Rudi Kurths CAT Developments

1958
Fibreglass / Polyester bodywork for the Fiat 600 car. Weight: 38 kg with integrated fuel Tank. Picture: http://www.eurospares.com/rdk1a.jpg

1963-1965
Built a total of 4 racing sidecar outfits with CAT tubular frames for the Motorcycle Sidecar World Champion Fritz Scheidegger.
Picture: http://www.eurospares.com/rdk1c.jpg

1965
Built the CAT single seater Formula One Alfa racing car. This had a tubular frame and a fibreglass / polyester bodywork. Weight: 348 kg.
Picture: http://www.eurospares.com/rdk1b.jpg

1966
Built a BMW racing sidecar outfit for himself, which the press called "the lowest sidecar yet".
Copy of a newspaper article from 1966: http://www.eurospares.com/rksc.jpg

1968
Construction of the first of several CAT monocoque racing sidecar outfits with which Rudi, as well as other riders won numerous races and podium places at Europan Grands Prix and international races. These were powered by a modified 3-cylinder outboard engine and were the first sidecar outfits to be equipped with 10" wheels and hydraulic suspension.
Picture: http://www.eurospares.com/rdk2a.jpg

1972
The new CAT sidecar outfit set a new lap record at Modena racetrack in Italy, which has not been broken to this day.
Picture: http://www.eurospares.com/rdk3a.jpg

1973
Rudi built two monocoque solo motorcycle frames for Yamaha. Until this time, racing motorcycles exclusively used tubular frames.
The second CAT-Yamaha prototype also displayed another world first in the form of a central rear suspension. Today, all motorcycles are built using monocoque frames with central suspension.
Picture of first frame: http://www.eurospares.com/rdk3b.jpg
Picture of second frame: http://www.eurospares.com/rdk4a.jpg

1974
Development of a 350ccm 3-cylinder racing engine for Rudi for Yamaha, by welding together one and a half 250cc twin engines together and using cylinder sleeves to adjust the capacity. Using this engine, the Yamaha works rider Katayama won the 1975 World Championship. A total of 14 engines were built and delivered to Yamaha in Amstelveen/Holland.

At the same time, Rudi built a 500cc 3-cylinder Yamaha racing engine for use in his own sidecar outfit. This engine used one and a half 350cc Yamaha twin engines and using cylinder sleeves to adjust the capacity.

1974/1975
Construction of a 500cc solo racing motorcycle with our modified 500cc Monark engine. Monark took the bike and gave it to a Swedish rider to use, but they never paid us anything for it ☹

Photo of the CAT-Monark solo at the Motorcycle Show in Sweden:
http://www.eurospares.com/rdk11a.jpg
Photo of Rudi and Dane with the Monark: http://www.eurospares.com/rdk11b.jpg

1976
Construction of the CATVAN. The vehicle, built on a Citroen DS21 chassis was then used to transport the racing sidecar outfit all over Europe. Using a fibreglass bodywork and a re-routed steering mechanism so that the driver and passenger could sit in front of the front axle, the vehicle was not only spectacular, but fast and light. The interior was fitted out like a caravan with kitchen, table, seating area and the roof could be raised for more headroom.
Photo: http://www.eurospares.com/rdk4b.jpg
Ten years later the CATVAN was restored and used as the service vehicle for the CAT Solarmobile which Rudi built for the Biel Technical University, for the Swiss Solar Grand Prix.

1978
Construction of the Rutan Vari-Eze aircraft. Using only 8 litres per 100 km two people and luggage could fly e.g. from Grenchen in NW Switzerland to Southern England in only 2hrs 20 mins.

1985
Construction of the first Electro-Solarmobile for the Biel Technical University. The second one he built won the Second Swiss Solar Grand Prix.
Photo of Rudi, Catvan and Solar-Cat: http://www.eurospares.com/rdk8a.jpg
Photo: http://www.eurospares.com/rdk5b.jpg

1986
Construction of the third Electro-Solarmobile, "Spirit of Biel" for the Biel Technical University. It was made almost entirely of carbon fibre and the weight without solar batteries was only 75 Kg.

1987
The "Spirit of Biel" drove through Australia as participant of the "Solar Challenge" and was classed 3rd, despite an accident with a road vehicle, which required 6 hours to repair.
Photo: http://www.eurospares.com/rdk6a.jpg

1993
Jürgen Sprich of Team Scott won the Mountainbike European Championship with the CAT "Puma" Downhill Bike which Rudi built for the Scott team.

1994
The CAT "Puma" Downhill Bike was modified and equipped with the CAT front forks and CAT three spoke wheels. The bike, which had 10cm suspension length front and rear (almost unheard of at the time) weighed a total of 11.9 kg

1995
Rudi's aerodynamic Triathlon bike, CAT Cheetah, was introduced to the bicycle world at European bike shows in Autumn. This latest CAT development caused a furore because of its aerodynamic shape and light weight. Later in the year, one was also on show in Anaheim / California and was also met with a lot of interest.
Until today, the Cheetah has won countless Ironman races (Natascha Badmann, Lori Bowden) and numerous Ironman World Championships.

1995 – 2008
Continuation of the Cheetah Production including a number of small, minor changes and modifications (the Cheetah doesn't need much modifying ☺) including the option for customers to order a Cheetah with a conventional type fork and steerer.

2003-today
Production of the CAT Carbon cranks

2007-today
Production of the first extremely light CAT Carbon seats

2007/2008
Development and patenting of a new kind of (boat) sail

2008
Development of the production system for carbon bike rims for a Swiss company.