

PRESS RELEASE

"21st Intern. Rupert Hollaus Race - RACING DAYS July 27/28, 2024"

INVENTIVE SPIRIT MEETS HIGH-TECH

Rull Ring. Great motorsport with historic and modern racing motorcycles and sidecars will be on offer on July 27 and 28, 2024 at the "21st International Rupert Hollaus Race/Racing Days" *1) at the Red Bull Ring in Styria. Over 450 motorcycle enthusiasts, legends and stars from nine nations will ensure sensational racing action and motorcycle experiences.

Vintage motorcycles over 100 years old, racing machines steeped in history and impressive sidecar teams bring old times to life. Modern and powerful motorcycles compete in the "fast classes" Superbike and Supersport. The "acrobats on three wheels" can be admired at the races of the "International Sidecar Trophy" and "historic sidecars". Historically significant racing motorcycles that are rarely seen today are driven and displayed at the "Parades of Legends" and in the "Famous Racing Motorcycles" exhibition at the Ring.

Visitors have access to the paddock, pit lane and exhibition box with a valid admission ticket!

Information and advance ticket sales www.racingdays.at

14 classes will be judged - from Superbike, Supersport, Youngtimer, Vintage, historic motorcycles and sidecars in the "Speed" and "Regularity" groups. Designed, handmade trophies and laurel wreaths await the winners of the "Speed" and "Regularity" classes. The numerous female racers will be honored with ladies' prizes.

HIGHLIGHTS

Bruno Kneubühler, the three-time runner-up world champion from Switzerland

After winning the Swiss motorcycle road championship in the 350cc class, Bruno Kneubühler was one of the most successful private riders in the world championship for 18 (!) years (1972 to 1989). He was one of the few active riders who competed in every solo class (there were five at the time) and finished on the podium.

Since 2004, "Kneubi" has been an almost annual guest rider at the Rupert Hollaus race on his Honda RC 162 GP*3) (250cc, built in 1962). He celebrates his sprightly 78th birthday in 2024.

Franky Zorn, Austrian ice speedway rider, 2-time World Championship runner-up (2000/2023) and 3-time European Champion (2008/2023/2024) will be defending his victories from 2021/2022/2023 in the 400cc class on his 2-stroke Yamaha.

"LEGENDARY RACING MOTORCYCLES" - Parade and exhibition

Racing motorcycle collector Holger Lange, MV Agusta collector Bernd Wagner, the Moto Guzzi racing motorcycle collectors Pino Todero and Antonio-Maria Frigerio, the Italian technology specialist from Ingolstadt Giuseppe Ioannoni and his racing team "Ioannoni-Corse" present famous and historic racing motorcycles from the brands MV-Agusta, Ducati, Moto Guzzi, Gilera, Laverda, Paton, MZ, Norton, Benelli, Honda, etc., together with friends. a.

The extremely rare collector's item with history **HONDA 350 RC 174 Six*4)** will be on display and can be admired live at the parade. Holger Lange is bringing the "**original Mike Hailwood machine**" and a replica from Switzerland. Honda won seven out of eight world championship races with it in 1967 and Mike Hailwood became world champion that year.

Also on display are: a modern MotoGP Ducati, the unique and spectacular "Moto Guzzi Otto Cilindri" *5) with 500 cc V8 engine (built and raced from 1955-1957), the **original 1957/1963 "Geoff Duke-Gilera 500/4 works racing machine "**6)** and the **original "John Surtees- MV Agusta 500 GP "7*)** from 1958.

Club of 100-year-olds

Nostalgic motorcycles from the pre-war era also meet at Spielberg:

Packman & Poppe (P&P) *8)

Racing machine from England, built in 1924.

The motorcycle is the only sports model with the 350 cc OHV JAP engine to have survived. A total of around 12 motorcycles of this make are known. It has a unique frame construction, a double-loop frame in which the rear wheel cannot be moved in the frame and other unique details.

SAROLEA MOD. 25D*9)

350cc SV, 3 hp, Year: 1924, Country of manufacture: Belgium Special features: Original vehicle registration document (1924/ confirmed 1937), approved and registered for public transportation.

Manual gearbox without gate, rear block brake, acetylene gas light front and rear

FN M67 Comfort*10) (Fabrique Nationale d'Armes des Guerre)

Country of manufacture: Belgium

350 cc, OHV, built: 1924

Special features: Approved and registered for public traffic;

Manual gearbox without gate, front and rear block brakes, already electric lighting system from Bosch

Hawker SV 550- 101 years old*11)

The oldest participating motorcycle in the parade was a British HAWKER SV 550, built in 1923, 1-cylinder, 4-stroke. Only 80 were produced, the owner of this English company, which became famous for its aircraft (e.g. Hawker Hurricane, Harrier), the Australian Harry Hawker, was killed in an accident during a test flight in 1921 and motorcycle production was discontinued in 1924. Only three of this 4-stroke model have survived, two of which are in a museum in the UK and the production number 39/80 is owned by pre-war motorcycle collector Christian Gurtner in Heiligenkreuz, Lower Austria. It is individually approved with gas lights and licensed for road traffic!

Raleigh Super Sports Model No. 6 *12) (built 1924)

This model is a typical Raleigh lightweight from the vintage era and is powered by a 348 cc single-cylinder side-valve engine with 3 hp, which is driven by a Sturmey-Archer three-speed gearbox with chain drive. Braking is provided by a wedge block brake. This model has always been registered since 1924, and the original English registration papers from 1924 are still available. With a special daylight license, it can still be ridden on public roads today with a carbide lamp.

The motorcycle is in its original condition and enriches the collection of Roland Großbichler, President of the Norton Owners Club Austria.

Norton Manx 30M (built 1961)

This Austrian record and national champion machine was ridden by Rudi Thalhammer and Wolfgang Stropek.

The Norton Manx is the mythical model of the brand before it was sold to AMC and whose production began in 1929 and was discontinued in 1963. In 1932, Norton marketed motorcycles derived from the factory bikes for private riders, which won many victories in all European races and especially in the TT (Tourist Trophy). These models, the "International Racing Model", were produced in two displacements: Model 30 (500 cc) and Model 40 (350 cc).

Machtless G50 MK3 Seeley

500cc, single cylinder, 51 hp/7200 rpm, 130 kg, built in 1962.

The history of the G50 is as honorable as the Norton Manx - its main competitor. It has the advantage of being easier to maintain, has an overhead camshaft, timing chain, oil-tight valve springs (encapsulated), duplex brakes. The frame of this motorcycle was made by Seeley. The G50 was built from 1959 to 1962.

Owner Wolfgang Stropek won several prizes with it at the Southern 100 in 2018.

Laverda "Space Frame"

year 1975, 1000 ccm, 3-cylinder 180o, 90 hp,

Used in: World Endurance Championship 1974-1976,

Podium finishes at Spa, Paul Ricard, Barcelona, owner Wendl Willi

Further gems from Breganze will be on display for the **Laverda 75th anniversary***14).

Ducati Moto GP 2014, ex Andrea Dovizioso, 265 hp, 1000 cc, Owner: Ioannone Corse

MV Agusta factory racing bikes*8)

These motorcycles were made famous by Giacomo Agostini, who won 13 world championship titles on them.

Owner Bernd Wagner (D) brings original MV Agusta factory racing bikes from the 1960/70s with 350 and 500cc, with 3 and 4 cylinders to Styria. As the owner of these legendary machines, he does not hide the jewels in a museum, but brings them to the race track. Photo: Alfred Pech

Highlight "Sidecars and sidecars"

Sidecar racing has enjoyed a resurgence in popularity in recent years. The artistry of the co-drivers, formerly known as "Schmiermaxe", influences the cornering technique of the vehicles on three wheels with their enormous strength and body control.

In two classes (600 and 1000 cc), 42 teams of the "Internat. Sidecar Trophy" for the 2024 championship titles, the race in Spielberg is the fifth of seven races this year. Three races will be held: Supersprint - Sprint and Main Race. Engines with up to 200 hp are used in the F1 class and the teams reach speeds of almost 300 km/h. Info: www.sidecar-trophy.de.

The historic sidecars start with impressive vehicles in which the co-drivers trim the sidecar sitting, kneeling or lying down at high speeds.

The oldest participating sidecar - a Horex SS64 - dates back to 1935 with 600cc.

Information about sidecar racing: www.beifahrer-magazin.de

Highlight class Supersport and Superbike

In the fast "Supersport and Superbike" classes, speed is the name of the game. State-of-the-art racing motorcycles with up to 250 hp, top speeds of over 300 km/h and top-class riders - such as Christian Zwedorn, three-time Austrian national champion, Honda Cup winner and Superbike starter - drive their modern Superbikes around the fast Red Bull Ring in the style of the MotoGP.

They will be racing on the classic and very fast circuit,

not through the chicane, which was built for MotoGP in 2022 for safety reasons and used for the first time.

Fast ladies at the start too

Around 20 women can be found on the starting list - in the parade, in the solo classes or as a daring co-driver in the sidecar.

Laurel wreath and trophy for the winners

Handmade trophies designed by Bad Hall metal specialist Wolfgang Terschl await the top three on the winners' podium in each class in the "Speed" and "Regularity" categories.

The winners are traditionally honored with a laurel wreath.

Safety

The Red Bull Ring's professional team will ensure the safety of drivers and visitors with a medical center, race doctors, rescue helicopter and over 50 marshals. Racecontrol drivers from "Team Terschl Austria" in powerful racing and sports cars guide the drivers during the introductory laps and during interruptions to the race.

Organizer

The IGFC (IG Formel Classic) association from Behamberg near Steyr has been organizing national and international classic car events and motorcycle races since 2003, and the "Rupert Hollaus Rennen/Racing Days" since 2004. The road and hill climb races in Großraming, Behamberg and Goldberg, which are unfortunately now history for legal and liability reasons, are legendary.

The chairman is the former motorcycle racer Wolfgang Stropek *15), one of four in the world to achieve world championship points in both solo and sidecar classes.

Info: www.igfc.at, www.racingdays.at

MEDIA INFO

PRESS EDITORIAL for the 21st Internat. Rupert Hollaus Race July 27/28, 2024:

Registration online www.igfc.at or by email to info@igfc.at

Race times: Saturday 27.7. and Sunday 28.7.2024 from 8:30 am to 5:30 pm

Admission: day ticket € 35,-, two-day ticket € 45,-

(incl. access to the paddock, pit lane and "historic racing motorcycles" exhibition)

racing motorcycles)

Ticket sales: on site or online www.racingdays.at

Organizer: IG Formel Classic

Race director: DI Kevin Kaltenegger, Mario Stropek

Info and DOWNLOADS:

Info text and high-resolution images for editorial use can be downloaded free of charge from the website <https://www.igfc.at/presse>

Image sources must be indicated, the image source is stated in the image text.

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Quote

Wolfgang Stropek *15) - organizer, club chairman and Austrian motorcycle legend:

"At the Rupert Hollaus Race 2024, the focus - in addition to the races - is on the presentation of a large number of historic racing motorcycles - on the race track and in an exhibition. Visitors will experience technology and racers up close!"

Detailed information/Corporate data

"21st International Rupert Hollaus Race 2024"

1*) World champion Rupert Hollaus

The Lower Austrian from Traisen Rupert Hollaus (*4 Sept. 1931) is the only Austrian solo motorcycle world champion (1954 in the 125cc class on NSU Racing Fox). He was also successful in the 250cc class on an NSU Renn-Max.

On September 11, 1954, the Austrian racing idol had a fatal accident in Monza during a training run. At the end of the season, he was posthumously crowned world champion - like Jochen Rindt, who was also killed in a qualifying accident in Monza in 1970 and became Formula 1 world champion that year.

The market town of Traisen and the "Austrian Classic RH#169" association preserve the history and legacy of Rupert Hollaus and honor him with regular events and exhibitions.

Info: www.austrian-classic.at

2*) Bruno Kneubühler

Born on February 3, 1946 in Zurich/Switzerland

World Championship racer 1972 -1989 on Aermacchi, MV Agusta, Kreidler, MBA, Rotax, LCR, Yamaha, Ducati, Honda

In the course of his 18-year career in the motorcycle world championship, Bruno Kneubühler took part in all five Grand Prix classes between 50 and 500cc.

In 1971, he became Swiss national road champion in the 350cc class. In his very first World Championship season in 1972, he won the World Championship race in Jarama in the 350cc class and finished third in the 500cc class. In 1973 he was runner-up in the "50cc" shot glass class on a Kreidler behind Jan de Vries, in 1974 runner-up on a Yamaha 125 behind Kent Anderson and in 1983 runner-up on an MBA 125 behind Angel Nieto.

In 1973, he battled for victory on a Ducati 750 SS against Jarno Saarinen (Yamaha TZ 350) in the 200-mile 750 World Cup race at Daytona. A crash prevented him from achieving greater heights.

In his 173 GP starts, Kneubühler has stood on the podium 33 times and on pole position five times. Together with Kenny Roberts, Kneubühler is considered the inventor of the "hanging off" (knees on the ground) riding style.

In 2024, "Kneubi" celebrates his 78th birthday and is still extremely sprightly on his Honda RC 162 GP at classic car races. He has been one of the regular riders at the Rupert Hollaus race since 2004.

***3) Honda RC 162:** from 1961, 249 cc, 4-cylinder 45+ hp/14,000 rpm, 4-valve engine, duplex drum brake, 126 kg, V-max over 220 km/h, 6-speed, aluminum fairing.

The victory of this machine in the 250cc class at the 1961 West German Grand Prix was the first world championship victory for a Japanese manufacturer and rider (Kunimitsu Takahashi). The machine

dominated its class in its first year and won all ten competitions in which it took part. In 1961, Mike Hailwood won his first (of nine) world championship titles on an RC 162, with Jim Redman finishing third on the RC 162. Hailwood also won the TT in his class that year, the first time a Japanese manufacturer had won the traditional race.

***4) Honda RC 174:** 297 cc/6-cylinder, 4-stroke and 65 hp at 17,000 rpm, 7 gears, drum brakes, six-into-six exhaust, built in 1966/1967, used in the 350 cc class. The engine is based on that of the RC 166 (250 cc, also one of the most successful motorcycles in World Championship history).

Honda won seven (6x Hailwood, 1x Ralph Brians) of eight world championship races and the constructors' title with it in 1967, Mike Hailwood his fifth (of nine) world championship title.

We recommend the RC 174 report in "Motorcyclist" to mechanics with an affinity for technology: <https://www.motorcyclistonline.com/honda-rc174-rc-reborn/> and the YouTube videos.

***5) Moto Guzzi 500 V8 - "The multi-cylinder"**

Giulio Cesare Carcano, racing manager and development engineer at Moto Guzzi, was looking for solutions to counter the strong four-cylinder competition from Gilera and MV Agusta in the 500 cc class. In 1954, engineers Giulio Cesare Carcano and Umberto Todero developed the 500cc V8 engine. The power output was initially 62, finally 79 hp at 14,000 rpm, weight 148 kg, V-max 286 km/h. It was in racing use from 1956 to 1957, only a few individual units were built, and only two or three still exist today. A masterpiece of engineering.

The "Moto Guzzi Otto Cilindri 500" is one of the most famous factory racing bikes ever built, if only because of the number of cylinders "eight". The 90-degree V-engine is 50 cm wide and transversely mounted, with two overhead camshafts and a 5-speed gearbox (originally 6, latterly 4). The eight 20 mm carburetors are nested, ignition is by one breaker per cylinder. Only a few examples of the machine used in the 1956 Grands Prix still exist.

Unfortunately, the only eight-cylinder ever to compete in the Grand Prix (1956 and 1957) did not win a world championship race. However, the record of 172 miles lasted for 20 years.

Bill Loma's duel on the V8 with Gilera's triple world champion Geoff Duke in front of 160,000 spectators at Solitude in 1956 is unforgettable. On September 15, 1957 - just as the motorcycle was becoming reliable - Moto Guzzi announced its withdrawal from racing.

Giuseppe Todero, son of Moto Guzzi's long-time chief designer Umberto Todero, came across a collection of parts at the factory and built this replica. His Moto Guzzi collection comprises around 70 motorcycles, while his friend and rider **Antonio-Maria Frigerio** probably owns the world's largest Moto Guzzi collection with around 200 pieces - only from the years 1927 to 1957 (for him the "real" Moto Guzzis)! Both have been regulars at the Rupert Hollaus races and IGFC exhibitions for years.

"I love things that achieve things with a maximum of effort that could have been achieved differently and much more easily" (Jay Leno, his movie about the V8: Greatest Ever Motorcycle)

Moto Guzzi owner Enrico Parodi exclaimed ecstatically: "she sings so beautifully wonderful, we should send her to La Scala in Milan"

Built 1957/66, DOHC, camshaft drive with gear wheels, 5-speed, 70 hp at 10,500 rpm. V-max 250 km/h, duplex drum brakes.

***6) Genuine Geoff Duke-Gilera 500/4-Cilindri**

The Gilera 500/4 was only built 15 times. This machine also comes from the Holger Lange collection.

The Gilera 500/4 was used successfully in the highest class of the FIM-Motorcycle World Championship from 1949 to 1964. The transverse-mounted four-cylinder engine is considered the model for all production four-cylinder engines in motorcycle construction:

The Gilera Quattro Cilindri 500, designed by Piero Remor in 1947, was produced with various modifications until 1966. It was certainly one of the best-known and most successful racing motorcycles of all time. Between 1948 and 1957, it won six world championship titles: 1950 and 1952 with Umberto Masetti, 1953, 1954 and 1955 with Geoffrey Duke and 1957 with Libero Liberati. It also won the Italian championship six years in a row, the Grand Prix of Nations seven times and numerous Grand Prix titles.

In 1957, Gilera also withdrew from racing, like Moto Guzzi and Mondial, thus interrupting the unstoppable rise of the Quattro Cilindri. In 1963, John Hartle won the last race on a Gilera 500 four-cylinder, after Geoff Duke founded his private racing team "Scuderia Duke" that year and took over the Gilera material. In 1964, the Argentinian Benedicto Caldarella took second place on a Gilera in Monza and set the fastest race lap. By 1966, they had achieved several more podium finishes - not bad for a design that traced its origins back to the pre-war water-cooled "Rondine with compressor".

Source: e.g. https://de.wikipedia.org/wiki/Gilera_500_Vierzylinder

***6a) Geoff Duke**

The Englishman Geoffrey Ernest "Geoff" Duke (1923 - 2015) was six times motorcycle world champion (3x Norton, 3x Gilera) and won the TT five times. He was the first to wear a **one-piece motorcycle suit**.

He rode a motorcycle for the first time at the age of 12. After the war, he took part in his first motorsport competitions in trials and off-road racing and finally landed in road racing at the age of 25. Geoff Duke contested his first road race in 1948 on a 350cc Norton at the Manx Grand Prix. A year later, he achieved second place in the Junior class with his Triumph in the "Senior" class, his first important victory, and shortly afterwards he was given a Norton works contract.

With four Grand Prix victories, Geoff Duke became vice world champion in both classes in 1950 and double world champion in 1951. In 1952, Geoff Duke defended his world championship title in the 350 cc class, but in the half-liter category, the Italian four-cylinder machines from Gilera and MV Agusta were superior to the British "stews".

After Duke tried his hand at motor racing at the same time and already had a contract as an Aston Martin works rider in his pocket for 1953, he switched to Gilera in the 500cc class. Geoff Duke won four of the eight world championship races and again became the superior world champion. Likewise in 1954 and 1955.

Then came the 1956 season, which turned into a disaster for the best rider of that era. On the one hand, a crash injury prevented him from riding for a while, and on the other, the FIM. The FIM had imposed a six-month ban on him because he had supported the strike of the private riders in Assen who were fighting for more entry fees (as a works rider!).

In 1958, Geoff Duke finished third in the World Championship (350 and 500 cc) as a privateer on Norton and occasionally on BMW, and fifth and fourth in 1959. After six world championship titles

and a total of 33 GP victories, he retired to private life. In 1963, he founded the "Suceria Duke" team (for one year) and took over the Gilera material. He died in 2015 at the ripe old age of 92.

Reading tip: <https://motovue.net/2022/03/12/the-gilera-grand-prix-racer/>

Parallels between the Gilera and MV Agusta 4-cylinder engines

Connoisseurs will notice the similar look of the 500cc engines from MV Agusta and Gilera with their distinctive camshafts: Phil Remor developed both, initially for Gilera.

The engine is regarded as the model for all production four-cylinder engines. The forerunner of all transverse-mounted four-cylinder engines was the brainchild of Italian engineers Pietro Remor and Carlo Gianini in 1923. In 1939, the Gilera 500 was considered the fastest motorcycle in the world.

After Gilera officially withdrew from racing at the end of 1957, like Moto Guzzi and Mondial, the era of MV Agusta began, which not only took over the design engineers from Gilera, but also further developed the concept, thus confirming the correctness of the design of four-cylinder engines.

***7) MV Agusta 500 GP 4 cylinder John Surtees - "MV Agusta Corse 500 Quattro Cardena" (1952-1966)**

1st world championship victory in 1956, last in 1966

With nine 500cc world championships, the MV Agusta 500 GP still occupies first place in the eternal hit list. In 1956, the motorcycle's sixth year of racing, John Surtees won his first 500cc world championship with this MV, followed by three more titles in 1958/1959/1960. Gary Hocking was world champion in 1961 and Mike Hailwood from 1962 to 1965.

Hailwood also won the TT in the 500cc class in 1965.

Nowadays, MV Agusta racing bikes from the 50s and 60s are extremely rare and invaluable. The distinctive design and unique sound can only rarely be admired on race tracks.

***8) MV Agusta 350 and 500cc with 3 and 4 cylinders (1966 - 1976)**

Bernd Wagner (D) is a collector of MV Agusta works racing bikes. His showpiece is the 350/6 cylinder (piloted by Gianfranco Bonera at the Rupert Hollaus race in 2023), alongside 350 and 500cc with 3 and 4 cylinders. Agostini became world champion 13 times on this engine group. The last world championship title on MV Agusta was won by Phil Read in 1974.

At today's classic car events, fans are particularly enthusiastic about the humming, loud sound and the beautiful design.

In 1966, the 3-cylinder engine with 4-valves replaced the 4-cylinder with 2-valves and continued to dominate the world championship (the 6-cylinder engine developed in the meantime proved to be too heavy and unsuitable and was never used in a world championship race).

Giacomo Agostini, who was on the rise at the time, won the bike's first race in the 350cc class in 1966. The engine, bored out to 377cc and later to 474cc, helped Ago to the world championship title in the 500cc class in the same year.

When Yamaha successfully entered the 500cc class with the 4-cylinder two-stroke in 1973, MV Agusta changed from the 3-cylinder to the 4-cylinder, but remained faithful to the 4-stroke engine. The new engine retained fundamental features of its predecessor. Engineer Arturo Magni (originally an aircraft engineer, who had worked for Gilera under Pietro Rumor from 1947 and moved with him to MV Agusta in 1950) again relied on air cooling; a centrally positioned gear set drove the two overhead camshafts. They actuated four valves per cylinder via bucket tappets. With this motorcycle, the MV Agusta works team "Reparto corse" became brand world champion in 1973 and Phil Read became world rider champion in the class up to 500cc in 1973 and 1974 .

The engine was capable of continuous speeds of up to 15,000 rpm and the chassis was continuously and meticulously improved. The last version of the 500cc model had an output of 115 hp at 14,500 rpm. At the Nürburgring in 1976, Ago rode it to the last world championship victory for MV Agusta

***9) Packman & Poppe(P&P)**

P&P was a British motorcycle manufacturer. Founded by Erling Poppe and Gilmour Packman, the first motorcycle was produced in 1922 with a 250 cc two-stroke engine. This was followed in 1923 by a 976 cc side-valve machine with a JAP V-twin engine and the Silent Three with a 350 cc Barr-and-Stroud sleeve valve engine. Packman & Poppe entered three machines in the 1925 Isle of Man TT. Packman was injured in an argument with a salesman and died. In the same year, the Packman & Poppe factory was destroyed by fire and sold to John Wooler in 1926, who maintained production until the Depression in 1930.

Source: https://en.wikipedia.org/wiki/Packman_%26_Poppe_Motorcycles

The racing machine from England, built in 1924 by Gernot Schuh, is the only sports model with the 350 cc OHV JAP engine to have survived. A total of around 12 motorcycles of this make are known. It has a unique frame construction, a double-loop frame in which the rear wheel cannot be moved in the frame and other unique details.

***10) Saroléa 25D**

Christian Gurtner presents a Saroléa 25D from 1924, a fascinating motorcycle from the interwar period from Belgium with 1 cylinder, 349cc, SV, 3 hp, 3-speed manual gearbox without gate, rear block brake, acetylene gas light front and rear, V-max 88km/h.

Saroléa is a Belgian company that manufactured weapons in Herstal/Brussels from 1850 to 1973. Bicycles were also produced from 1892 and motorcycles from 1900 to 1967. Saroléa was one of the largest motorcycle manufacturers in the world in the 1920s.

It began with single-cylinder 247cc four-stroke engines, and from 1906 there was a V-twin engine with 616cc and 5 hp as well as one with 726cc and 6 hp. They were sold to England under the name "Kerry". In 1914, a 546cc engine with vertical valves appeared. Later, mainly 346 and 496 cc single-cylinder engines with upright or overhead valves were produced. Parts such as carburetors, oil pumps and gearboxes came from England.

The brand was also very successful in racing. In the 1930s, there was a works team equipped with OHC engines, and in 1938, the single-cylinder, twin overhead camshaft engines were very fast.

From 1950 to 1959, a four-stroke parallel twin with 500cc and later 600cc was produced. Until 1960, various models were also equipped with two-stroke engines, some of them from Sachs.

Since 2010, electric motorcycles have been produced in Belgium under the name Saroléa, which also competed in the IOM TT Zero from 2014 to 2016.

Source: www.sarolea.com

***11) FN M67 (Fabrique Nationale d'Armes des Guerre, also known as Fabrique Nationale Herstal or FN for short)**

The "M67 Comfort" model presented by Christian Gurtner from 1924 has a 350cc 1-cylinder block engine, OHV, manual gearbox without gate, front and rear block brakes, toothed belt drive and a Bosch electric lighting system. The luxurious "Comfort" version is equipped with balloon tires.

FN was founded in 1889 as an arms manufacturer in Herstal/Liège. There were many motorcycle brands in Belgium between the 1st and 2nd World Wars, FN was the best known. In addition to weapons and motorcycles, cars and bicycles were also produced in the past.

Motorcycle production began in 1901 with a 133cc single-cylinder four-stroke engine from De Cosmo. The first 4-cylinder in-line motorcycle was built in 1905. The engine was installed longitudinally, had 362cc, was clutchless and gearless, and was driven by a cardan shaft (instead of the V-belt that was common at the time). This engine was modified again and again and was built until 1926, finally having 748cc and a chain drive.

The single-cylinder block engines with 350cc built from 1922 onwards were just as popular. The sporty 500 was built at the same time.

In 1923, the 350cc engine appeared, a completely new design with side-controlled valves and a shared housing with the gearbox. The 350 was a successful new model series at a time when heavy and expensive four-cylinder engines were rapidly losing ground.

The M67 from 1929 also had a block engine, but was head-controlled. Its two valves were not encapsulated. The motorcycle had 496cc, 16 hp, loss lubrication and weighed 135 kg. In 1945, a few more models based on the pre-war designs were built until the mid-1960s, mainly mopeds. Today, "FN Herstal" still produces world-renowned weapons. FN was very successful in motor racing from 1920 to 1938.

Sources: <https://www.wikidata.de-de.nina.az/FN-Motorr%C3%A4der.html>
<https://kradblatt.de/fn-m67/>

***12) Hawker SV 550 (1923)**

Hawker motorcycles were manufactured from 1920 to 1924 by Harry Hawker and Tom Sopwith at the Sopwith factory in Kingston-upon-Thames, Surrey (GB), where both Ner-a-Car and ABC motorcycles were built. The English 545 cc S.V. Blackburne engine is equipped with a free-rotating flywheel (derisively referred to by the British as a soup plate), a removable cylinder head and a three-speed Burman gearbox.

1924 was their last year of motorcycle production, after which Hawker continued with airplanes, culminating in today's Harrier.

Source: <https://cybermotorcycle.com/marques/hawker/>

***13) Raleigh Super Sports No. 6 (built 1924)**

Raleigh, Britain's best-known bicycle manufacturer, also produced motorcycles from around 1902 to 1905 and from 1919 to 1933. The engines were also supplied to various other manufacturers.

In the 1920s, the Raleigh range was expanded to include machines of various capacities, both with side valve and overhead valve engines. Raleigh produced everything from 175cc lightweights in a standard design to a 699cc boxer engine or a powerful 998 cc V-twin. Raleigh motorcycles gained an enviable reputation for reliability and quality.

In 1922, mainly single-cylinder side-valve models were launched on the market, which became bestsellers.

The 1924 model on display was always registered and can still be ridden on public roads in daylight with a carbide lamp. The motorcycle with 348cc and 3 hp with 3-speed gearbox and block brake is in its original condition and enriches the collection of Roland Großbichler, President of the Norton Owners Club Austria. (www.noc-austria.at)

***14) 75 years of Laverda**

The history of Laverda motorcycles is an impressive example of Italian design and engineering, beginning in the middle of the 20th century. Laverda S.A.S was founded in 1949 by Francesco Laverda and his two sons Massimo and Piero in Breganze, Italy. Originally (from 1873), the company manufactured agricultural machinery, in particular combine harvesters and tractors.

Laverda's first motorcycle, the 75cc, was introduced in 1950 to meet the needs of post-war Italians for low-cost transportation. Over the years, however, the company quickly evolved from the lightweight, economical models to the powerful, sporty models for which it is known today.

The 1960s marked a turning point for Laverda with the introduction of the 650cc in 1966, a robust and reliable motorcycle that was soon developed into a 750cc model. These models were quickly recognized for their high quality, speed and reliability and put the company on the international stage.

In the 1970s, the legendary 1000cc three-cylinder models followed, consolidating Laverda's dominance in the sports motorcycle world. Models such as the 3C and the Jota achieved cult status and are still highly sought after by collectors and enthusiasts today. Laverda motorcycles were also successful in racing, especially in endurance races.

However, the 1980s were a difficult time for Laverda, characterized by financial problems and changes in ownership. Production was temporarily discontinued and only resumed in 1993 under the management of Francesco Tognon, an Italian entrepreneur.

During this revival phase, new models such as the Ghost, Strike and the 750S Formula were created. These models represented a return to Laverda's core values - the production of high-performance, high-quality motorcycles.

However, despite its efforts, Laverda was unable to overcome its financial difficulties and was bought by Aprilia in 1998. This led to another interruption in production and a further change of ownership when Aprilia was taken over by Piaggio in 2004.

Since then, the Laverda factories in Breganze have been closed and the production of Laverda motorcycles has ceased.

Source: <https://octeam.de/de/laverda>

Links: <https://www.easymoto.at/geschichte-laverda-2/>

<https://octeam.de/de/laverda>

<https://asimusei.it/museo/museo-moto-laverda/>

***15) Chairman of the IGFC (IG Formula Classic) association and racing legend Wolfgang Stropek**

He is one of four people in the world to have achieved world championship points both as a driver in the solo class and in the sidecar class. He also competed several times in the Tourist Trophy on the Isle of Man (in 2018 - at the age of 73 - again in the Southern 100). Austrian national champion in 1966, Austrian mountain champion in 1968 on a Norton Manx 30M. Today, he rides a Matchless G50 MK3 Seeley at classic events.

"And he is someone without whom the Austrian classic and vintage car scene would be a lot poorer!" He was and is part of the classic scene and has been organizing not only the international Rupert Hollaus memorial race with his association IG Formel Classic (IGFC) for more than 18 years, but also a large number of events for and with the classic car scene. Whether Giacomo Agostini, Luigi Taveri, Phil Read, Jim Redman, Freddie Spencer or Dieter Braun. The legends came and still come to his events, contributing to their development into one of the outstanding motorsport events in Europe" - describes Herbert Thumpser 2020 in his book "Wolfgang Stropek - Benzin fließt in seinen Adern" (www.thucom.at).

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