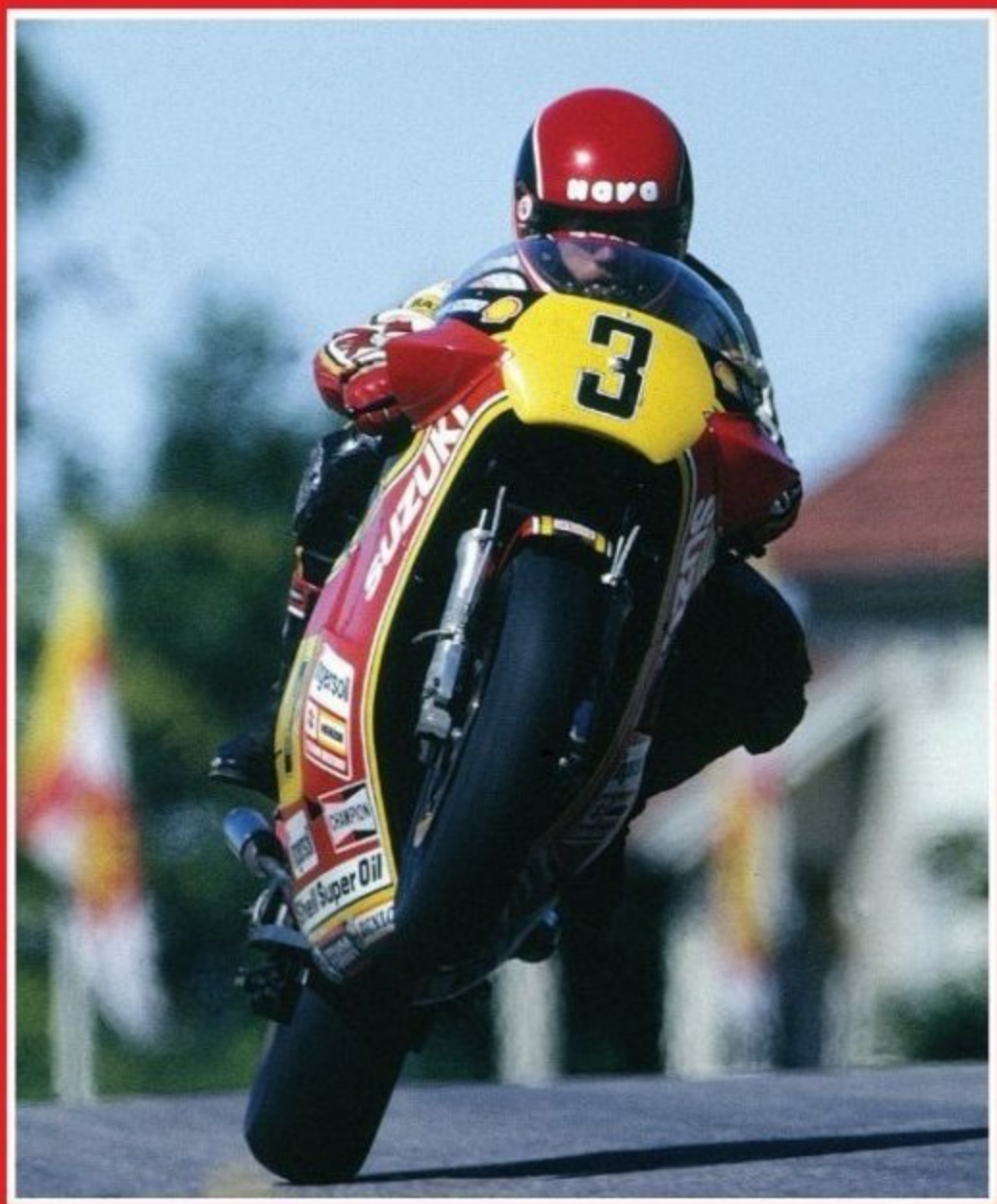
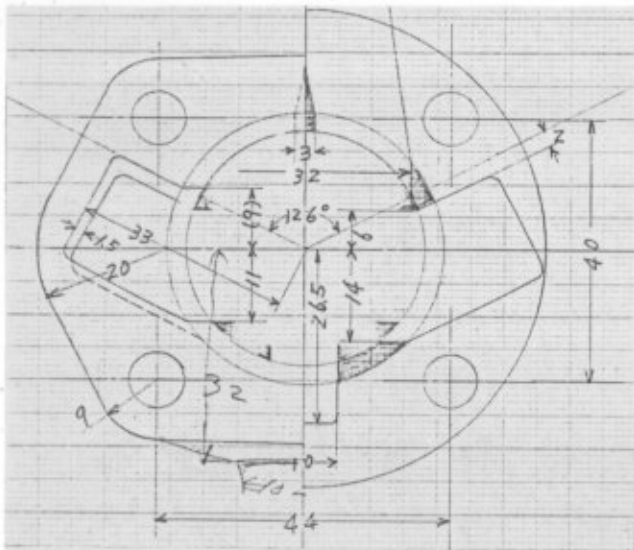


TEAM RAY BATTERSBY SUZUKI



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A definitive analysis of the FACTORY'S ROADRACING MOTORCYCLES



品番 RK64の歯幅=19.127"

歯20-7の歯幅 20-7 30

Ex 2-1 16

$$\frac{1600}{30} = \underline{53.3\%}$$

Se 2-1 22.5

$$\frac{2250}{30} = \underline{75\%}$$

Ex 9.127" $31.5 \times 53 = \underline{16.695}$

Se 9.127" $31.5 \times 75 = \underline{23.625}$

In 9.127" 45~70 (45~80)

動力伝達方式

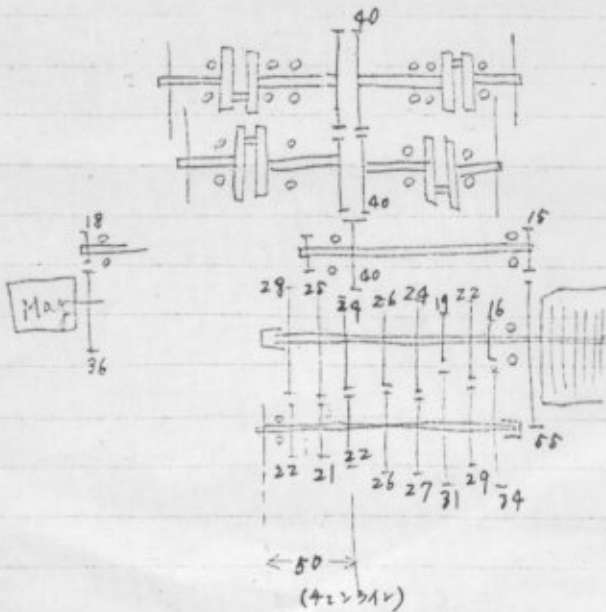
目標 16,000 rpm

210 km/h

Topo 変速比 = 0.786 (RT63)

12x17"

=> R=2.83 & L



$$V = \frac{N \times 3.14 \times D}{50 \times 2} \quad \pi D = 1.926 \quad (2.50 - 1.9)$$

$$\alpha = \frac{16000 \times 3 \times 1.926}{50 \times 210} = 8.4$$

$$\rightarrow \text{次} = \frac{8.4}{2.83 \times 0.786} = 3.77$$

$$\rightarrow \text{次} = \frac{55}{15} = 3.66$$

12 決定寸

TEAM SUZUKI

A definitive analysis of the
FACTORY'S ROADRACING MOTORCYCLES

RAY BATTERSBY



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PART ONE NEW DAWN: THE RISING SUN

I The route to Mount Fuji: the road to Asama (1953 to 1959)



The Suzuki 36 cc Power Free

In 1902, Michio Suzuki was just 15 years old. He had grown up among the crude farm implements used in his family's cotton-farming business at Hamamatsu in Japan's Shizuoka Prefecture, and now he had decided to embark upon a seven year apprenticeship in the weaving industry. In his childhood he had developed a mechanical understanding and when his apprenticeship ended he formed his own company, the Suzuki Loom Works.

Within 11 years, his company had expanded into a major exporting business and it was renamed the Suzuki Loom Manufacturing Company. By then, Michio was already married, and when the eldest of his three daughters married Shunzo, Shunzo adopted the Suzuki surname as Japanese tradition required, and was treated as Michio's son. Together, Michio and Shunzo developed the company. In 1937, Shunzo suggested that Suzuki should diversify into the automobile business and built a prototype vehicle based on the Austin Seven. One year later, the Japanese economy was on a war-footing following the outbreak of war with China and the project was shelved.

For the next decade, Suzuki's factory produced many items including armaments, but by 1952, they were producing their first motorised bicycle—the 'Power Free'—of 36 cc capacity, which was shortly increased to a full 50 cc. In the early part of 1953, a new 60 cc machine was unveiled, the 'Diamond Free', basically another 'clip-on' pedal-cycle engine. It was to publicise the 'Diamond Free' that Suzuki first entered a motorcycle competition on 12 July 1953.

Motorcycle racing had begun in 1907 in Japan, but the lack of any suitable Japanese manufacturers meant that competitors raced imported machines such as Harley-Davidson, Indian, Triumph, Norton and Sunbeam. In order to accelerate postwar motorcycle development and trade, a group of motorcycle dealers formed the Tokyo Motorcycle Race Association. Their first event was to be staged on the slopes of Mount Fuji and with nationalistic pride, imported machines were excluded. Two classes were listed: 150 cc four strokes and 90 cc two strokes, to race concurrently as a handicap event. Small modifications were allowed by the rules which referred to the entries as 'racers'. Suzuki's Diamond Free entry was complete with patented pedalling equipment, but to suit the difficult conditions a modified air cleaner and stronger chassis were fitted.

In 1953, over 40 Hamamatsu manufacturers were vying for a share of the motorcycle market, and Suzuki were determined to prove their product at Mount Fuji. Midway between Hamamatsu and the capital, Mount Fuji was ideally suited for both manufacturers and spectators who would be drawn to the

event in large numbers. Pre-race build-up had been given by the event's sponsors, *Mainichi Shimbun*—literally, *Everyday Newspaper*.

The course consisted of dirt roads—compacted volcanic ash—deeply wheel-rutted and with grass growing along their crowns. It meandered through small hamlets emerging at the summit near the lip of the crater, before returning by a different route to the start; a total distance of $16\frac{3}{4}$ miles (27 Km). On dry days, these roads became enveloped in a volcanic-ash 'smog', whilst on wet days, the road was a sticky quagmire. The choice of dates was therefore critical; whilst January has the least rainfall, it is also very cold. Conversely, in July, temperatures reach 25 degrees Centigrade but are accompanied by heavy rainfall, and high humidity is the result. A July date was fixed for the first Mount Fuji Climbing Races. Suzuki's company had by then been renamed—Suzuki Jidosha Kogyo (Suzuki Automobile Company)—and the SJK Diamond Free was specially prepared by Yoshichika Maruyama and his engineers. Success at Mount Fuji became more significant as the latest economic recession bit deep and Suzuki's Hamamatsu rivals fought for survival. Suzuki's economic success hinged on Mount Fuji.

Mr Maruyama, with a small band of helpers, attended the Saturday training period and Rysaku Yamashita—Suzuki's first 'factory' rider—helped to optimise the carburettor settings to cope with the changes in course altitude. At last all was ready; the course had been decorated with huge brightly-coloured banners and flags, contrasting well with the dark green backdrop formed by Fuji's wooded slopes. At the start-finish area, the Asama Shrine stood behind the podium on which the officials would stand the following day.

On race-day, dawn broke dull and overcast. The 99 entries lined up at the start ready to commence their ascent at intervals. The weather didn't deter the hundreds of spectators lining the route where they could safely watch the riders in the cuttings below them. During the event, Yamashita had to use the pedals to supplement the 2 ft lb maximum torque of the little two stroke engine, but rumours that he carried the Diamond Free over the more arduous sections can be discounted. The focus of attention were the 150 cc four stroke machines, and although Yamashita didn't win the 90 cc class, he was recognised officially as the only rider of a cycle-based machine to finish the course in under one hour. The winner was Nagaoka-San whose Auto-Bit finished in 36 m 14 s, an average speed of 27 mph. Suzuki officials were pleased with the result; they hadn't won the event, but had proved that the Diamond Free was capable of finishing the tough course despite a 30 cc handicap.

The 1954 event was run with a slight change of rules: there were two individual 90 cc and 250 cc classes and both two and four strokes were considered equal. Meanwhile, Suzuki had again been renamed the Suzuki Motor Company, so that company registration abroad was simplified, but in Japan, products were still sold with an SJK brand-name.

During the previous year, many motorcycle manufacturers had closed down, and Suzuki's main rivals were now Honda and Tohatsu. To meet this challenge, Suzuki introduced a new motorcycle, the Colleda CO, powered by a side-valve 4 bhp engine of 90 cc, with a three-speed gearbox. To simplify maintenance, an oil filter was incorporated and the magneto ignition used contact points mounted *outside* the flywheel. The power-unit was mounted in a pressed-steel channel frame, the suspension being plunger-type at the rear and telescopic at the front. For sporting riders, the Colleda CO was available with a lightweight tubular

2 Man Island debut: race against time (1960)

When the president's office announced that Suzuki were to contest the 1960 Isle of Man TT races—just six months hence—Takeharu Okano and Masanao Shimizu were overjoyed, but realised the magnitude of their daunting task. The assistance was gained of Shell's Jimmy Matsumiya, who had been actively involved with Honda at the 1959 TT, and from December 1959, Matsumiya played an important part in Suzuki's European racing ventures.

Initially, Matsumiya's task was to solve the problem of finance which had to be organised within the strict boundaries of Japan's Foreign Exchange Control Act which prevented the export of Japanese Yen. In 1959, Honda had returned from the TT virtually penniless, and Suzuki didn't wish their racing efforts to be restricted through lack of finance.

The chief technician in the motorcycle division of the Ministry of International Trade and Industry, a Mr Kaneke, was a close friend of Matsumiya and became the link-man in an intrigue that was to ensure Suzuki's financial base for their foreign racing exploits.

MATSUMIYA 'I was able to help because Shell Petroleum possessed a "special account" allowing Shell to spend some Yens abroad. I telexed Shell International in London asking if they would support the Suzuki Team at the Isle of Man by supplying them with petrol and oil on a free-of-charge basis'.

In London, that telex was passed onto the desk of Lew Ellis, Shell-Mex BP's competitions manager who was able to supplement the free fuel and oil.

ELLIS 'I drew up a contract that at least gave Suzuki *some* money. I was also asked to look after the Suzuki personnel who were due to reconnoitre the Isle of Man in February 1960'.

Team Suzuki were thus funded by Shell-Mex BP *and* by Shell Petroleum (Japan), and in addition, all their running costs would be accepted by Shell-Mex BP! The cash was used to provide transport and accommodation, and in later years, to meet the contract fees of professional riders.

Following Matsumiya's telex, Lew Ellis contacted Angus Herbert, the well-known Island exponent, who agreed to accompany Ellis to the Isle of Man and to explain the hidden pitfalls of the Mountain Course to the Suzuki visitors. On Thursday, 4 February 1960, Matsumiya arrived at Heathrow with Suzuki's old Fuji manager, Yoshichika Maruyama, weary after their 24 hour flight. The four men and their mountain of luggage were squeezed into Ellis's own car, and the hired Morris 1000 that Angus Herbert was to drive. In convoy, they motored up



to Liverpool and on to the Steam Packet bound for Douglas, Isle of Man, or 'Man Island' as it is known to the Japanese.

Suzuki had set three objectives for the visit: to inspect and film the Mountain Circuit, to ask Norman Sharpe of the 'Green Un' – *Motor Cycling* about the MZ 'boost port', and to visit Triumph's Meriden factory. Time permitting, they were to purchase a few sets of British race-wear. In due course, the two cars arrived at the Fort Anne Hotel overlooking Douglas harbour, where the Team were staying. Matsumiya noted that the problems of racing a two stroke in the Island were not yet appreciated by Maruyama, and began to explain the effects the Mountain Circuit's change in altitude had on carburation. Fuji and Asama may well have been 'mountains' but the height of the TT course varied by almost 2000 feet.

The day following their arrival, they commenced their task in earnest.

ELLIS 'We walked around the circuit; we drove around the circuit. Then the Japanese took notes of each and every camber and gradient, the included angle and radius of every corner, and then they took literally miles of cine film photographing every inch of the circuit: all 37½ miles of it. I've never seen anything carried out quite so thoroughly in my whole life!'

MATSUMIYA 'It was bloody cold, I remember; some of the course was covered in snow. Mr Maruyama took the film sitting on the bonnet of the Morris because he had to bank the camera as we drove around the corners. I could only drive slowly so the camera was set to run at half speed so that when it was run at normal speed, something like racing speeds would be seen. I sat in the car with the heater; Maruyama sat outside in the cold!'

Filming was often delayed due to snow on the mountain but even such bitter conditions didn't deter the Team from carrying out their task. Mr Maruyama

Upper left Geoff Duke samples the RT60 at the Yonezu test course in April 1960. L to R: Matsumiya, Maruyama (wearing badge), Sakai and Mitsuo Itoh (behind Duke) Archives



3 In search of perfection: the Degner solution (1961)



Matsumiya appears to instruct Paddy Driver on the correct throttle action required for his 250 cc RV61 *Archives*

Suzuki were envious of Honda's success in 1960 and for 1961 followed their example with new twin cylinder 125 cc and 250 cc machines, and by contracting western riders to supplement the small Japanese contingent.

In Suzuki's London office at Montrose Court in Knightsbridge, Jimmy Matsumiya, who had joined Suzuki in January 1961, acted as linkman between the Hamamatsu race-shop and Europe, and often met Lew Ellis to discuss possible future riders. Paddy Driver, a South African GP campaigner, was signed up for the year, whilst Alastair King agreed to ride for Suzuki at the TT races.

The race Team was strengthened when Masazumi 'Mike' Ishikawa, fresh out of Michigan State University with an engineering degree, joined Suzuki as manager on 1 February. The new Team hierarchy was headed by Mr Okano who was responsible for Research I, II and III groups. Masanao Shimizu, in direct charge of Research III—the racing department—had two managers reporting to him, Hiroyuki Nakano, responsible for engineering, and Mike Ishikawa, the logistics man, organising the race programme, travel schedules, and finance.

Paddy Driver was invited to test ride the new machines and early in 1961 he arrived in Hamamatsu with his fiancé, Janet Smith. There were a few raised eyebrows. Frank Perris, who later joined the Team, knew the ropes.

PERRIS 'Taking your wife or girlfriend there was absolutely taboo, unless invited. Paddy's girlfriend actually asked the president, Mr Suzuki, why he didn't make four strokes. Don't forget that Suzuki were, at that time, the largest two stroke manufacturers in the world.'

Paddy bitterly complained to Suzuki's engineers about the temperamental throttle response of the Suzuki, comparing it to his more usual Norton, and had trouble adjusting his riding techniques. After a miserable test session in Japan, the future looked grim.

Ishikawa's plan for the 1961 season involved Suzuki in their first full GP programme. Commencing with the Spanish, a nightmare of technical problems were to beset the Team: on that occasion Driver withdrew from the competition before the 125 cc race began! The West German round showed the Suzukis to be lacking competitive power; now all hopes rested with Suzuki's return to the Isle of Man, and the strengthening of the Team.

Frank Perris had been unsuccessfully badgering Jimmy Matsumiya for a ride ever since Barcelona, but at Hockenheim he persuaded Paddy Driver to let him have a secret ride on the 250, the RV61.

PERRIS 'I suddenly found that if you closed the throttle slightly it would

'I then drove north towards Sassnitz, and stayed at a pre-arranged hotel, where I waited nervously all night for a telephone call. Then I heard that it had been received one and a half hours before my arrival. The message was just a code, meaning that my wife and family were safe in West Germany. I was quite nervous, because if they had been caught, I would have gone to jail. I was able to drive my Wartburg car out of East Germany because the Communists didn't know that my family had left East Germany and they thought that I had to return. So why shouldn't they let me leave?

'I took the ferry from Sassnitz to Trelleborg and then drove north to Kristianstad along the coast. I stopped at the first post office and telephoned my wife because I wasn't happy that we'd had to give the boys a double portion of medicine, and I thought that maybe it was too much and they would be ill. My wife said, "Don't worry about it, they're quite well."'

Reassured Degner drove on to Kristianstad to proceed with his own defection. At that time, Jimmy Matsumiya and a colleague were also driving toward Kristianstad in an Opel hire-car. They booked into the same hotel as Degner and the MZ Team, adopting the role of 'talent-spotters' at the GP.

DEGNER 'The MZ people all stayed in the same hotel and I took a bedroom overlooking the front of the hotel so that I could see all the cars and lorries of the MZ team. On Sunday morning—race day—I waited until everybody had left for the track, and then I went down and packed all my belongings into the boot of my car. I then went to the track. I had no need to return to the hotel because I didn't leave anything there.'

Meanwhile, the two Japanese were waiting for Degner as practice for the grand prix got under way. Bertie Schneider—a future Suzuki rider—competed at the Swedish GP. Wasn't Suzuki's presence there suspicious?

SCHNEIDER 'A lot of meetings were attended by the Japanese, just watching and taking photographs. There was nothing unusual in this at all.'

On Sunday in the 125 cc GP, Degner's MZ broke its crank on the third lap and he retired. Now he put his defection plans into gear.

DEGNER 'The paddock was in the middle of the track, and we could only leave the paddock between races. I left the track just before the 500 cc race and drove south towards the ferry for Denmark, together with Matsumiya and his friend in their hire car.'

Keeping well back, the two Japanese watched as Degner drove through the customs shed.

DEGNER 'The policeman said, "You don't have any visa to get into Denmark!" Then I told him that I was on my way from East Germany to West Germany because of the political situation there. He asked me to wait whilst he made a telephone call. I waited for three-quarters of an hour when a few gentlemen from Copenhagen came to talk to me. I didn't know at that time where they were from—whether they were policemen—but actually they were Americans from NATO. They wanted to know some

4 Hostile territory: war of attrition (1962 to 1964)

Degner's race-shop activities produced the RM62, RT62 and RV62 machines for the 1962 season. The Team were confident of success but Degner's Suzuki contract gave him first stab at the 125 cc World Championship which had eluded him in 1961. To improve his chances, he used a special rear exhaust version of the RT62.

DEGNER 'I told them I'd tried both types of exhaust at MZ and that the rear exhaust had better acceleration. But they made both because money made no difference.'

There were two support crews for 1962. Whilst the First group looked after all GPs up to the West German round, the Second group in Japan would pander to their requests. Then, their position would be reversed apart from a few key personnel, and the First group would commence work on the 1963 machines. The First group was headed by Takeharu Okano with Mike Ishikawa and Hiroyuki Nakano in support whilst Matsumiya would often join the Team at the GPs. Yasunori Kamiya was chief mechanic. Seiichi Suzuki and Mitsuo Itoh doubled as mechanics and riders. The Team's European HQ was moved to the warehouse of Suzuki's distributor in Paris, Pierre Bonnet, where the Team built their machines, often testing them in the surrounding streets!

Suzuki's classic season commenced at Barcelona but despite working night and day, the Team could not overcome the many problems—mainly piston seizures—and without scoring, the Team packed up and drove to France. Clermont-Ferrand on 13 May will never be forgotten by one rider.

PERRIS 'I went out in practice and the machine had a seizure which threw me off. The 250 also seized in practice and again I fell. In the 125 race I was just entering a left-hander and it went W-H-A-C-K! I couldn't catch it so down I went again. I picked it up and returned to the pits and I remember Mr Okano asking if the bike was OK. By this time, I was a little browned off and I threw the bike at Jimmy Matsumiya and told him where he could stick his bikes!'

Degner on his 125 couldn't catch the four Honda RC145s and finished 5th, whilst in the 50 cc event, Suzuki, Itoh and Degner finished 5th, 6th and 7th.

After licking their wounds in Paris, the Team arrived at the Fernleigh in Douglas, Isle of Man, where they were joined by Osamu Suzuki, the president's son-in-law. Anxious to avoid a confrontation, MZ now lodged elsewhere.

Tyres for the 50s caused problems for Avon's Ralph Newman.

NEWMAN 'During the off-season, Avon had no technical contact with



Above Before the 1962 GP season commenced, Matsumiya and his wife Noa hosted a dinner at London's Edmundo Ros Club. Seated with them are, L to R: Rita and Frank Perris, Perris' sister-in-law Gitti, and Degner *Eros*

Right Viva Suzuki! Itoh, Degner, Ichino, Morishita and Anderson line up on their RM63s at Barcelona *Archives*

Suzuki and when the 50 came along, it had a different size of tyre compared with previous Suzukis.'

But tyre selection, to a canny rider, could be a useful tuning aid.

DEGNER 'In 1960, when I raced the MZ, the final gear ratio I wanted was just in-between that which was available, so I had a new rear tyre fitted and that was it. I was able to beat Ubbiali's MV easily! If you rolled the new tyre on a length of one kilometre, that might be worth 20 or 30 metres; that's a lot.'

When Degner won the 50 cc TT there was jubilation in the Suzuki pit. Itoh and Ichino were placed 5th and 6th too! Suzuki's win was the first TT victory by a two stroke since 1938. It sounded a death knell throughout the four stroke world. But for Suzuki, they'd conquered the mountain at their third attempt, as predicted by Eric Teare—their hotel manager—in 1960. Moreover, this was Suzuki's *first* World Championship victory.

Ironically, Degner only managed 8th in the 125 cc TT; Perris and Anderson retired, but Suzuki's 50 cc win hit the headlines world-wide and Osamu Suzuki threw a party at the Castle Mona. The crowds, too, were delighted.

MATSUMIYA 'I remember driving the van back from the Sulby Straight; so many people were shouting, "Suzuki won!" And even driving back from Liverpool, motorcyclists would recognise us and our TT victory. This was the time I thought that Suzuki business could now begin.'

Perris had already raced the 250 to victory at Cadwell Park, setting a new lap record, but during TT practice the 250s proved embarrassing and were withdrawn. At the Dutch TT Anderson was injured, but Degner was 4th on the 125 and won the 50cc GP with Suzuki and Itoh in 4th and 5th places, sandwiching the Kreidler team. In the 250 cc GP Perris finished 5th but Degner hit Tommy Robb's Honda—lying on the track after Robb fell—bending the Suzuki's wheel, and putting him out of the hunt.



5 No surrender: racing truce (1965 to 1967)

For 1965, Hugh Anderson, Frank Perris, Ernst Degner and Jack Ahearn were joined by Yoshimi Katayama who'd proved himself at the 1964 Japanese GP.

PERRIS 'The Japanese are a very proud race and didn't like having to ask Europeans to ride their bikes; they'd sooner have Japanese riders.

Katayama was my team-mate on the 250 in 1965 and on the 125 in 1966.'

Mitsuo Itoh, Haruo Koshino and Michio Ichino were to support the main team on the track, riding the same new water-cooled machines. Mike Ishikawa and Hiroyuki Nakano managed the Team, and again were assisted by Takashi Nakamura.

As in 1964, the Daytona result was predetermined by the Team, and all went according to plan when Degner won the 50 cc race, followed by Anderson, Ichino and Koshino. In fact, they crossed the line almost abreast—just 0.4 seconds covering them. In the 125 cc event, the finish was a little less exciting; 0.6 seconds separating the first three, Anderson, Degner and Perris. With Yamahas present, ridden by Phil Read and Mike Duff, the 250 cc race couldn't be a foregone conclusion, and the Yamaha pair lapped the entire field, including Frank Perris, who finished 4th.

The factory Hondas did not appear for the 125 cc West German GP, leaving Anderson, Perris and Degner to finish 1st, 2nd and 4th, but in the 50 cc GP, the Hondas of Bryans and Taveri led Anderson home by 20 seconds with Itoh a further 16 seconds adrift in 4th place. Honda were taking Suzuki's 50 cc mastery *very* seriously.

Hugh Anderson was beginning to worry about the task that lay ahead upon his arrival in Barcelona for the Spanish GP.

ANDERSON 'I couldn't sleep the night before first practice, and lay awake until 3 am when I made a cup of tea and thought things out. I was lumping all the GPs together, and so was looking at a mountain; individually, they weren't so hard to conquer. I was also worried about whether I was doing the right thing. It didn't take long to realise that contracts were signed and I was fully committed; I decided that if I was going to race, I shouldn't worry about it, and hopped into bed and slept. A couple of days later I won both classes.'

Despite relegating Bryans' 50 cc Honda to 2nd place in the GP, Anderson's victory became his last in this class. In the 125 cc GP, Perris secured 2nd place behind Anderson.

At Rouen for the French GP, the factory 50 cc Hondas outpaced the Suzuki

ANSCHIEDT 'Suzuki contacted me first by telexing their European office and then someone from there asked me to race in Japan. There, I was recruited by Suzuki, at Suzuka race circuit, even though I was still under contract to Kreidler. They paid me to ride at the Japanese GP and then signed me up for the 1966 season.'

The Perris-Anderson rivalry came to a head in a Japanese night-club when a major row developed, and many things were said by both riders which otherwise would never have been vented. It certainly cleared the air and didn't appear to destroy their mutual respect. Both were re-contracted for 1966 following the Japanese GP.

Anscheidt's up-grading from the 12 bhp Kreidler single cylinder to a 16.5 bhp Suzuki twin cylinder 50 cc, required familiarisation.

ANSCHIEDT 'The bikes were very different to ride compared with the Kreidler: they were twin cylinder and had much more power but the power band was much narrower.'

In spite of his inexperience, Anscheidt finished 4th in the Suzuka 50 cc classic race, with Mitsuo Itoh 3rd behind the victorious Hondas of Taveri and Bryans. Anderson crashed whilst holding 2nd place, but remounted and finished 8th, establishing a new lap record. In the 125 cc GP, Honda's 125 five cylinder made its debut, and Taveri led the race until he had engine problems, when Anderson snatched the lead giving him a maximum of 56 points over the 125 cc classic series! Suzuki were happy at having regained this championship but were equally disappointed at losing the 50 cc title, which they were determined to win back in 1966.

Anscheidt's contract was only for the 50 cc class in the classic series although Suzuki loaned him a 125 cc machine for use in the German National Championships. Yoshimi Katayama was also signed for both 50 and 125 cc classes. Anscheidt and the new RK66 became formidable opposition, not only to Honda, but to Anderson, who never finished higher than 3rd in the 1966 50 cc classics. The same applied with the totally out-classed RT66, although Katayama finished 2nd on two occasions. Anderson scored a solitary 3rd at the TT with three 4th places and a 5th in Ulster. Perris finished no higher than 4th in a 125 cc GP in 1966, but in the 50 cc class, Anscheidt was able to chalk up wins at Hockenheim and Monza, with 2nds at Spain and Fisco (Japan) and a 4th in Holland. This was sufficient to clinch his first world title.

The seamen's strike delayed the TT until the end of August, and Team Suzuki were weary and raw-nerved.

PERRIS 'I'd already told Suzuki that when I was 35, in 1966, I would be retiring, but after the TT that year, Suzuki told me they were going home with the 125s, probably because they'd had a bad season. I wanted to go to Monza—one of my favourite circuits—and I remember saying to Mr Shimizu at Jurby one day, "Come on, you *must* give me a bike for Monza," and Shimizu said no. I said, "Well you can stuff your bikes."'

Perris left the Island that afternoon amidst a hail of rumours. Frank was still determined to race at Monza.

PERRIS 'I rang Benelli's and flew out to Modena for practice on the 350

Upper Perris waits calmly as Shunkichi Matsumoto warms up his RT65 at Brno. Astride his MZ, Heinz Rosner is unperturbed by the opposition. Rosner finished 3rd whilst Perris claimed victory

Lower A rider relaxes behind his RK65 at Assen, whilst Suzuki's expansion chamber expert, Yoshihiko Murai, (wearing sunglasses) and Taddy Matsui (foreground) reject the carburettors Gruber

