

*Champions all...*

500cc ROAD RACING WORLD CHAMPIONSHIP

**1<sup>ST</sup>** M. HAILWOOD MV

125cc ROAD RACING WORLD CHAMPIONSHIP

**1<sup>ST</sup>** L. TAVERI HONDA

350cc ROAD RACING WORLD CHAMPIONSHIP

**1<sup>ST</sup>** J. REDMAN HONDA

50cc ROAD RACING WORLD CHAMPIONSHIP

**1<sup>ST</sup>** H. ANDERSON SUZUKI

250cc ROAD RACING WORLD CHAMPIONSHIP

**1<sup>ST</sup>** P. READ YAMAHA

SIDECAR ROAD RACING WORLD CHAMPIONSHIP

**1<sup>ST</sup>** M. DEUBEL BMW

500cc MOTO CROSS WORLD CHAMPIONSHIP

**1<sup>ST</sup>** J. V. SMITH BSA



*on* **DUNLOP**

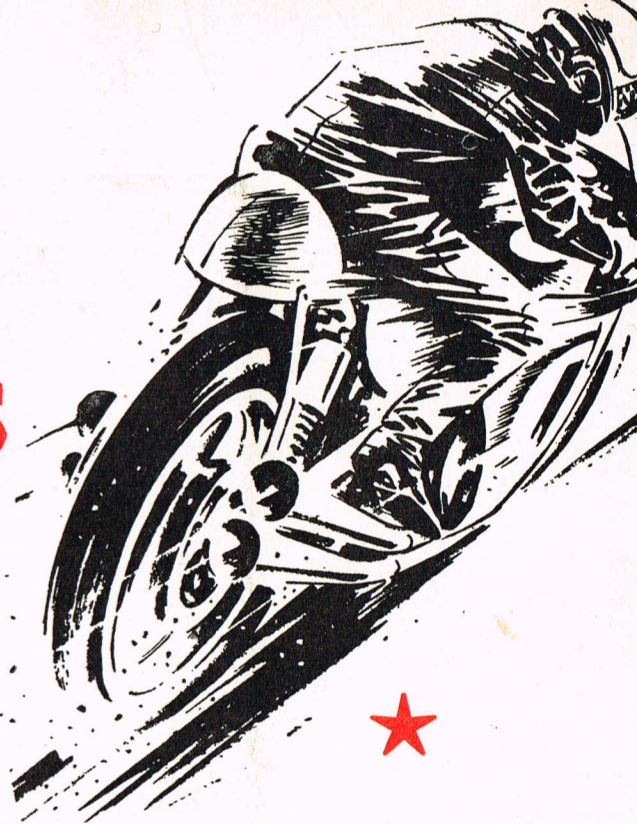
THE TYRES BUILT ON SUCCESS!

**PARADE  
OF WORLD  
CHAMPIONS**

**1964**



PRESENTED WITH  
THE NOVEMBER  
ISSUE OF . . . . .



**MOTOR CYCLIST**  
**Illustrated** and SCOOTERS

## THE WORLD CHAMPIONSHIPS

**I**NTRODUCED by the *Fédération Internationale Motocycliste* in 1949, the present world championship series replaces the old European championship (the *Grand Prix d'Europe*) that each year added a little extra lustre to one of half-a-dozen GP meetings.

Originally for road racers only—four solo classes plus the sidecars, with the 50 cc class as a comparatively recent addition—the championships were later extended to 500 cc scrambling (moto-cross) and then to 250 cc. In time, perhaps, they will also embrace trials.

The Speedway world championship is something rather different, outside the scope of *Motor Cyclist Illustrated*, and it is to be hoped that brilliant Barry Briggs will not feel overlooked in being omitted from our album on this account. But the rules for running both road racing and moto-cross championships have called for little change since the series began in 1949.

A given number of meetings are accorded "classic" (championship) status by the FIM and in each of these the first six place-men in each capacity class are awarded points, on a descending scale from eight to one. At the end of the season each man's best scores from half-plus-one of the total number of races run (with a minimum of four, a maximum of seven meetings to count) produce his final score.

For example: Jeff Smith achieved the never-before-accomplished feat of finishing in the first three in all 14 of the year's 500 cc moto-cross contests. With seven wins (8 points each), six second places (6 each) and one third (4 points), he had a grand total of 96 points but his championship score was only the total of his seven best performances—56.

Here was a perfect demonstration of the fact that, to become a world champion, a rider must be more than just good; he must be **consistently** good throughout the season.

## 250 cc MOTO-CROSS WORLD CHAMPION—J. ROBERT (CZ)

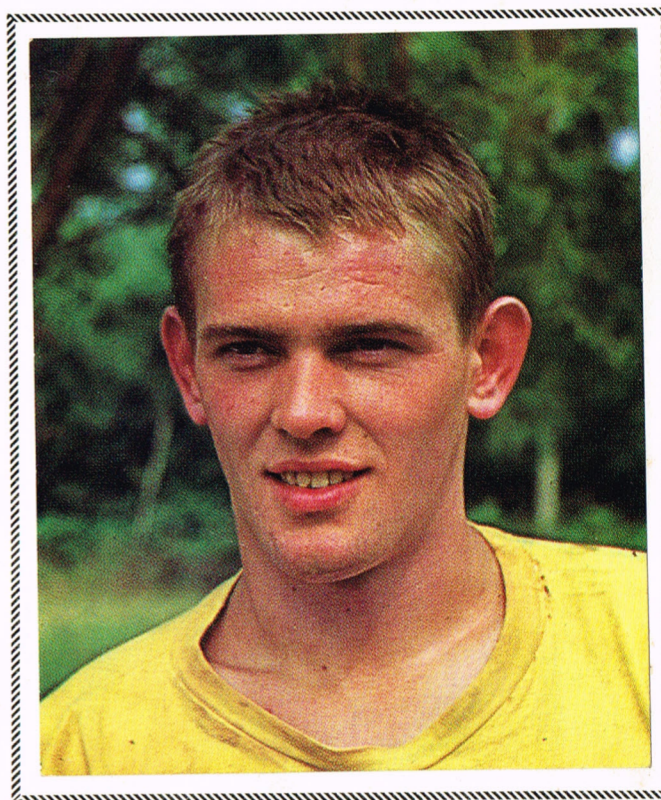
### PAST WINNERS

*European  
championship*

- 1957 F. Betzelbacher  
(Maico)
- 1958 J. Cizek  
(Jawa)
- 1959 R. Tibblin  
(Husqvarna)
- 1960 D. Bickers  
(Greeves)
- 1961 D. Bickers  
(Greeves)
- 1962 T. Hallman  
(Husqvarna)

*World  
championship*

- 1963 T. Hallman  
(Husqvarna)



**Y**OUNGEST champion of all, Belgium's Joel Robert was only 20 when he swept to victory in the 250 cc moto-cross contest with 8 wins in the 1964 series of 14 meetings. Son and brother of trials and scrambles enthusiasts who run a family garage business in Chatelet—on the outskirts of the Belgian mining town of Charleroi—Joel has been able to ride a bike since he was a kid. Once old enough to get a competition licence, he rocketed to the fore, embarking on a first international season in 1962 with a Greeves, contriving to combine the duties of a soldier, stationed very conveniently at Namur, with the role of works racer for the Czechoslovak CZ factory, he is a big lad who enjoys the life of a gay bachelor. He'll be riding for CZ again in 1965.

## 500 cc MOTO-CROSS WORLD CHAMPION—J. V. SMITH (BSA)

BORN in Colne, Lancs., although he has lived most of his life in and around Birmingham, Jeff is a qualified engineer in partnership with his father—also J. V. Smith, a leading Midland Centre ACU official. Just 30, he was trials riding at 16, scrambling at 20, and has been a BSA team man since he was 18. Three times winner of the British Experts' Trial, Pinhard Prize winner, ISDT gold medallist, seven times a Scrambles Star winner, four times leader of a victorious British team in the Moto-Cross des Nations; these are some of his successes. Yet up to 1964 a moto-cross world championship had always just eluded him. Tailing behind reigning champion Rolf Tibblin up to half way through the season, Jeff caught up fast and outpointed his rival in the last of 14 rounds.



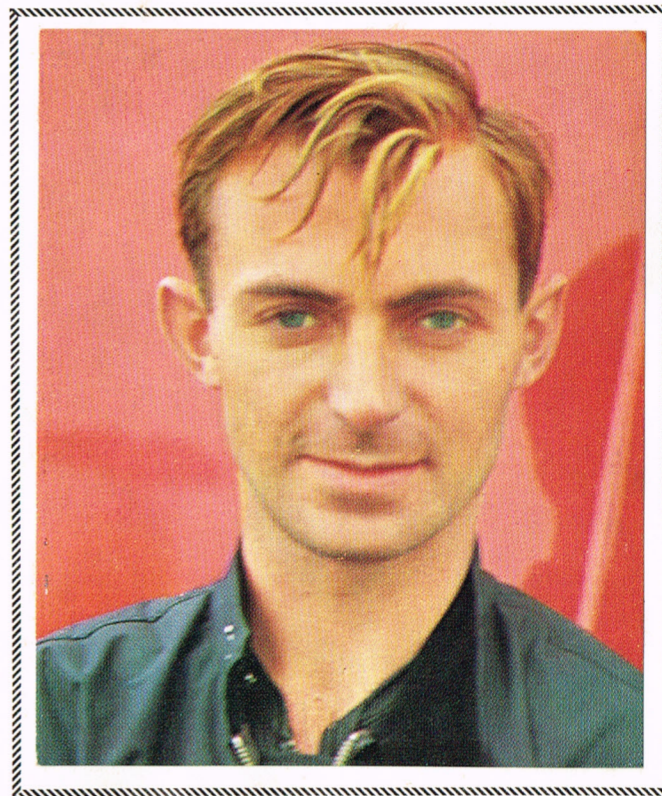
### PAST WINNERS

- European championship*  
1952 V. Leloup (FN)  
1953 A. Mingels (FN)  
1954 A. Mingels (FN)  
1955 J. Draper (BSA)  
1956 L. R. Archer (Norton)

- World championship*  
1957 B. Nilsson (AJS)  
1958 R. Baeten (FN)  
1959 S. Lundin (Monark)  
1960 B. Nilsson (Husqvarna)  
1961 S. Lundin (Monark)  
1962 R. Tibblin (Husqvarna)  
1963 R. Tibblin (Husqvarna)

## 50 cc ROAD RACING WORLD CHAMPION—H. R. ANDERSON (SUZUKI)

- PAST WINNERS  
1962 E. Degner (Suzuki)  
1963 H. R. Anderson (Suzuki)



ARCH-EXPONENT of the knee-out cornering style, Hugh Anderson became New Zealand's first world champion last year when he pulled off a 50 cc/125 cc "double" for Suzuki. This time he had to settle for just one title—for the smaller class. Honda's new four-cylinder 125s were a bit too fast for the Suzukis. Aged 33, Hugh was a coalminer until a run of victories in N.Z. races found him picked to represent his country in the 1960 T.T. He had no joy in the Island but, following 350 cc and 500 cc victories in the Commonwealth Trophy meeting at Thruxton, he pulled off a sensational third place—on a British AJS behind MV men John Surtees and John Hartle—in that year's Ulster GP. Picked as one of the first Suzuki works riders in 1961, he has been with the team ever since.

## 125 cc ROAD RACING CHAMPION—L. TAVERI (HONDA)

ANYONE who rides in a racing sidecar must be tough. But anyone who rode with the formidable Hans Haldemann at the height of his fame had to be tougher than tough. That's Luigi Taveri, from Zurich, now 35 and a world champion for a second time, after 16 years as a racer and many runner-up placings in the championship tables. Often he has filled the role of second-string to a star—Carlo Ubbiali and Tarquinio Provini in the MV team, Jim Redman in the Honda team—but this always-cheerful, always-competent little racer doesn't know the meaning of the word temperament. For 1964, with none of the factory's Japanese riders showing much promise, Luigi found himself in the role of Honda's ace man for the 125 cc contest and rose to the occasion superbly.



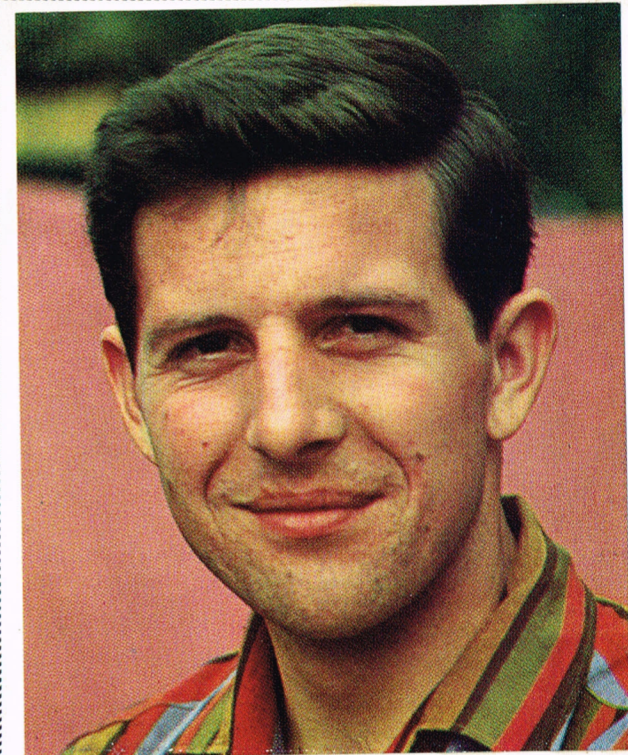
### PAST WINNERS

- 1949 N. Pagani (Mondial)
- 1950 B. Ruffo (Mondial)
- 1951 C. Ubbiali (Mondial)
- 1952 C. C. Sandford (MV)
- 1953 W. Haas (NSU)
- 1954 R. Hollaus (NSU)
- 1955 C. Ubbiali (MV)
- 1956 C. Ubbiali (MV)
- 1957 T. Provini (MV)
- 1958 C. Ubbiali (MV)
- 1959 C. Ubbiali (MV)
- 1960 C. Ubbiali (MV)
- 1961 T. Phillis (Honda)
- 1962 L. Taveri (Honda)
- 1963 H. R. Anderson (Suzuki)

## 250 cc ROAD RACING CHAMPION—P. W. READ (YAMAHA)

### PAST WINNERS

- 1949 B. Ruffo (Guzzi)
- 1950 D. Ambrosini (Benelli)
- 1951 B. Ruffo (Guzzi)
- 1952 E. Lorenzetti (Guzzi)
- 1953 W. Haas (NSU)
- 1954 W. Haas (NSU)
- 1955 H. Muller (NSU)
- 1956 C. Ubbiali (MV)
- 1957 C. Sandford (Mondial)
- 1958 T. Provini (MV)
- 1959 C. Ubbiali (MV)
- 1960 C. Ubbiali (MV)
- 1961 S. M. B. Hailwood (Honda)
- 1962 J. Redman (Honda)
- 1963 J. Redman (Honda)



IN his first full season as a factory rider, Phil Read has shot to the top to become 250 cc champion after a long and exciting duel with Jim Redman, title holder for the two previous seasons. Phil, 26 on New Year's Day, has made several sensational advances in a racing career which started at the age of 17. In 1960 he followed a double "Clubman's" success with a record - average Senior MGP win. The next year he was winner of the Junior T.T.—first (and last) man to win on a British machine since 1954. In 1962, still on his own Nortons, he was third highest scorer in the 500 cc world championships. Then came the chance to team for the Yamaha factory in 1964 which has led to the achievement of his ambition to win a championship. Married, he lives in Luton, Beds,

## 350 cc ROAD RACING CHAMPION—J. A. REDMAN (HONDA)

THANKS to spirited competition from his Yamaha rival Phil Read, Honda team leader Jim Redman just missed the chance of equalling John Surtees' record of three double world championship wins in a row. But if he has lost the 250 cc contest to Phil, Jim at least has the satisfaction of knowing that he retained the 350 cc title with a maximum-points score. Born in Greenford, Middx., he left the London area at the age of 18 to emigrate to Bulawayo, Southern Rhodesia, where he became a motor cycle dealer. Jim no longer sells motor cycles but races them, as a full-time professional, and has been with the Honda team since 1961. Before that he had achieved considerable success in South Africa and on the Continent with 350 cc and 500 cc AJS and Norton machines.



### PAST WINNERS

- 1949 F. L. Frith (Velocette)
- 1950 R. Foster (Velocette)
- 1951 G. E. Duke (Norton)
- 1952 G. E. Duke (Norton)
- 1953 F. Anderson (Guzzi)
- 1954 F. Anderson (Guzzi)
- 1955 W. A. Lomas (Guzzi)
- 1956 W. A. Lomas (Guzzi)
- 1957 K. R. Campbell (Guzzi)
- 1958 J. Surtees (MV)
- 1959 J. Surtees (MV)
- 1960 J. Surtees (MV)
- 1961 G. Hocking (MV)
- 1962 J. Redman (Honda)
- 1963 J. Redman (Honda)

## 500 cc ROAD RACING CHAMPION—S. M. B. HAILWOOD (MV)

### PAST WINNERS

- 1949 R. L. Graham (AJS)
- 1950 U. Masetti (Gilera)
- 1951 G. E. Duke (Norton)
- 1952 U. Masetti (Gilera)
- 1953 G. E. Duke (Gilera)
- 1954 G. E. Duke (Gilera)
- 1955 G. E. Duke (Gilera)
- 1956 J. Surtees (MV)
- 1957 L. Liberati (Gilera)
- 1958 J. Surtees (MV)
- 1959 J. Surtees (MV)
- 1960 J. Surtees (MV)
- 1961 G. Hocking (MV)
- 1962 S. M. B. Hailwood (MV)
- 1963 S. M. B. Hailwood (MV)



IT takes a bit of doing, combining the role of lone rider for Count Domenico Agusta's "Privat" four-cylinder fire-engine with that of a very seriously-intent newcomer to GP car racing. Doesn't help, either, when you take time out to race a 250 cc MZ and end up with a crash and an injured shoulder. But Mike Hailwood, the good-looking young fellow from Oxford, masks a dead-serious approach to racing behind a millionaire play-boy appearance. Apart from learning quite a lot about Formula 1 jousting, he's found time to retain his 500 cc world championship for a third year running, once again with a maximum score. He has been the world's No. 1 racing rider for so long now that it seems almost impossible that he is only 24—youngest road racing champion, and the only bachelor among them.

**SIDECAR ROAD RACING WORLD CHAMPIONS**  
**Driver: M. DEUBEL (BMW); Passenger: E. HÖRNER**

EVERYONE knows that it is Max who does the driving and Emil who keeps the third wheel down. But, as a perfect team, neither Deubel nor ballast-boy Hörner would accept any suggestion that one makes a greater contribution to success than the other. It is their good teamwork, quite as much as a good machine that is meticulously prepared, which has resulted in their taking the sidecar championship three years running—



despite some very determined competition. Restaurant proprietor Max, aged 29, is the older of the two and has been driving a sidecar since he was 20. He has had several passengers, but 27-year-old Emil has shared and helped to produce all the Grand Prix successes. Both come from the Cologne area and both treat their sidecar racing as a spare-time hobby. Max is the one in yellow. Emil in blue.

PAST WINNERS: 1949 E. S. Oliver (Norton). 1950 E. S. Oliver (Norton). 1951 E. S. Oliver (Norton). 1952 C. F. Smith (Norton). 1953 E. S. Oliver (Norton). 1954 W. Noll (BMW). 1955 W. Faust (BMW). 1956 W. Noll (BMW). 1957 F. Hillebrand (BMW). 1958 W. Schneider (BMW). 1959 W. Schneider (BMW). 1960 H. Fath (BMW). 1961 M. Deubel (BMW). 1962 M. Deubel (BMW).

**WORLD CHAMPIONSHIP CALENDAR 1965**

*Until the FIM Spring Congress some of these dates must be regarded as provisional*

**250 cc MOTO-CROSS**

Mar. 28 Spain  
 April 4 Italy  
 April 11 France  
 April 25 Belgium  
 May 9 Czechoslovakia  
 May 16 W. Germany  
 May 23 Holland  
 May 30 Luxembourg  
 June 27 Poland  
 July 4 Russia  
 July 11 E. Germany  
 July 18 Gt. Britain  
 July 25 Sweden  
 Aug. 1 Finland  
 Oct. 3 Austria

**500 cc MOTO-CROSS**

April 4 Austria  
 April 11 Switzerland  
 April 25 France  
 May 9 Finland  
 May 16 Sweden  
 May 23 Czechoslovakia  
 June 27 Russia  
 July 4 Gt. Britain  
 July 11 Italy  
 July 18 W. Germany  
 July 25 Holland  
 Aug. 8 Luxembourg  
 Aug. 22 E. Germany  
 Sept. 12 Spain

**ROAD RACING**

Mar. 6/7 U.S.A.  
 May 9 Spain  
 May 16 France  
 May 30 W. Germany  
 June 14, 16 and 18  
 Isle of Man T.T.  
 June 26 Holland  
 July 4 Belgium  
 July 18 or 25 Czechoslovakia or E. Germany  
 Aug. 7 Ulster  
 Aug. 22 Finland  
 Sept. 5 Italy  
 Oct. 24 Japan

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