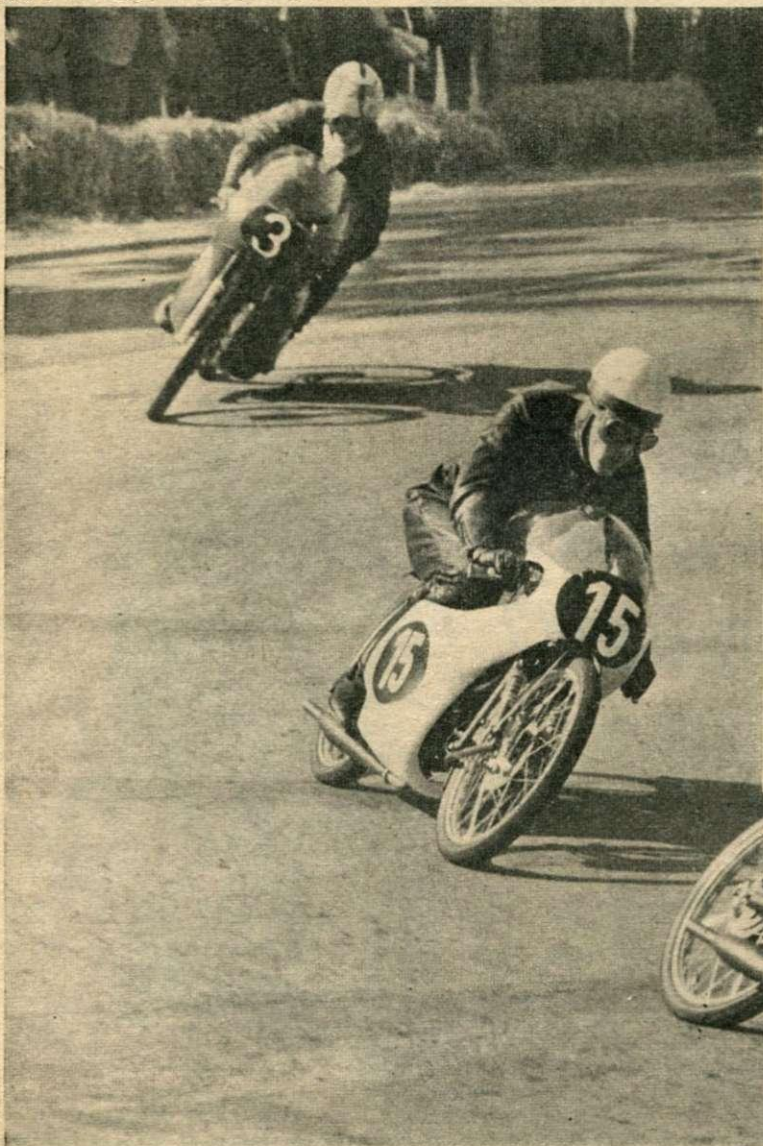


Fantastic Fifties!

Remarkable performance by 50 c.c. classic contenders in Spanish G.P.: Silvio Grassetti (Benelli four) worries Honda opposition



In the 50 c.c. Race, winner Georg Ansheidt (Kreidler) leads his team-mate Wolfgang Gedlich and local star José Busquets (Derbi) into one of the many tight turns

HONDAS are invincible? Not on your life! The Japanese are still scratching their heads after last Sunday's Spanish Grand Prix, first of the season's classics. It was also the first round of the new 50 c.c. world championship and what an exciting contest this is going to be!

The Montjuich Park circuit in the heart of Barcelona certainly suited the tiddlers; and the Hondas were completely blown off that sinuous lap by the fantastic Kreidler of Georg Ansheidt and the locally made Derbi of José Busquets, which finished a couple of yards astern and just 15s ahead of Luigi Taveri (Honda).

The customary Honda procession was undisturbed in the 125 c.c. Race, but in the 250 c.c. class, Silvio Grassetti produced the Benelli four with which he had scored a win at Cesenatico, Italy, and had the Hondas worried for a while. The Benelli finally expired, near the end.

After Florian Camathias' B.M.W. lost its braking power, Max Deubel (B.M.W.) scored an easy sidecar win.

Right from the start of the 50 c.c. event it was obvious that the twin-carburettor Kreidler and more orthodox Derbi had the legs of the Hondas. With tremendous verve a local rider, José Busquets, forced his Derbi between the Kreidlers of Ansheidt and Wolfgang Gedlich.

Inspired boot scraping, and an almost hysterical crowd, gained the lead briefly for Busquets on one corner; Ansheidt took over again a few corners later. Swopping the lead continuously, they drew away from Taveri, who had by now displaced Gedlich.

On the last lap, Ansheidt just managed to keep his nose in front. Behind Taveri and Gedlich, Tommy Robb—third fastest in practice behind Taveri and

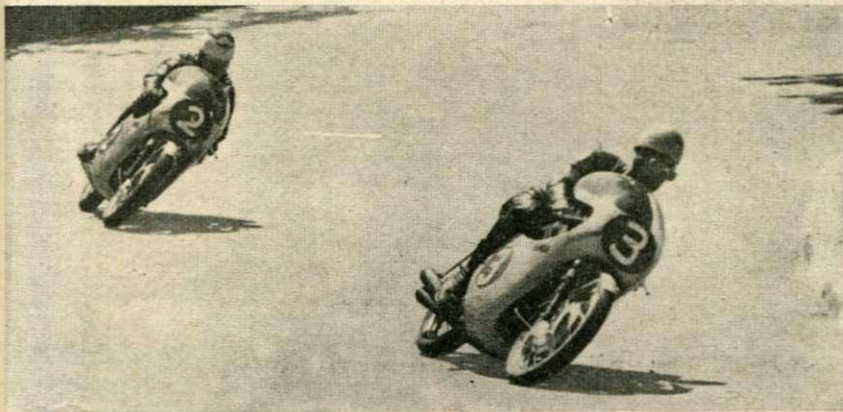
Anscheidt—was making an impressive début on a Honda by holding off Kuni-mitsu Takahashi—but only by the thickness of a chopstick!

From the first lap, the 125 c.c. Race was a Honda benefit—but which Honda? Jim Redman, Taveri and Takahashi formed a solid wall in front of Mike Hailwood (E.M.C.). Gamedly trying to repeat last year's brilliant performance, Mike could not match the speed or roadholding of the Hondas, and gradually lost ground. Thereafter, riding nose-to-tail, the leading trio repeatedly shuffled the lead among themselves with less than half a second covering all three at the finish—Takahashi in front.

Second fastest in practice, Tommy Robb's Honda developed obscure ignition bother on the first lap and eventually expired. Spanish hopes rested on Johnny Grace (Bultaco) but an all-night session failed to wink out the Murphy's Men. Those miscreants really nailed Dan Shorey (Bultaco), who never recovered



Above: Jim Redman (Honda) shadows Luigi Taveri (Honda) in the 125 c.c. Race while the eventual winner—Kuni Takahashi (Honda)—lies doggo. On the left is a Honda-four duet. Twenty winner Redman is chased by Tom Phillis, who was slowed by gear trouble



from a bad start. Making its classic début, the new Lube disappeared after two laps.

Grassetti and his four-cylinder Benelli caught the Honda boys yards after the start of the 250 c.c. Race. As he peeled off for a sweeping left-hander, within the first mile, Tom Phillis (Honda) swept round the outside; and while the Italian was still swallowing hard, Jim Redman and Bob McIntyre also forced their Hondas past. That thoroughly demoralized the Italian, who then dropped 5s astern of the Honda group.

Behind the leaders, the field soon spread out. And as in the previous two races, the Suzuki challenge never materialized. At Imola the new twins had experienced a gear-box weakness. On Sunday the engines went off song and Ernst Degner, Hugh Anderson and Frank Perris soon became unwilling spectators.

Recompense for the Suzuki failure was the performance of Dan Shorey's 196 c.c. Bultaco which, although steadily losing ground to the leaders, had no bother disposing of the Aermacchis of Gilberto Milani and young Alberto Pagani.

But what was this? Mac losing ground? Yes, the Scot slowly began to drop back on the tenth lap and was 4s down three

laps later. Within another few laps, Grassetti began to see more of Mac; Murphy's Men were in the Honda's gear box. Lap 20, and only 3s between the grim Scot and eager Italian; the gap halved next time round. And then Grassetti sat on Mac's tail. With frantic encouragement from the crowd, he slipped past two laps later.

Now, could Grassetti chop that 11s between himself and the leaders? A horrible cloud of smoke and ominous silence from the engine were answer enough. Mac was third again.

More drama! Four laps from the end, Phillis suddenly slowed! The little folk were after his gears too. On the last lap at the hairpin, the two "invalids" were side by side—grinning at one another. "After you, Bob," and that's how it was.

How Florian Camathias tries! The popular little Swiss frantically held off a determined Max Deubel, with works-engined B.M.W., for lap after lap in the sidecar event, as they gradually drew ahead of the field. Arsenius Butscher and Otto Kolle (B.M.W.s) scrapped furiously for third berth and then Chris Vincent (B.S.A.) led the fearsome four-some of Harold Scholes, August Roshiepe, Fritz Scheidegger and Georg Auerbacher

—all driving extremely fast B.M.W.s.

They were close enough to push one another round the hairpin—but not on the fourth lap. That was when Fritz Scheidegger's new B.M.W. suddenly burst into flames, causing rapid evacuation by the startled pilot and crew. Enthusiastic firemen soon smothered the blaze but Scheidegger had finished for the day.

Camathias still held off Deubel but, on the 17th lap, the Swiss almost overshot the hairpin when his brakes failed. Thereafter he had to rely on the gear box for braking and steadily lost ground to Deubel though he was able to maintain his advantage over Kolle.

50 c.c. Race (12 laps, 28.27 miles).—1, H. G. Anscheidt (Kreidler), 28m 0.41s, 60.55 m.p.h.; 2, J. M. Busquets (Derbi), 28m 1.09s, 60.53 m.p.h.; 3, L. Taveri (Honda), 28m 15.86s, 60 m.p.h.; 4, W. Gedlich (Kreidler), 28m 26.33s, 59.63 m.p.h.; 5, T. H. Robb (Honda), 28m 36.86s, 59.27 m.p.h.; 6, K. Takahashi (Honda), 28m 36.87s, 59.27 m.p.h.

Fastest Lap—Anscheidt, 2m 15.83s, 62.43 m.p.h. (record).

125 c.c. Race (27 laps, 63.56 miles).—1, K. Takahashi (Honda), 56m 6.08s, 67.98 m.p.h.; 2, J. A. Redman (Honda), 56m 6.36s, 67.97 m.p.h.; 3, L. Taveri (Honda), 56m 6.45s, 67.96 m.p.h.; 4, S. M. B. Hailwood (E.M.C.), 56m 48.72s, 67.13 m.p.h.; 5, R. A. Avery (E.M.C.), 57m 29.15s, 66.34 m.p.h.

Fastest Lap—Taveri, 2m 1.68s, 69.79 m.p.h. (record).

250 c.c. Race (33 laps, 78.23 miles).—1, J. A. Redman (Honda), 1h 5m 28.16s, 71.17 m.p.h.; 2, R. McIntyre (Honda), 1h 5m 39.25s, 71 m.p.h.; 3, T. Phillis (Honda), 1h 5m 39.81s, 70.98 m.p.h. **Completed 31 laps**.—4, D. F. Shorey (Bultaco), 1h 6m 20.69s. **Completed 30 laps**.—5, A. Pagani (Aermacchi), 1h 6m 22.73s. **Completed 26 laps**.—6, M. Toussaint (Benelli), 1h 6m 13.18s.

Fastest Lap—Phillis, 1m 57.08s, 72.43 m.p.h. (record).

Sidecar Race (27 laps, 63.56 m.p.h.).—1, M. Deubel (B.M.W.), 56m 47.92s, 67.14 m.p.h.; 2, F. Camathias (B.M.W.), 57m 58.18s, 65.78 m.p.h.; 3, O. Kolle (B.M.W.), 58m 54.49s, 64.73 m.p.h. **Completed 26 laps**.—4, A. Butscher (B.M.W.), 57m 0.26s; 5, H. Scholes (B.M.W.), 58m 24.98s; 6, C. Vincent (B.S.A.), 59m 3.98s.

Fastest Lap—Deubel, 2m 3.82s, 68.48 m.p.h. (record).