

Instead of the specialized dohc and four valves of the CR models, the newcomer only featured sohc and two valves per cylinder. However, whilst undergoing its test programme at Honda's Suzuka circuit, it had proved capable of well over 120 mph and, therefore, capable of offering a viable challenge to the British singles and Aermacchis that had been the mainstay of the class for so long.

The RSC was intended mainly as a conversion kit to fit the existing CB350 roadster. Included in the kit were a modified cylinder head with enlarged and polished ports, higher-compression pistons and a polished and lightened crankshaft assembly. Carburation was by two butterfly-valve Keihin carbs and ignition by flywheel magneto.

The five-speed gearbox had close ratios, and there were five rear-wheel sprockets included in the kit, from 30 to 35 teeth. The specification was completed by Ferodo brake linings, Dunlop racing tyres and alloy rims, a fibreglass tank, fairing and seat, clip-on bars, rearset foot controls, a 19,000 rpm tacho and a pair of long, tapered, matt black megaphones.

The advent of the dohc torsion-bar Honda CB450 'Black Bomber' gave rise to a number of interesting racing versions—on both sides of the Atlantic. The first appeared at Daytona in March 1967 when Zenya Nakajima, service director of American Honda, and Bob Hansen, of Wisconsin, got together to encourage the parent company to develop a number of special bits for the CB450. Early in 1967, Honda agreed to help, and this came in time to enter a couple of Hansen 450s at Daytona. Ridden by Swede Savage and Harry Schaffer, the 450s came home tenth and twelfth—an extremely good first-time showing. They then went on to score a number of top placings throughout North America that year.

Meanwhile, in Europe, three men took the 450 route: Marly Drixl, Fritz Egli and Colin Lyster. Swiss special-builder Drixl's first effort appeared in 1969, but for 1970 he enlarged the engine from 450 to 500 cc. With a special crankshaft, con-rods, pistons, camshafts and 38 mm Dell'Orto carburettors, the engine revved to 9800 rpm and drove through a close-ratio, five-speed gear cluster. The complete bike weighed 130 kg (286 lb).

The most successful Drixl-Honda rider was the Australian Terry Dennehy, who scored a number of excellent leaderboard placings in the Grands Prix during 1969 and 1970, including a fourth at Imola in 1969. Fellow Swiss special-builder Fritz Egli also constructed a full 500 twin. This was ridden by Florian Burki, who made an appearance at Brands Hatch in October 1970.



Above

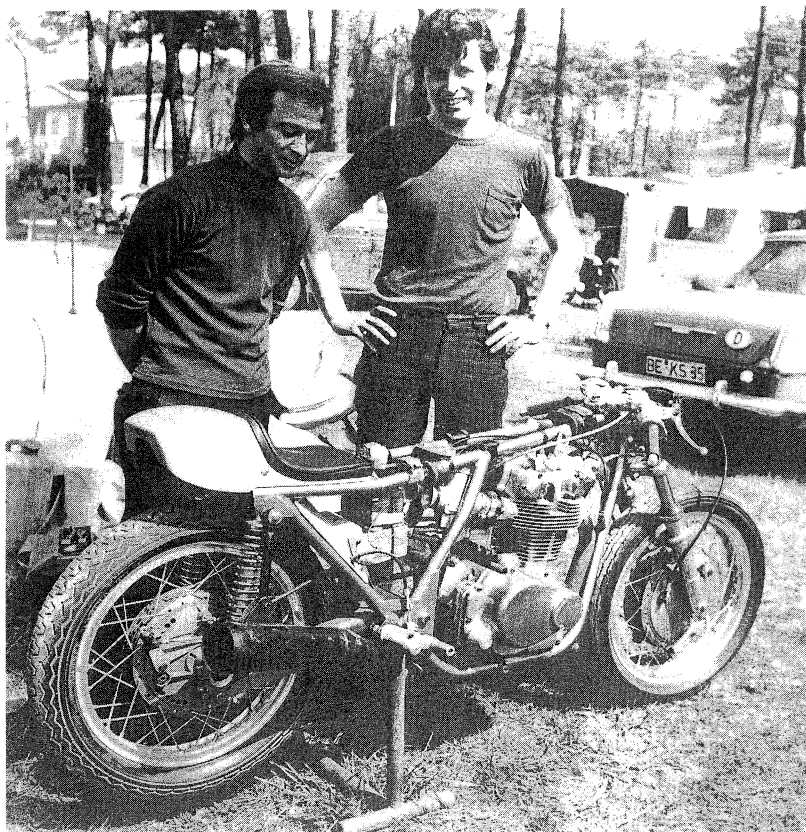
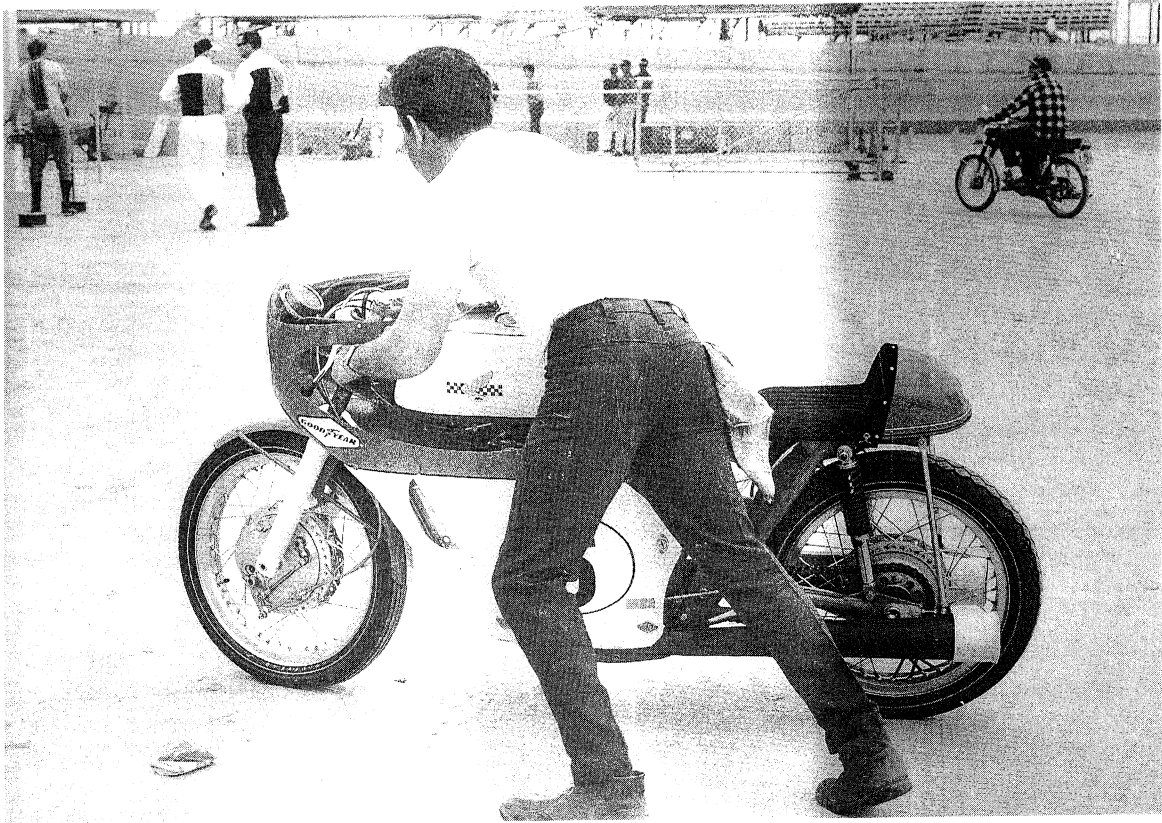
Winner of the 1970 Daytona 200 was Dick Mann. He played a waiting game, letting the opposition fight it out at the front and coming through the field near the end to score an unexpected victory

Above right

The CB 750 four was a good bet for long-distance racing thanks to its reliability. Here's one in action during the 1970 Barcelona 24-hour race

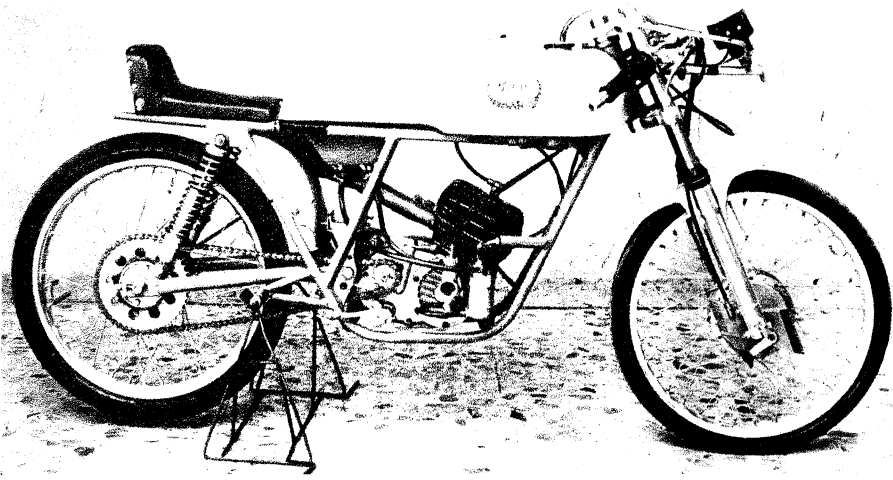
Right

Dave Degens riding the CB750-powered Japauto, which he shared with Bernard Sailler in the 1976 Bol d'Or. Japauto, the Parisian dealers, had won the event in 1972 and 1973—again with Honda power

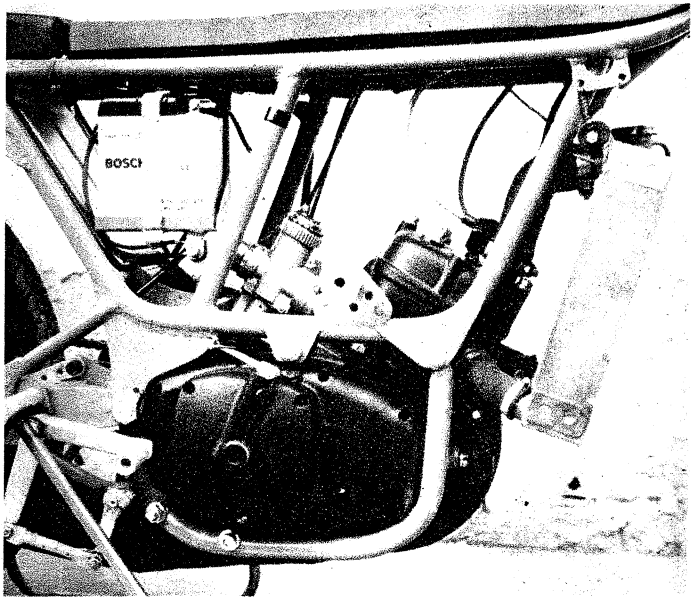


*Above
One of the Team Hansen Honda
450 twins at Daytona, March
1967*

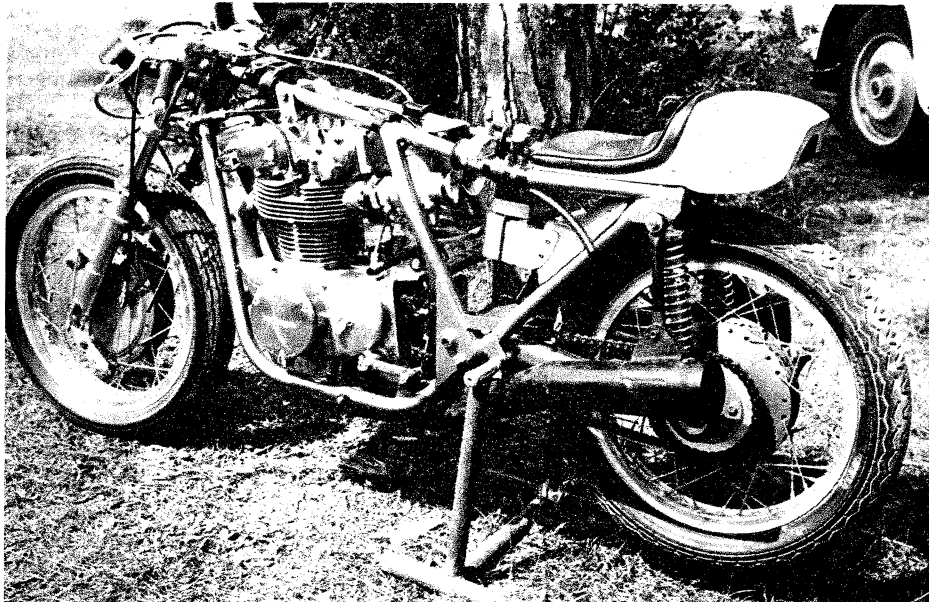
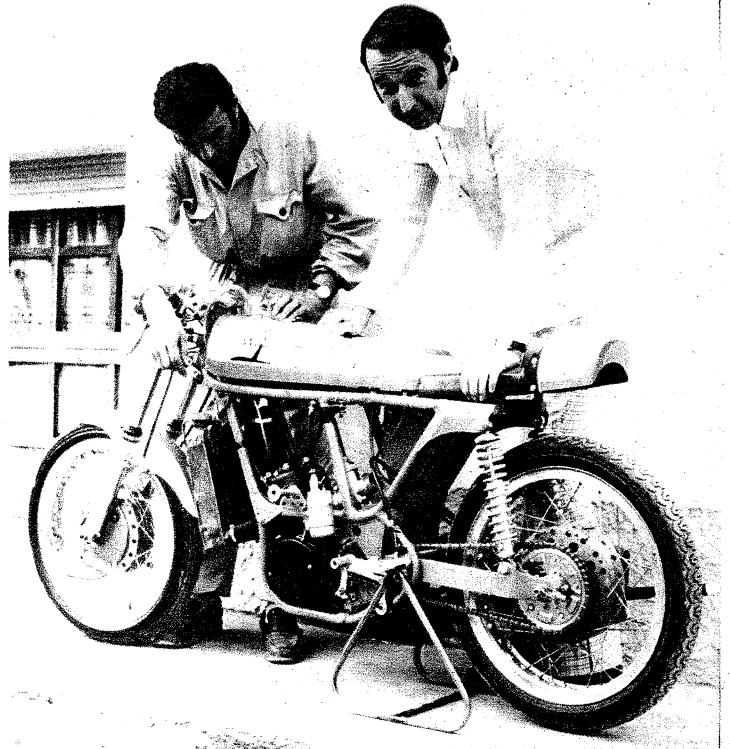
*Left
Special-builder Marly Drixl
with his new, overbored 450
Honda, West German GP, 3
May 1970*



La Itom 50, progettata dall'ing. Corradi della direzione tecnica della Casa torinese ed affidata alla scuderia Villa per le gare e la messa a punto. Motore due tempi a disco, cambio a sei marce, accensione elettronica. Altri dettagli, 41,5x36 di alesaggio e corsa, 13.800 di regime massimo, 20:1 di compressione, peso 56 kg, gomme 2.00-18 ant. e 2.25-18 post.



Spoldo Tartarini, il dinamico « boss » dell'Italjet, ha fatto mettere a punto con Ribuffo questa 250 monocilindrica due tempi a sei marce doppia accensione con raffreddamento ad acqua: alimentata da un carburatore da 34 mm e avente dimensioni ultrapiatte di al. e corsa sviluppa 35 CV a 8000 giri. La struttura del telaio segue la classica impostazione Italjet: notevole anche il robusto forcellone a sezione quadrangolare.



La nuova Drixton-Honda 500, dovuta al noto pilota-telaista Marly Drix, è molto più lineare del prototipo introdotto l'anno scorso e disimpegnatosi bene anche in gare di campionato mondiale. Il motore è stato maggiorato portando le dimensioni di alesaggio e corsa a 74x58x2; inoltre è stato dotato di carburatori da 38 mm, di alberi a camme più « spinti » di imbiellaggio più robusto e di cambio rinforzato a rapporti ravvicinati. Peso soli 130 kg, pneumatici 3.25-18 ant. e 3.50-18 post.