

## Grand Prix and Historic Race Bikes Display

This year we have another stunning display of Grand Prix and historic race machinery for you to savour. You will see most of them on the Melbourne Loop part of the circuit that is not being used for racing this weekend. Others will be in the Pit Lane Garages if the rider is also competing in the races. The location is given in the list of bikes elsewhere in the programme. The majority of the TZ 750 Yamahas will be together on the Melbourne Loop as will the P & M display. Enjoy!

### The last Four Stroke to win a 500cc World Championship

On display in the pit garages is the last four stroke to win the FIM 500cc World Championship. It is Peter Fox's gorgeous factory MV Agusta ridden by Phil Read to win the 1974 World Championship. 1974 was to be MV's last 500cc Championship after a seventeen year total domination of the class. The 1974 500cc World Championship was also Phil Read's eighth and last World Championship. Second in the 1974 500cc championship was Gianfranco Bonera on a similar machine. From 1975 onwards the two-stroke opposition was unstoppable, and not even to resources of Honda could make the four strokes competitive. The MV features a DOHC across the frame four-cylinder engine with oversquare bore and stroke



dimensions of 58mm x 47mm producing 92bhp at 14000rpm, all delivered it to the back wheel via a dry clutch and six speed gearbox. The MV can be seen on display in Pit Lane Garage #12.

### Racing bikes from the former East Germany

In this year's display we have examples from Jawa and AWO Simson. The Jawa is the model 673 made famous by Bill Ivy in the late 1960's, a V4 350cc two stroke that was very fast but a little prone to unpredictable seizing. James Walker of BDK engineering has restored the bike and he and the Jawa will be in the main part of the paddock.

Also from the former East Germany is the AWO Simpson Team in Pit Garage #8 with their 250 and 350 singles machines.

The machines date from between 1952 and 1955 are 250cc and 350cc single cylinder four strokes, shaft driven via a four speed gearbox. The bikes here this weekend range from the earliest Championship



Road Racing East Germany style 1967



Road Racing East Germany style in 1955

winning machine of 1952

through to the rarest of them

all, the 1955 AWO RS/4. The RS/4 was the first machine Simson designed from the outset as a race machine as opposed to a development of a road bike.

Notable changes include chain drive, double overhead cam motor and a full duplex frame. Of the four that were built there are only 2 are known to survive today.

## Team Revit Red

Bringing to the 2024 Donington Festival what must be the finest collection of factory HRC



*The Revit Red Collection*

RC45's and CBR600's in the country, is Team Revit Red. If all goes according to plan Revit Red will have 14 machines on display and out on track in the

Parades. You will find the team right at the top of the Melbourne Loop on the approach to Goddards, but it is well worth the walk.



*Ian Simpson on his favourite RC45*

## Dustbin Faired Matchless G45

Some 70 years ago this style of fairing, often referred to as "The dustbin" was the height of fashion in reducing the drag factor of the race bikes of the time. The works four -cylinder Gileras sported such fairings with many photos from the time of Bob MacIntyre's first 100mph lap of the Isle of Man. But the style was a shorted lived as it was soon apparent that the bike's handling could become very unpredictable in sidewinds.



Motivated by a 1957 TT photograph of Dennis Christianson's dustbin faired

G45, owner Peter Cunningham, has produced this stunning fairing and wrapped it around his 500cc Matchless G45. It won best in show at Stafford in April making the judges job that day quite easy. You can see it today on the Melbourne Loop Display.





## Yamaha TZ750 50<sup>th</sup> Anniversary

2024 marks the 50<sup>th</sup> anniversary of the launch of the iconic Yamaha TZ750. To celebrate that milestone, we have brought together a fantastic collection examples from the production run of over 500 that ran from 1974 (TZ750A) to 1979 (TZ750F), the majority of those we have here this weekend will be put through their paces out on track in the parades.

When introduced to the world in 1974 the TZ750A was only 694cc and not far off simply a pair of TZ350 top halves on the 750 cases. To meet the FIM F750 homologation rules 200 were produced before the start of the season and that enabled it to also compete in the American National series and other F750 races in Europe. The pistons put on weight for the TZ750B model of 1975 and went from 64mm to 66,5mm to give the TZ a full 750cc's of capacity. Whilst the over-the-counter models retained the twin shock rear suspension, the factory TZ750's designated



1975 was the first year at 750cc and the last year of the twin shock chassis

OW31's had a monoshock rear end.

The 1976 TZ750C was unchanged from the B model and filled the gap whilst the 750D was being developed.

The 1977 TZ750D was sold as a replica of the factory OW31 product but without the expensive metals and trick factory components. The distinctive exhaust route is the easy way to spot a 750D as the left outer exhaust passes over the engine behind the carbs freeing up room to use more efficient expansion boxes that contributed to the 15bhp increase in power over the previous model.

Little change was made to the 162 examples that were made of the 1978 and 1979 models (E & F) before production ceased when the FIM dropped the F750 World Championship.

Perhaps two of the most famous TZ750 made were those of Gene Romero #3 who won the Daytona 200 on one in 1974 and #32 Steve Baker who won the 1977 F750 World Championship



as well as leaving the British fans in awe as he dominated the 1976 Transatlantic Series winning four of the six round series. Picture left is Steve on the back wheel out of Deers Leap at Oulton and just look at the size of the crowd.

Right- Gene Romero's 1974 twin shock Daytona winning TZ750.



## Celebrating P&M Motorcycles

Set up by Richard Peckett and Peter McNab in the 1970's to produce chassis kits for mainly large capacity Japanese four stroke engines, P&M are still in business today. The Kawasaki 900 motor is the most popular choice to be raced in the P&M chassis with over 65 being produced. The racing success of P&M led to customers asking for a variety of engines to be used in the P&M chassis including Laverda, Suzuki, Honda, BMW and Triumph.



*Phil Davenports Trident engined 930cc RPS*



*Tim Lavender's P&M 750cc Kawasaki*



*Nick Stratton's brace of P&M's*



*Alan Jackson's F2 World Championship Bike*

