dank des Tandem-Zweizylindermotors schmale Silhouette der giftgrünen Renner, gegen die die schnellen Yamaha und Harley-Davidson am Ende machtlos waren.

Die Geschichte der japanischen Motorräder ist geprägt von der einst fanatischen Vorstellung, die europäischen Hersteller zunächst ein- und schließlich zu überholen. Die frühen Modelle aus dem Land der aufgehenden Sonne mögen mitunter Ähnlichkeit zu englischen, deutschen, italienischen und amerikanischen Motorrädern gehabt haben. Doch in den sechziger Jahren sollten Motorräder aus Japan langsam aber sicher den künftigen Weg zeigen.

De fascinerende Japanse racehistorie

NL

Het duurde tot 1959 voordat Japan zich in Europa met motorracen begon te bemoeien. In dat jaar schreef Honda de kleine 125 cc RC 142 twins in voor de races op het eiland Man. Echte technische meesterwerkjes met vierkleps cilinderkoppen, dubbele bovenliggende nokkenassen en zes versnellingen.

Misschien dat het vermogen van 18,5 pk nog niet zo indrukwekkend klonk, het toerental van 14.000 omwentelingen was dat zeker wel! En dan natuurlijk dat onvergetelijke geluid dat de Honda viercilinders maakten toen die in 1960 geïntroduceerd werden.

Yamaha was altijd verknocht aan de tweetakt en in 1959 beschikte het merk al over een al meer dan 190 kilometer per uur snelle enecilinder met roterende inlaat. Het eerste complete GP seizoen reed Yamaha in 1964, toen Phil Read vijf GP's won in de 250 cc klasse en daarmee de titel van Honda rijder Jim Redman overnam. Nadat Honda en Suzuki zich in 1967 uit de GP racejaren hadden teruggetrokken, domineerde Yamaha de 250 cc klasse.

Suzuki was het tweede Japanse merk (na Honda) dat een wereldtitel veroverde en wel dankzij Ernst Degner die de allereerste 50 cc titel won in 1962. En in 1974 bouwde Suzuki de tien maal zwaardere, roemruchte "square four" viercilinder 500 cc waarmee Barry Sheene in 1976 kampioen werd.

Kawasaki kwam in verhouding pas laat in actie, maar in de late jaren zeventig domineerde het merk wel de 250 en 350 cc klasse. De "Green Meanie", zo genoemd naar hun gifgroene kleur, beschikten over de "tandem twin" blokkens, waardoor ze beter stuurdan de Yamaha's en Harley-Davidsons van hun tijd.

De Japanse merken kenmerkten zich door een enorm snelle technische ontwikkeling. Daarbij hebben ze in eerste instantie nadrukkelijk naar hun Europese voorbeelden gekeken, maar al snel werden de Japanse merken zelf het toonbeeld van innovatie en technische perfectie in de wegracewereld!

Japan's motorcycle history

GB

Japan first became involved in international motorcycle racing in 1959 when Honda entered a number of 125cc RC142 four-stroke twins in the Isle of Man Lightweight TT. These miniature masterpieces featured four-valve heads, double overhead camshafts, and six speed gearboxes.

If a power output of 18.5bhp was nothing to write home about, an engine that revved to 14,000 certainly was! And who could forget the sound of the wailing Honda fours in the 1960 season or the fantastic six ridden by Hailwood in 1966?

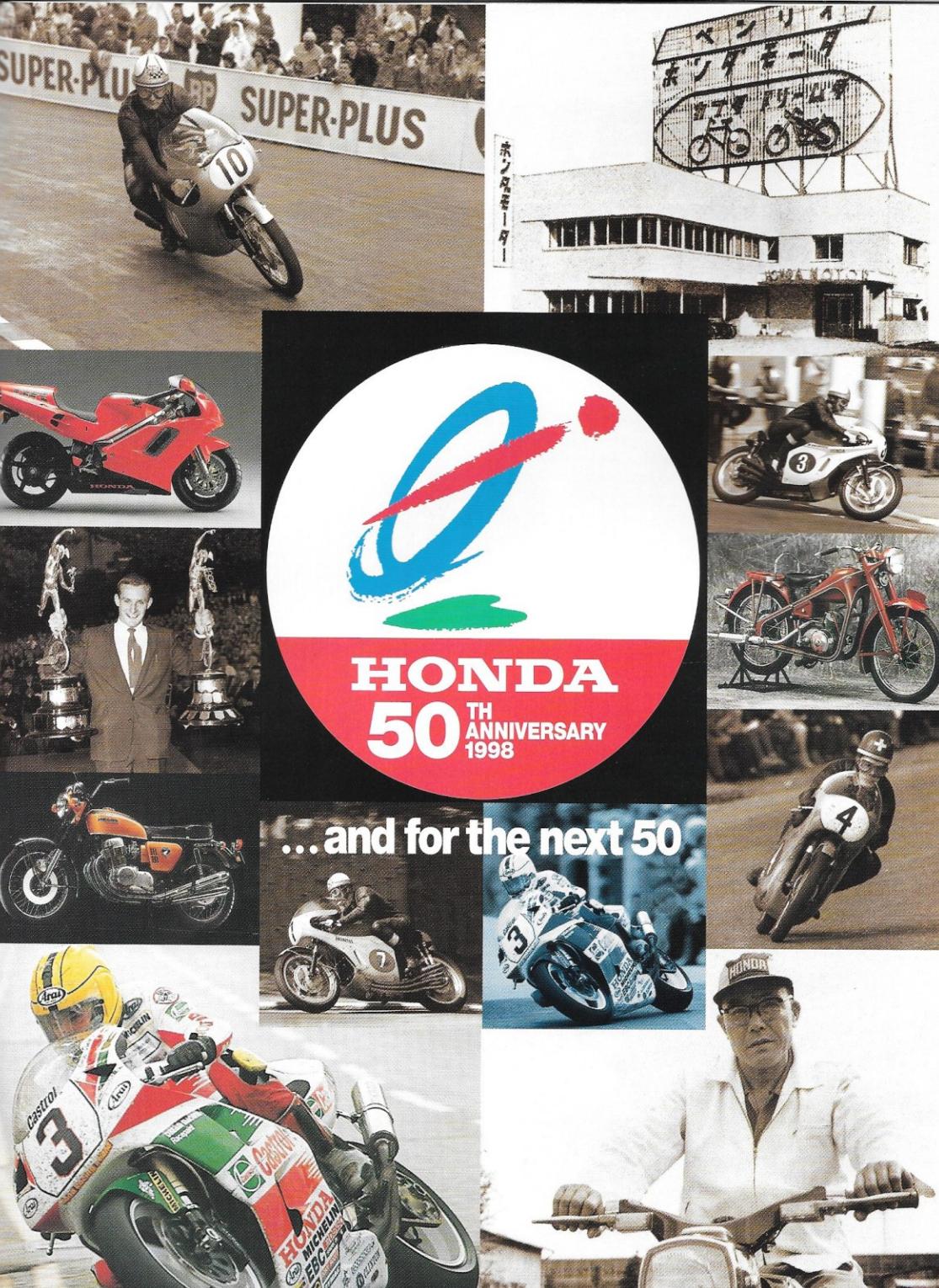
Yamaha were committed to the two-stroke and in 1959 they built a 120mph (192km/h) rotary valve single. The first full GP season was in 1964 when Phil Read won five rounds of the 250 championship to take the title from Jim Redman and Honda.

Yamaha dominated the 250 world championship after Honda and Suzuki pulled out of grand prix racing in 1967. Yamaha is the most successful GP team of all time.

Suzuki was the second Japanese manufacturer (after Honda) to win a world title when Ernst Degner won the first ever 50cc championship in 1962. And in 1974 they made the famous square four 500 that took Barry Sheene to the top of the title tree in 1976.

Kawasaki came to the fore in the late Seventies when they dominated the 250 and 350 classes. The Green Meanie's remarkable acceleration and almost impossible angles of lean, possible thanks to the narrow tandem twin two-stroke, made up for the speed superiority of the Yamahas and two-stroke Harley-Davidsons.

Japan's motorcycle history demonstrates a fanatical pursuit of technology in its attempt to catch up and then pass European manufacturers. Early Japanese bikes may have been copies of British, German, Italian and American motorcycles but in the Sixties, the Japanese became great innovators in their own right.



50s

From Velo single to Guzzi V8



World Champion Bill Lomas started his racing career on a Velocette single that was repaired with a lump hammer. But the skills he learnt riding cammy singles prepared him for the exotic V8 Guzzi that was the star of the Fifties GP scene.

EVERY TIME I GO INTO MY BATHROOM I SEE SEVEN Dutch TT tiles laid into the wall. These simple mementoes of racing days at Assen were given to all GP competitors. Every time I see them I recall the good - and the bad - races I had at the famous track.

My first ride was in the 350 TT race in 1950 when I was on a works Velocette as partner to Bob Foster.

The circuit was very different in those days, with most of the slow corners lined with cobblestones. These were not too bad in the dry, but they were very slippery when wet. Trees lining the start-finish straight were a big deterrent to flat-out racing, even for the bravest riders!

52

wasn't too bad for an up and coming schoolboy. But Geoff couldn't catch Bob, who held on to his lead by dint of fearless riding. He went on to win that year's World Championship.

Reg Armstrong was at Assen in 1951. I had a big-end bearing go on my 350 Velo. Bertie Goodman had brought along a spare big-end bearing, but there was no suitable press available in the garage we were renting. The mechanics borrowed a big lump hammer and two pieces of steel girder and hammered out the old big-end pin. Then they hammered in the new one and roughly trued up the flywheels in a vice before finishing the job between the centres of an old lathe. The engine ran perfectly afterwards, but I have to ask myself why we didn't take a spare engine with us - or at least a spare flywheel assembly.

Velocette would never spend money sorting out a problem if they could possibly avoid it. I joke about it now, but when the 350 began to break drive side mainshafts in the 1951 season it was no laughing matter. These were still the same size as the pre-war KTTs. So what did they do? Instead of increasing the diameter

► Bob Foster and Mik VIII
Velocette pictured in 1954

was flat out on a straight piece of road when there was an almighty bang and the engine locked up solid. I managed to get the clutch out and free-wheel to a stop.

When I looked down between my legs I could see the end of the conrod sticking out of the front of the crankcase. Two young moped riders stopped to see what had happened, so I asked them if they would give me a tow back to the garage. We tied our belts together, and off we wobbled. Thank goodness Holland is so flat!

Bertie Goodman took things very well, and my adventure became a stock Velo joke, referred to as the most expensive chain running in exercise ever.

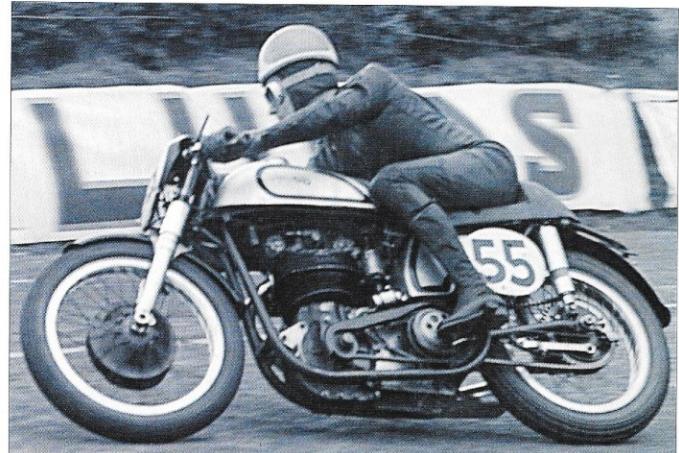
In those days, British factory riders usually travelled together by car, staying in the cheapest hotels we could find. Private entry riders carried their bikes in a van or put them in a caravan. They would unload bikes and spares in the paddock and bunk down for the night.

Fergus Anderson didn't think much of this. He advised anyone who would listen to stay in a hotel or at least a boarding house for the race period. "How can you demand more start money when the organisers know you are camping out in the paddock?" he asked them.

British factories never had the organisational back up of Continental factories like MV, NSU, or Gilera. Everything we did was a bit penny pinching.

When I was racing at Assen in 1951 I had a big-end bearing go on my 350 Velo. Bertie Goodman had brought along a spare big-end bearing, but there was no suitable press available in the garage we were renting. The mechanics borrowed a big lump hammer and two pieces of steel girder and hammered out the old big-end pin. Then they hammered in the new one and roughly trued up the flywheels in a vice before finishing the job between the centres of an old lathe. The engine ran perfectly afterwards, but I have to ask myself why we didn't take a spare engine with us - or at least a spare flywheel assembly.

Velocette would never spend money sorting out a problem if they could possibly avoid it. I joke about it now, but when the 350 began to break drive side mainshafts in the 1951 season it was no laughing matter. These were still the same size as the pre-war KTTs. So what did they do? Instead of increasing the diameter



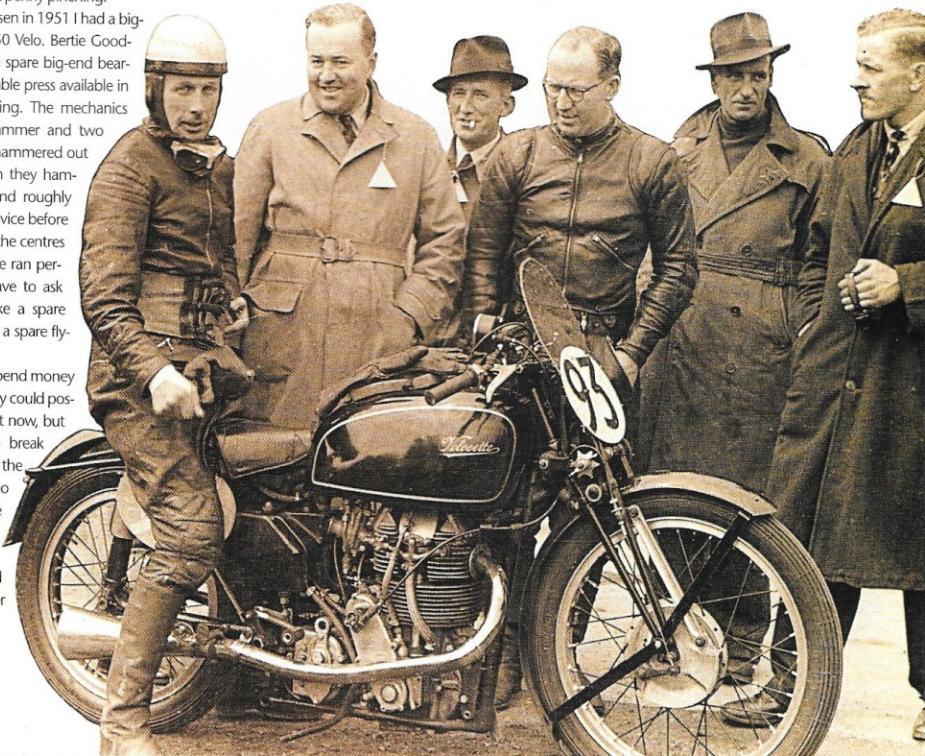
▲ Geoff Duke gave Bill Lomas a racing lesson

by about 25%, he made it 0.035in bigger and ground out the main bearing by the same amount. But they never broke another mainshaft!

If the British factory teams were run on a shoestring budget, the privateers were even less well off.

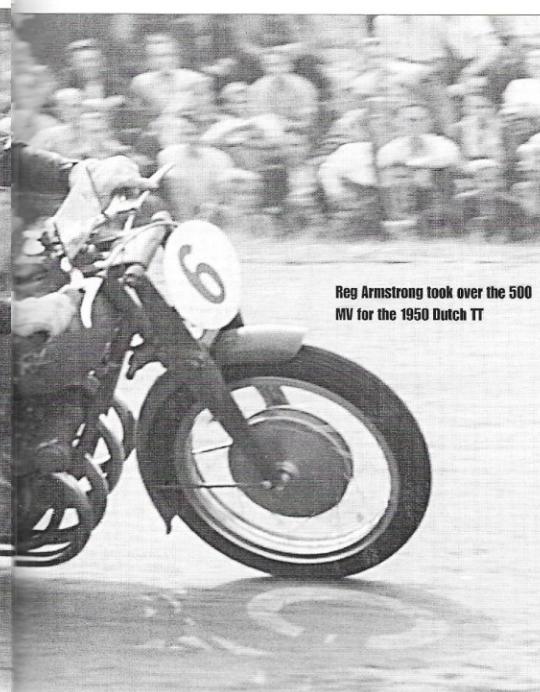
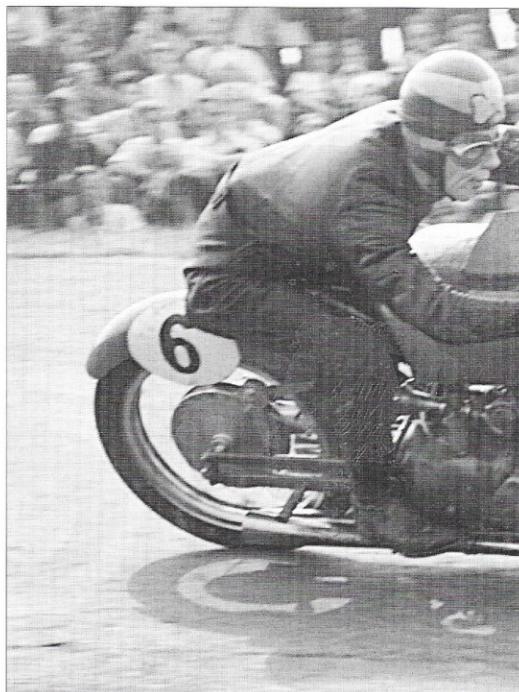
The ingenuity they showed getting bikes ready for the track never ceased to amaze me.

Continental factories went about things in a much more professional way. NSU works riders had a spare engine for each bike, complete with carburettor and a ticket tied to it listing bhp figures and carburettor jet sizes. Moto Guzzi had six or seven ►

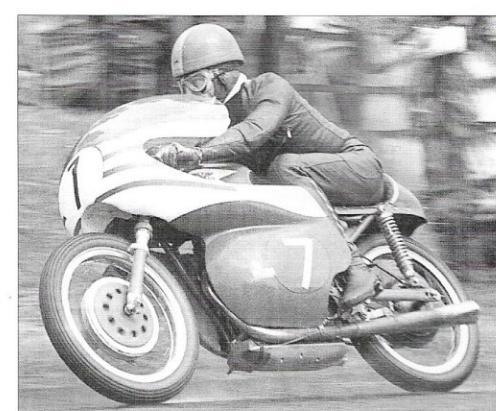




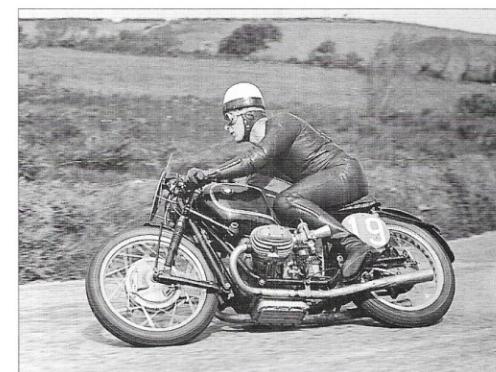
Lomas leaps Ballaugh Bridge in the 1954 TT



Reg Armstrong took over the 500 MV for the 1950 Dutch TT



▲ True sportsman Tarquinio Provini and the 250cc Morini at the Ulster GP



< 350cc race bikes ready to ride for their three riders. And every one had been track tested at Monza.

I rode for Velocette, AJS, Benelli, MV Agusta and of course Moto Guzzi. In 1956 I rode a 350 Guzzi in the GP race at Assen, and took the V8 out for the 500 race.

There were two V8s available. One had a fully streamlined fairing, while the other had a dolphin type, which was much better suited to the Assen circuit. My teammate, Ken Kavanagh didn't fancy riding the fully streamlined bike. It didn't bother me which one I rode, so I ended up with it.

I found that the 500cc V8 was easier to ride than the single cylinder 350. Once the suspension had been set up to suit me it was beautiful to ride and there was always as much power as I needed. The V8 had a six-speed gearbox and would rev to an unbelievable 12,000rpm. Maximum speed at Assen would be about 160mph (256kph) but with gearing for the Belgium GP at Spa it would run up to 12,500rpm and 182mph (291kph). The same gearing was used when I made the world standing start 10km record in 1957 when I was timed over the last kilometre at 178mph (284kph).

Kavanagh managed to qualify on the dolphin V8 amongst the private riders. After several tries at getting the carburation right, including changing the float chamber height, I managed to put my V8 into pole position.

But when the mechanics checked it over later they found that two of the big-end bearings had broken up. There was no spare engine and no possibility of a repair in time for the following day's races. We could have taken the engine out of Kavanagh's

bike, but I felt that it would not be fair to do this. Instead, I settled for one of the 500cc singles. But my luck didn't change. The single packed up after a few laps with a flooding float chamber. The Moto Guzzi team was a bit downhearted because Kavanagh only did a few laps before the other V8 packed in.

I have raced with many of the world's greatest riders, including Geoff Duke, John Surtees, Werner Hass, Libero Liberati, Bob Foster, Artie Bell, Harold Daniel, Luigi Taveri and so many more. But there are two who I would particularly like to mention.

Walter Zeller was just one of the lads. No one would have guessed that he was one of the wealthiest men in Germany.

He rode a difficult handling bike exceptionally well, on any circuit whatever the conditions. I told him that if he ever rode a machine that really handled, instead of his BMW, he would have been a world champion.



Norton Rider Artie Bell at the top of Bray Hill, 1950



My other good friend is Tarquinio Provini. Every time I raced against him, or saw him race, I knew I was watching something special. And like Walter, he was so easy going with everyone he met.

But on a motorcycle, he became another person. I remember in the 1955 Isle of Man TT 125cc race on the dangerous Clipse course he tried to go around the outside of me on a downhill right hand corner. I didn't back off, and the last I saw of him was his bike disappearing over the bank into a field. When I came around next time, there he was, waving and smiling as if nothing had happened. His world championship wins, sometimes achieved on inferior bikes, will long be remembered.

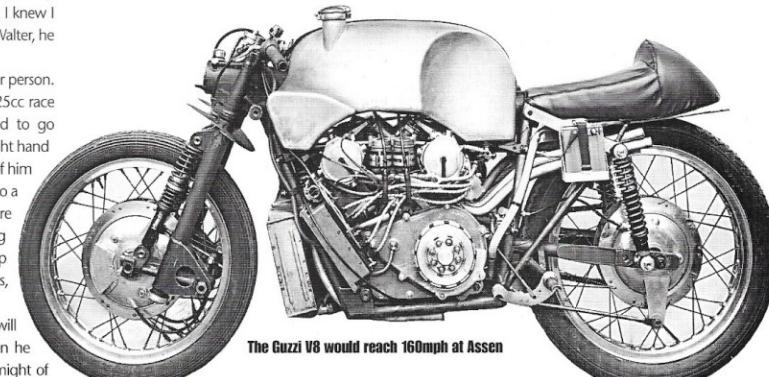
As will his true sportsmanship. Who will ever forget his epic battle at Monza when he won on a 250 Morini single against the might of

▲ Walter Zeller could have been world champion but was handicapped by BMW handling, says Lomas

◀ Liberto Liberati and Moto Guzzi in 1955

the fabulous Honda four?

I rate the Dutch GP tops for the number of spectators it attracted, and their enthusiasm. The races were short enough so that refuelling wasn't necessary, the two days of practice were as interesting to the riders and spectators as the race, and the weather was usually fine - even if the wind blew sandy soil onto the circuit, making it a bit slippery. On modern tyres this would not be a problem. But today's GP stars wouldn't ride round the paddock on the tyres we used to race on! ▶



The Guzzi V8 would reach 160mph at Assen

Van eencilinder Velo tot Guzzi V8

D'un mono Velo à une Guzzi V8

NL

"Mijn eerste TT race in Assen was in de 350 cc klasse in 1950 op een "Velocette" herinnert wereldkampioen Bill Lomas zich. "De meeste langzame bochten waren geplaveid met kinderkopjes en langs het rechte eind bij de start was het parcours omzoomd door bomen. Ik en mijn teamgenoot Bob Foster, hadden een goede start en als snel lieten we Les Graham op de fabrieks-AJS achter ons. Maar Geoff Duke leerde me een lesje door me te laten zien hoe je écht hard kon gaan op een motor, in dit geval de Norton met het nieuwe Featherbed frame. Ik moest met een derde plaats genoegen nemen, terwijl Geoff tweede werd achter Bob die die dag geen angst leek te kennen!".

"In 1956 reed ik met een 350 cc Guzzi in Assen, terwijl ik in de 500 cc met de zes-versnellings V8 zou gaan rijden. De V8 was makkelijk te rijden en er was altijd meer dan genoeg vermogen beschikbaar. Na de training had ik de pole-position overvorderd, maar de monteurs ontdekten jammer genoeg wel dat twee big-end lagers het daarbij hadden begeven. "Ik heb tegen alle grote wereldsterren gereden, maar daar zitten twee rijders bij die ik graag in het bijzonder zou willen noemen. De eerste daarvan is Walter Zeller, die een moeilijk te sturen machine op eigenlijk ieder circuit heel knap wist te temmen, ongeacht de condities. Daarom heb ik hem ook gezegd dat wanneer hij een andere motor dan de BMW had gereden, hij zeker wereldkampioen zou zijn geworden. Mijn andere goede vriend is Tarquinio Provini. Wanneer je Provini zag racen, dag zag je iets heel speciaals. Wie kan bijvoorbeeld ooit het legendarische duel vergeten in Monza, waar hij met de Morini 250 eencilinder wist te winnen van de machtige Honda viercilinders?".



Arthur Wheeler



Len Perry

Vom Velocette-Einzyylinder bis zur V 8-Guzzi

FMa première expérience à Assen fut la course du TT 350 en 1950 sur une Velocette. La plupart des virages lents étaient alors recouverts de cailloux et des arbres étaient alignés le long de la ligne droite d'arrivée. Mon coéquipier, Bob Foster et moi, avions fait un bon début et nous laissâmes bientôt Les Graham derrière sur son AJS d'usine. Seul Geoff Duke tint à me donner une leçon de pilotage, d'autant qu'il éternnait le nouveau cadre Norton Featherbed. Je terminai en troisième position mais Geoff ne fut pas en mesure de rattraper Bob, qui gardait la tête grâce à un pilotage intrépide.

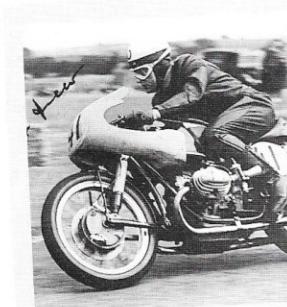
En 1956, je pilota une 350 Guzzi au GP de Hollande et j'ai utilisé la V8 à six vitesses pour la course des 500. La V8 était facile à piloter et je disposais toujours de la puissance nécessaire. La vitesse maximale à Assen était d'environ 160 mph (256 km/h) à 12 000 tr/min. J'avais obtenu la pole position aux essais, mais lorsque les mécaniciens la contrôlèrent, ils trouvèrent deux roulements cassés.

J'ai fait des courses contre beaucoup d'excellents pilotes, mais il y en a deux que j'aimerais mentionner en particulier. Walter Zeller pilotait à merveille une moto difficile sur n'importe quel circuit, quelles soient les conditions. Je me rappelle lui avoir dit que s'il pilotait une machine plus maniable que sa BMW il aurait pu être champion du monde. Mon autre bon copain était Tarquinio Provini. Quand je le vis en course j'ai su que je regardais quelque chose de particulier. Qui a oublié sa bataille épique à Monza, lorsqu'il l'emporta sur un mono Morini 250 contre la puissante Honda Four?

D"Zum ersten Mal war ich 1950 bei der Dutch TT in Assen, mit einer 350er Velocette. Die meisten der engen Kurven waren noch mit Kopfsteinen gepflastert, und die ganze Start/Ziel-Gerade entlang standen Bäume rechts und links", erinnert sich Weltmeister Bill Lomas.

"Mein Ställgefährte Bob Foster und ich kamen gut vom Start weg und schüttelten den AJS-Werksfahrer Leslie Graham schnell ab. Geoff Duke aber erteilte mir mit der neuen Federbett-Norton eine Lektion, mehr als Platz drei war für mich nicht drin. Doch den furchtlos fahrenden Bob Foster konnte er nicht einholen. 1956 fuhr ich in der 350er und 500er Klasse jeweils eine Guzzi, das Halbliter-Modell mit dem sagenhaften V-Achtyzylinder und Sechs Ganggetriebe. Es war leicht zu fahren und hatte Leistung im Überfluss, die Höchstgeschwindigkeit lag bei gut 250 km/h, entsprechend 12000/min. Es reichte für Startplatz eins, doch als nach dem Training der Motor durchgesehen wurde, entdeckten die Mechaniker zwei defekte Pleuellager."

Bill Lomas fuhr gegen viele der ganz Großen im Motorradrennsport, wobei ihm zwei ganz besonders in Erinnerung geblieben sind. "Walter Zeller war trotz eines schwierig zu fahrenden Motorrades auf jeder Strecke und unter allen Bedingungen immer ganz vorn mit dabei. Hätte er, so sagte ich ihm einmal, anstatt der BMW ein Motorrad gefahren, das problemlos zu fahren gewesen wäre, hätte er Weltmeister werden können. Und dann wäre da noch Tarquinio Provini. Ihn fahren zu sehen war eine Augenweide. Niemand wird seinen Auftritt damals in Monza vergessen, wo er mit der 250er Einzyylinder-Morini die mächtige Vierzylinder-Honda niederrang."



Ernst Hiller

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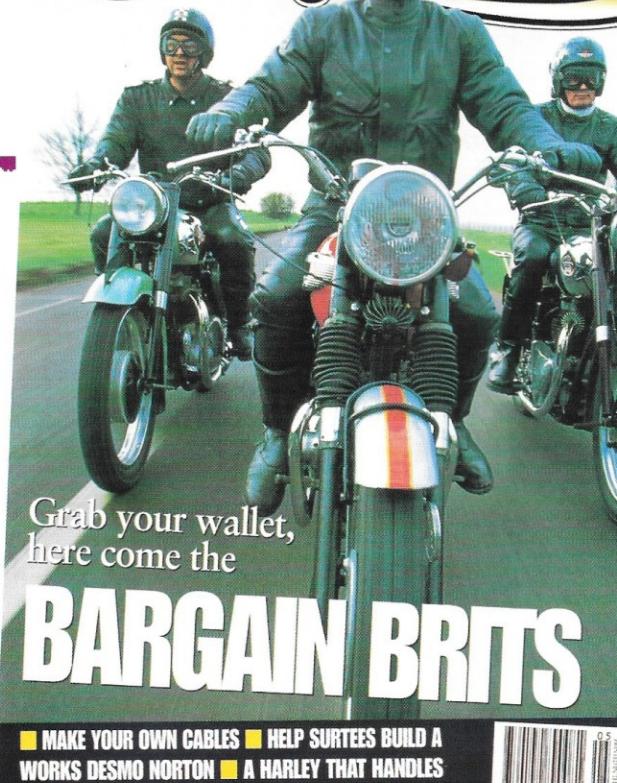
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Racing on a knife-edge

From the beginning, winners went faster, rode harder, cornered quicker, braked later and stamped unmistakable authority on the sport. But in the Sixties engines overtook chassis technology and riders raced on a knife-edge

FOR YEARS, GP WINNERS CONDUCTED THEIR racing with an air of casual defiance ('I've got a works bike, so what?) and not always for worthwhile financial reward. Journalists couched their reports in stiff-upper-lip phraseology. Not any more.

Racing today is much ado about rocket ship projectiles, colour and razmatazz vying with the personality cult to obscure real issues. Sensational quotes rank high above analysis and mega-buck deals dazzle the audience into jaw-sagging awe. Judging by the adulation lavished on today's riders' flamboyant cornering techniques, you might think they are credited with rewriting the laws of physics. But none of the fundamentals of racing have really changed.

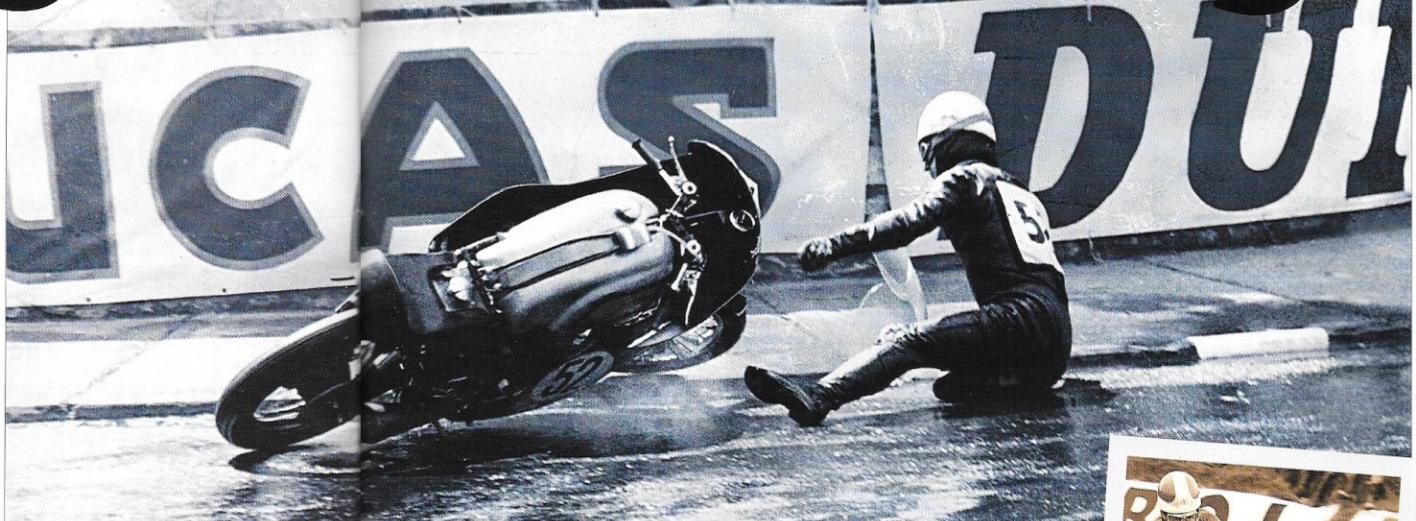
Today's heroes are beneficiaries of advanced technology which they exploit to the limit. Winners define in milliseconds the knife-edge periphery that separates control from the point of no return.

Knife-edge could also describe the tyres on which the Sixties winners performed. Pushing the single compound tyres to extremes they scrubbed off speed by drifting. They approached the corner on a wide line then initiated the drift towards the apex by judicious deployment of back brake and a modicum

of opposite lock. With the engine pulling against the brake, the back wheel didn't lock but the machine arrived at the apex in the perfect position for an ultra-fast exit. Riders and at least some of the chassis tuners knew a thing or two about machine balance, which never did become the subject for learned theses. Rear wheel steering was invented earlier than some people like to think.

Over the last few years, engine, chassis, suspension and tyre advances have kept roughly in step. By contrast, the first Japanese invasion (1961-1968) saw engine technology steaming ahead while the other essentials stagnated. If any one machine typified the preoccupation with horsepower (and the hell with the harnessing methods) it was Honda's 500cc four. Introduced in 1966 as a belated attempt to put Honda on the 500 Championship pinnacle, the 100bhp beast was a step backwards from the highly successful sixes used in the 250-350 classes. It's impossible to say exactly why the Honda bosses went to the trouble of producing the four. Perhaps they were bored with winning.

Anyway the 500 provided some dire entertainment with a 165mph turn of speed and inverse-proportion handling that degenerated into a plethora



▲ John Hudson loses it in during the 1965 IoM TT

of lurches as the pace increased. Despite the problems, not least feeding horsepower to tarmac through a small rubber footprint, Mike Hailwood won three GPs (from six starts) in 1966 and five in 1967 when he came close to snatching the title from Giacomo Agostini on the MV.

In addition to 500 racing, Hailwood rode the 250 and 297cc sixes to 1966-67 double doubles, as well as having a few outings on the remarkable 125-S. There was precious little time for relaxation, especially as most circuits consisted of long, bumpy, and therefore dangerous natural roads that brought the worst 'throttle works both ways' banalities spilling from officialdom's stiff upper lips.

A day's work at Assen - then a natural Dutch road complete with dykes - meant something like 250 racing miles, often in the rain. Races didn't stop to enable riders to fit wet weather tyres - because there were none.

In one of those matches made in heaven, Hailwood in full flow on a Honda-6 presented an unforgettable sight. Never one to be lightly accused of being the most tidy of riders, Mike on the six was the bike, tucking in with the best, toeing the tarmac like none other. But attempts to analyse Hailwood's racing invariably foundered on the man's propensity for irreverence, which precluded the profound critique to the level of: "There's the bike, the circuit, the checkered flag".

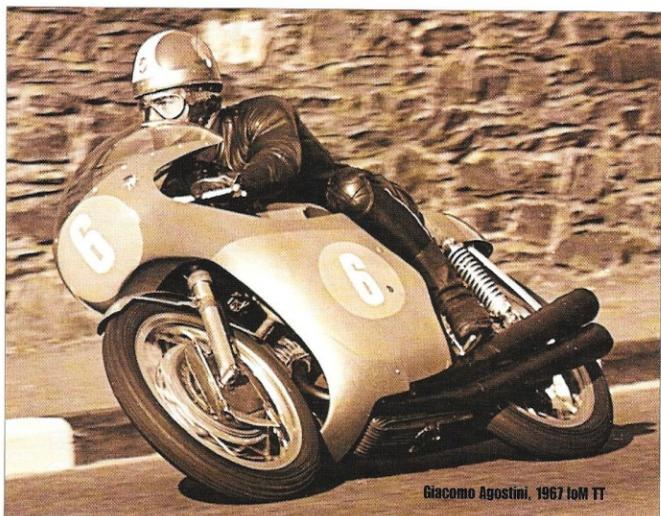
Honda's trick of adding cylinders (the 250 twin became a four, then a six) reached the ultimate of precision engineering with the five-cylinder/125,

devised to counter Suzuki and Yamaha two-strokes. With a bore and stroke of 33 x 29.2mm (1.3 x 1.15 inches!), 30bhp, 20 valves, eight gears and a 20,000 rpm capability, the 125-S lined up 2½ 50cc twins across the frame. Engine characteristics were such that a change in barometric pressure would send carburation haywire, and exceptional ability was required to keep the engine on the boil. Even the brilliance of Luigi Taveri was hard put to defeat Yamaha's two-stroke in 1966.

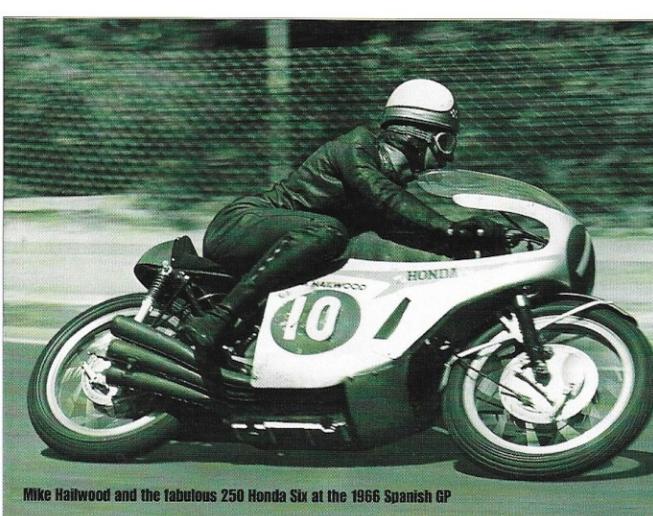
Racing a factory two-stroke was definitely an

acquired art; a matter of an eye on the tach and a toe ever ready to match gearing to the skinny power band. One-two-fives usually managed with nine or ten ratios, but the miniature 50s escalated the number to 14. Just imagine approaching a bottom gear corner in top - the riders presumably had computers in their heads.

Riders of modest physical stature - Taveri, Ralph Bryans, and Hans Georg Anscheidt - were no lesser giants than the 500 exponents in the eyes of many spectators. Though at 5ft 9in and 11 stone, New



Giacomo Agostini, 1967 IoM TT



Mike Hailwood and the fabulous 250 Honda Six at the 1966 Spanish GP

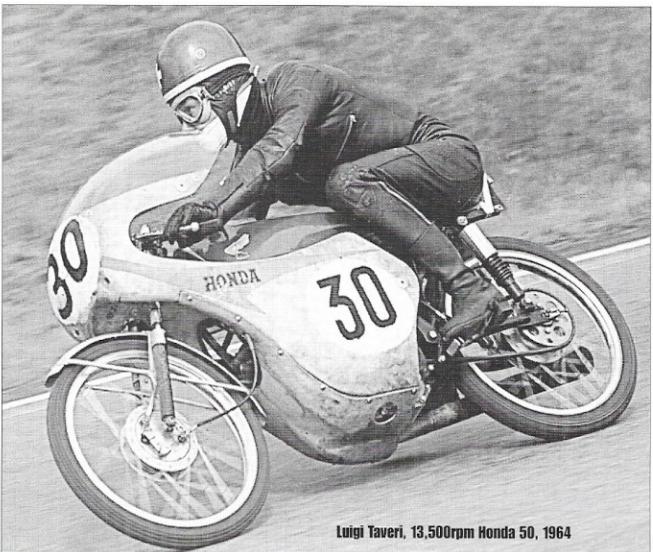


Frank Perris

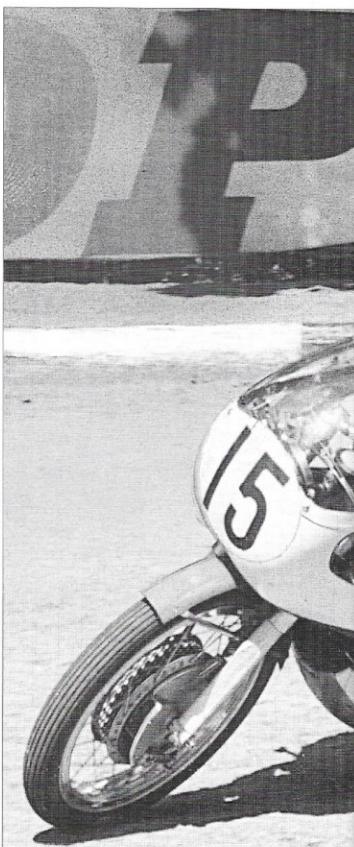
Zealander Hugh Anderson defied microbike convention by winning two 50cc championships.

In spite of disc rotary valve and pressure wave sophistication and highly impressive horsepower/litre returns, two-strokes remained somewhat marooned in the experimental warp. Engines were still prone to seizing, effective power bands could be counted in three figures, and most of the development concentrated on 40 x 40mm (or thereabouts) cylinder size. Received knowledge clearly indicated the wisdom of steering a wide course round the 500s, so the Japanese channeled their exotic talents into 250cc engineering.

Suzuki engineers got the jump on Yamaha by producing a 250-4 in 1963 though they probably wished they hadn't. The square-four engine consisted of two counter-rotating water-cooled 125s geared together, which seem eminently sensible considering the success of the earlier air-cooled twin. Not so good, because Suzuki's engineers ►



Luigi Taveri, 13,500rpm Honda 50, 1964



▲ Jack Ahearn's helmet after TT practice, IOM 1965

effectively doubled engine weight and made a complete hash of the bike's balance.

Unlike Honda, Suzuki found doubling-up an infallible formula for diminishing returns. So the only result from two seasons (1964 and 1965) was a third by Frank Perris in the 1965 TT. By a trick of perspective, the Suzuki didn't look excessively overweight and oversized when pitted against other 250s. In reality it was the ultimate camel; the weird weight distribution causing the front wheel to step out without warning. And when it wasn't crashing through wayward navigation, the engine was seizing with the same end result.

Although extensively modified for 1965, the machine retained its reputation for giving riders nasty surprises. Reputedly the most powerful 250 in the business, the engine delivered 55bhp at 12,500rpm, made everything happen between nine-five and ten-thousand and suffered chronic magneto unreliability. This package of potential evil ran or wobbled on 2.75 x 18 front and 3.00 x 18in rear tyres.

What with the carburettor settings being extremely critical, the Suzukis were tricky to ride to say the least - tricky being an appropriate period

problems. Read had won the 1964 and 1965 championships on RD56 air cooled twins and developed an appetite for victory that rendered plaudits irrelevant. It was dogma that would earn him a zero popularity rating in 1968.

Altogether the Yamaha components formed a recipe for everything riders hated - evil handling distracting attention from a temperamental engine.

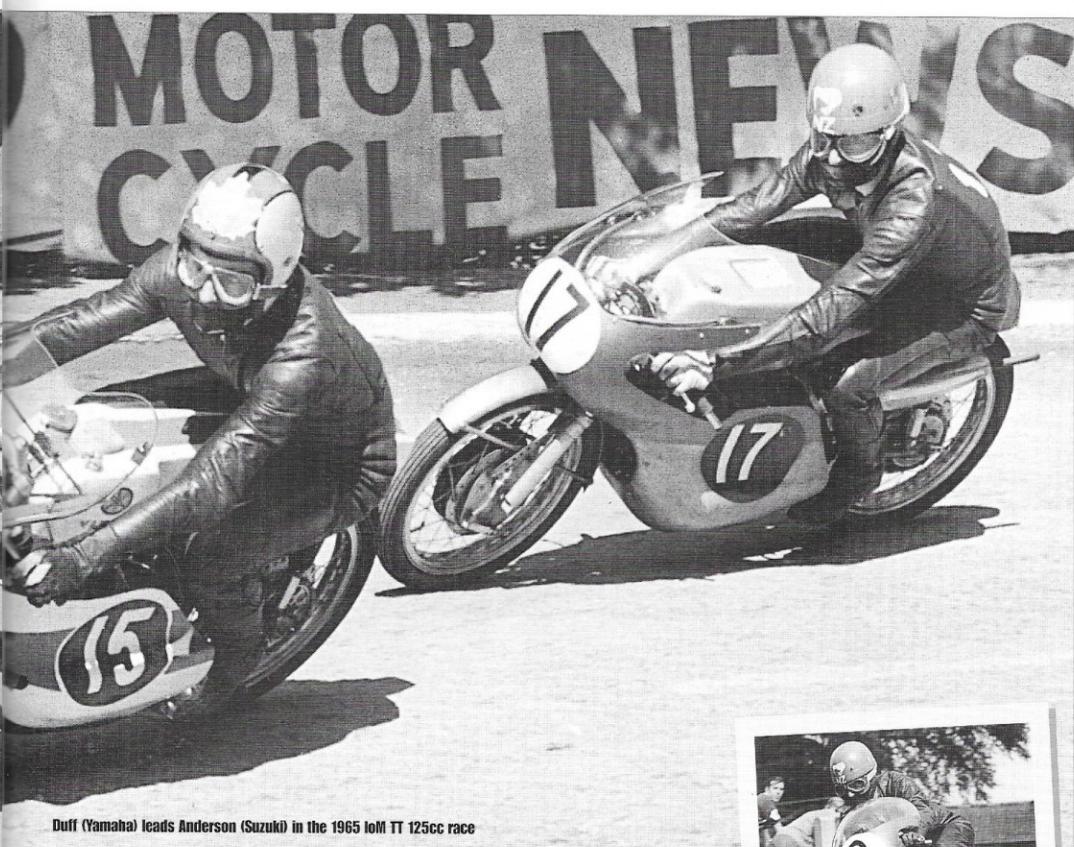
Fortunately, Phil Read was on hand to sort out the

problems. Read had won the 1964 and 1965 championships on RD56 air cooled twins and developed an appetite for victory that rendered plaudits irrelevant. It was dogma that would earn him a zero popularity rating in 1968.

Not unexpectedly, Read spent 1966 chasing



Bill Ivy, 125cc Yamaha, Bray Hill 1966



Duff (Yamaha) leads Anderson (Suzuki) in the 1965 IOM TT 125cc race

Honda-6 shadows and compiling a book of recommended improvements. These were in place for '67 when Read pushed Hailwood to the wire, earning equal points but losing on a number of wins. When it came down to practicalities, the more sorted six had beaten the marginally faster four. Yamaha gained some consolation through Bill Ivy winning the 125 championship on a scaled-down V4.

In 1968 Honda and Suzuki were gone, and Read engaged Ivy in an all-out 125-250 war of questionable ethics. Yamaha had supposedly awarded Read the 125 title and Ivy the 250, but Read grabbed both because winning was more important than the fair shares principle and, after all, he was obeying FIM edicts. "There are no team orders or factory favourites in our championships," intoned the pious voices in the background.

Read, anti-hero incarnate in the fans' estimation, finished up winning seven world championships and 52 GPs, but the record meant nothing to the compilers of those fatuous 'All Time Greats' lists. Nor could Read be accurately described as a riders' rider, more likely a rider other riders hate knowing they have to beat. Rest assured there is one of those around today. In 1971 when Yamaha returned to the GPs with a team mounted on 250cc production racers, they pointedly left Read out of the reckoning. So "Speedy" bought a private Yam to beat the fac-

tory supported riders and win the championship.

Then-and-now parallels are not difficult to find. Check out Jim Redman and Mick Doohan. Like Doohan, backslapping and idle chatter were against Redman's GP nature. Redman was no journalistic tool, so his six world championships were largely unrecognised and unappreciated. His six-year Honda service was a model of loyalty, discretion and mutual respect. On the other hand, cynics might say that Honda paid the most money. Some things never change. ▶



Hugh Anderson



Jim Redman wins the 350 Dutch TT in 1964

Racen op het scherp van de snede

NL Door de mateuze bewondering die vandaag de dag getoond wordt voor de bochtentechniek van wegracers, lijkt het soms alsof voor deze coureurs de wetten van de zwaartekracht niet meer gelden. Maar in werkelijkheid is er aan de principes van het racen niets veranderd. De GP kampioenen uit de zestiger jaren reden op kleine "peer" banden, waarvan ze de mogelijkheden tot het uiterste gebruikten, onder meer door snelheid te verliezen door te driften in de bochten. Ze sneden de bocht in een wijde lijn aan en zette de drift (het "glijden" van de band) in door op de apex van de bocht de achterrem krachtig te gebruiken en tegelijkertijd iets tegen te sturen. Omdat de motor tegen de achterrem introk, blokkeerde het achterwiel niet en de machine kwam in een perfecte positie terecht om weer ultra-snel de bocht uit te accelereren. Coureurs en enkele framebouwers wisten echt wel waar ze over spraken als het om een goed sturende fiets ging en ook het "rear wheel steering" is eerder uitgevonden dan veel mensen denken.

De eerste Japanse invasie (1961-1968) bracht een enorme vooruitgang in de motortechniek, maar de andere basisgegevens, zoals het frame, bleven daarbij achter. Wannerer t'een motor was waarbij het duidelijk werd dat pk's alles waren en de rest een bijzaak, dan was dat wel de Honda 500 viercilinder. De machine verscheen in 1966 op de circuits om Honda's positie in de 500 cc klasse duidelijk te maken, maar het 100 pk sterke monster was een stap terug vergeleken met de uiterst succesvolle 250 en 350 zescilinders. Mike Hailwood op volle snelheid met de Honda-6 betekende een onvergetelijke ervaring. Mike was helemaal een met die motor, zoals hij achter de stroomlijn gedoken zat, subtiel met de laarzen schurend langs het asfalt. Helemaal het beeld van werkelijk racen op het scherp van de snede.

La course sur le fil du rasoir

F En voyant l'adulation que l'on porte aux flamboyantes techniques de trajectoires des pilotes d'aujourd'hui, vous pourriez penser qu'ils ont en quelque sorte réécrit les lois physiques. Pourtant, aucune des bases de la course motocycliste n'a réellement changé.

Les champions de GP des années 60 réalisaient des performances sur des pneus à peu près aussi larges que des fils de rasoir, qu'ils poussaient dans leurs derniers retranchements, jouant déjà avec la glisse. La technique consistait à approcher le virage par l'extérieur et de viser le point de corde en glisse, en utilisant de manière judicieuse le frein arrière. Avec le frein-moteur, la roue arrière ne bloquait pas, mais la machine arrivait au point de corde dans une position parfaite pour une sortie ultra-rapide. Les pilotes, et par la suite quelques préparateurs, en connaissaient déjà un rayon sur cette technique. La technique de contrôle de la glisse de la roue arrière fut inventée plus tôt que ce que l'on croit communément.

La première invasion japonaise (1961-1968) s'est accompagnée d'une progression spectaculaire des performances-moteur. Si une machine devait symboliser cette préoccupation de puissance, ce serait la Honda 500-4. Introduite en 1966 pour permettre à Honda d'emporter le championnat du monde en 500, la bête de 100 ch fut moins couronnée de succès que les si célèbres 250 et 350 Honda-6.

Hailwood, en pleine gloire de la Honda-6, nous montre un spectacle inoubliable. Faisant réellement corps et, me avec sa moto, Mike sur la "6" était la moto, se retrouvant avec les meilleurs, se jouant de tous les pièges de la piste. Il roulait exactement comme sur le fil du rasoir !

Im Grenzbereich

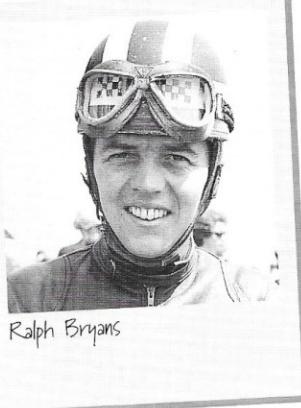
D So wie die heutigen Rennfahrer um deren Schräglagen bewundert werden könnte man meinen, sie hätten die Gesetze der Physik neu geschrieben. Doch in Wirklichkeit hat sich an den Grundzügen des Motorradrennsports nichts geändert.

Die Stars der sechziger Jahre fuhren auf schmalen Reifen, die extrem beansprucht wurden. Damals wurde nämlich schon gedreht: Die Kurven wurden weit außen angefahren und dann mit gefühlvoll betätigter Hinterradbremse und gleichzeitig etwas Gegenlenken die Maschine angestellt und der Scheitelpunkt der Kurve anvisiert. Das Hinterrad wurde dabei ständig unter Last gehalten und Blockieren somit vermieden. Am Scheitelpunkt war das Motorrad dann in besserer Position, um schnell beschleunigen zu können. Fahrer und zumindest einige der Fahrgestell-Spezialisten wußten damals schon über die Abstimmung Bescheid. Die Maschine durch Anstellen des Hinterrades zu lenken ist also keine Spezialität derzeitiger Grand Prix-Fahrer.

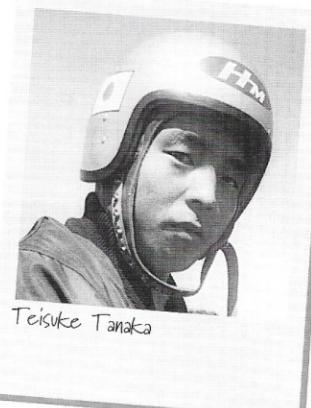
Während der ersten Japanischen Invasion (1961 - 1968) machte die Motorenentwicklung Riesenschritte, doch der Fortschritt beim Rest der Rennmaschine stagnierte. Wenn es ein Motorrad gab, dessen Motor zwar vor Kraft strotzte, die Maschine aber kaum laufen konnte, dann war das die 500er Vierzylinder-Honda. Sie kam 1966 für den späteren Versuch, auch noch in der Halbitalierklasse die Weltmeisterschaft einzufahren.

Doch das 100 PS-Monster war im Vergleich zu den erfolgreichen Sechszylinder-Modellen der 250er- und 350er-Klasse ein Rückschritt.

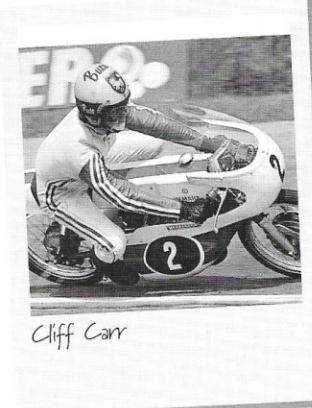
Hailwood langjährig und mit Vollgas auf einer Sechszylinder-Honda war ein unvergänglicher Augenblick. Kaum ein anderer fuhr so präzise, und er und diese Honda setzten den Maßstab: Hailwood fuhr im Grenzbereich, auf jeder Rennstrecke.



Ralph Bryans



Teisuke Tanaka



Cliff Carr

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Superbikes and superstars

The Seventies was the decade of the Superbike and the Superstar. But in the battle for grand prix supremacy it was rubber technology that helped decide who would be champion. Let's look at 1978, a vintage year if ever there was one

"THE KINGS ARE OVERTHROWN. LONG LIVE THE kings!" Race fans didn't actually acclaim their 1978 champions in so many words, but if they had, it would have been perfect.

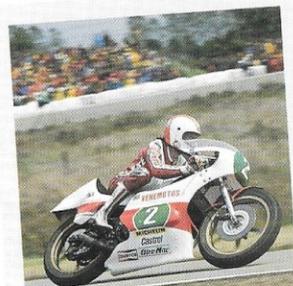
After 16 years, the 1978 season set a precedent - not since the FIM world championship series had expanded in 1962 to six capacity classes had the

incumbents been ousted en bloc without at least one having been a champion in previous years.

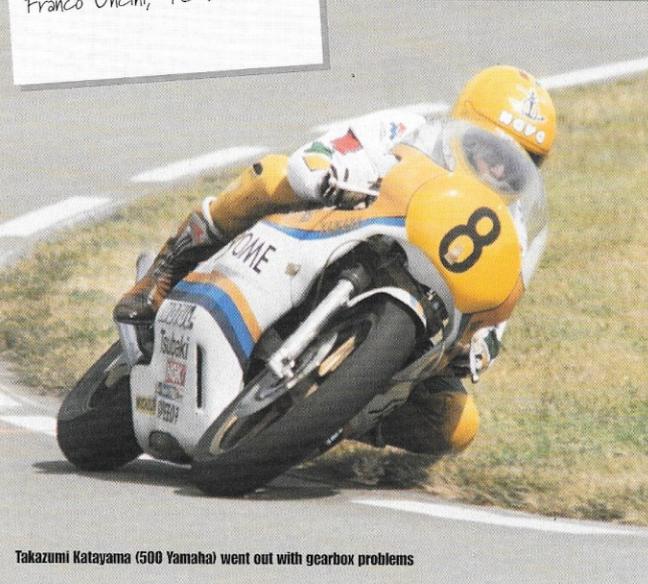
But in 1978 the shake out was complete. Down went Barry Sheene (500cc), Takazumi Katayama (350), Mario Lega (250), Paolo Bianchi (125), Angelo Nieto (50) and George O'Dell (sidecar). In came Kenny Roberts, Kork Ballington (350 and 250), Eugenio Lazzarini, Ricardo Tormo and Rolf Biland.

Racers from over oceans wide had a great year, with Roberts (USA) and Ballington (South Africa) between them collecting three top titles. Never before had the 250, 350 and 500 crowns slipped through European hands in a single season - and the 500 class had only once escaped from local domination when Rhodesian Garry Hocking did the trick back in 1961.

It wasn't far off from three names from overseas on the champions' list. Aussie Greg Hansford could have made it with a little help from his Kawasaki bosses. If they had indicated a preference for who would win the 250 and 350 titles late in the season, then it could have been one for South Africa and



Franco Uncini, '78 Dutch TT



Takazumi Katayama (500 Yamaha) went out with gearbox problems



Roberts (1) and Sheene swapped the lead dozens of times at the Dutch TT

one for Australia. But the Japanese showed no stomach for interfering in European GP affairs by giving team orders. Maybe Oriental sporting instincts were wedded to the 'May the best man win' principle. Or could it be that losers were not tolerated?

In any case, Hansford narrowly failed in his title bid that he kept alive until the final round in Yugoslavia, where he won the race but lost the championship. Ballington knew that a third place was good enough for him. Kork took the title, and Greg had to be content with 'two' in Kawasaki's one-two romp.

The British crew of Kawasaki-UK had held up well in 1978, successfully getting around the shortage of spares that threatened disaster and hitting it off nicely with new recruit Ballington. In contrast, happy relationships with long serving Mick Grant appeared to deteriorate in direct proportion to the Yorkshireman's troubles.

The Greg Hansford/Kawasaki-UK team won four



250 GPs, matching Ballington's victories. So the end result hung on which rider adapted better to the proportion of circuit that suited their contrasting styles: Ballington's unobtrusiveness, Hansford's knee dragging all action. Both riders knew their strengths - as Ballington said after taking a quick look at Sweden's GP Karlskoga circuit: "This one's for Greg. I'm going to finish second!"

The 50, 125 and sidecar championships, not surprisingly, remained in European hands. After all, the tiddler classes were almost the exclusive domain of European riders and manufacturers. As for sidecars, no outsider had remotely challenged European technical superiority, or matched the sheer damned competitiveness of the crews. To Rolf Biland of Switzerland and crewman Ken Williams fell the privilege of collecting the sidecar championship and the notoriety for introducing the BEO.

Effectively a three-wheeled car, the BEO sparked a near-revolt in the sidecar ranks. The FIM was pro-

pelled into post-season reactionary panic that would ban the BEO in 1979, render illegal car-type steering and suspension, and cost constructors and racers thousands of pounds/guilders/marks to scrap their technically advanced devices and build new - albeit old fashioned - outfit to FIM orders.

When Roberts won the 500 crown, there were those so blinded by his brilliance to believe it had been a push over. All the boy had to do was sit, point and squirt. But there was a lot of good old honest graft in the quest for victory.

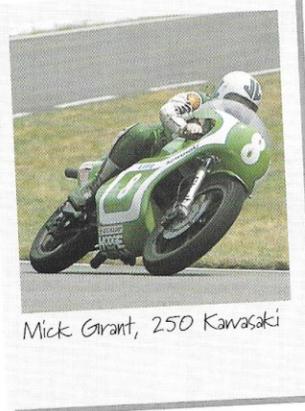
Relaxing in the Nurburgring sunshine after the German GP, Roberts cheerfully admitted he'd made a 12-month error in his pre-season calculations. He thought his first GP year would be spent gaining experience before launching his championship-winning attack in 1979. But his "Gamble on tyres and things" strategy turned up trumps when they could have easily gone adrift. Where Roberts felt the pressure was during the rush to adapt to the greatly ►



Johnny Cecotto wins the 500 laurels



Bland and Williams, BE2



Mick Grant, 250 Kawasaki

◀ varying circuits and conditions.

Not that he had any trouble learning the circuits in the available time; it was the lack of tyre testing time that he found disturbing. In America, he could tyre-test for a whole week on a hired circuit before a race. But in Europe, the right (and sometimes wrong) selection had to be made during brief practice and qualifying sessions shared with a whole

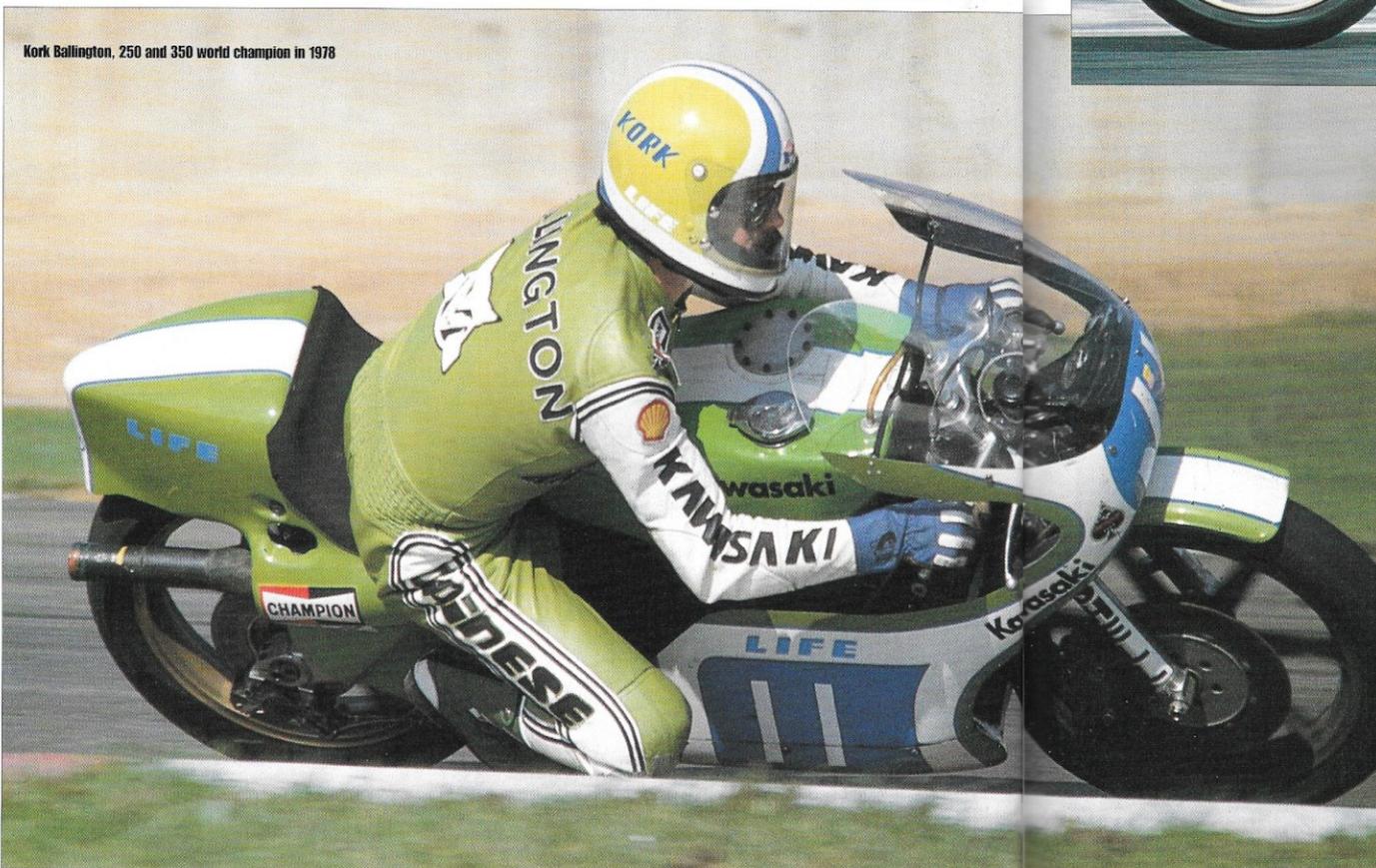
mob of competitors scrapping for grid positions.

Goodyear, Robert's major sponsor, offered their services exclusively to the American. Special compound tyres could be delivered to circuits in less than two weeks from the request being made.

Roberts was not only the first American to win a classic world championship (as distinct from Formula 750) but he introduced new GP tactics to the

European scene. Before Roberts, the 'correct' way to win was to adopt a stalk-and-pounce strategy as perfected by Sheene. Properly executed, the win-from-behind ploy produces a cliff-hanger of a finish for the spectators' delight, a bout of depression for the second placer, and soaring prestige for the victor. Through most of the race distance, the winner elect would dog the wheel tracks of his victim, diminish-

Kork Ballington, 250 and 350 world champion in 1978



Eugenio Lazzarini won the 125 championship



ing the opposition's confidence with regular sights of his front wheel, then thundering into a last-lap lead at the least likely spot.

Roberts, however, was having no truck with Europe's unwritten rules. Instead, he won by the American method, which was the only way of winning he knew. Namely, to hammer out ahead from the moment the flag dropped and keep on going to the finish. Before the shaken GP regulars knew what hit them, Roberts had built up a near commanding lead in the championship. And then came the Dutch TT.

The Dutch staged by far the best 500cc race of the year when all the essentials clicked together with perfect timing. All the leading contenders hit top form, the race had five different leaders and four likely winners, and the strategy was a nice mix of stalk-and-pounce and eyeballs-out. From the start, everybody gave fair notice that nobody was going to get clean away. Fast-starter Wil Hartog led off hounded by everyone in general, and Sheene and Roberts in particular.

When Hartog disappeared brakeless up a slip road, the works riders took over in a big way, putting on a super lead swapping display. There was no way of computing how many ways the number one spot changed hands, but neither riders could outpace or outfox the other. Thus they discovered a mutual dislike for running in front by inches, though they had to race that way. Sometimes one would take the lead, hoping to get clean away. At other times, the rider running second would be propelled to the front at the instigation of his opponent.

In time, Katayama (Yamaha) discovered reserves of speed and energy to intervene on the

Sheene/Roberts dispute. Successfully, too, because the Kat flew through into a healthy looking lead - by that day's standards. But Sheene and Roberts soon put the race back into the familiar close-up formation. And then there were four: slow-starter Johnny Cecotto (Yamaha) put on the pressure and set up his passing points.

Towards the end, Katayama faded with gearbox problems and Sheene slipped back with an ungrippy rear tyre. Then Cecotto pounced with two laps to go, leaving Roberts with it all to do over the last 7.78km tour. But Robert's record breaking (156.618km/h lap) flying failed by half a wheel and 0.2 of a second. If only all GPs were like that. ▶



▲ Ricardo Tormo and 50cc Bultaco

Wereldmachines en wereldsterren

De zeventiger jaren waren het decennium van de supersterren met hun machines. 1978 was daarbij een heel bijzonder jaar. In alle zes klassen waren er nieuwe kampioenen, waarvan er niet één eerder wereldkampioen was geworden. Gevestigde namen als die van Sheene (500), Katayama (350), Lega (250), Bianchi (125), Nieto (50) en O'Dell (zijspannen) moesten het veld ruimen voor die van Roberts, Ballington (350 en 250), Lazzarini, Tormo en Biland.

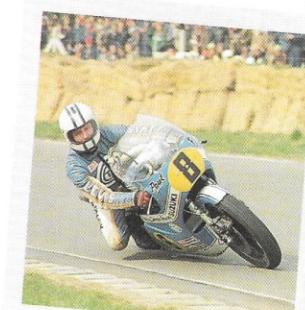
De spannendste Grand Prix van het jaar vond plaats op Assen in de 500 cc. Eigenlijk het hele veld stak in topvorm, vijfmaal wisselde de koppositie en de hele tactiek was er simpelweg een zo hard mogelijk gaan! Wil Hartog nam de kop, direct door het hele veld achtervolg en door Sheene en Roberts in het bijzonder. Nadat "De Witte Reus" zich verreerde en rechtdoor ging, namen de fabrieksrijders over. Hoevel er aan de kop voortdurend stuwtje werd gewisseld, was er geen coureur die de leiding lang in handen kon blijven houden.

Maar toen was het Katayama (Yamaha) die op de een of andere manier reserves ontdekte om de fel duellerende Sheene en Roberts te passeren. De "Kat" leek een beslissende voorsprong te nemen, althans naar de maatstaven in die dagen, maar Sheene en Roberts vochten zich toch terug en kregen weer aansluiting. Maar nu was het weer de slecht gestarte Johnny Cecotto (Yamaha) die druk op de ketel zette en aan een inhalrace begon.

Tegen het einde van de wedstrijd viel Katayama uit met versnellingsbakproblemen, terwijl Sheene de kopgroep moest laten gaan vanwege een totaalsversleten achterband. Cecotto ging, met nog maar twee ronden te gaan, onderuit en nu was het alleen nog Roberts die de laatste ronde van 7,78 kilometer lengte indook. Het leek er zelfs op dat "King" Kenny nu een absolut baanrecord (156,618 kilometer gemiddeld) zou gaan neerzetten, maar daarvoor kwam hij net een halve wiellengte, ofwel 0,2 seconde tekort. Als alle GP's nu maar zo spannend zouden zijn!



Chas Mortimer



Paul Smart

Super-motos et Superstars

F Les années 70 furent une décennie de motos prestigieuses et de pilotes-vézéttes. 1978 fut une année particulièrement riche. Les six catégories ont connu de nouveaux champions jamais encore titrés auparavant: Sheene (en 500), Katayama (en 350), Lega (en 250), Bianchi (en 125), Nieto (en 50) et O'Dell (en side-car), puis vint l'ère des Roberts, Ballington (en 350 et 250), Lazzarini, Tormo et Biland.

Le "Dutch TT" fut cette année-là la course la plus disputée en 500. Les pilotes de pointe étaient au "top" de leur forme, la course connut cinq différents leaders et bien des rebondissements! Wil Hartog mena, chassé par Sheene et Roberts.

Lorsque Hartog disparut sur ennui de freins, les pilotes de tête le dépassèrent. Le leader provisoire changea encore des douzaines de fois, mais aucun pilote ne put se détacher.

Puis, Katayama (Yamaha) réussit à prendre quelques longueurs d'avance sur Sheene et Roberts. Mais, Sheene et Roberts purent revenir dans sa roue. C'est à ce moment que Johnny Cecotto (Yamaha), mal parti, se mêla à la bagarre.

Avant la fin, Katayama disparut sur problèmes de boîte de vitesses et Sheene rétrograda suite à des problèmes de pneu arrière. Cecotto fonça pour ses deux derniers tours, forçant Roberts à tenter le tout pour le tout: l'Américain battit le record du tour dans le dernier tour (à 156,618 km/h) mais échoua de la moitié d'une roue, terminant à 2/10e de seconde du Vénézuélien. Ah! Si tous les Grands Prix pouvaient être comme ça!

Rennsport vom Feinsten

D Die Motorradrennen der siebziger Jahre zählten mit zu den wildesten. Erinnern Sie sich nur mal an das Jahr 1978: Am Saisonende gab es in allen sechs Klassen neue Weltmeister, und kein einziger von ihnen hatte zuvor jemals diesen Titel erringen können. Erthron wurden Sheene (500er), Katayama (350er), Lega (250er), Bianchi (125er), Nieto (50er) und Gespannfahrer George O'Dell. Die neuen Könige hießen Roberts, Ballington (250er und 350er), Lazzarini, Tormo und Rolf Biland.

Bei der Dutch TT 1978 wurde in der Halbliterklasse das beste Rennen der Saison gefahren. Die Titelanwärter waren in Höchstform. An der Spitze wechselten sich fünf verschiedene Fahrer ständig ab und spielten Katz und Maus miteinander. Vom Start weg fuhr zunächst Wil Hartog der Konkurrenz vor der Nase herum, ganz besonders auch den Herren Sheene und Roberts.

Als Hartog dann mit versagender Bremse einen Notausgang wählen musste, waren die Werksfahrer unter sich. Doch keiner konnte sich absetzen, bis schließlich Katayama seiner Yamaha die Sporen geben wollte, von Sheene und Roberts freilich schnell wieder eingefangen wurde. Und plötzlich war da auch noch Spätstarter Johnny Cecotto (Yamaha), der sich das Trio vorknöpfen wollte.

Katayama bekam Ärger mit dem Getriebe, und auch Sheene musste zum Ende des Rennens wegen nachlassender Haftung des Hinterreifens zurückstecken. Blieb nur noch Roberts, und den schnappte sich Cecotto schon in der vorletzten Runde. Auf den letzten 7,78 Kilometer fuhr Roberts zwar mit 156,618 km/h neuen Rundenrekord, doch auf der Ziellinie fehlte ihm gerade mal eine Zehntelsekunde. Wenn doch nur alle Grand Prix-Rennen so spannend wären...

Autographs

Autographs

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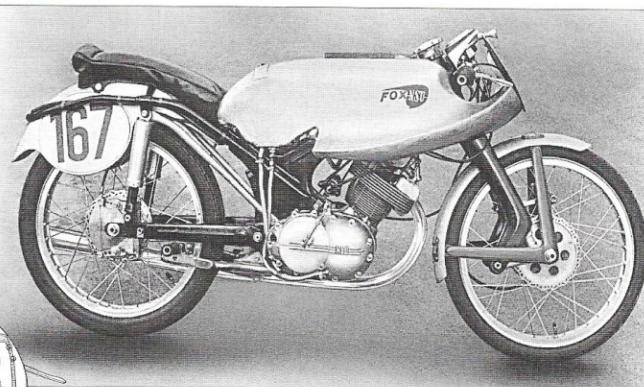
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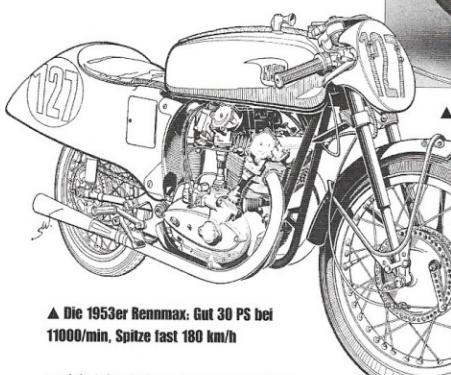
ALS DIE FICM (FÉDÉRATION INTERNATIONALE DES Club Motocyclistes) im Herbst 1948 beschlossen hatte, daß mit Beginn der Rennsaison 1949 künftig um den Titel des Weltmeisters gefahren würde, mußten die deutschen Fahrer zwangsläufig zunächst zuschauen. Erst ab 1951 durften sie bei Motorradrennen im Ausland starten, und dann auch nur, sofern sie nach den damaligen Statuten der Obersten Motorradsport-Kommission, „sportlich wie charakterlich qualifiziert“ waren und über „konkurrenzfähiges Material“ verfügten.

Letzteres Kriterium war wohl das einzige Problem. Die schier unschlagbaren 250er und 350er DKW der Vorkriegsjahre konnten nicht mehr gefahren werden, da deren Ladepumpen-Zweitaktmotor verboten waren. Gleiches galt für Kompressor-Motoren, wie BMW sie in der 500er Klasse erfolgreich verwendet und womit Schorsch Meier 1939 die Senior-TT gewonnen hatte. Und bei den Rennmotoren für die 125er Klasse hatten die Italiener, wie

In den Soloklassen waren NSU, DKW, MZ und Kreidler mit wechselndem Erfolg dabei. Doch bei den Motorrädern mit Seitenwagen dominierten zwei Jahrzehnte lang Gespanne mit BMW-Motoren



▲ Die 1953er Rennfox: Rund 16 PS stark, bis zu 160 km/h schnell



▲ Die 1953er Rennmax: Gut 30 PS bei 11000/min, Spitze fast 180 km/h

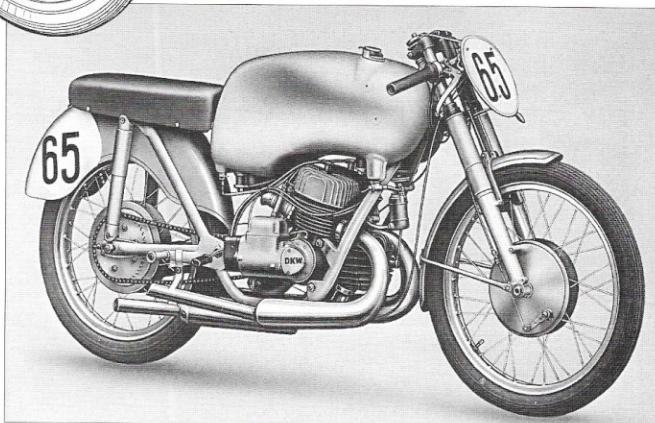
doch Müller fuhr keine Renn-, sondern eine Sportmax, eine für Privatfahrer gedachte 250er Rennmaschine auf Max-Basis.

Neben NSU war auch DKW dabei, aber mit den für das Werk charakteristischen Zweitaktmotoren.

Leistungsmäßig mit den Viertaktmotoren der Konkurrenz mithalten war ein Problem, ein anderes das Stehvermögen der Motoren, die nicht immer die volle Distanz eines Grand Prix durchhielten. Im Gegensatz zu NSU engagierte sich DKW auch in der 350er Klasse, obwohl hier Guzzi und Norton schier uneinholbar schienen. Bereits 1952 war dafür ein Dreizylinder-Zweitaktmotor konstruiert worden, der freilich erst rund zwei Jahre später

auch bei den 250ern, einen großen Vorsprung.

Doch NSU nahm die Herausforderung in den unteren beiden Hubraumklassen an (das 500er-Projekt wurde schnell wieder zurückgestellt). Beflügelt von besten Geschäften mit Serienmaschinen, schien für die Entwicklung von Rennfox und Rennmax weder finanzieller noch materieller Aufwand zu hoch. Der Durchbruch kam 1952 beim Großen Preis auf der Solitude, dem ersten Weltmeisterschaftslauf in Deutschland: Werner Haas gewann das Rennen der 125er, 1953 wurde der junge Kerl aus Augsburg 125er und 250er Weltmeister, 1954 gleich noch einmal in der 250er Klasse, während der Österreicher Rupert Hollaus 125er Sieger wurde. Den totalen NSU-Triumph 1954 machte Hermann-Paul Müller perfekt, er wurde in beiden Klassen jeweils Dritter. Just am Höhepunkt angelangt, zog sich NSU am Ende der 1954er Saison überraschend zurück. Dennoch tauchte 1955 der Name NSU in der Viertelliterklasse noch einmal ganz vom auf,

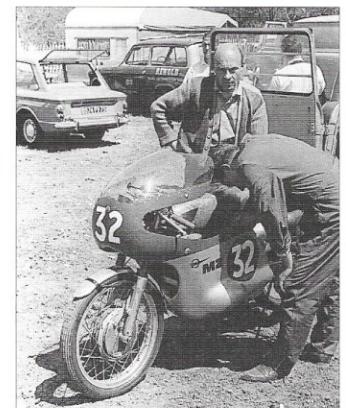


▲ DKW-Dreizylinder: 30 Jahre später griff Honda diese Idee wieder auf



wenigstens einigermaßen zuverlässig und stark genug war. Nach Ewald Kluge und Siegfried Wünsche war es August Hobl, der mit den DKW-Dreizylindern (wegen ihres Geräusches auch „Singende Sägen“ genannt) letztendlich am besten abschneiden sollte: WM-Dritter der 350er Klasse in den Jahren 1955 und 1956, und dann stieg auch noch DKW aus dem Grand-Prix-Rennsport aus.

Doch die Suche nach Leistung beim Zweitaktmotor und die Mühen, ihn dabei auch noch standfest zu machen, sollte die Deutschen weiterhin beschäftigen. Zwangsweise von der westlichen Welt abgeschieden (und deshalb unter weit►



▲ Pionierarbeit: Walter Kaaden, der Mann hinter den MZ-Rennmotoren



Heinz Rosner

▲ Hans-Georg Anscheidt (links), Wolfgang Gedlich



► Klaus Enders/Ralf Engelhardt



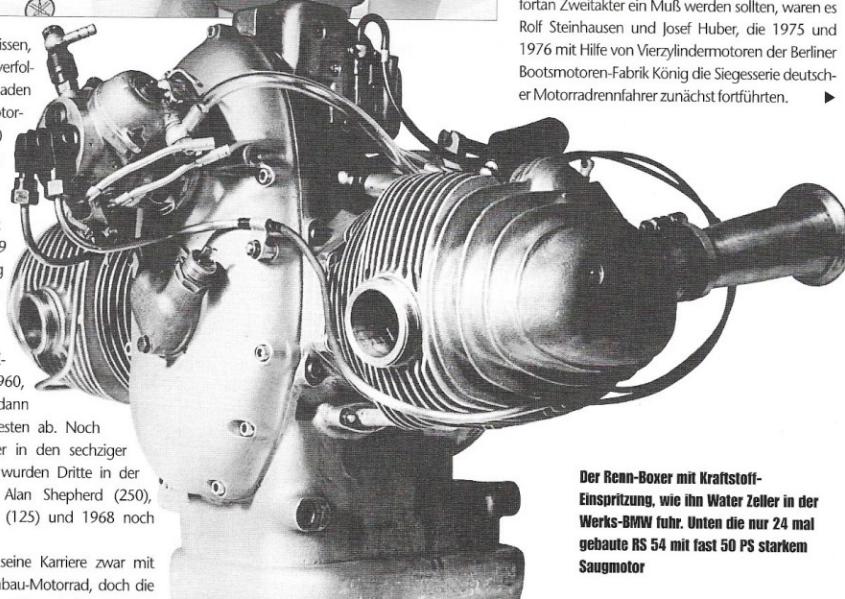
schwierigeren Verhältnissen, was das Material betraf), verfolgte ein gewisser Walter Kaaden unter der Flagge des Motorradwerk Zschopau (MZ) die Eigenheiten dieses Arbeitsprinzips weiter. Horst Fügner wurde 1958 WM-Dritter mit einer MZ Re 250, 1959 schaffte Gary Hocking (Rhodesien) sogar die 250er-Vizeweltmeisterschaft. Bei den 125ern war Ernst Degner der MZ-Starfahrer: WM Dritter 1960, WM-Zweiter 1961, und dann setzte er sich in den Westen ab. Noch dreimal waren MZ-Fahrer in den sechziger Jahren vorne mit dabei, wurden Dritte in der Weltmeisterschaft: 1964 Alan Shepherd (250), 1965 Derek Woodmann (125) und 1968 noch Heinz Rosner (250).

Dieter Braun begann seine Karriere zwar mit einem interessanten Eigenbau-Motorrad, doch die großen Erfolge errang er auf japanischen Maschinen. Mit der Ex-Anscheit-Suzuki wurde er 1969 WM-Zweiter der 125er Klasse, das Jahr darauf sogar Weltmeister damit, und dann stieg Dieter Braun („Der Lange“) auf Yamaha um: 250er Weltmeister 1973, Vizeweltmeister 1974 in der 250er und 350er Klasse und 1975 noch einmal WM-Dritter bei den 250ern.

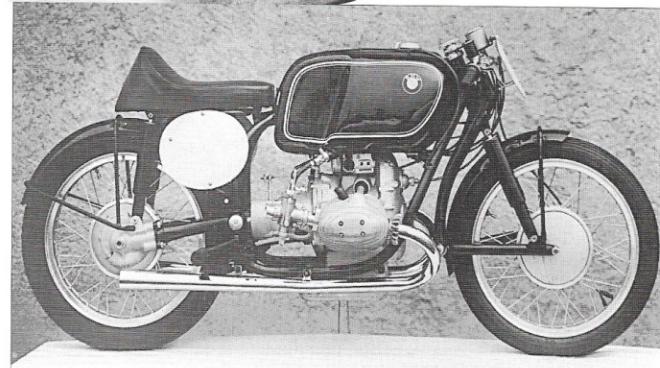
Als ab 1962 auch mit 50 cm³-Rennmaschinen um WM-Lorbeer gefahren wurde, war Kreidler der große Favorit. Doch so sehr sich Werksfahrer Nummer eins Hans-Georg Anscheidt auch mühte, mehr als zwei Vizeweltmeisterschaften und dazu noch WM-Platz drei 1964 war nicht drin. Nach wenig erfolgversprechendem Anfang 1965 zog sich Kreidler vom offiziellen Werksrennsport zurück und überließ dem niederländischen Kreidler-Importeur

Hendrik van Veen das Feld. Als ab 1969 nur noch mit Einzylindermotoren gefahren werden durfte, sollte der Name Kreidler endlich zum Maßstab in der Schnapsglas-Klasse werden. Jan de Vries errang den ersten Titel 1971, und bis einschließlich 1983 kamen weitere sieben hinzu.

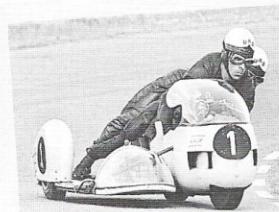
Gemessen an der Zahl der errungenen Weltmeisterschaften rangiert unter den deutschen Herstellern dagegen BMW mit Abstand an erster Stelle. Nachdem der Zweizylinder-Vertakt-Boxermotor rennertig war, holte Wilhelm Noll mit Beifahrer Fritz Cron 1954 den ersten WM-Titel. 18 weitere folgten bis einschließlich 1974, nur zweimal (1968 und 1971) wurde die beeindruckende Statistik durch das Gespann mit dem von Helmut Fath gebauten URS-Vierzylindermotor unterbrochen. Walter Schneider (mit Hans Strauß im Boot) gewannen zwei, Max Deubel und Emil Hörmel schon vier und Klaus Enders (mit Ralf Engelhardt, einmal auch mit Wolfgang Kalau) sogar sechs Weltmeisterschaften. Und als auch bei den Motorräden mit Seitenwagen die Tage von Viertaktmotoren gezählt waren und fortan Zweitakter ein Muß werden sollten, waren es Rolf Steinhausen und Josef Huber, die 1975 und 1976 mit Hilfe von Vierzylindermotoren der Berliner Bootsmotoren-Fabrik König die Siegessäule deutscher Motorradrennfahrer zunächst fortführten. ▶



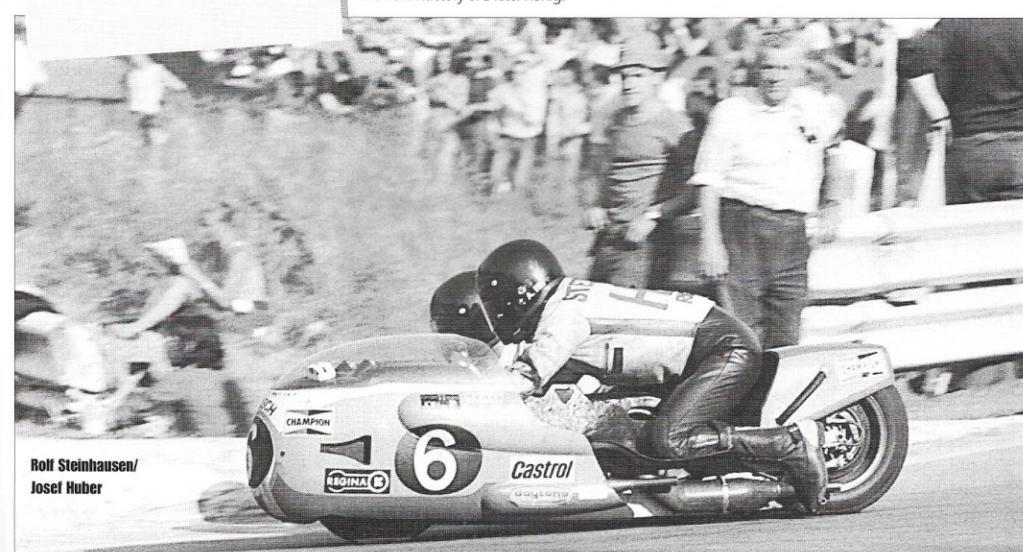
Der Renn-Boxer mit Kraftstoff-Einspritzung, wie ihn Water Zeller in der Werks-BMW fuhr. Unten die nur 24 mal gebaute RS 54 mit fast 50 PS starkem Saugmotor



Siegfried Schauzy/
Wolfgang Kalau



Helmut Fath/
Wolfgang Kalau



Rolf Steinhausen/
Josef Huber

German machines and their riders

The first two years of grand prix racing took off without German entrants. Finally in 1951 the authorities allowed them to compete in international events where they quickly found out that their machines were not really competitive. But things changed overnight. In 1952 during the first German Grand Prix, held on the Solitude track near Stuttgart, a certain Werner Hass on his little 125cc NSU beat the great Carlo Ubbiali by a mere 0.7 seconds. And for 1953 NSU went for the title in both 125 and 250cc classes. Due to excellent motorcycle sales they could afford to build those unbeatable Renntex and Renntex models. Haas won the 1953 championship in both classes, and in 1954 it was NSU again for the double. But the big surprise was the official withdrawal of NSU after that season, with the famous Renntex replaced by the Spormax, a production racer based on the road going NSU Max. And it was Hermann-Paul Müller who, out on his own, won the 250cc title on a Sportmax in 1955.

DKW tried hard to get the power of their two-strokes up to four-stroke levels in the lower capacity classes, and in 1952 they produced a sensational 350cc triple. However, when they finally got it going and despite August Hobl finishing third behind the Guzzis of Bill Lomas and Dickie Dale in 1955 and 1956, DKW called an end to factory racing.

But, in another part of Germany, a guy called Walter Kaaden continued the pioneering work on racing two-strokes under the banner of the MZ factory. Horst Fügner came third with an MZ 250 in 1958, and in 1959 Gary Hocking finished runner-up behind Carlo Ubbiali. In 1960 Ernst Degner took third place in the 125cc class, a year later he came second and then he said goodbye to his communist companions and joined Suzuki. On three more occasions MZ riders took third places in the world championships: Derek Woodward in 1956 (125cc), Alan Shepherd in 1964 (250cc) and Heinz Rosner in 1968 (250cc).

Dieter Braun started on an interesting home-built special. But his success came on the ex-Anscheidt 125 twin Suzuki when he finished runner-up in 1969, winning the title the following year and switching to Yamaha where it was the 250 crown in 1973 and runner up 1974 in both 250 and 350 classes.

When the tiddlers joined grand prix racing in 1962, Hans-Georg Anscheidt and his Kreidler were favourites. But he had to content himself with two seconds and even a third place in 1964 when the factory withdrew after the third race of the 1965 season. Kreidler got its first title in 1971, with seven more to follow.

Counting world championships, BMW stands well clear. When the Bavarians finally had their racing twin ready, it dominated sidecar racing for two decades. Wilhelm Noll and Fritz Cron won the first title in 1954; the last one went to Klaus Enders and passenger Ralf Engelhardt in 1974. Only twice was BMW beaten, in 1968 and 1971, by the URS in-line four. URS stood for the first three letters of Helmut Fath's small hometown of Ursenbach.

Talking about German built engines, the outfit of Rolf Steinhausen and Josef Huber, who won the championship in 1975 and 1976, was powered by a flat-four two-stroke engine from an outboard motor made at the Berlin factory of Dieter König.

Duitse machines en rijders

NL

In 1951 mochten Duitse rijders weer aan internationale motorsportraces meedoen, maar hun machines waren inmiddels behoorlijk verouderd. Daar kwam echter snel verandering in. Al in 1952 versloeg Werner Haas op zijn kleine 125 cc NSU de fameuze Carlo Ubbiali op het Solitude circuit. En in 1953 slaagde NSU er al in om het kampioenschap in zowel de 125 als de 250 cc klasse te veroveren. Omdat de gewone wegmotoren uitstekend verkochten, kon de fabriek die vrijwel onverslaanbare Rennfox en Rennmax racers bouwen. Haas won in 1954 beide titels en ook in 1954 ging die eer weer naar NSU. Hermann-Paul Müller zou in 1955 de 250 cc titel winnen met de eenvoudiger Sportmax.

DKW deed haar uiterst best om met tweetakten het niveau van de viertakten in de lichtere klassen bij te benen, met onder meer de in 1952 geïntroduceerde sensationele 350 driecilinder. August Hobl werd derde achter de Guzzi's van Bill Lomas en Dickie Dale in 1955 en 1956 toen DKW stopte met racen. Inmiddels was het Walter Kaaden die de tweetakt eer hooghield met de MZ racers. Horst Fügner werd derde met een MZ 250 in 1958 en in 1959 reed Garry Hocking tweede met een MZ achter Ubbiali. Het was Ernst Degner die in 1960 derde werd in de 125 cc klasse. In drie gevallen haalde MZ zelfs een wereldtitel: in 1956 met Derek Woodman (125 cc), in 1964 met Alan Shepherd (250 cc) en in 1968 met Heinz Rosner (250cc). Een andere bekende naam is die van Dieter Braun die in 1970 wereldkampioen werd met Suzuki in de 125 cc klasse en in 1973 de 250 cc titel won. Ook de naam van Hans-Georg Anscheidt en zijn Kreidler zijn wereldberoemd geworden. Voor Kreidler begon de victorie in 1971, waarna nog zeven titels zouden volgen in de "borrelglas" klasse. Maar de absolute kampioen in wereldkampioenschappen GP zeges is natuurlijk BMW geworden. Twintig jaar lang regeerde BMW in de zijspanklasse, met een eerste titel in 1954 op naam van Noll en Cron, de laatste op naam van Enders/Engelhardt in 1974. Maar twee keer werd BMW verslagen: in 1968 en 1971, beide keren door de URS viercilinders van Helmut Fath. In 1975 en 1976 werd het zijspankampioenschap gewonnen door Steinhausen/Huber met König blok, een vierenveertig cilinder tweetakt buitenboordmotor uit de Berlijnse fabriek van Dieter König!

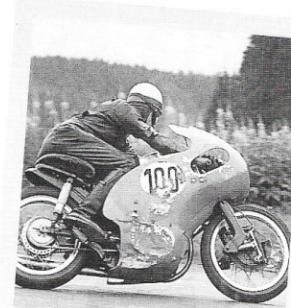
Les machines Allemandes et leurs pilotes

F

Les deux premières années de GP ne virent pas un seul Allemand. C'est finalement en 1951 qu'ils furent autorisés à courir lors d'événements internationaux. Au début, leurs machines n'étaient pas très compétitives, mais les choses changèrent du jour au lendemain. En 1952, au premier GP d'Allemagne sur le circuit de la Solitude près de Stuttgart, un certain Werner Haas sur sa petite



Alan Shepherd



Horst Kassner



Sammy Miller

125 NSU l'emporta sur le grand Carlo Ubbiali, de 0'7 seulement il est vrai. En 1953, NSU revint pour le titre dans les séries 125 et 250. Grâce à de gros volumes de ventes de motos, ils furent capables de fournir un important effort financier pour construire les imbattables modèles Rennfox et Rennmax. Haas fut titré en 1953 dans les deux catégories, et en 1954 NSU l'emporta encore. Mais la surprise fut le retrait officiel de NSU après cette saison, après que la célèbre Rennmax ait été remplacée par la Sportmax basée sur la 250 Max de route. Ce fut Hermann-Paul Müller qui remporta le titre des 250 sur la Sportmax en 1955.

DKW avait beaucoup travaillé pour obtenir la puissance des quatre-temps sur leurs deux-temps en petites cylindrées. C'est en 1952 qu'ils produisirent une formidable trois-cylindres 350. Cependant, alors qu'elle était au point et qu'August Hobl termina en troisième position derrière les Guzzi de Bill Lomas et de Dickie Dale, en 1955 et 1956 DKW mit fin à sa participation aux courses.

Mais en Allemagne de l'Est, un gars plein de cran du nom de Walter Kaaden continua le travail de pionnier sur les deux-temps, sous la bannière de l'usine MZ. Horst Fügner arriva troisième avec une MZ 250 en 1958, et en 1959 Garry Hocking termina second derrière Carlo Ubbiali. En 1960, Ernst Degner remporta la troisième place en 125. Une année plus tard, il finit second puis dit "au revoir" à ses compagnons communistes et rejoignit Suzuki ! A trois autres occasions, les pilotes MZ remportèrent le championnat du monde : Derek Woodman en 1956 (125), Alan Shepherd en 1964 (250) et Heinz Rosner en 1968 (250).

Par ailleurs, Dieter Braun débute sa carrière sur une intéressante "spéciale" de fabrication artisanale. Mais son succès vint grâce à la 125 Suzuki twin ex-Anscheidt, lorsqu'il termina second en 1969, avant de passer chez Yamaha l'année suivante. En 1973 il fut champion du monde 250, et second en 1974 tant en 250 qu'en 350.

Lorsque la catégorie 50 cm³ fut créée en 1962, Hans-Georg Anscheidt et son Kreidler étaient favoris. Mais l'Allemagne dut se satisfaire de deux secondes places en 62 et 63, puis de la troisième place en 1964, alors que l'usine se retirait après la troisième course de la saison de 1965. Kreidler obtint enfin son premier titre en 1971, puis sept autres suivirent.

Parlant de titres constructeur, BMW s'en tira honorablement. Une fois leur bicylindre à plat au point, les Bavarois dominèrent les courses de side-cars pendant deux décennies : Wilhelm Noll et Fritz Cron gagnèrent le premier titre en 1954 et le dernier revint à Klaus Enders et son passager Ralf Engelhardt en 1974. BMW fut battu seulement deux fois, en 1968 et 1971, par le quatre-en-ligne URS. URS désigne les trois premières lettres de la petite ville natale d'Helmut Fath, Ursenbach. En parlant des moteurs de fabrication allemande, la machine de Rolf Steinhausen et de Josef Huber, qui gagna le championnat en 1975 et 1976, l'emporta grâce à un moteur deux-temps quatre-cylindres à plat, réalisé à partir d'un moteur hors-bord de l'usine berlinoise de Dieter König.

75 Years of BMW Motorcycles



Charioteers

From solo motorcycles with a bit on the side to purpose built three-wheelers, grand prix sidecar outfits have come a long way. Passenger and GP reporter Mick Woollett gets the drift.

RACING SIDECAR OUTFITS WAS CONSIDERED SO dangerous in the Thirties that, following a number of serious accidents, it was actually banned in pre-WWII Germany! Yet this form of motorcycle sport, which had struggled to establish itself between the wars, mushroomed into popularity as soon as hostilities were over.

Already popular in England and Switzerland, where the organisers were one of the few to include a three-wheeler class in their pre-war grand prix, the sport quickly spread to Belgium, Italy and France.

Totally unstreamlined, the racing outfit of the late Forties consisted of a solo on to which a rudimentary sidecar, a flat tray with a nose cone, was bolted. At first modifications to the solo consisted of alteration to the steering geometry to make the combination easier to steer.

The man in the street could readily identify with this style of racing, for a quarter of all motorcycles on the road at that time were fitted with sidecars. So the spectator, who had driven to the circuit with his wife and children in the sidecar attached to his side-valve Norton or BSA, knew only too well the problems face by his leather clad heroes as they battled to control their bucking, sliding outfits on the track.

With sidecar tyres screaming, front wheels flapping and seldom pointing in the direction of travel, and rear wheels spinning, this was real cut and thrust racing. Sidecar outfits offered a contrasting

yet complimentary spectacle to the solo races that made up the bulk of the programme.

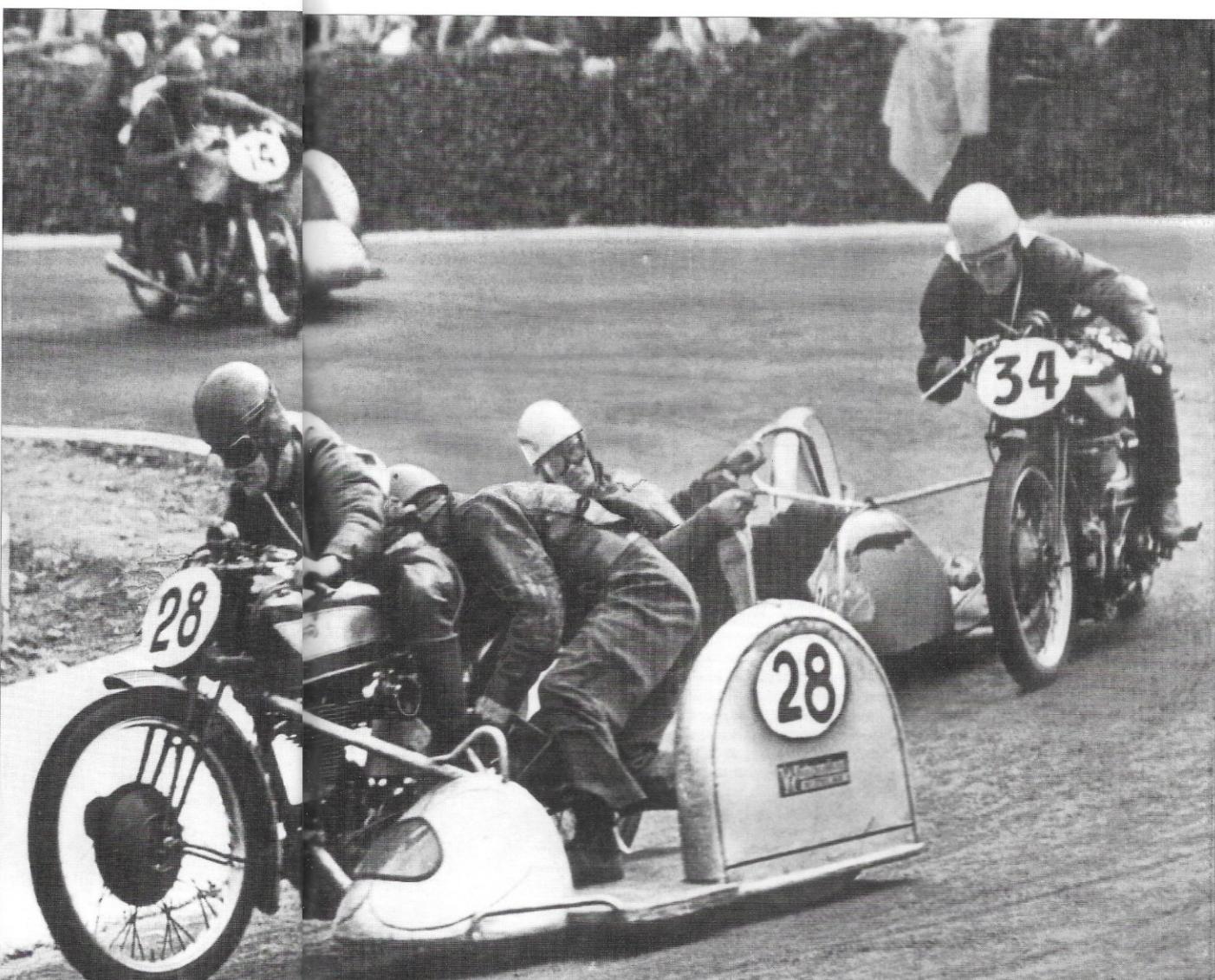
Organisers were quick to add the class to their programmes and in England, where short circuit racing boomed, the sidecars quickly became second only to the 500cc solos in order of importance as far as the race fans were concerned. The prize money reflected this and there were often two or more sidecar events in the programme - up to 600cc and over, plus possibly handicap races.

When the World Championship started in 1949 the FIM decreed a top limit of 600cc replaced by 500cc for 1951. England's Eric Oliver with Denis Jenkinson in the sidecar won the title.

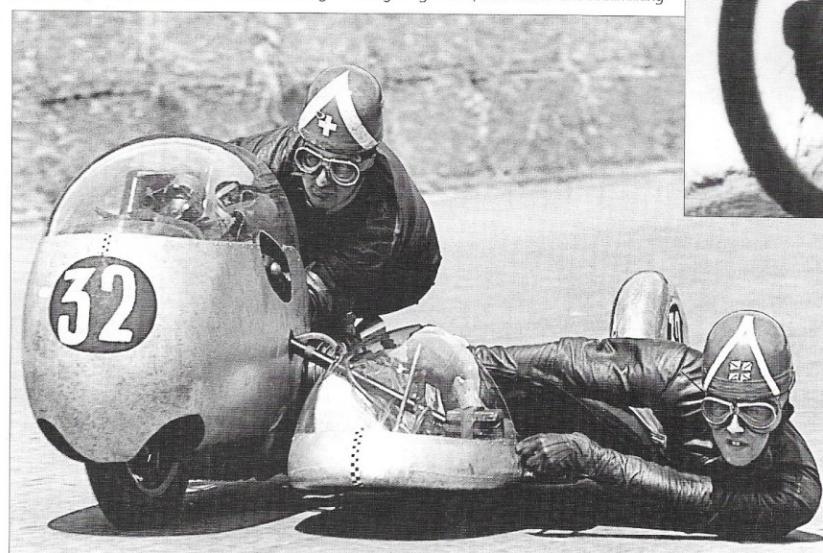
Oliver used a Manx Norton with a 596cc pre-war engine and girder forks hitched to a Birmingham built Watsonian sidecar to beat off the Italian challenge of Ercole Frigerio with his works four-cylinder Gilera and the Swiss Hans Haldeman (Norton).

Considered by many to be the greatest sidecar racer of all time, Oliver won again in 1950 and 1951. Injury cost him any chance in 1952 when Cyril Smith (Norton) took over to win. Albino Milani (Gilera) was second after Frigerio, runner up to Oliver the previous three years, had been killed in an accident at the Swiss GP.

Oliver returned to win the title again in 1953 but the look and design of outfits was changing. Wheels were getting smaller, forks shorter and streamlining



▲ Eric Oliver winning the Belgian GP in 1950. His Norton outfit averaged 83.07mph



◀ Swiss driver Florian Camathias and British passenger Harry Winter, BMW

more comprehensive as the sport became ever more professional. This was starkly illustrated at the Belgian GP. In 1953 Oliver used a completely naked and rather battered oil-streaked Norton to win but just a year later returned with a completely enclosed streamliner in which the driver adopted a kneeling position.

That year Oliver won the first of three grand prix but then broke an arm competing in a hill-climb. The threat of the German drivers on their factory sponsored BMWs, re-admitted to the grand prix in 1952, had been growing. It was the studious-looking little Willi Noll and passenger Fritz Cron who came through to win the title in 1954.

Until then there had been no sidecar class at ▶



Kurt Waltherger tucks behind Rolf Biland



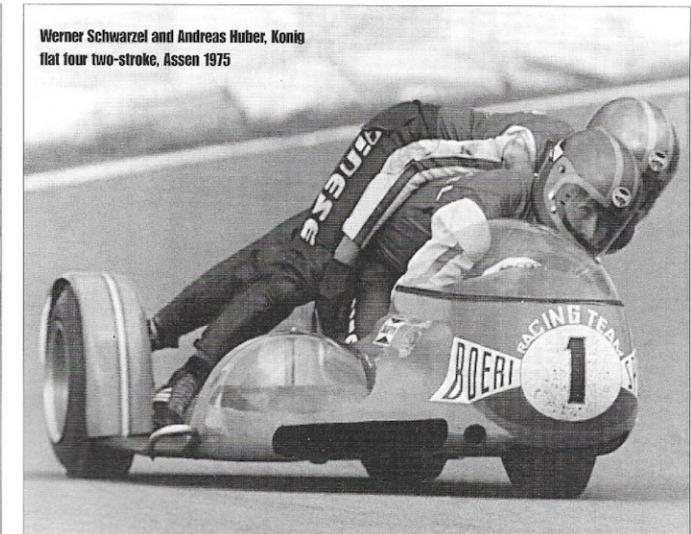
Rigerto and Gittera outfit, 1949



Pip Harris and Ray Campbell drift their BMW Watsonian at the 1960 Dutch TT



Werner Schwarzel and Andreas Huber, Konig flat four two-stroke, Assen 1975



Owesle, now partnered by Hahn, winning in 1971. The next year, England's Chris Vincent assisted by Peter Casey took over the outfit and clocked a record lap, but was eventually beaten after a long duel by Enders and Ralf Engelhardt (BMW).

Enders/Engelhardt made it three in a row by winning again in 1973 and 1974 but the four-stroke era was coming to an end. In 1975 the two-strokes took over as the all German team of Werner Schwarzel and Andreas Huber with a Berlin built Konig flat-four two-stroke won the race and England's Mac Hobson set a lap record powered by a two-stroke four-cylinder Yamaha engine.

In 1970 BMW showed who had the upper hand when Georg Auerbacher and Helmut Hahn won. Fath had retired but the URS soldiered on with Horst passenger Wolfgang Kalauch won the World Championship in 1968. That year they could only finish fifth at Assen but in 1969 they won the race though they lost the world title to the rising German star Klaus Enders (BMW).

In 1970 BMW showed who had the upper hand when Georg Auerbacher and Helmut Hahn won. Fath had retired but the URS soldiered on with Horst

another Swiss, Rolf Biland passenger by England's Kenny Williams won. This was the first of no less than 10 Dutch wins for the incredibly talented Biland, who in recent years has been crewed by compatriot Kurt Waltisberger.

The name Fath returned to the winner's enclosure in 1978 but this time it was a Fath designed and developed two-stroke engine that had carried Schwarzel/Huber to their second Dutch TT. The Seventies ended with another Biland win, now with Waltisberger in the chair.

The racing outfit had evolved from solo motorcycle with bolt-on sidecar to purpose-built racing car with three wheels. Those early chairs may not have been as fast, but they were a lot more spectacular on the track. ►

the Dutch TT. The 10-mile/16-kilometer 'old' circuit with its long tree-lined straights simply was not suitable. All that changed when the shorter purpose built course was first used in 1955.

With short straights and open, sweeping corners this was an ideal circuit for the chairs and one that every competing team enjoyed. With Oliver retired and Smith hampered by Norton's withdrawal from racing the BMWs took over. Willi Faust/Karl Remmert won that first year in Assen, followed by Noll/Cron and Fritz Hillebrand/Manfred Grunwald in 1956 and 1957.

Swiss Florian Camathias with Hilmar Cecco broke the German grip by winning in 1958 and again the

next year; then it was England's turn with Pip Harris and passenger Ray Campbell triumphing in 1960.

The grip of the flat-twin BMW engine continued as Max Deubel/Emil Horner won for Germany in 1961 followed by the new Swiss star Fritz Scheidegger with his English 'beifahrer' John Robinson in 1962. Deubel/Horner won again in 1963, then came another British victory when Colin Seeley and Wally Rawlings came through on their ex-Camathias FCS-BMW to win the championship in 1964.

Tall, quietly spoken Scheidegger, who like Noll and Camathias wore glasses to race, hit back to win in 1965 and again the next year. Then the young German team of Johan Attenberger and Joseph

Schillinger scored a surprise win in 1968 - only to be killed a week later when they crashed at high speed in the Belgian GP.

The BMW monopoly lasted 14 years. The dedicated German engineer-rider Helmut Fath broke it. He had won the Sidecar World Championship way back in 1960 using an extensively modified BMW engine with his own design of fuel injection. He was then badly injured in a crash and during several years of convalescing he designed and built, with the aid of Peter Kuhn, his own four-cylinder, four-stroke racing engine.

This was named the URS - the first three letters of his hometown of Ursenbach - and using it he and



▲ Max Deubel leaps Ballaugh Bridge in the 1960 TT



▲ Norton power for Cyril Smith, 1954 Belgian GP



Colin Seeley chose Matchless 650 power for his 1963 Isle of Man TT outing

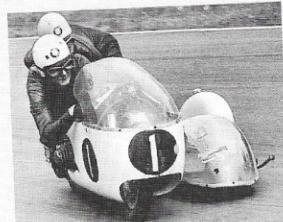
Zijspanrijders



De eerste zijspancombinaties bestonden uit een volledig ongestroomlijnde solomotor met daaraan een primitief zijspan, meer een plank met een neuskoepeltje, gemonteerd. Met gillende banden, spinnend achterwielen en zwabberende voorwielen die zelden de goede kant opwezen, was het zijspanracen uitgesproken spectaculair om te zien. De eerste wereldkampioen in deze klasse werd in 1949 de Engelse combinatie Eric Oliver en Denis Jenkinson. Oliver gebruikte een Manx Norton met een vooroorlogs 596 cc metend blok, Webb voorvork en een Watsonian "bak" aan de motor. Maar in 1954 reed hij echter al met een volledige gestroomlijnde driewieler, waarbij de passagier knielend in de bak zat. Tot dat jaar was er nooit in de zijspanklasse gereden in Assen. Het 16 kilometer lange "oude" circuit met de lange rechte einden, omzoomd door bomen was niet geschikt voor de zijspannen. Maar dat alles veranderde in 1955 toen het korte circuit in gebruik werd genomen.

Dankzij de veel kortere rechte stukken en de mooie open, doorlopende bochten was en is Assen plotseling uitstekend geschikt voor de driewielers en snel werd Assen dan ook zeer populair bij de zijspanrijders. In dat eerste jaar won de combinatie van Will Faust/ Karl Remmert met BMW, gevolgd door Noll/Cron en Fritz Hillebrand/Manfred Grunwald in respectievelijk 1956 en 1957.

De alleenheerschappij van BMW zou maar liefst 14 jaar duren, totdat de fameuze Helmut Rath de ban brak met zijn revolutionaire eigenbouw URS. Maar in de daarop volgende drie jaren was het weer de BMW combinatie van Enders/Engelhardt die onverslaanbaar bleek te zijn. Het einde voor de viertakten begon toen echter al in zicht te komen. In 1975 namen de tweetakten definitief de macht over, met een overwinning van Werner Schwarzel en Andreas Huber met hun door een König tweetakt aangedreven machine. Inmiddels zijn de zijspannen geëvolueerd van motoren met een daaraan geschoofde bak, tot uiterst gespecialiseerde driewielers raceauto's. Die oude zijspannen waren misschien minder snel, maar wél een heel stuk spectaculairer om te zien op het circuit!



Pip Harris/Ray Campbell

Chariots de feu

F Absolument pas profilés, les premiers attelages de course consistaient en une moto solo attelée à un side-car rudimentaire sur lequel était boulonné un plateau à fond plat muni d'un nez en cône. Avec le crissement des pneus de side-car, le "shimmy" des roues avant et les trajectoires rendues approximatives par cet engin rétif, tout ceci rendait le spectacle des plus impressionnant.

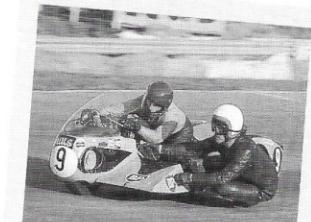
L'Anglais Eric Oliver et son passager Denis Jenkinson gagnèrent, en 1949, le premier championnat du monde de side-car. Oliver utilisait une Norton Manx avec un moteur d'avant-guerre de 600 cc, attelée à un side-car Watsonian construit à Birmingham. En 1954, il pilota avec un attelage totalement profilé dans lequel le conducteur adoptait une position agenouillée.

Jusqu'alors, il n'y avait pas eu de course de side-car au TT hollandais. Le "vieux" circuit de 10 miles (16 km), avec ses longues lignes droites, n'était tout simplement pas adapté. Tout changea lorsqu'on construisit une piste plus courte pour l'année 1955.

Avec ses courtes lignes droites et ses angles ouverts et rapides, le nouveau circuit devenait idéal pour les sides et chacun l'appréciait. Willi Faust/Karl Remmert (BMW) remportèrent la victoire la première année à Assen, suivis de Noll/Cron l'année suivante, puis Fritz Hillebrand/Manfred Grunwald en 1957.

Le monopole de BMW dura 14 ans, jusqu'à ce qu'Helmut Rath le rompt avec son URS. Enders/Engelhardt firent briller à nouveau l'étoile BMW par trois fois entre 1972 et 1974, mais l'ère du quatre-temps tirait à sa fin. En 1975, les deux-temps l'emportèrent avec Werner Schwarzel et Andreas Huber (König).

L'attelage de course a évolué du side-car boulonné à une moto solo, pour arriver à des voitures de course à trois roues ! Les premiers véhicules n'étaient pas aussi rapides, mais bien plus spectaculaires sur la piste.



Chris Vincent

Die Männer und ihr Boot

Am Anfang war es noch ein Solomotorrad, an das der Seitenwagen einfach drangeschraubt wurde. Der Beifahrer turnte auf einer Art Tischplatte mit kegelförmiger, kleiner Bugverkleidung. In jeder Kurve quietschte der Seitenwagen-Reifen, drehte das Hinterrad und der Fahrer kämpfte mit dem Vorderrad, das in alle erdenklichen Richtungen ausschlug. Gespanne waren das Spektakel schlechthin. Der Engländer Eric Oliver mit Beifahrer Denis Jenkinson wurde 1949 erster Gespann-Weltmeister. Oliver fuhr mit einer Manx-Norton mit Trapezgabel und einem Vorkriegs-600er-Motor, der Watsonian-Biwagen kam ebenfalls aus Birmingham. 1954 war sein Gespann bereits stromlinienförmig vollverkleidet. Bis zu diesem Zeitpunkt gab es keine Gespannrennen bei der Dutch TT. Der alte, 16 km lange Rundkurs mit seinen langen, von Bäumen gesäumten Geraden, war dafür nicht geeignet. Die 1955 eröffnete neue Strecke mit kurzen Geraden und flüssiger Kurvenfolge war für die Männer und ihr Motorrad mit Boot ideal. Willi Faust/Karl Remmert (BMW) gewannen jenes Jahr in Assen, gefolgt von Wilhelm Noll/Fritz Cron und Fritz Hillebrand/Manfred Grundwald in den Jahren 1956 respektive 1957.

Das BMW-Monopol hielt 14 Jahre, bis Helmut Rath mit seinem URS-Gespann kam. Klaus Enders/Ralf Engelhardt (BMW) gewannen dreimal hintereinander (1972-1974), bevor ab 1975 Zweitaktmotoren ihren Siegeszug antraten und Werner Schwarzel und Andreas Huber mit ihrem von einem König-Vierzylinder-Boxer angetriebenen Gespann in Assen siegten. Längst war aus dem einstigen Solomotorrad mit angeschraubtem Seitenwagen ein kompromissloses Renngerät mit drei Rädern geworden. Früher waren die Männer freilich nicht so schnell, ihr Auftritt war dafür viel beeindruckender.



Klaus Enders/Ralf Engelhardt

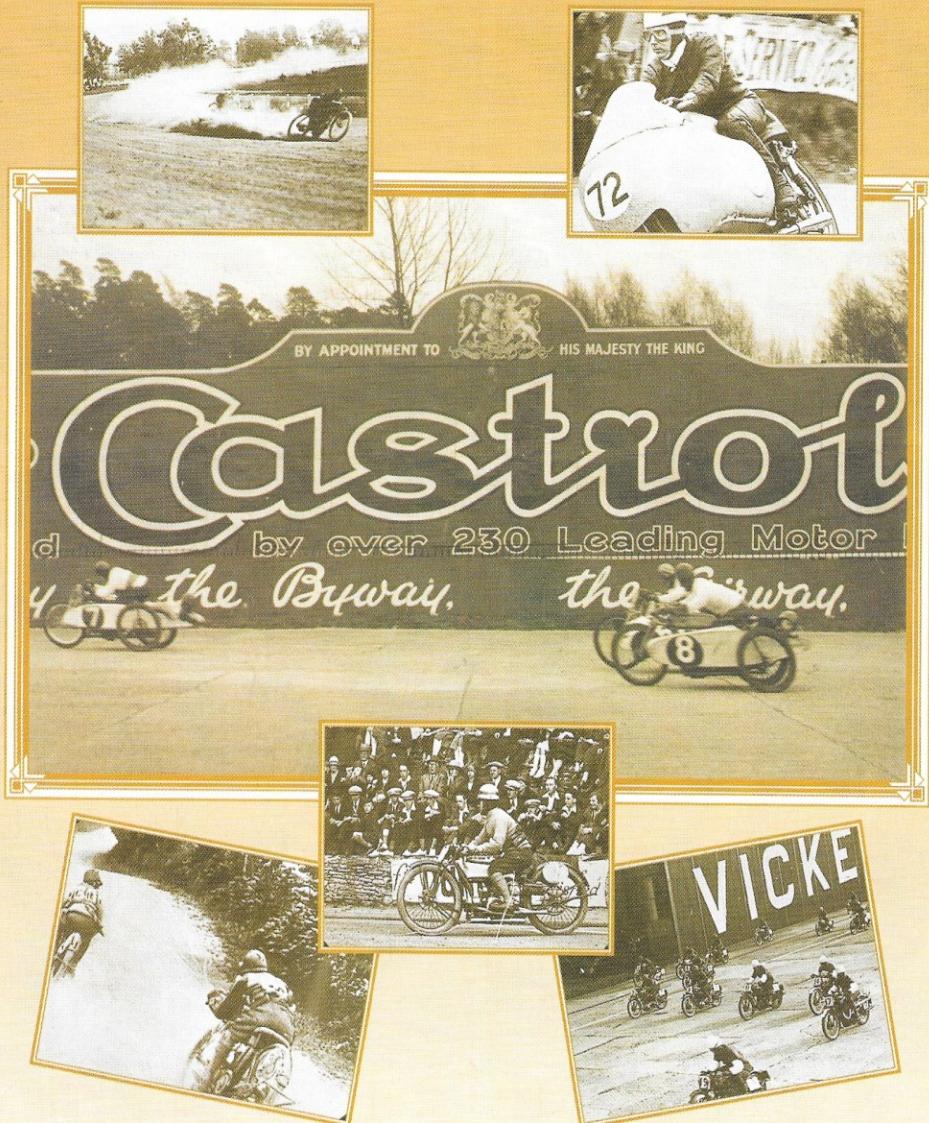
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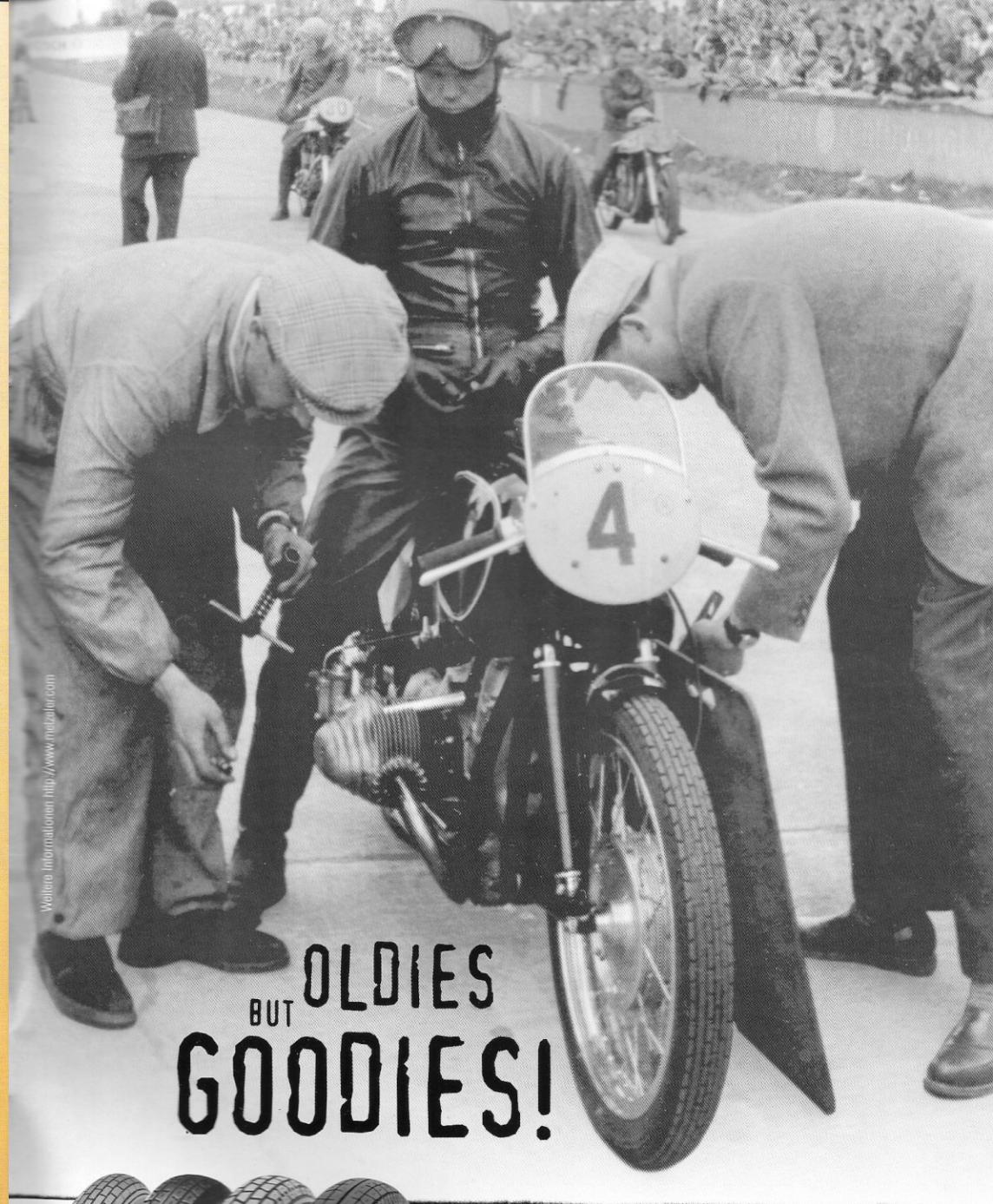
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