

The world road racing championships with various classes grew out of national championships and Grands Prix.



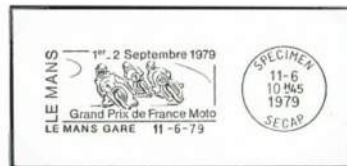
Additional 5 pfg. postage for late use (1964) of 1956 postal stationery card.



Inscriptions omitted in right hand stamp.



To increase competition in Europe following WW II the world road racing championships started in 1949 as an annual series of races in several countries. There were classes for different sizes of engine such as the 250 cc class in the 1956 German Grand Prix, but Switzerland banned road racing in 1957 as it thought any form of motor racing was dangerous.



Specimen handstamp.

The circuit at Brno, now in the Czech Republic, hosts the Czech Grand Prix, a world championship event. The Italian and French Grands Prix remain fixtures on the championship calendar. San Marino runs a world championship event, but the circuit is situated at Misano in Italy. The 'superbike' class has become a world championship event since 1988.

Winning is to be savoured like the memory of great champions. Speed records originated from speed trials on roads, but other venues had to be sought.



\* Cover sent 5 May 1876 from Chicago, Illinois, bearing 'chequered flag' cancel.



Umberto Masetti



Rupert Hollaus



John Surtees - only world champion on two and four wheels.



Stanley Woods



Achille Varzi



Michael Doohan



Valentino Rossi

The winning machines and riders are acknowledged with the chequered flag, and what memorable champions there have been! The line stretches from Stanley Woods in the 1920s to today's charismatic Valentino Rossi.



\* Francotype metermark machine E-1.



Additional 9 pfg. postage for rate in England.

Brooklands and a road at Ingolstadt were the early venues for Joe Wright, and Ernst Henne on Metzeler tyres, to set world motor-cycle speed records, but something better was needed for streamlined machines to go faster. The German autobahn proved ideal for breaking records and so NSU gained the record. As speed increased New Zealand's Oreti beach and then Utah's salt flats have been used to set new world records.

The venue for the world famous 'TT' (Tourist Trophy) races since 1907 and Manx Grand Prix since 1923 is the Isle of Man. It was chosen as the ban on racing on public roads in Europe could be circumvented in the island by closing all of the roads.



\* Nonpost metermark machine.

**Scouts at the TT Races**  
Community Service with a Difference

Each Scout supporting all the race days is awarded a unique TT badge for wearing on the post of the Scout's mechanism.

A photograph of 1976 appeared in The Motor Cycle magazine showing three Scouts on their own Club Motor and they were selected to do the ubiquitous Boy Scouts, earning much praise for their efforts.

Scouts with TT badge winner GUY Taylor 1987

Isle of Man Postage Stamps £9.16



From a modest start in 1907, the TT is held annually in June. It was called 'Tourist Trophy' because the riders carried a bag for a toolkit. Sidecar racing was introduced in 1923. The TT continued until 1939, recommencing after WW II in 1947 with international status, later becoming a world championship event.



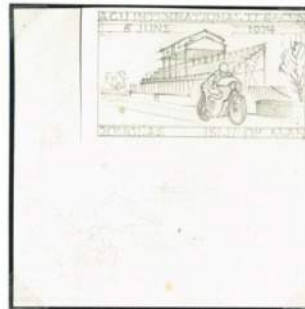
\* Pencil sketch of Grandstand for 1974 special handstamp.



Handstamp of post office in TT Grandstand.



\* Cancelled on first day of use of the slogan cancellation at 6 am.



\* Original artwork and tracing for 1974 special handstamp



Issued special handstamp

Its 50<sup>th</sup> anniversary in 1957 and Grandstand built at the start in 1974 are just two of the milestones that have added to the stature of the TT.

5.1.2 Island Of Dreams

The attractions of the TT are as strong as ever as are the attractions of its younger companion, the Manx Grand Prix.

TT and Manx Grands Prix



1964 to 1983 – the same slogan cancel was used for advertising the TT.



Reverse of slogan cancel after 19 year break to advertise the TT after last races held in 2000.



Postage paid indicium.

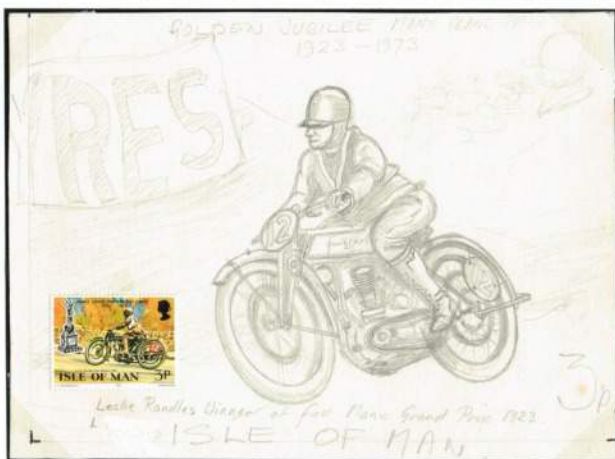


\* Double print and perforation shift from printing trial plate 41.

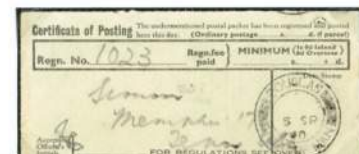


All five stamps bear an 'E' denomination for postage in European Union countries.

The TT's popularity has not diminished despite its cancellation in 2001 due to foot and mouth disease or loss of world championship status. It still draws fans as seen on the ferry quayside. Traditional features such as displays by the Purple Helmets and Red Arrows teams, the 'Roads Open' car, and Boy Scouts manning the scoreboard, also have attractions, but the riders and machines are the stars.



\*\* Original artwork by John Nicholson for the Manx Grand Prix Golden Jubilee issue of 4 Sep 1973 with issued 3p stamp.



\*\* Certificate of posting and registered label of 5 and 6 Sep 1960 with both the time plugs omitted from the Manx Grand Prix Grandstand post office.



The Manx Grand Prix for amateur riders has been held on the Isle of Man annually in September since 1923. They compete on the same course as their professional brethren. The Grandstand again provides a post office for fans.

Hill climbs are timed climbs of steep hills, the fastest ascent winning. Those run over rough ground developed into moto-cross.



Hill climbs are based in Europe. Some are quite famous like the Black Forest, Opatija and Klausen events, the latter falling victim to the Swiss ban on road racing (see Chapter 5.1.1). In Austria the Grossglockner and Vienna High Road were used. The 'Ecce Homo' hill climb was also a famous event. Mountainous areas are ideal for hill climbs. The Harz were used for a three day hill climb in 1938 by the NSKK (see Chapter 4.4.2) and the Krkonosky provided another venue.

After WW II the hill climbs at Teplice, Monschau and Avignon were revived. At some events sidecars and cars also compete.

Moto-cross was first called scrambling. It developed from hill climbs in England, is run cross country on any surface, and has spread worldwide.



Moto-cross predominated in Europe for many years with meetings held almost every weekend. It is most spectacular as riders cope with hills, bends, mud, sand, grass and jumps, and depends upon superb fitness.

Bulgarian postal stationery envelope sold for 2 st. with additional stamps for 13 st. for postage to USA; also printed in green.



\*\* One of two known postally used 200 fr. stamps used on registered cover with 45 fr. stamp sent 8 Sep 1977 from Djibouti in France and backstamped 10 Sep 1977 on receipt.

Sidecars compete and there is a world championship with classes based on engine size. As it is so spectacular moto-cross has spread universally.

Trials, later renamed enduros, started in the early 1900s as reliability events and involve riders keeping their feet off the ground. More technical events followed in the 1970s. In moto-ball riders need to keep their feet on the ground.



\* Airgraph used by British Forces serving overseas in WW II.



Octagonal watermark, pointed flag. Also printed on white paper, coupled rings watermark and rounded rear flap.



Trials are a test of rider and machine on the most difficult terrain imaginable. Riders tackle virtually impossible routes consisting of mud, rocks, streams, etc and lose marks for a stop, putting their feet down or slow timing. National and international events held over one or several days are well established. The Second International Four Days Trial at Jena was run by the GST (see Chapter 4.4.2). Special machines are used such as Montesa trial motor-cycles.



In the 1980s trials were renamed 'enduros' (Spanish for hardening, persistent) which well encompassed long distance trials, already called enduros like this sidecar event in Russia. The International Six Days Trial ('ISDT') is the supreme test of reliability for solos and sidecars held in a different country each year. In Austria in 1939 political interference caused the ISDT results to be cancelled.

A further look at the International Six Day Trial and then glimpses at biathlon and football on motor-cycles.



National teams compete for the major ISDT honours and until the 1980s the winning country hosted the following year's event. Manufacturers' teams compete for their own trophy as well. 'Technics', orienteering and shooting, a motor-cycle biathlon, emerged from trials in East Germany via the control of the GST (see Chapter 4.4.2).



Moto-ball is football played on motor-cycles. It was very popular from the 1930s to the 1970s with Russia playing host to the 1967 world moto-ball championships. Since then this sport has not been seen too frequently until quite recently in Germany. The game is played on a much larger pitch than football with an over-size ball and on machinery that is specially adapted.



The technique adopted by riders in some motor-cycle sports, like speedway, ice, sand and grass track racing, depends on slanting their machines into the corners of short oval circuits to get round as quickly as possible.



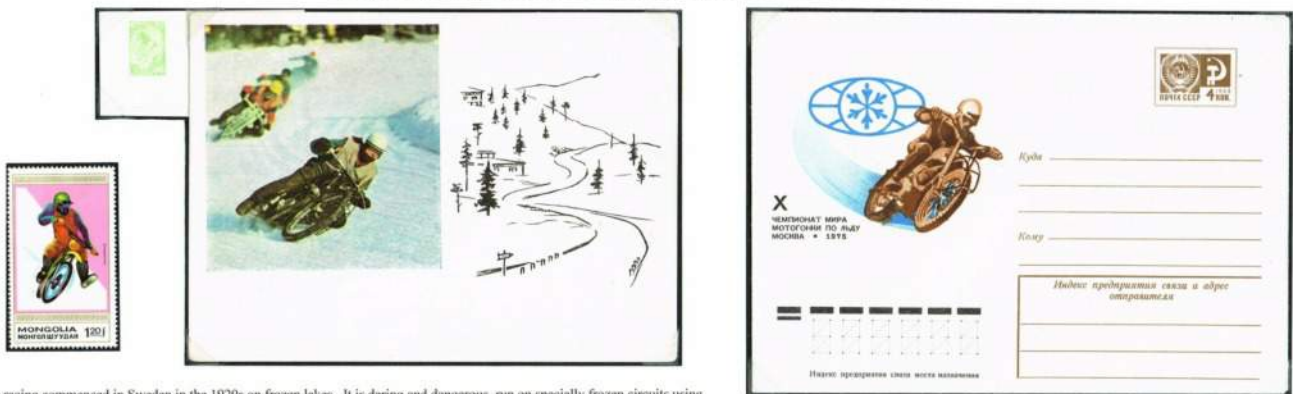
Inscribed 'first ever world speedway championships' in error. It is a minor event at Crystal Palace.

Autoposta - Mobile post office.

Speedway began in America in 1902 on dirt tracks where Glenn Curtiss, the aviator, made his first mark. It spread to Europe where slanted cornering was ideal on cinder tracks. It was popular in Czechoslovakia where the Golden Helmet races ran from 1929 to 1965, and a memorial event held for a crash victim, J.B. Lobkowicz. It was popular too in Hungary and Sweden, which produced world champion, Ove Fundin.

Major international events like the European and World Speedway Championships are organised by the FIM (see Chapter 4.4.2) with qualifying rounds run in different countries. Organisations like the 'BBM', the Bavarian Motorsport Club, look after the competitors.

The same slanting technique on corners as used in speedway is employed in ice, sand and grass track racing.



Ice racing commenced in Sweden in the 1920s on frozen lakes. It is daring and dangerous, run on specially frozen circuits using spiked tyres with safety guards over the wheels to protect the riders from injury. It is a popular winter sport in Northern Europe.



Sand racing also uses short oval circuits and the same slanting style on corners. It began in America in the 1920s on beaches like Daytona. Courses are set out at low tide. It is run inland too on oval tracks on flat sandy terrain.



Grass track racing developed from speedway in the 1920s on flat or hilly long track grass circuits. The style adopted is the same as for speedway for both solos and sidecars. The Bergring at Teterow was used from the 1930s for grass track racing as well as for road racing and for hill climbs. The Sidcup Club used Brands Hatch for grass track racing.



\* Airmail used by British Forces serving overseas in WW II.

Rallies eventually replaced road racing as the only competitive event for motor-cycles to be run on public roads. Competitive rallies for motor-cycles have grown alongside more sedate and friendly social events.



Rallies may be endurance runs or events with timed stages, often with cars. They may be organised gatherings held at an attractive location or run for one make of machine. Recently long distance events have emerged which test riders to their limits even with royalty taking part.



The Paris-Dakar Rally has become the supreme test, but the 2009 Rally from Portugal was cancelled due to terrorism and run since then in Argentina. Yet riders still show the flag in the Andes. The many developments and uses of the Iron Steed over 125 years illustrated in Chapters 1 to 5 are not without some concerns.

The evolution of the motor-cycle over the last 125 years has not been without much concern for safety and environmental pollution, but these concerns are being addressed by education and improvement worldwide.



Motor-cyclists have been urged for many years to obey the codes of road safety. Great care is needed in traffic, so keep your distance in traffic, do not carry more than one passenger on your scooter, and wear something distinctive.



Drinking and driving is definitely out! Weaving in and out of traffic can be dangerous. Stop when required at traffic lights and at pedestrian crossings and wear a crash helmet at all times.



\* West Berlin postal cheque envelope.



\* 1913 Bavarian 5 pf. postal stationery card.



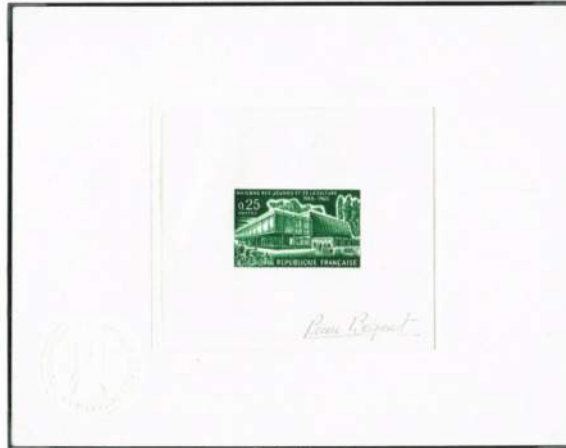
'G.M.T.S.' - Guernsey Motor-Cycle Training School.



Accidents cannot always be avoided, so insurance is essential as are good riding techniques and roadcraft acquired through formal training from a motor-cycle school. Safety improvements to motor-cycles are essential too. These can include a horn, a windscreen to fend off rain and spray, and enclosed mudguards to reduce spray from the road.



\* Publicity card sold for 35 yen, overprinted 'Specimen'.



\* Signed artist's proof.



Issued stamp



\* Perforated pair.

Other safety measures include rear view mirrors and leg guards. Youth classes are encouraged as they provide technical knowledge of motor-cycles. All these aspects feature in today's motor-cycle making the Iron Steed vastly safer, although totally missing from the original Einspur.

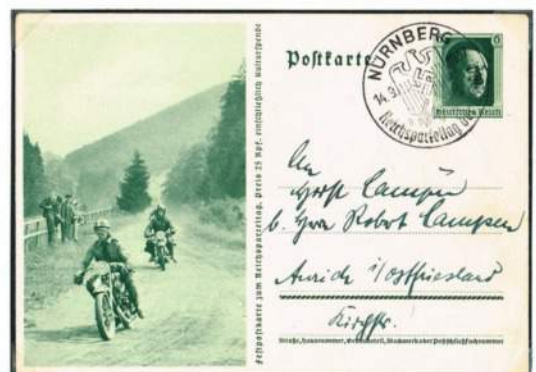
Motor-cycles along with other vehicles can pollute the environment. So, the motor-cycle industry and governments worldwide have introduced measures and restrictions to provide environmentally friendly benefits now and in future.



A ride though pollution free streets is a bygone pleasure. They can be full of traffic and pollution to which motor-cycles have partly contributed.



Trafalgar Square built to commemorate Nelson's great naval victory of 1805



The volumes of traffic and exhaust fumes bring no pleasure to a ride into the city, but it may no longer be possible to take a pleasant ride into the countryside too without becoming part of a traffic problem.

Abandoned vehicles and factory smoke can cause pollution just as much as excessive noise and fumes.



\* German postal stationery card.



\* Die proof in grey and black.



Motor-cycles which are no longer useful can cause an environmental problem if abandoned at the side of the road as the unsightly detritus of war or in the desert during a rally. The smoke from motor-cycle factories and motor-cycles themselves creates environmental hazards.



Badly fitted motor-cycle exhaust systems may generate annoyingly loud engine noise and alarm horses. Motor-cycles also contribute to traffic problems and produce toxic fumes especially in tunnels. So how are all these concerns being tackled?

6.2 Pollution

Anti-pollution measures have been taken by governments and the motor-cycle industry. Much has been achieved, but what of the future?

Counter Measures and the Future



\* Official paid envelope from Czech Government Department.



\*\* Signed artist's proof in green.

To encourage re-cycling of old motor-cycles and cars, the Czechs set up a 'Great Re-cycling Lottery'. Effective exhaust systems have been produced, Super-cross events are run indoors to avoid the ban on racing in Switzerland (see Chapter 5.1.1) and preserve the countryside, and Honda boasts it is environmentally friendly. Nonetheless, floods can be a setback to anti-pollution measures.



Chinese postal stationery card showing an electrically powered motor-cycle.

North Korea has banned motor-cycles in some regions of outstanding natural beauty whilst Austria has its traffic-free days. In future solar (OAMTC - see Chapter 4.4.2) and electrically powered machines may prevail. What achievements this 125 years ride has produced since the primitive beginnings of 1885 and what does the future hold in store?