

PART FOUR APPENDICES

I Epilogue: whatever happened to . . . ?

It's almost impossible to calculate the total number of Suzuki factory racing machines. In their sixties hey-day, for the Isle of Man TT alone, Suzuki provided in excess of 40 GP motorcycles. The support Team necessary must have exceeded this number. In Japan, the race shop housed further machines as reserves; even more technicians were developing machines for the following season.

After a stint in the race team, many technicians were transferred to road machine work, and were replaced by others drafted direct from college. This Appendix explains the demise of the machines and the progress of the Team Suzuki personnel.

The machines

Very few machines of the 1960s remain.

BERTIE SCHNEIDER 'If you dig a few holes outside the race-shop door you'll find a few engines and frames. Just digging holes. . . .'

Incredible though that may seem, that's just what happened to the majority of Suzuki's racers. Perris recalls seeing Suzuki employees digging a huge pit outside the race department door and watching as parts and complete machines were dumped ignominiously, prior to being interred.

In later years machines were destroyed in a crusher, but one race mechanic couldn't bear to see the 50 cc machine over which he'd toiled awaiting its fate. At night, he secretly returned and at home, proudly rebuilt it. That mechanic still possesses one of the few surviving factory machines.

NAKAMURA 'Suzuki were almost over-conscious about the security of their racing machines or spare parts. When we used to leave Holland we would destroy used cylinders, pistons, crankshafts and gearbox parts with a hammer and bury them during the night in fields near the hotel, or throw them into a large river such as the Maas. Yet, after Suzuki lost interest in racing, we destroyed the machines and put them on the factory scrap heap!'

An RT65 and an RK65 were raced in America by Haruo Koshino. The RK65 later became a museum-piece at US Suzuki and was exhibited frequently. In 1980, Rod Coleman obtained that machine and has completely

rebuilt it: the RT65 seems to have disappeared without trace. . . .

Evert Louwman, the Dutch Suzuki concessionaire, obtained a water-cooled 125 cc twin in the early seventies. This machine, although not completely original, closely resembles an RT66. It is now on display in the Dutch National Motor Museum at Leidschendam.

When Suzuki withdrew from racing in 1968, Anscheidt and Graham obtained some factory machinery with which to continue racing. Anscheidt used an RK67 which he now keeps at his Stuttgart home. He also received a 125 cc RT66 and enough spare parts to build an RT67. He sold the RT66 to Dieter Braun, the West German rider, for about DM35,000 (£8500). In 1970, Braun rode it to victory in the 125 cc World Championship, a remarkable achievement for a four year old machine. In 1971, Braun sold it to the Austrian, Harald Bartol, for DM30,000 (about £7000), who subsequently re-sold it to Maurizio Massimiani. This is probably the machine upon which Malanca based their 1971 125 cc GP racer. Eventually repurchased by Braun, it is now displayed in the Deutsches Zweirad Museum at Neckarsulm, West Germany.

In 1968, the ex-Anscheidt RT67 was sold to the sponsor of Cees van Dongen who raced it with fellow Dutchmen Aalt Toerson and Theo Louwes. Its current location is unknown. A 125 cc Suzuki—possibly the same one—was ridden by Alberto Pagani at the 1971 Dutch TT and again by Pagani—and Francois Moisson—at that year's Belgian GP.

Stuart Graham eventually sold his RT67 and all the spare parts to Barry Sheene shortly after the 1970 TT.

GRAHAM 'Barry contacted me and asked me how much I wanted for it. I couldn't put a value on it, but shortly after, Barry came up to see me and I liked old Barry so eventually I sold it to him for £2000. He jumped at it. All of a sudden Barry had a bike that was super-competitive and I was glad because it's done for him what it did for me.'

On the Suzuki, Barry was runner-up in the 1971 125 cc World Championship, and it was later sold to an Italian, only to be repurchased by Sheene.

And what of any other early Suzuki racers? A 50 cc machine was stolen from the Hotel d'Orange at

4 Machine specifications and race results

Specifications

The technical specifications of Suzuki's machines changed frequently as new ideas were tried out on the track. The specs listed do not relate to any actual point in time but are intended to give a broad picture for a particular machine in a particular year.

Results

It would be impossible to list each result of every Team Suzuki rider. The results that follow are as complete as possible but tend to ignore races other than the Grands Prix themselves, and the major International events. *Team Suzuki* is concerned only with the Team's performances and it has not been possible to include the results of the Team's rivals.

In general, results are shown beneath the machine to which they relate. However, there are cases where this principal has been abandoned in order to integrate the Team's results for a particular year into a composite whole. In all cases, notes are shown indicating the actual machine in use.

Illustrations

In most cases, the machine illustrated depicts that to which the technical specification refers, but in isolated examples—where one technical specification refers to two similar though not *identical* machines—the illustration used shows a typical example of the machine in question.



1953 Diamond Free Archives

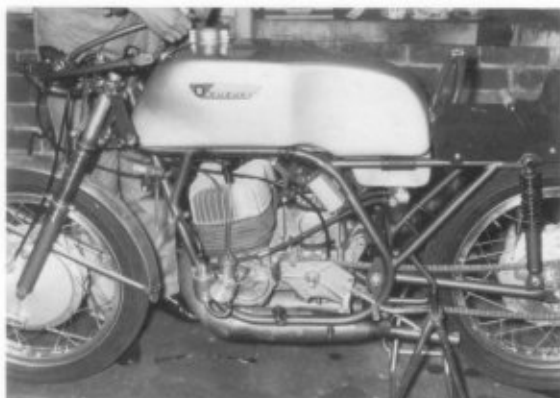
Diamond Free 1953

Engine type *air cooled single cylinder 2-stroke*
Bore × stroke (mm) 43 × 40
Swept volume (cc) 58
Intake system *piston port*
Carburettor *not available*
Compression ratio (to 1) 7.0
Ignition system *flywheel magneto*
Maximum power (bhp) 2.0 @ 4000
Maximum speed mph (Km/h) *approx. 20 (32)*
Clutch type *free-wheel system*
Transmission type *2-speed*
Tyre size (F) (in.) 1.375-24
Tyre size (R) (in.) 1.375-24
Brake system (F) (in.) *none*
Brake system (R) (in.) *drum*
Chassis type *diamond type bicycle*
Suspension system (F) *coil-sprung telescopic fork*
Suspension system (R) *none*
Dry weight lb (Kg) 104 (47)

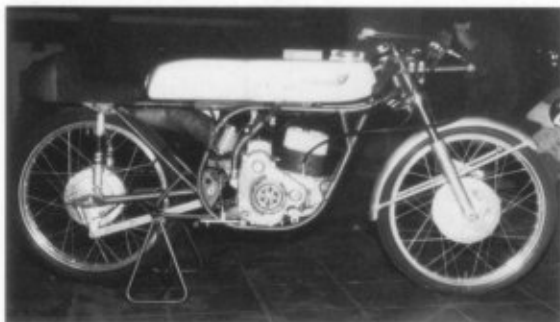
1953 Japanese National Races *Mount Fuji (12.7.53)*
Yamashita rode the first cycle-based machine to finish in under one hour

Colleda Co 1954

Engine type *air-cooled single cylinder 4-stroke*
Bore × stroke (mm) 48 × 50
Swept volume (cc) 90.48



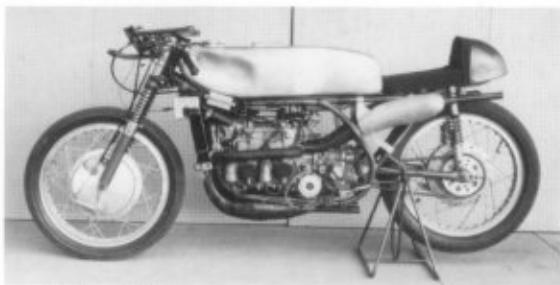
1962 RV62 MCW



1963 RM63 MCW



1963 RT63 Archives



1963 RZ63 Archives

Ignition system *Kokusun magneto*
 Maximum power (bhp @ rpm) 52 @ 12,500
 Maximum speed mph (Km/h) 140 (225)
 Clutch type *dry multi-plate*
 Transmission type *constant mesh 6-speed*
 Tyre size (F) (in) 2.75-18
 Tyre size (R) (in) 3.00-18
 Brake system (F) 2 × *drum, single leading shoe*
 Brake system (R) 1 × *drum, single leading shoe*
 Chassis type *duplex tubular cradle*
 Suspension system (F) *coil sprung telescopic fork*
 Suspension system (R) *swing arm*
 Dry weight lb (Kg) 330 (150)

1963 250 cc World Championship *Japanese GP*
 (10.11.63) 9th Anderson

¹Thermo-syphon

RM64 1964

Engine type *air cooled inclined single cylinder 2-stroke*
 Bore × stroke (mm) 41.5 × 36.8
 Swept volume (cc) 49.78
 Intake system *rotary valve*
 Carburettor *Mikuni M24*
 Compression ratio (to 1) 8.8
 Ignition system *Kokusun magneto*
 Maximum power (bhp @ rpm) 12.5 @ 14,000
 Maximum speed mph (Km/h) 100 (160)
 Clutch type *dry multi-plate*
 Transmission type *constant mesh 9-speed*
 Tyre size (F) (in) 2.00-18
 Tyre size (R) (in) 2.25-18
 Brake system (F) 1 × *drum, twin leading shoe*
 Brake system (R) 1 × *drum, single leading shoe*
 Chassis type *duplex tubular cradle*
 Suspension system (F) *coil sprung telescopic fork*
 Suspension system (R) *swing arm*
 Dry weight lb (Kg) 132 (60)

1964 50 cc World Championship *USA GP* (1/2.2.64)
 1st Anderson, 2nd Morishita, 3rd Itoh. *Spanish GP*
 (10.5.64) 2nd Anderson, 3rd Itoh, 4th Morishita. *French GP*
 (17.5.64) 1st Anderson, 5th Morishita. *Isle of Man TT*
 (8/12.6.64) 1st Anderson, 3rd Morishita, 5th Itoh. *Dutch TT*
 (27.6.64) 2nd Morishita, 3rd Itoh. *Belgian GP*
 (5.7.64) 3rd Anderson, 4th Itoh, 5th Morishita. *West German GP*
 (18/19.7.64) 2nd Morishita, 3rd Itoh. *Finnish GP*
 (30.8.64) 1st Anderson, 4th Morishita. *1964 Individual Championship*
 1st Anderson, 4th Morishita, 5th Itoh. *1964 Manufacturer's Championship*
 1st Suzuki

RT64 1964

Engine type *air cooled parallel twin cylinder 2-stroke*
 Bore × stroke (mm) 43 × 42.6
 Swept volume (cc) 123.7
 Intake system 2 × *rotary valve*

Brake system (F) *twin discs 270 dia*¹
 Brake system (R) *single disc 200 dia*
 Chassis type *duplex tubular cradle*
 Suspension system (F) *Showa coil-sprung telescopic fork*
 Suspension system (R) *swing arm*²
 Dry weight lb (Kg) 352 (160)

1973 US Grand National Championship *Daytona* (11.3.73) 7th Emde. *Dallas* (1.4.73) 1st Smart. *Atlanta* (3.6.73) 1st Perry. *Loudon* (17.6.73) 5th Perry. *Laguna Seca* (29.7.73) 4th Smart. *Pocono* (19.8.73) 6th Grant. *Talladega* (2.9.73) 6th Grant. *Charlotte* (16.9.73) 4th Grant. *Ontario* (30.9.73) 5th Smart, 10th Grant.

1973 FIM F750 Cup Series *Italy* (15.4.73) 6th Findlay, 13th Woods. *France* (27.5.73) 1st Sheene³, 4th Woods. *Sweden* (22.7.73) 1st Findlay, 2nd Woods, 3rd Sheene³, 4th Mandracchi. *Finland* (1.8.73) 2nd Sheene⁴, 3rd Findlay, 4th Mandracchi, 5th Woods. *Britain* (12.8.73) 1st Smart, 2nd Findlay. *West Germany* (30.9.73) 1st Woods, 2nd Sheene³, 5th Findlay. *Spain* (7.10.73) 2nd Sheene³, 3rd Mandracchi, 4th Findlay, 6th Woods. **1973 Individual Championship** 1st Sheene, 3rd Findlay, 4th Woods, 5th Mandracchi, 7th Smart. **1973 Manufacturer's Championship** 1st Suzuki.

1973 UK International Races *Isle of Man TT* 5th Woods (750 cc race). *MCN Superbike Championship* 1st Sheene, 4th Woods

¹Lockheed calipers fitted

²Rear suspension units mounted vertically

³Using a 1972 TR750 engine in a Seeley chassis

⁴Using a 1972 TR500 II engine in a Seeley chassis

XR05 (TR500 III) 1974

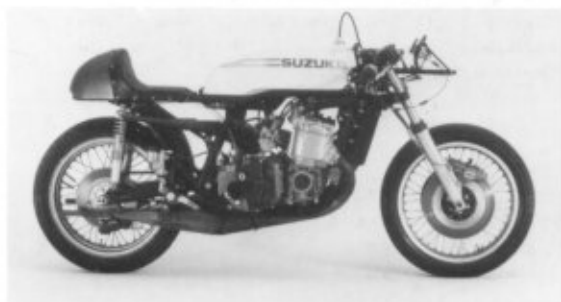
Engine type *water-cooled parallel twin cylinder 2-stroke*
 Bore × stroke (mm) 70 × 64
 Swept volume (cc) 492.6
 Intake system *piston port*
 Carburettor 2 × *Mikuni VM38SS*
 Compression ratio (to 1) 7.2/7.4
 Ignition system *Kokusan PEI magneto*
 Maximum power (bhp @ rpm) 78 @ 8700
 Maximum speed mph (Km/h) 160 (260)
 Clutch type *dry multi-plate*
 Transmission type *constant mesh 6-speed*
 Tyre size (F) (in) 3.25-18
 Tyre size (R) (in) 3.50-18
 Brake system (F) *twin discs 270 mm dia*
 Brake system (R) *single disc 250 mm dia*
 Chassis type *duplex tubular cradle*
 Suspension system (F) *coil-sprung telescopic fork*
 Suspension system (R) *swing arm*¹
 Dry weight lb (Kg) 308 (140)

1974 UK International Races *Shellport Championship* 1st Sheene, 4th Woods

¹Suspension units mounted vertically



1973 XR05 (TR500 III) Grüber



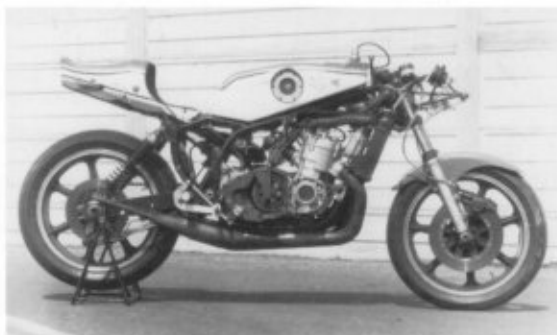
1973 XR11 (TR750) Archives



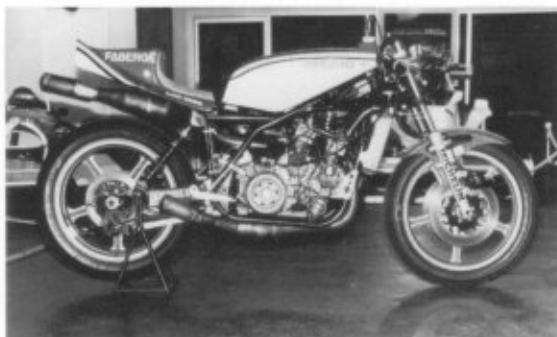
1974 XR05 (TR500 III) with Sheene MCW



1974 XR14 (RG500) with full-loop frame Grüber



1975 XR11 (TR750) Gruber



1976 XR14 (RG500) Author



1977 XR21 (TR100) Archives



1977 XR24 (TR125) Archives

Clutch type *dry multi-plate*
 Transmission type *constant mesh 6-speed*
 Tyre size (F) (in) *variable (rim size: 2.50-18)*
 Tyre size (R) (in) *variable (rim size: 3.50-18)*
 Brake system (F) *twin floating discs 290 mm dia*
 Brake system (R) *single ventilated disc 240 mm dia*
 Chassis type *duplex tubular cradle*
 Suspension system (F) *Kayaba pneumatic telescopic fork¹*
 Suspension system (R) *Kayaba-damped aluminium swing arm²*
 Dry weight lb (Kg) 290 (132)

1976 500 cc World Championship³ *French GP (25.4.76) 1st Sheene. Austrian GP (2.5.76) 1st Sheene. Italian GP (16.5.76) 1st Sheene. Dutch TT (27.6.76) 1st Sheene. Belgian GP (4.7.76) 2nd Sheene. Swedish GP (25.7.76) 1st Sheene. 1976 Individual Championship 1st Sheene. 1976 Manufacturer's Championship 1st Suzuki.*

1976 UK International Races *Shellsport Championship³ 1st Sheene*

¹Leg diameter: 35 mm, stroke: 150 mm, nitrogen-charged

²Kayaba units gas-charged with remote reservoirs

³Other 1976 results detailed under RG500 (XR14), 1975

XR21 (TR100) 1977

Engine type *air-cooled inclined single cylinder 2-stroke*
 Bore × stroke (mm) 52 × 47
 Swept volume (cc).81
 Intake system *rotary valve*
 Carburettor *Mikuni single-float VM32SS*
 Compression ratio (to 1) 8.4
 Ignition system *Nippon-Denso CDI magneto*
 Maximum power (bhp @ rpm) 24 @ 11,500
 Maximum speed mph (Km/h) 111 (180)
 Clutch type *dry multi-plate*
 Transmission type *constant mesh 6-speed*
 Tyre size (F) (in) 2.50-18
 Tyre size (R) (in) 2.75-18
 Brake system (F) *single floating disc 250 mm dia*
 Brake system (R) *single leading shoe drum-type 150 mm dia*
 Chassis type *duplex tubular cradle*
 Suspension system (F) *Kayaba pneumatic telescopic fork¹*
 Suspension system (R) *Kayaba-damped swing arm*
 Dry weight lb (Kg) 147 (67)

¹Nitrogen-charged

XR24 (TR125) 1977

Engine type *air-cooled inclined single cylinder 2-stroke*
 Bore × stroke (mm) 54 × 54
 Swept volume (cc) 123.67
 Intake system *rotary valve*
 Carburettor *Mikuni single-float VM34SS*
 Compression ratio (to 1) 8.2