



CLASSIC MOTORCYCLE FESTIVAL



**DONINGTON PARK
SAT 1/SUN 2 AUG**

CRMC CLASSIC MOTORCYCLE FESTIVAL – GRAND PRIX DISPLAY BIKES

The Grand Prix and Historic race bike display is located on the Melbourne Loop part of the circuit that is not in use this weekend.

One or two machines can also be found in the main paddock or pit lane garages if the rider is also racing this weekend. Over 120 machines are expected in the display with the majority out on track in the GP Parades. The variety of bikes is huge with two strokes, four strokes, single cylinder, multi cylinder and even a rotary.



1924 250cc Beardmore Precision

Rescued from obscurity in the next village, this rare example of a Beardmore Precision machine, is one of the four that competed in the 1926 Lightweight TT races. Alas none of the four finished the race, but not too surprising looking at the state of development and reliability in 1926 and the Isle of Man roads they were competing on. It has a full documented history including the build notes of the factory engineer who assembled the engine back in 1924.

1932 Works TT Rudge

Pictured right is the ex-Graham Walker machine that finished 6th in the 1932 Senior TT, 1st in the 1932 Spanish TT, followed by three consecutive TT wins in New Zealand.



Mike Farrall's 1932 Senior TT Rudge



Greg Wheeler's 250cc Moto Guzzi

1953 250cc Moto Guzzi

Another historic single is the 250cc Moto Guzzi that won the 1953 Argentinian Grand Prix in the hands of Arthur Wheeler at the ripe old age of 46yrs, a record that has stood for 73 yrs and unlikely now to be beaten.



Peter Cunningham's 1961 499cc Norton Manx 30M

Derek Minter was all but unbeatable around Brands Hatch on his Ray Petty prepared Manx with an open megaphone exhaust.

Norton made 1410 Manx's between 1947 and 1963 of which 853 were 500's and 557 were 350's. As Norton's Bracebridge Street factory closed down the final 42 bikes were assembled at the AMC Woolwich works. Many more modern replica Manx's have been produced by a number of companies in the years since the Norton factory shut down, most notably Molnar Precision.

1968 125cc Hadley Starr

This amazing little 125 was built by Fred Hadley from redundant Alpha Centuri parts. It had a seven port cylinder,



revved to 12000rpm and produced an amazing 28bhp but at the cost of a power band only 1800rpm wide. Graham Starr Eng made the frame and Don Wolfindale raced it. The bike was certainly fast, a little fragile and let down by the Albion gearbox that seemed to have more neutrals than gears. The narrow power band and a troublesome gearbox was not a recipe for quick laps. The curtain came down on the project when the parent company Smith invoked a "No Racing" policy



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1970 Meriden BSA Rocket 3 and Triumph Trident

Examples of both the BSA Rocket 3 and Triumph Trident machines that were ridden in the 1970's Transatlantic Challenge races are here this weekend. At the first series of transatlantic

races held in 1971, team were mounted on either BSA or Triumph triples. The Meriden triples secured their place in the "Hall of Fame" when John Cooper famously beat Agostini in the 1971 Mallory Park Race of the Year and followed it up a month later by winning the Champion Spark Plug Classic held at the Ontario Motor Speedway in the United States and with it the biggest (at the time) prize pot in AMA history.

1974 500cc MV Agusta Four

The very MV/4 that took Phil Read to the 1974 500cc World Championship is here this weekend in the hands of Peter Fox. Having dominated 500cc Grand Prix racing since the mid 1950's, this was MV's final 500cc GP Championship win. Co-incidentally the first time Peter saw the bike was at the Brands Hatch Race of the South with Phil Read on board. Revving the MV to 14000rpm generates around 90bhp at the back wheel and an exhaust note to die for.



Terry Kendrew's fabulous 1976 TZ750 D

1976 Yamaha TZ750D Monoshock

From the MV/4 and zenith of 500cc GP four strokes we travel east to Japan for our next offering in the shape of the iconic TZ750 from Yamaha's Hamamatsu

factory. Initially a pair of TZ350 engines side by side to make a 700cc four cylinder two stroke, it soon gained bigger pistons to make a full 750cc and even more competitive in the Formula 750 World Championship. Production started in 1974 and early models were notorious for being difficult to tame as the performance of the frame, suspension and tyres lagged behind the performance of the motor. The likes of Kenny Roberts and Steve Baker were however, able to master the big TZ and created memories in the transatlantic races not quickly forgotten by those fans who were there. Take your pick of the dozen or so TZ750's here at the Festival.



Ian McLeod TR750 Rep in 2025

1972 Suzuki TR750 (XR11)

Suzuki's three cylinder two stroke TR750, designated XR11 by the factory, evolved from the GT750 road bike and first saw the light of day in 1972. The TR750

quickly earned the notorious nickname "Flexi-Flyer". The lightened tubular steel double-loop cradle frame was made of narrow tubing that twisted and flexed violently under high cornering power. Despite its dangerous handling characteristics, it achieved legendary status in the hands of Grand Prix icons like Barry Sheene, Tepi Lämsivuori, and Stan Woods. Barry Sheene won the 1973 Formula 750 season on it and was famously riding an XR11 during his horrific, 170-mph tyre-burst crash at the 1975 Daytona 200.

1994 Honda RVF750R RC45

The 750cc RVF750R RC45 replaced the gorgeous and very successful RC30 in 1994 for that year's World Superbike Championship and enabled John Kocinski to win the title in 1997.





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The V4 "Big Bang" motor benefits from titanium conrods and a highly advanced PGM-FI electronic fuel injection system derived from the exotic NR750. The RC45 had great success at the Isle of Man TT with riders like Jim Moodie and dominated the AMA Superbike series in the US with Miguel Duhamel and Ben Bostrom. Triple TT winner Ian Simpson is down to ride the Team Revit Red RV45 in the photo right.



1991 Norton Rotary

In the mid-1980s, Norton engineer Brian Crighton working secretly in a factory shed, modified the intake and exhaust ports of the Interpol 2 Police Bike to boost output from 85 to 120bhp. He had recognized the untapped potential of the 588cc

twin-rotor engine and produced the air cooled RC588 racer in 1987. Fabrication of the twin-spar aluminium chassis was entrusted to Spondon Engineering. Heat dissipation was a constant factor and in 1989 Crighton adopted water cooling and designated it RCW588. The upgraded water-cooled variant produced over 135 brake horsepower and took on the legendary John Player Special (JPS) black-and-gold racing livery. In the late 80's and early 90's the Norton dominated UK racing, winning the 1989 British F1 title and the 1992 Senior TT.

Laverda Club Display

This year Laverda owners are celebrating the 50th anniversary of Pete 'PK' Davies winning the first (of his three) Avon Production Bike Championships, in 1976, on the newly launched Laverda Jota. "PK" rode for Slater Brothers the official importers of the Italian machines and it was his successes, and the many National titles on the Jota that created the iconic status it enjoys today.



Pete Davies on the Slater Bros Laverda Jota

Summerfield Honda 500V

The CRMC has been waiting years for a Honda 500V2 to grace the Donington Classic Festival and after the long wait, this year we have two! Honda's Racing Corporation designed and built the 500V be a viable machine for private teams to enter the 500cc Grand Prix class.



Scott Summerfield's Honda 500v

Powered by a single crank 100 degree V twin two stroke using reed induction, there was 135 bhp on tap for the rider to exploit. Weighing in at only 103kgs that translated into higher cornering speeds and faster handling compared to the heavier V4 kitted opposition.

The first 500v's arrived in 1996 and hit the ground running when Tadayuki Okada put the bike on pole in its maiden GP in Malaysia. Honda ran factory teams and also sold machines to private teams including the newly formed Gresini racing and their rider Alex Barros who was on the podium at Donington that year. Sete Gibernau replaced Okada in the factory team for the 1997 season and recorded two more podium finishes. After four years of development the machine had become a competitive option for privateers to compete in the 500 GP's and consistently able to finish in the points. In 2000 Jurgen van den Goorbergh won Best Privateer, with Haruchika Aoki winning the same award the following year – both on board NSR500Vs. In its final evolution, the 2001-spec NSR500V featured an updated crankcase set as well as more robust transmission. Production stopped in 2001 when the modern four stroke Moto GP era arrived. A total of twenty two bikes were built by HRC.

Boekestijn Honda 500V

This NSR-V is a 1999 example delivered to the Dutch Dee Cee Jeans Grand Prix Racing Team. It was initially raced by German Markus Ober who was replaced by Australian Steve Martin after nine rounds with Spaniard David de Gea riding the bike at Brno and Imola and Frenchman Marc Garcia filling in at Valencia.



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In 2000 Spain's José-Luis Cardoso raced the bike and finished the season as second-best NSR-V rider behind Jurgen Van den Goorbergh. It then languished in Spain at Cardoso's sponsor for twenty years before it was picked up by a former Grand Prix mechanic. He brought the bike back to life and gave it the Repsol livery of Sete Gibernau's 1999 bike, the last NSR-V run by the factory Honda team.

Chassis: Honda
Engine: HRC
Suspension: Showa Kit
Brakes: Brembo
Wheels: Magnesium 17"
ECU: HRC
Exhaust: HRC



Wim Boekestijn's Honda 500V pictured at Assen

After that the bike competed in the European Moto2 championship for the season 2021-2022 where it scored multiple wins and podiums with Alex Escrig. In season 2024 and 2025 it joined the Malaysian GP with a Wildcard.

Chassis: Kalex 2019 (M10)
Swingarm: M08D
Fork: Ohlins FG590
Shock: Ohlins RVP50
Brakes: Brembo
ECU: Mectronik
Engine: Triumph HM2
Exhaust: MIVV

1975 Suzuki T500 Production Racer

Riding his own creation of the Suzuki T500 Production racer this weekend is 1960's racing legend Stuart Graham.



Stuart Graham

Son of Les Graham, the first 500cc World Champion back in 1949, Stuart started racing at 19 on a 125cc Honda Benly, just about as sporty a road bike as you could buy at the time. From the 125 Benly he graduated to the Italian Aermacchi machines of Syd Lawton and later moved on to the AMC 7R and G50 singles. His results in the Classic 350 and 500 races caught the eye of Honda when they needed a replacement for the injured Jim Redman. Stuart signed for the factory in July 1966, just in time to try the iconic "RC166" for size. The fit was good enough to finish second to Mike Hailwood in the 1966 250cc IoM TT. The TT was postponed to September that year due to a seaman's strike that affected the ferries. For 1967 Stuart switched to Suzuki and his size particularly suited the smaller classes enabling him to win the 1967 50cc IoM TT by over a minute from his team mate Hans-Georg Anscheidt and third place man Tommy Robb.

With the most of the Japanese factories withdrawing from racing before ahead of the 1968 season due to strict new regulatory restrictions, Stuart had a brief hiatus from racing before turning to four wheels and a successful career dominating the BTCC in 1974 and 1975.



2004 Rizla Suzuki GSXR

This bike was built at the end of the 2004 season, just after John Reynold had won the BSB Championship, for the man who wanted the ultimate track bike. Replicating the bikes of the Rizla sponsored

Crescent team managed by Paul Denning, John Reynolds rode the bike at the Goodwood festival in 2006. The bike is fitted with a full Yoshimura GSXR1000 motor and featured a Crescent gas flowed cylinder head, Yoshimura petrol tank and swinging arm along with many other special parts. Other top riders who rode the Rizla Suzuki include Yukio Kagayama, Tom Sykes, Cal Crutchlow, and "Shakey" Byrne.

Kalax Moto 2

Now in the custody of Ronald Greep, this Kalex Moto-2 was delivered to a famous Grand Prix team in 2019, that campaigned it for the next two seasons.

