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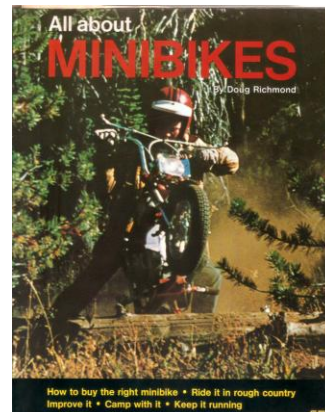


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The first book I ever read on mini bikes back in 1973. I got it at the Library. I bought the kids a mini bike for Christmas several years ago, [Sarah loved riding](#) and I got back into mini bikes. Hence, the name of our FaceBook page and Website... "All About Mini Bikes" thought you might get the connection. Thanks for your patronage in our hobby and feel free to write us anytime at Przyojski@Yahoo.Com

Your Mini Bike Friends,

Dan & Sarah

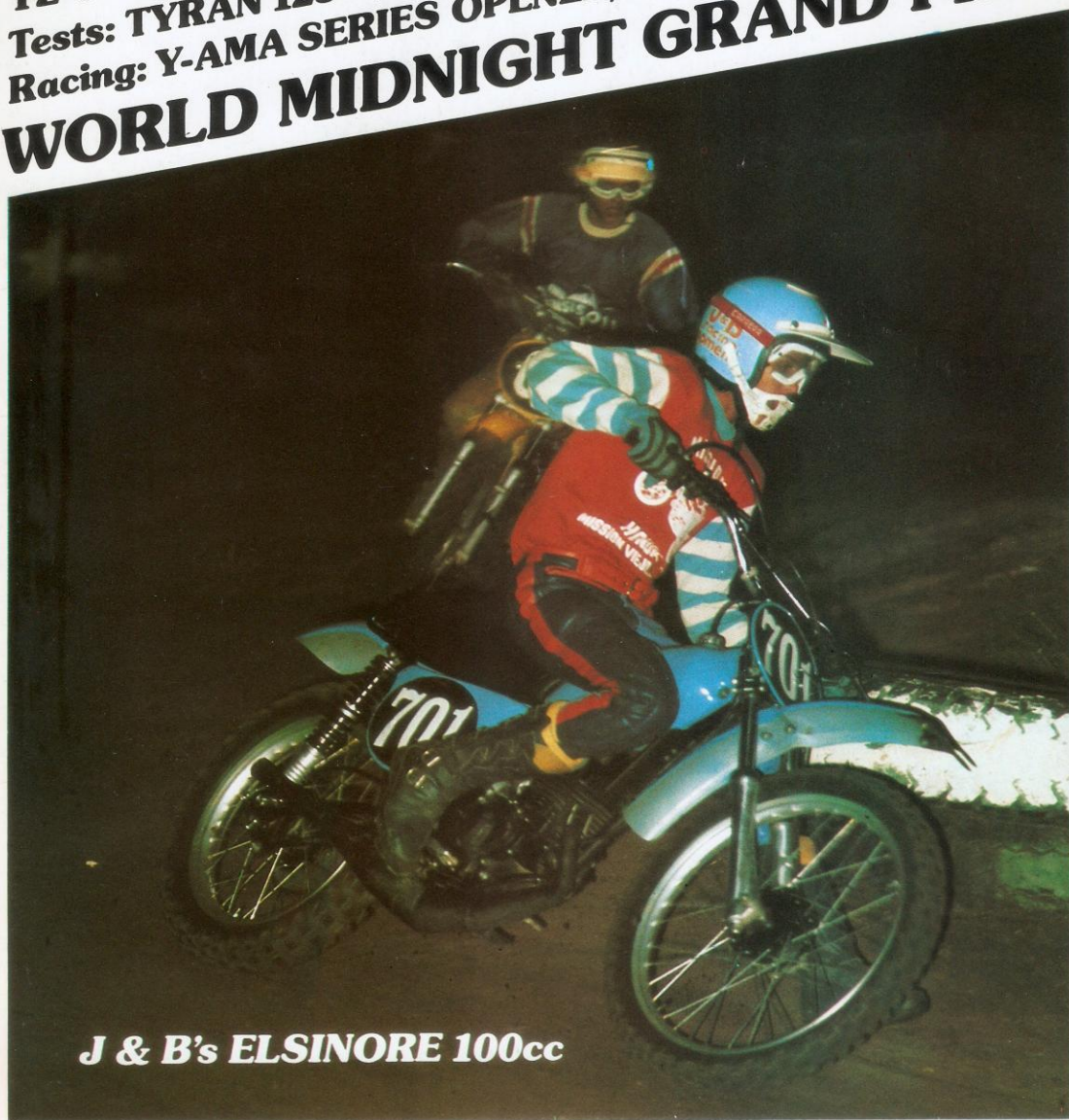


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MiniCycle

AUG. - SEPT. 1974/75c K47745

YZ-80 ONLY BETTER/MORE MINI-SPEEDWAY
Tests: TYRAN 125cc/MOTOR TREK 50
Racing: Y-AMA SERIES OPENER/AMA 125cc NATIONALS
WORLD MIDNIGHT GRAND PRIX



J & B's ELSINORE 100cc



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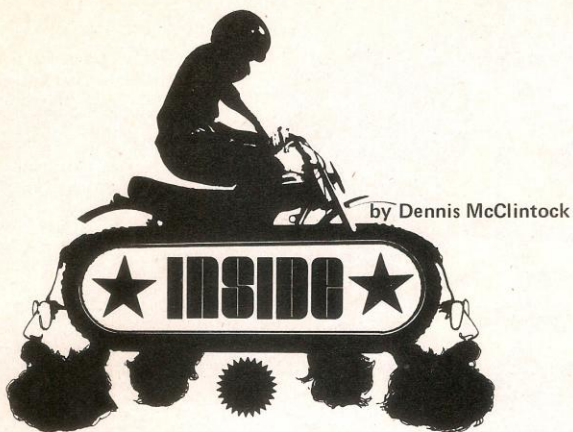
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COLORFUL SPECIAL RACE ISSUE

1143 ENTRIES IN GRAND PRIX, page 16

CONFUSION MARKS Y-AMA OPENER, page 27

ELSI, YOUNG MARTY'S SWEETHEART, page 39



PAGE 43

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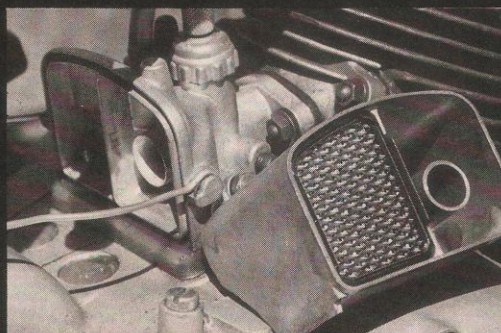
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FEATURES

- 16 WORLD MIDNIGHT GRAND PRIX**
If it takes forever...
- 27 Y-AMA SHREVEPORT**
1974 National Series begins
- 31 YZ-80, ONLY BETTER**
The Sport Time Yamaha treatment
- 36 MORE MINI-SPEEDWAY**
More bikes, more places to race
- 39 AMA 125 NATIONALS**
First of a first-time series
- 53 J & B ELSINORE 100**
Smaller version of the proven racer
- 58 McCALL'S MOTORCYCLE CAMP**
They might even go surfing

PAGE 16



DEPARTMENTS

- 4 INSIDE**
- 6 PIT STOP**
- 8 EDITORIAL**
- 10 LETTERS**
- 14 TECH TIPS**
- 60 RACING ROUNDUP**
- 65 LOCAL DEALERS**
- 65 NEW "MINICYCLE" DEALERS**
- 66 PHOTO PHUNNIES**

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ROAD TEST

- 23 TYRAN II**
Prefab custom racer
- 43 MOTOR TREK 50**
A Saxonette is not a musical instrument

COVER: Brad Dutoit and his CR-100 lead the 100cc class in night racing at Orange County International Raceway. Photo by Dennis McClintock.

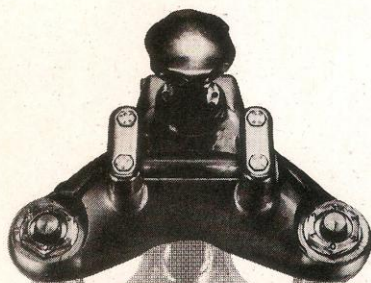
VOLUME 6, NO. 7/AUGUST/SEPTEMBER, 1974/AMERICA'S FIRST MINI-CYCLE MAGAZINE

Minicycle



CERIANI

Ride Control

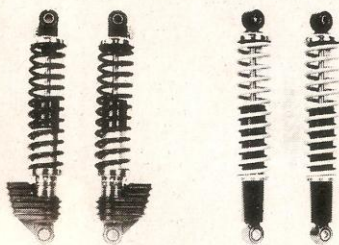


ADJUSTABLE FORKS

Adjustable damping now available on the C-2000 model. Six possible positions give you the option of selecting exactly the ride and control you require. Tested and proven by many of the top European riders. These forks have all the qualities and built-in performance of the non-adjustable forks manufactured by Ceriani.

C-1000 forks, with adjustable damping, will be available sometime after the end of June 1974.

ADJUSTABLE SHOCKS

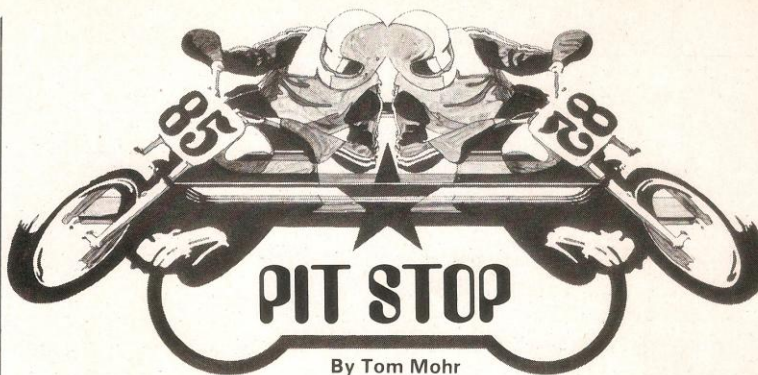


Adjustable (left above) and standard non-adjustable (right above) models of Ceriani's all new C. S. Gas Suspension units will soon be available in the U.S.

Shocks will come in 12", 12 1/4" and 13 1/4" lengths with spring rates of 75, 80, 90 or 110 lbs.

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By Tom Mohr

Whew! We just returned from the World Mini Grand Prix at Indian Dunes. That was one big motorcycle race! I was able to talk to a few of our readers at the track and spent a lot of time just walking around looking at the machinery. Just when I thought I'd seen everything, I would notice another super special something or other.

Would you believe a Honda Elsinore, sleeved to 100cc and stuffed into an XR75 chassis? Imagine how much time and money it took to do that! The result? A classic evil-handling combination if I ever saw one. It was a credit to the rider's ability just to stay aboard the thing in the rough terrain of the moto-cross track. Just think what a dandy machine could be made out of a standard model with the same money and effort expended on it.

There were lots of other examples of

the same wasted effort, but, as usual, the class winners were riding the cleanest, best-prepared and least exotic machines. None of the super-trick, weirdo combinations took home a first place.

One of the things that the winners had in common was that none of them used big, oversized tires. I saw lots of bikes with the wrong combination of wheel and tire sizes on them, but none of them made it to the winner's circle. This seems to be a real common pitfall for the novice riders in the modified classes. This is easily understandable. Beginners are the most susceptible to wives' tales and shade tree logic.

What seems to happen is the tuner (usually Dad or big brother) decides that he has gained so much horsepower thru his tuning efforts that he needs more traction to get it to the ground. Well, it does sound sort of logical and you get used to seeing dirt bikes of all sizes



equipped with four-inch knobbies or similar on the rear. So our hapless, misled tuner immediately buys the biggest donut he can get under the fender and slaps it on, expecting all sorts of improvement in traction and acceleration.

Improvement in traction he usually gets, but several other things happen at the same time: (a) the larger tire changes the overall gear ratio, (b) the tire weighs a lot more than the standard one, (c) the steering geometry is changed by the increase in rear-end height. These "improvements" generally result in the amount of power required to turn the big tire using up all the horsepower we may have gained in the engine modifications. The taller gear ratio prevents us from attaining peak rpm, and the change in steering geometry creates front end washouts, tank slappers and assorted other surprises. So remember, when you get the urge for one of those neat looking knobby tires for the rear of your mini-racer, don't put on a great big monster and fall into this trap.

If you find that your newly-modified engine is creating excessive wheel spin (which is highly doubtful on anything under a 250cc machine) try playing with the tire pressure and gearing first. A few years back, when Jack Morgan was king of the 100cc desert races on a Hodaka, he ran 3.00 to 3.25 Carlises or K70 Universals, not even knobbies, on his Hodaka. Lots of riders on 100's on up, equipped with super-knobs, got left behind even in the bottomless sand when Jack went by. The point is, most of the tires that come on mini-cycles give more than ample straight-ahead traction no matter how much power you get out of the engine.

The tread pattern of the tires is important for the kind of tracks you run on. Knobbies are great on deep, loose tracks where you need traction to keep from sliding out in the corners, especially in mud. The main thing is to get the best tread pattern for existing conditions but just don't go overboard on the size. The manufacturers designed the fork angle, wheel base, weight bias and tire sizes to give you the steering they think is correct for the machine for its designated purpose. Changing the tire sizes, on either end can mess up the whole combination. So, if it handles the way it should its better to experiment with the tire design and stay pretty close to standard on the tire size. Small motors need a certain amount of wheel spin to keep running at peak power anyway and its a lot safer to spin the wheel than to go on your head for a wrong size tire.

COME TO THE . . .

INTERNATIONAL INVITATIONAL MOTOCROSS

at Rio Bravo MX Park, Houston, Texas

AUG. 3-4, 1974

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Champions from six countries (U.S., Mexico, Canada, England, Australia and China) have been invited to this first INTERNATIONAL mini-cycle MX. Taste Texas hospitality and see how the rest of the world rides.

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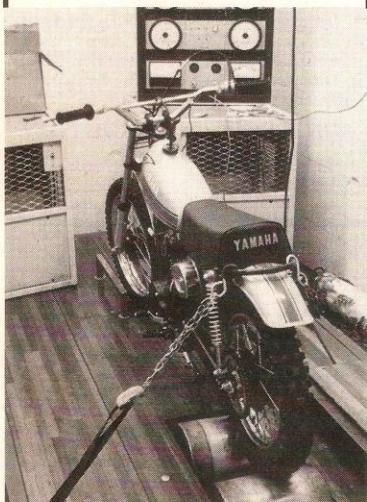
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AUGUST/SEPTEMBER 1974/7

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Our YZ-80 featured in this issue.

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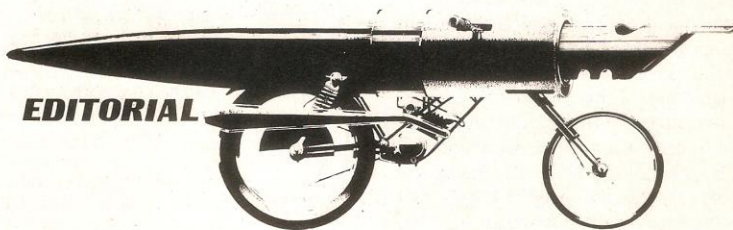
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I enjoyed your March issue," said a fellow journalist, "but I was wondering why you put out an all-race issue in the middle of the gas shortage."

We explained, first of all, that the race stories which made up that issue arrived about the same time, so the all-race format was almost by accident. We also felt that interest in racing would continue, even if our readers themselves couldn't get enough gas to travel to the race track. Our "Reader's Poll" of last year revealed that while only 20% of our readers were racers, race reports were very popular with *all* our readers.

We also had confidence that the dedicated racers would find some means of getting where they wanted to race. The first running of the 1974 World Mini Grand Prix almost took place in January, when the gas shortage was in full swing and rationing plans were being suggested everywhere. Still, that race, which was eventually cancelled, drew over 800 rain-soaked entrants. Some of them travelled from the far corners of the country, and they made it back without running out of gas. Obviously, and you should pardon the cliché, "where there's a will, there's a way."

That only leaves the moral question of whether those racers should be using gas to race, and traveling to and from the track, when some people barely had enough gas to get to work. Well, we've got a bit of news for the critics who used that line. Out in the boonies, where the motorcyclists were riding and racing, gas was plentiful, because gas worries were keeping recreational travelers at home. In the cities and suburban areas, the shortage was obvious. Even there, it seems apparent now that the long lines were caused partly by people who were just "topping their tanks" in case they couldn't get gas later.

Don't think we are denying the existence of the shortage. It was real.

However, the psychology of the drivers and gas buyers seems to have compounded the effects of the shortage. The lifting of the Arab oil embargo had a miraculous effect on the availability of gas, although tankers are just now starting to bring in the first oil shipments since the embargo. That's like getting drunk when somebody pops the cork on a wine bottle.

Anyway, with a little logic and planning, the dedicated racers had the gas they needed. Now there seems to be enough gas for everybody, and we are less subject to criticism.

There's another argument which supports the racers who didn't stay home, but super-practical people may not buy it. One of the most famous phrases in this country's history refers to "life, liberty and the pursuit of happiness." We are supposedly guaranteed all three.

No matter how fierce they look on the track, most of our young racers are out there for recreation. Doesn't that sound like the "pursuit of happiness?"

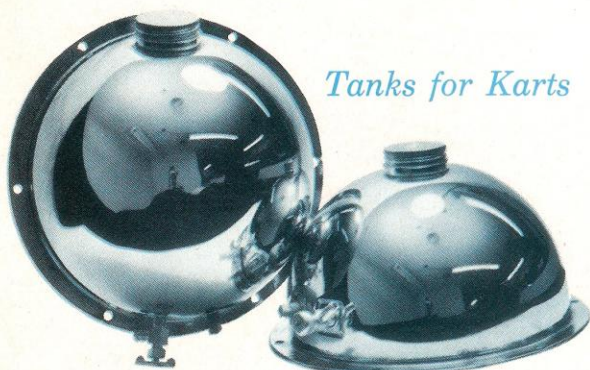
LOCAL TRACKS

Many of our readers would gladly sacrifice a trip to the boonies, if they had a place to ride closer to home. Other riders have no way of getting to the outlying areas, so they would jump for joy if there was some place within a few miles of home.

We salute the Jaycees of Garden Grove, California, who saw that need and filled it. They fixed up a small track next to Atlantis Park in Garden Grove. The track has hours set up for open riding as well as a regular race program run by Jack Denis. They will also be one of the first tracks to feature regular mini-speedway racing.

If other civic groups around the country will recognize the popularity of mini-cycles, maybe they will start to plan similar programs for the growing sport.

"TANKS FOR EVERYTHING"



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Deep-drawn steel for uniform wall thickness, Copper-brazed for leak-proof dependability, these three quart capacity fuel tanks combine economy, durability and style. Beautifully chromed or unplated ready for paint. Comes complete with shutoff valve and screw cap. A second port is provided for dual engine applications. Mounting holes are provided for easy installation. Available for either vertical and horizontal mounting.

1813	Horizontal Tank, unplated	\$11.50
1814	Horizontal Tank, Chromed	\$15.75
1815	Vertical Tank, Chromed	\$15.75
1816	Vertical Tank, Unplated	\$11.50

These "Peanut" tanks add a custom touch to any cycle, large or small. Its wrap around design incorporates a baffle in its mounting tunnel. The plastic stopper cap is vented and has a dressy chromed insert disc.

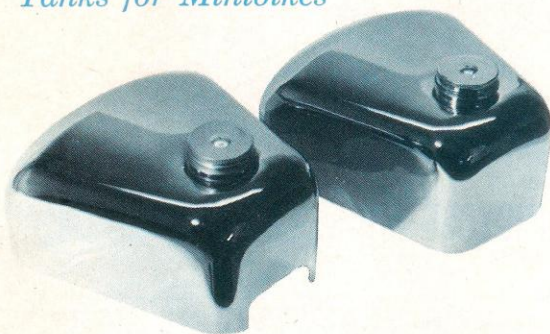
The tank, available in three finishes; Chromed, Unplated and Black, baked-enamel, carries a full 4½ quart capacity . . . enough for miles and miles. Order yours now.



Tanks for Cycles

1716	Cycle Tank, Unplated		\$15.95
1717	Cycle Tank, Chromed		\$24.95
1719	Cycle Tank, Black Baked Enamel		\$19.95

Tanks for Minibikes

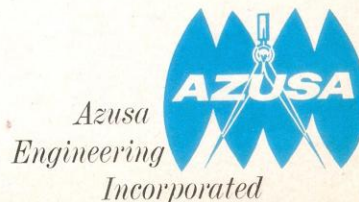


2242	Two Quart Tank, Unplated		\$11.50
2243	Two Quart Tank, Chromed		\$15.75
2246	Three Quart Tank, Unplated		\$11.50
2247	Three Quart Tank, Chromed		\$15.75

Copper-brazed steel fuel tanks will add beauty to any mini bike. Two sizes available; a two quart model with a notched skirt that straddles the bike frame, and a three quart tank with a flat bottom that sits on the frame. Both feature a unique mounting system that eliminates welding, cutting, drilling or altering of your Bike. A set of split clamps are provided which slide into a channel and adjust to most any shape or size frame.

Both sizes are available in sparkling chrome or unplated, ready for custom paint. The threaded outlet port accepts standard tank fittings. A vented screw cap is included.

We have plenty more where these came from . . . For instance a full line of quality Tank Fittings, Fuel Line, Filters and accessories. Our catalog; Azusa's Bag has hundreds of quality Kart, Minibike and Cycle components. For your copy send \$1.00 to Dept. MC-64, Azusa Engineering, Inc., 1542 Industrial Park Street, Covina, California 91722.



AUGUST/SEPTEMBER 1974/9



SHREVEPORT FIASCO

My son, Brian Ward, has been racing mini-cycles about two-and-one-half years in all the national, pseudo-national, and various state championship races all over the country, sanctioned by Y-AMA, AMA, NMA, NML, CRC, and just JOE BLOW. I have also been active in promoting minicycle racing. In view of all this activity, I feel I am perhaps qualified a little more than the average parent of a mini-cycle racer to evaluate, offer criticism, offer constructive suggestions, and just plain "bitch" about racing conditions. So much for the commercial.

After attending several of last year's Y-AMA races and hearing of the others, I felt that in general the only way a Y-AMA race and organization could go was

up (meaning they couldn't get any worse). I will say the majority of the races last year were well-organized and deserving of praise for the promoter's effort.

In late March we attended the Y-AMA race at Shreveport, La. and I feel that I was wrong when I said the races could only go up. Y-AMA can sink lower. *I honestly cannot understand why the American Motorcycle Association, supposedly so large and strong and well-organized cannot organize and properly run an important mini-cycle event without violating just about every condition required to make the event safe, understandable, and just plain fun to be there.*

Mini-cycle racing is no longer the fill-in race of the day, one to be tolerated, or an exhibition. It has become big. Witness the increasing numbers of entries at all the big races. This type of racing is not to be ignored. It needs organization and guidance if we are to make a lasting impression on many of these riders to carry them into more serious racing. If we are to belong to the AMA or any other organization and pay the membership fees, we are entitled to the full cooperation and effort of that organization to see that their sanctioned events are run in an acceptable manner.

I hope AMA can evaluate their

responsibilities toward mini-cycle racing, if they are determined to promote the sport and have competitive races, not only for the promoter's benefit, but for the benefit of all the many fathers, mothers, and riders. Organizing and conducting an event is not that difficult. If mini-cycle interest under AMA is to be maintained and developed, some effort will have to be made by AMA. I feel that Y-AMA should get the pulse of the mini-cycle group and successful promoters on how to cope with the growing interest in mini-cycle racing.

I am not alone in my feelings and comments, for I talk to many people in the course of racing and feel that this letter reflects the attitude of a great number of those actively interested and participating in mini-cycle racing.

Eldon Lee Ward
Orlando, Florida

The above is portions of a detailed letter of complaint from Eldon Ward to the Director of the AMA. Although not everyone reacted as strongly as Mr. Ward, there was a general feeling that the Shreveport race was handled badly. MiniCycle spoke to Hugh Garen, the promoter of the event, who takes full responsibility, although the direct fault apparently lies with the AMA District Referee. Mr. Garen will attempt to clarify

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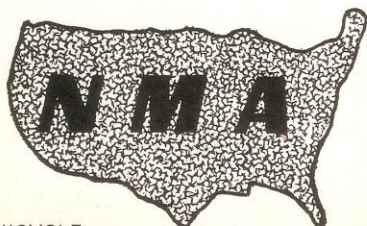
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some of the problems in a letter which we will publish next month. He assures us that all results will be straightened out and sent to the Y-AMA for proper awarding of National Series points.

NO COMPLAINTS?

It may sound funny, but the reason I'm writing is to congratulate you guys on a really great magazine. I have been a loyal *MiniCycle* buyer for quite a few years, and I finally decided to tell you how many of us up here in Minnesota feel about a magazine that sticks out above all the rest. Going through your May issue I noticed some great color shots. Very impressive! *MiniCycle* keeps getting better every time I look. Every month something more to look forward to. You don't really have to print this, but I thought it was about time someone told you whas a great job you are doing. Please keep up the good work!

Jeffrey Carlson

Minneapolis, Minnesota

Most of our letters start with a question or complaint and end with something nice to say about MiniCycle. This one left out the bad parts and went straight to the nice. Thank you, Jeffrey. We all just changed to a bigger hat size.

LAND VICTORY

Publication of the April 15, 1974, Federal Register has ended a particularly tense two-year vigil for motorcyclists with the listing of the Bureau of Land Management's regulations governing off-road vehicles on the 450 million acres of land under its control. AMA Legislative Director Gene Wirwahn calls the announcement "a major victory for trail bikers, the sport of motorcycling and the American Motorcycle Association."

Highlights of the regulations is classification of all land as open for use by off-road vehicles unless designated closed. Such classification marks a basic decision by the Bureau to accept motorcycles as a legitimate use of public land, subject to regulations and restriction only in those areas where environmental damage or other problems are likely. The BLM-managed public land to be governed by the new regulations amounts to one-fifth of the total area of the United States.

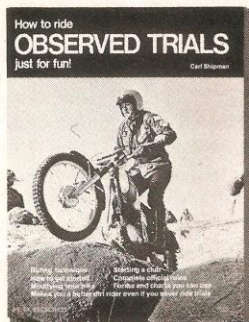
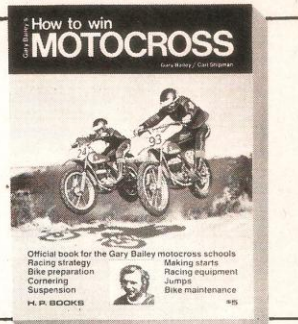
Wirwahn also notes, "We certainly can't rest on our laurels. Now that we've got land, we've got to continue to exhibit the reasonable and rational attitude toward the use of that land."

American Motorcycle Association
Westerville, Ohio

HOW TO WIN MOTOCROSS

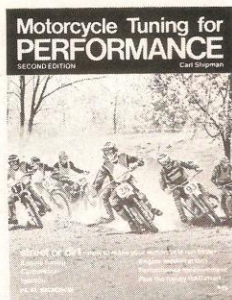
Gary Bailey's new book shows the way to win on MX tracks. First thing, says Gary, is "slow down". If your technique is wrong, it won't help to do it faster.

Bailey is one of the most experienced motocrossers in the country and his racing schools consistently turn out winners. *How to Win Motocross* covers everything taught in his schools on 192-pages illustrated with 300 photographs. \$5.95 plus 30 cents handling. Satisfaction guaranteed!



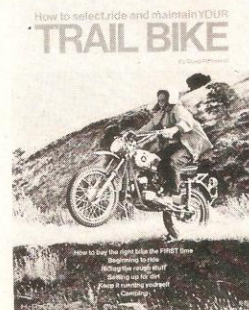
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160 pages/250 photographs and drawings. Observed trials has been called "the gentleman's art of biking". Riding slowly in trials gives European riders the edge in go-fast racing. This new book shows how to sharpen your riding skills for all off-road riding. Tells how to...get started on any bike; how to modify your present machine; ride the difficult stuff. An entertaining book that will put you out there, in the middle of the fastest growing off-road sport. \$5.95 plus 30 cents handling. Satisfaction guaranteed!



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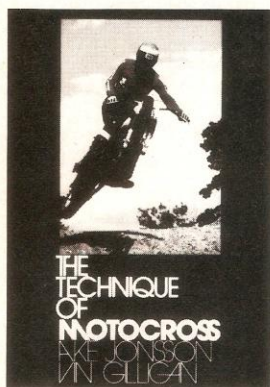
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AUGUST/SEPTEMBER 1974/11

NEW BOOK by AKE JONSSON



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Ake Jonsson

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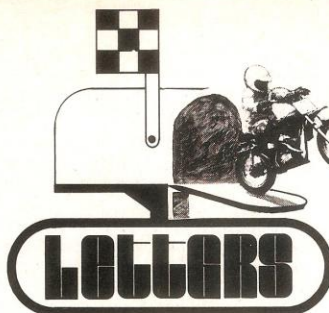
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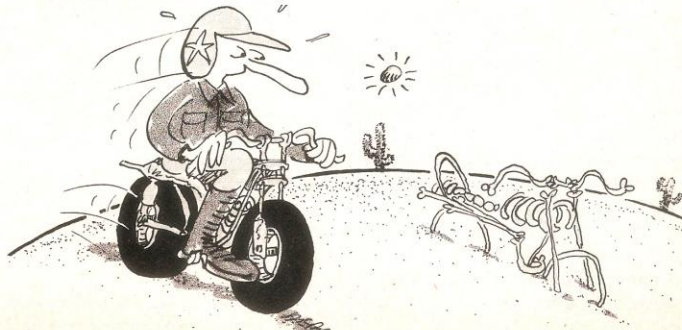
SETRA GOOD NEWS

At long last here is a reply to all the New York State and Long Island letters of inquiry regarding trailriding and mini-cycling. The New York State Motorcycle Trail Riders Association (NYSMTRA), a non-profit organization located in Saugerties, New York, was formed because trail bikes are useless without trails. NYSMTRA has six local chapters. One of these is the South East Trail Riders Assoc., which encompasses the southeast area of New York State, from Poughkeepsie on down.

Besides having a Trails Committee and Land Use Committee, the SETRA has an Events Committee which provides competitive and fun events for the members. A Public Relations Committee is available for the non-riding public. A Legislative Committee is now being formed to keep abreast of the legal aspects of trail riding. A Youth Activities Committee is now at work trying to set up a mini-bike park in the southeast area, along with a Youth Division of the SETRA.

In order for SETRA to do the mini-cycler justice, we need support from the riders. Please feel free to write for further information. Include your return address and phone number in order to speed up our personal contact with you. We hope to see you soon, happily riding the trails, legally, with us near the Metropolitan Area.

Celine Staley
Youth Activities, SETRA
144-46 71 Ave.
Flushing, New York 11367
(212) 793-4649



PARTS QUERY

I became very interested in your article in the April issue about mini-speedway. I was wondering if your magazine could possibly print information about where we could purchase parts to build our own three-quarter scale speedway in Florida.

David Harker
Pensacola, Florida

In this case, your wish is our command. The article on page 52 has the addresses of several people producing bikes and parts for mini-speedway. Let us know if you get some competition started down in Florida.

CALIFORNIA DREAMING

I have a problem I think you can help me with. I'm 14 years old and still riding a Honda CT-70, which I think I'm too big for. I want a bigger bike, but my parents won't buy me another bike. My dad says that I'm riding my Honda too hard, or "tearing it up" as he says. And I have to admit that I really am. I'm trying to convince them to get me a motorcycle for eighth grade graduation, but all they say is that they never got anything like that for their graduation. I feel like my parents are keeping me from doing what I can do and like to do best. Could you please try and explain to them that it is a good investment? Thank you.

Don E. Carlson
Turlock, California

An investment is only "good" if the money isn't wasted. If you are tearing up your present bike, chances are you'll do the same to the next one. Start right now fixing up that Honda to show your parents you can take care of your valued possessions. If you get it running and looking good, maybe you'll be able to sell it and earn some money toward another bike. You also might consider a few hours of after school work to earn more money. If a new motorcycle means that much to you, you should be willing to work for it. That will convince your parents better than anything.

J&B RACERS WIN WORLD CHAMPIONSHIP



Jeff Ward.....World Champion.....On the XR60.

J&B RACERS

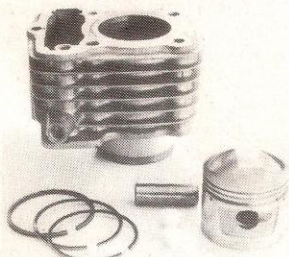


XR60 Bike complete.....\$895.⁰⁰
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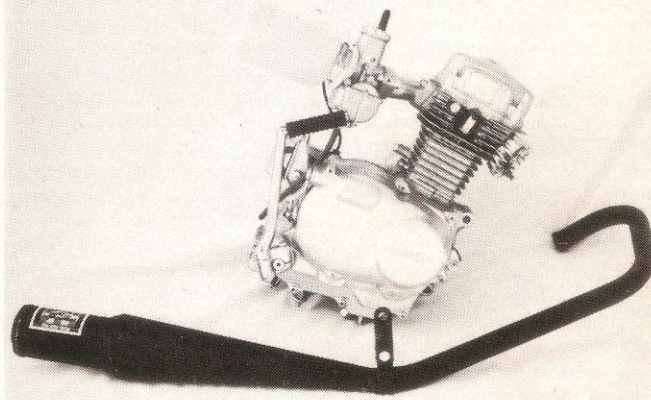


60cc Sleeve Kit \$49.⁹⁵ exchange
Cyl. core charge \$23.⁰⁰



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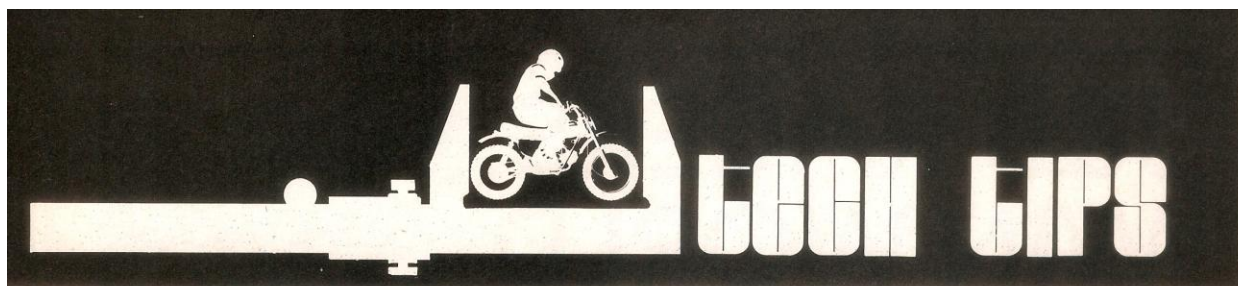
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Dealer inquiries invited. Your ideas and comments welcomed.

AUGUST/SEPTEMBER 1974/13



FAST FOO FOO

Q I own a 71 SL-100 Honda. It seems to be a pretty good running 100 (on the road that is). I have had it doing around 67 mph downhill. But on Sunday, a group of boys and I get together and ride MX. Some of the other guys have Yamahas, Hondas and Suzukis, but they are all about the same size as mine. There is no problem keeping up with them on the road, but when it comes to moto-crossing my Honda, otherwise known as the "Foo-Foo Bike," just doesn't have it. Is there any hop-up trick I could use, like high compression piston or high cam or bigger cam? If there is would you let me have some information on these little gems? That way, next time we motocross I may have a sneak attack on them. Thank you very much from the "Foo-Foo Rider".

Drew Duncan
Salem, Ohio

A There are gobs of hop-up items available for your SL-100. Nearly all the major accessory companies list high compression pistons, racing pipes, etc. A little diligent searching of the catalogues will open a veritable supermarket of goodies for your "Foo-Foo" bike. Modified versions of the SL-100 have dominated racing in the 100 class at several race tracks including the night moto-cross at Ascot Park in California at different times. Your Honda dealer should be able to direct your efforts to modify your bike for that "sneak attack."

LO-BUDGET HOP-UP

Q I own a stock Yamaha GT-80 and would like to know what I can do, other than adding an expansion chamber, to improve its performance for less than \$50.00. I think your magazine is great and read it whenever I can, but I would like to see a larger mail-order section in the back.

Brian Simmons
Sewickley, Pa.

A Why not try machining the cylinder ports and intake manifold for starters? Buy a Yamaha shop manual for your model and try tuning

very carefully to the suggested specifications. You can do most of the work by hand on your own, with a couple of good quality files and a lot of careful work. The results are well worth it and you won't spend any thing near your fifty dollar limit.

POINTLESS SPARKS

Q I own an XR75. I would like to know if someone makes a CDI ignition system. I have trouble with my points and I would like to have something without them. You have a good magazine. Keep up the work.

Scott Hewelt
Algonac, Mi.

A A complete, bolt-on, Krober electronic ignition system is available from J & B Racing Equipment. It goes right on and is entirely electronically operated and has no points to go wrong. The Krober unit is the only CDI we know of at this time that is available to bolt on an XR-75. There are several others that might fit with some machine work. However, the cost of CDI ignitions is quite high as is the custom machine work involved in installing them.

EXPENSIVE SPARKS

Q In your January 1974 issue on the Honda hop-up, one of the modifications was the CDI kit. Do they make one for an SL-70? I enjoy your magazine.

David Lehman
St. Helena, Ca.

A The Krober CDI ignition that is being used on modified XR-75's can be modified to fit on your SL-70. However, the cost of Krober ignition systems is quite high as are the machine shop modifications necessary to adapt it to the SL-70 engine. It will cure your ignition problem if you can afford it.

STRAIGHT SCOOP

I have an XR75 that I'm going to race this summer and I'm trying to get it fixed up. I was planning on putting a straight pipe on the bike. Some people say that when you put a

straight pipe on you don't have to do anything to the engine and others say that you do. What I was planning to do was cut my muffler off and leave just the hollow pipe part on and weld an extension right on the original pipe. Is this a good idea or if not what should I do?

Larry Pitts
Zanesville, Ohio

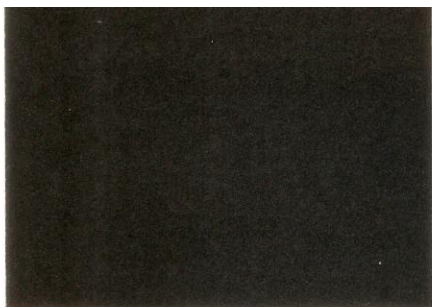
A Anytime you modify your exhaust system you run the chance of upsetting the balance of intake and exhaust sonic wave functions. This usually results in "flat spots" in acceleration and other related carburation problems that must be ironed out by the tuner. On the XR-75, the factory exhaust is more efficient, power-wise, than a straight pipe of any length. (You're saying, at this point "Here goes the old lecture on less sound more ground"). We aren't saying this to discourage you, its just a pure fact we've proved to ourselves on the dyno. There are some very good silenced racing exhausts available that do help the power but the open straight pipe is inferior to these and the stock system, besides being illegal at most race tracks and in all other areas.

HIDDEN THROTTLE CABLE

Q What do the measurements that I see referring to carburetors measure? Is it safe to "fine-tune" a motorcycle's front suspension by varying the weight of the oil? How do I replace a throttle cable on my CT70? Or do I?

Lamar Stonecypher
Rutledge, Georgia

A The measurement of carbs usually refers to the bore size of the venturi area. For instance; a 28mm carb means that the venturi has a 28 millimeter hole through it. To replace the throttle cable on your CT70 you must peel off the rubber grip on the throttle to expose the end of the cable. Replacement is then made by lifting the end of the cable out of the throttle slide bar and pulling the cable out of the handle bar from the carb end. Then disconnect the cable from the carb, install



the new cable into the carb, thread it through the handle bar and reconnect at the slide bar. Replace the rubber grip and adjust the slack. Varying the weight of fork oil is a great way to "fine-tune" your front forks to suit your style.

OIL INJECTION

Q I would like to know if I could just cut the oil line on my Yamaha 80 oil injection and remove the tank.

Lee Donohue
Oswego, Illinois

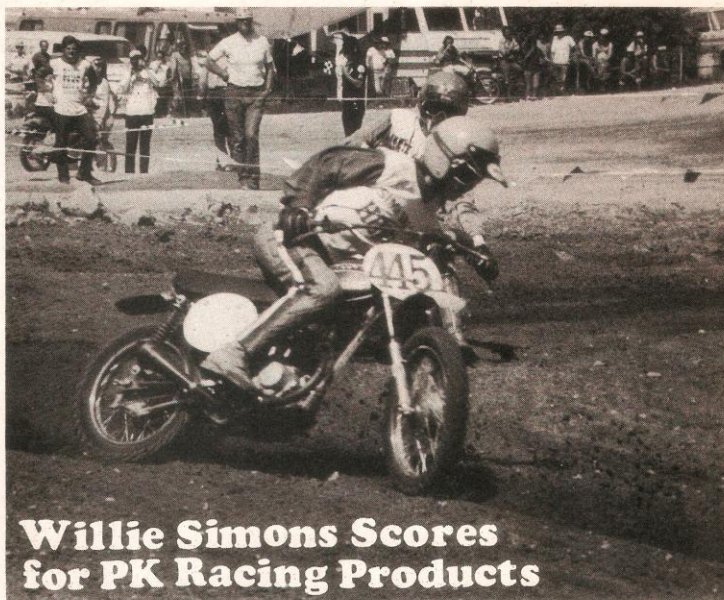
A Yes, but be sure to plug the line where it enters the oil pump so it can't draw air into the engine.

SPREADING WHAT? THICK

Q I am 15 and the owner of a Yamaha 90 MX and considering an expansion chamber for my bike. I would like to know which one is best. J & R has a pipe and claims a 50% horsepower increase on the Dyno. Is this true or are they just spreading it on thick? (at \$49.95 with silencer and spark arrestor I want to be sure) Also, does it make any difference in power whether its upswept or downswept? Also where can I get the spring kit for my "Yamacheap" front forks? You have a great magazine so keep up the good work.

Jay Swartzlander
Beaver, Pa.

A A 50% increase in power by just bolting on a pipe is possible but unlikely unless the stock pipe is super-restrictive and inefficient. As to whether the expansion chamber produces more power when upswept or downswept, the answer is no. If the tuned length and other dimensions remain the same you could curl the pipe into any superficial design you desire and it will still produce the same effect. However, some manufacturers will build a low pipe designed for track or road racing and an up pipe for desert or motocross. The two different designs are for different power curves as well as ground clearance requirements. Try Webco or Fun N'Fast for your fork spring kit.



Willie Simons Scores for PK Racing Products

OUTRUNNING ALL THE COMPETITION AT THE '74 WORLD MINI GRAND PRIX, WILLIE SIMONS PROVED THAT P.K. RACING PRODUCTS REALLY WORK

Riders who "got it on" with P.K. Products at the World Mini Grand Prix included:

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Renee Payen, 1st 0-81cc Powder Puff

Vince Van Hook, 1st 0-81cc modified, Div. 2 novice 12-and-over

J.C. Lopez, 2nd 0-81cc modified, 9-11 expert

Ken Morgan, 2nd 0-81cc modified, Div. 2 novice, 12-and-over

David Dieterle, 2nd 0-81cc modified, Div. 3 novice, 9-11

Bobby Jones, 3rd 0-81cc modified, expert 12-and-over

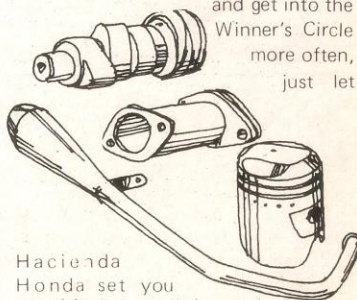
Bobby Jones, 3rd 0-110cc expert, 12-and-over

Joey Hamilton, 3rd Junior Mini, 9-11

Donald Miller, 3rd 125cc novice, Div. 2

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AUGUST/SEPTEMBER 1974/15



WORLD MIDNIGHT GRAND PRIX

"If it takes forever..."



In 1972, *MiniCycle* called the second annual World Mini Grand Prix "the biggest yet," because it had an unprecedented 318 entries. This year the Grand Prix put that count to shame with an unbelievable list of over 1100 entries. Conceding that many racers entered more than one class, we're still talking about over 800 riders. Even more surprising, many of the out-of-state competitors were making the monumental journey to Southern California for the second time. The original date for the event was in early January, and it was washed out by record-breaking rain and snow.

In contrast, the April 6 and 7 rerun took place under hot, sunny skies at Indian Dunes with an occasional breeze to soothe the sunburns. Of course, with over 1100 entries in 41 separate events, plus a Race of Champions, four championship run-offs, sky-divers and streakers, not everything could be squeezed into the daylight hours. The specially-lighted Indian Dunes Inter-

national Course saw a whole bunch of night racing during the weekend.

The Fourth Annual World Mini Grand Prix turned out to be the longest two-day event we've yet covered. We have to commend Ron Henricksen and the National MiniCycle Association for keeping the event running smoothly throughout the lengthy proceedings. Even so, the two days of dawn-to-midnight activity left a lot of riders and supporters totally exhausted.

In last month's editorial, *MiniCycle* recommended an upper limit of 500 entries for future major events. The NMA has agreed in theory if not in number. They plan to limit entries for the August "Nationals" to 600. The method of limiting will be worked out very soon.

Besides the overwhelming number of people, we saw another indication of the growth of mini-cycle racing. For the first time in our knowledge, a major Japanese manufacturer took an active part in preparing and maintaining a bike

for the Grand Prix. Yamaha, well aware of the power shortage in their new YZ-80, reworked the engine and sent a prototype to the races. Yamaha engineers, one of whom was repeatedly referred to as "that little Japanese mechanic," came along to keep the bike running and evaluate its performance. Kevin Kilpatrick rode the prototype to a first in his 0-81cc modified, 12 years and over, Novice class, winning two of the three motos. Yamaha tells us that the 1975 YZ-80, coming soon, will be very much like the prototype. Yamaha will also offer a comparable high performance kit for those who already have a '74 YZ.

"Flying" Mike Brown, of Saugus, California, riding Indians prepared by Allied Cycle, has to top the list of heroes of this year's Grand Prix. Expected to hit his peak at the '73 GP, Mike was put down by bad luck and Brian Myerscough. This year he fought back with plenty of skill and a lot better luck. He bagged first place



c

A) Invitational Race of Champions begins with a roar.

B) Sky divers entertained during a racing break.

C) Y-AMA champ Gene McCay leads his 0-61cc class, which he won.

D) Kevin Kilpatrick on new YZ-80 prototype.

E) Last-minute substitute, Andy Palafox, leads eventual winner, Mike Brown, in first heat of Race of Champs.



d

trophies in his 0-81cc Stock and 0-110cc classes, sweeping all three motos in the latter class. He went on to top the World Championship run-offs in both divisions. Those final wins brought him a couple of five-foot trophies and prize bikes from Suzuki and Kami.

If those goodies weren't enough to keep Mike happy, he also took home another trophy and a Kawasaki 90 mini-cycle for sweeping the first NMA Race of Champions. The Race of Champions pitted twelve of the top mini-cycle racers in the country against each other on identical, stock Kawasaki 90's. This was designed to remove any advantage usually held by riders with superior machines or stronger sponsorship. They even switched bikes for each moto to try to cancel out any differences in individual bikes. Rider skill would be the only determining factor.

Unfortunately, bike breakdowns kept some of the champions out of contention, but when the dust had settled, Mike Brown had won all three motos



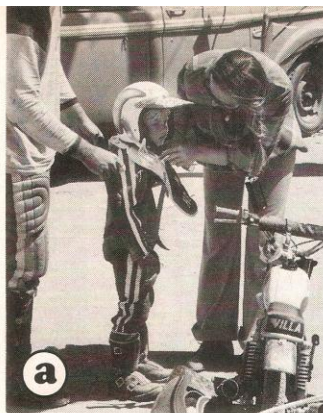
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A) With help from important big people, Mike Healy suits up for win in Pee Wee Beginner class.

B) Tom Settle leads night heat in 125cc motorcycle novice class.

C) Palafox (164) won first 81cc heat, finished third overall behind Ward (3x) and Simmons.

D) Toyama (257) and Eide (345) battle for first moto win, were 2nd and 3rd overall.



against a field which looked like the Who's Who of national mini-cycle racing from around the country. The closest competitor was Gene McCay of Lexington, Tennessee, last year's Grand National Champion of the American Motorcycle Association Youth Division (Y-AMA). Third in line was Vic Darilek, a super rider from Phoenix, Arizona.

The list also included Brian Myerscough, Calimesa, California, the acknowledged superstar of last year's Grand Prix and Nationals; Kenny Blissett, Richland, Indiana, Y-AMA 100cc Champion for 1973; Shaun Kelly, Houston, Texas, who finished high in the overall Y-AMA points for the 80cc class; Renee Payen, Downey, California, a top Powder Puff and quite competitive with the guys, especially in TT and flattrack.

Other Race of Champions entries were: Debbie Saenz, Tumwater, Washington, the Number One rider of her Washington racing association; Brian Ward, Orlando, Florida, another Y-

AMA powerhouse; Jeff Ward, Mission Viejo, California, a five-year racing veteran and this year's 0-61cc Championship run-off winner; ten-year-old A. J. Whiting, youngest of the champions, but Number One in 1973 season points for the NMA.

Audie Ward, Troy, Alabama, the Y-AMA 60cc champ for 1973, was supposed to participate in the Race of Champions, but he didn't make it to the Grand Prix (although the scorers, who are 99% accurate, gave the absent Audie finisher's points in one moto). A hastily-convened selection committee chose Andy Palafox, El Paso, Texas, to round out the field of twelve champions. Andy raced hard all weekend and proved that he deserved this honor. The original twelve were chosen by NMA officials in a couple of difficult sessions. There are probably 50 more riders who could have qualified.

The Race of Champions entrants weren't the only ones who came from far corners of the country. About 22

states were represented, including a particularly strong contingent from Dodge City, Kansas. Although the NMA is still stretching a point when they call this the *WORLD* Mini Grand Prix, at least this time we had participation by a Japanese manufacturer and a championship win by Jeff Ward, who was born in Scotland.

Ward, racing a sleeved-down XR-75 from Jeb Racing Products, won his championship in the 0-61cc class run-off. The run-offs were the last races of the weekend, held late Sunday evening. The riders who transferred to the run-offs had already earned trophies in their individual events, meaning that they were the fastest riders in the country for each class. The run-offs were "sudden-death" races with the winner taking all—one monstrous trophy and a prize mini-cycle.

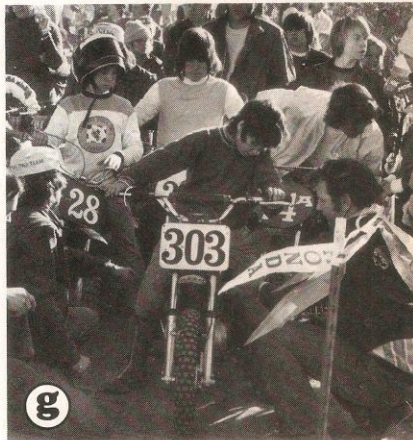
Ward gained the lead early in the 0-61cc run-off and never gave it up. Gene McCay was hot on his tail for the whole race, but never got past Jeff. The



E) Prime Pee Wee Expert, Michael Koemans, shows style which will soon challenge the larger minis.

F) Wes Konig (left) takes outside line to get around modified 80's.

G) Tom Moran stamps tech-inspected engine of Dallas Rebello's Honda.



two speedy riders lapped about one-third of the field. Andy Palafox was third, some distance back from the leaders. Ward took home a trophy bigger than him and an Indian prize bike.

Glen Urquhart, Humble, Texas, led at the start of the 0-81cc modified run-off, but he fell out of the running shortly after the first lap. Willy Simons, riding for Simi Valley Honda, California, took over from there, and that was a bit of a surprise to most. Willy has been putting in some strong racing for several years, usually just a little behind the top champions. He made it into the run-off this year on the basis of a second-place trophy in his 0-81cc modified class. When he got out in front in the run-off, he refused to give anyone a chance to pass. McCay, in his second run-off of the night, again gave chase, winding up in second place. Palafox, another repeater, finished third again.

The 0-81cc stock run-off was the second championship victory for Mike Brown, who had sewed up the Race of Champions earlier in the evening. It was Honda against Indian as Brian Myerscough posed the major potential challenge in this race and it looked as though it would be a repeat of last year's gut-buster in the same class. Myerscough closed to within a bike length in a couple tight corners, but Brown maintained the lead. Myerscough was only about five bike-lengths back when Brown took the checkered flag, a

reverse of their positions in last year's run-off. Still on their bikes, the two young men shook hands as they left the track. Kenny Blissett was next across the line, followed by Andy Palafox, showing a great deal of endurance and consistency.

Everything shut down for about 15-minutes before the final run-off. This gave the riders who were in several classes a chance to rest for awhile. The two days of racing had everybody almost exhausted anyways, so it was welcomed.

The rest must have done Brown some good, because he led the 0-110cc championship from start to finish. Dave Bush, Northridge, California, held a strong second all the way. Mike Lewis, Encino, California, one of the most improved young riders we've seen, held off Bill Franks, Artesia, California, to take third.

Although the fine and fast racing was the main attraction for the weekend, the NMA brought in a few other distractions for the spectators and participants. These included a whole bunch of sky divers who floated down to the Indian Dunes sand on Sunday afternoon. The colorful parachutists drew as much of a crowd as the four streakers who invaded the proceedings later.

All the racing which went on before the championship run-offs was just as important to the participants as the big races. It seemed like the events would

go on forever, and we couldn't keep track of all of them. However, there were a bunch of individual performances which are worth talking about.

John Allred, Lynwood, California, and Michael Koemans, Pasadena, California, both riding Cycle Town Indians, had three-moto wins in their respective Pee Wee classes. Koemans, the prime Pee Wee Expert, has about eight years of mini-cycle racing ahead of him, and miles of potential.

The Junior Mini-Cycle class was created after the introduction of the Honda MR-50, although Indian and Tarbo had similar-size bikes previously. The overall win this year went to Shawn



A. J. Whiting, NMA '73 points leader



"Flying" Mike Brown lives up to his name on the way to a winning weekend.



A few front wheels pop up as anxious racers cross pipe starting gate.



Scooter Stafford, Baton Rouge, topped 6-8 years Jr. Mini-cycle class.



Race of Champions entries are introduced before first moto of their Kawasaki clash.

Scott Meyer swept both his classes.



Jerry Shore chases Gene McCay



Young veteran, Jeff Ward, took World Championship in 0-61cc run-off.



Californians Ricky Ryan (130) and David Fier (657) surrendered top trophy to Kippy Pierce, Seminole, Fla.



- A) Texan Mark Pledger wins first 100cc motorcycle heat under the lights.
- B) Todd Peterson topped the undying mini-bike class.
- C) Myerscough leads large crowd of talented riders through the esses.
- D) Eventual trophy winners lead the pack. Mike Musson (170) won.



Jeff Ward won first place trophies in 0-81cc stock and modified classes. He only earned a fifth place in the 0-61cc modified class, but it got him into the World Championship run-off, which he won. He also picked up a third in the 0-110cc class.

Bob Kline, Northridge, California, grabbed the top trophy in his 0-110cc class. Bob made a name for himself last year when he won the 100cc motorcycle class at the well-known Hopetown Grand Prix on a Steen mini-cycle.

Speaking of 100cc motorcycles, the first such class at the WMGP was won by Richee Collins, Anaheim, California, by a single point. Brad Dutoit won the first and third motos on a sleeved-down Elsinore 125. Dutoit lost the top trophy because he didn't finish the second moto. His bike died because the choke was left on. So much for the super-efficiency of the famous J & B racing team.

There were probably a lot more performances deserving recognition, but if we tried to mention all of them, it would take two days to read this article. Needless to say, the level of riding skill was quite impressive.

The trophy presentations weren't as heavily attended as in past years. The hour was unbelievably late and everybody was so tired that they departed as soon as they picked up their own prizes. A small knot of people watched the World Champs receive their five-foot trophies.

A lot of people went home tired, but a lot went home satisfied. We hope that future championship will show us equally talented riders, but not so many at one time.

RESULTS IN "RACING ROUNDUP"

Moran, Downey, California, who swept the three motos on an Indian Junior Cross (also prepared by Cycle Town). Honda-mounted Scooter Stafford, Baton Rouge, Louisiana, topped the 6-8 years age group.

We have been known to refer to the 0-61cc stockers as the "dinosaur class," because most of the bikes are old 60cc Yamaha Mini-Enduros. They haven't been produced for a couple years and are bound to become extinct. The modified class has some alternative exotic goodies, often sleeved-down 80's. Gene McCay won every heat of his 0-61cc modified class, the only first place trophy for the Y-AMA champ. He had a fairly good reason, named Brian Myerscough, for only taking second in the 0-81cc modified class. Myerscough

22/MINICYCLE

also settled for one first place trophy. In his stock class he was second behind Mike Brown.

Scott Meyer, San Diego, California, cleaned up in the 0-81cc division. He won both the stock and modified events with victories in six straight motos. Other San Diego-area racers posted one-class sweeps, including Rick Johnson and Wes Konig in their 0-81cc stock classes, and Tom Settle in the 125cc motorcycle Novice division. Konig also won his 0-81cc modified class.

Jimmy Kruger, Las Vegas, Nevada, won a 0-81cc modified class which included one-third of the Race of Champions entrants and two of the eventual World Championship run-off winners. Las Vegas was represented at least as well as Dodge City.

TYRAN

The Pre-Fab Custom Racer

Tyran suspension (R.E.H. Front and Girling Rear) handles the jumps and bumps of motocross with ease.

MINICYCLE
test

When our *MiniCycle* Test Staff learned that we were going to test the E. C. Birt Modified Tyran 125, we were anything but excited. The world is overrun with cobbled-up dirt bikes with Sachs engines claiming to be "the real trick" and costing an arm and a leg. Most of these "specials" run sort of average, handle sort of average and cost plenty to make them competitive with most of the major brands. And they usually dis-

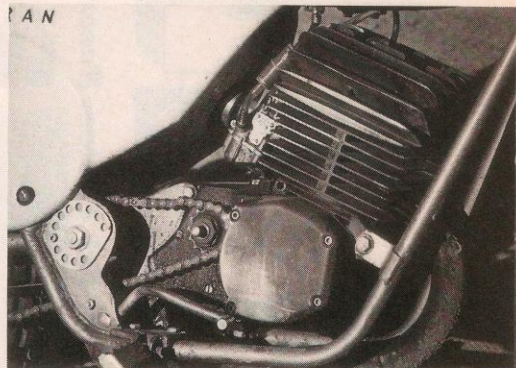




Here it is! The worst seat we've tried in a long time. Future models will have a much-modified replacement.

Quick handling requires good timing and reflexes for berm-shots like this.

Heart of the Tyran is the six-speed Sachs 125. With the "E.C." treatment it's potent.



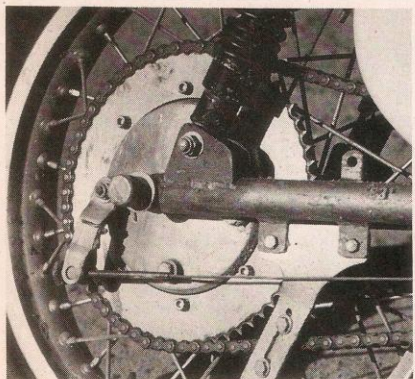
appear after a feeble effort or two.

We were pleasantly surprised when we arrived at Indian Dunes to meet with "E. C." The Tyran II or "P. C. Replica" (P. C. meaning Precision Cycle, E. C. Birt's racing motorcycle shop) is a whole new concept in dirt bike marketing. Rather than buy the standard machine and hang half of the standard parts up in your garage to be replaced with appropriate "trick stuff", the dealer is supplied with a basic motorcycle minus most of the commonly replaced items. This gets the basic price of the machine

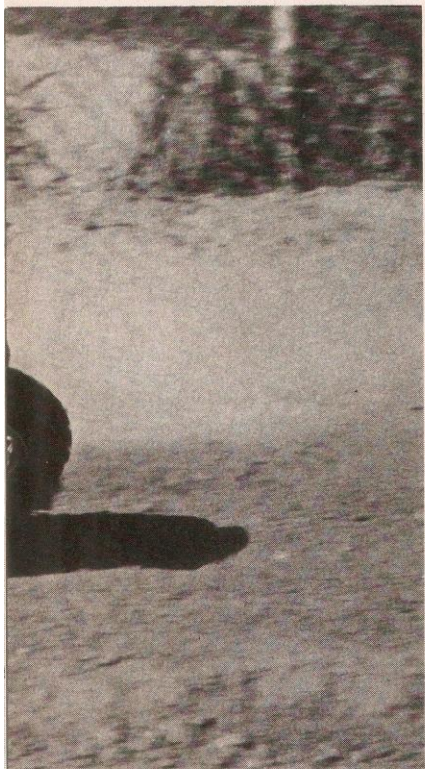
down to a comfortable level and allows the buyer to outfit the bike to his liking with the left-over money he would have wasted on the unsuitable standard pieces.

In addition to the accessories such as plastic fenders, plastic tank, filtron and chromoly bars, the Tyran II engine is in stock form without an expansion chamber or any trick porting. This allows the buyer to tailor the performance to his needs right from the beginning. The Tyran II Kit is available in three stages of "tune" to suit the needs and capabilities of the rider.

The three different stages, (designated, No. 1 — Enduro and Junior, No. 2 — Intermediate or Expert, No. 3 — Pro MX, TT or Short Track) consist of an expansion chamber and porting diagram, designed for each stage of engine condition, modified cylinder head and bored-out carb. The owner then can either port the cylinder himself or take it to a reliable professional and have it matched to the diagram supplied with the kit. The porting diagrams are precise and well done and complete tuning instructions are supplied with the kit.



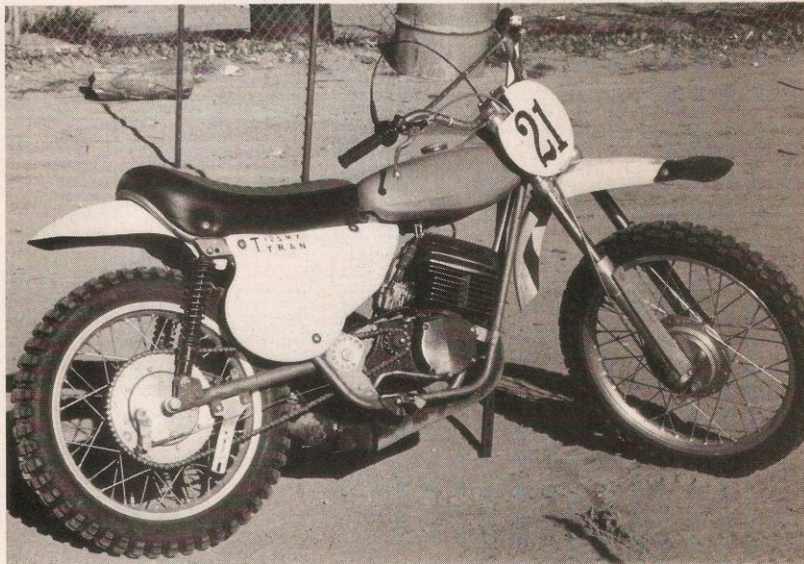
Positive chain guide, cable operated brake, D.I.D. rim and Girling suspension round out the rear end.



High speed slides on TT type corners are a gas on the Tyran.



Plastic fenders, tank and side covers appear indestructible on the Tyran and gives it the single purpose look of a thoroughbred racer.



This approach to buying a racer allows the buyer to practically custom-build the bike for about the same price as many showroom stockers cost before the modifying process begins.

Basically the Tyran itself is one of the aforementioned "average Sachs-powered dirt bikes," but the addition of the Tyran II Kit changes the whole program. We rode a standard Tyran, a Stage II kitted version (the one being campaigned by Dave Camp) and the Stage III version as ridden by Larry Watkins to many recent MX wins in

Southern California Pro Racing.

All three test riders agreed that the seat was horrible. It's tipped up at the rear, TT style, and crowds the rider forward, making sit-down, trail or enduro riding an uncomfortable situation. The seat is being modified for the new models and the one on Watkins' bike had received more padding in the front, improving the ride somewhat. According to E. C., fast guys like Larry Watkins are either standing up or sitting up forward on the tank in the corners so the seat is of little consequence to their

riding style.

In the deep sand and going through the whoop-de-dooos, all three riders thought the bike was a little "squirrely" and felt front-end heavy. The rear end would hop around a lot, either when accelerating or braking, giving the ride an unsettled feeling. However, the bike steers well and will turn on a dime. On the smoother sections of the Indian Dunes Shadow Glen course, the handling was much more stable. No doubt that a flatter seat and different bars would correct that front heavy feeling.

Front fork rock guards are part of the plastic goodies. Note the 21" D.I.D. alloy rim and conical hub on the R.E.H. wheel.



TYRAN III

TYRAN 125 MX

Distributor: Mitsubishi International Corp., 277 Park Ave., New York, NY 10017

ENGINE

Engine type	Sgl. two-stroke	Carb	Bing
Bore	54mm	Ignition	Magneto-generator
Stroke	54mm	Lubrication	Pre-mix
Displacement	122cc	Fuel capacity	1.5 gal.
Horsepower @ rpm	18 @ 8500	Fuel requirement	32:1 reg. gas/oil
Compression ratio	12.1:1		

TRANSMISSION

Transmission type	6-speed constant mesh	Gear ratios:	
Primary	Straight-cut gears	1st	4.60:1
Clutch type	Multi-disc wet	2nd	2.93:1
Final drive	No. 428H roller chain	3rd	2.16:1
		4th	1.72:1
		5th	1.43:1
		6th	1.24:1

CHASSIS

Frame type	Sgl. backbone, dbl. engine cradle loop	Tires:	
Wheelbase	54.5"	Front	3.00 x 21
Overall length	73"	Rear	3.50 x 18
Suspension:		Brakes	Internal expanding
Front	Telescopic forks	Ground clearance	8.5"
Rear	Swing arm, shocks	Seat height	30"
Wheels	Frt. 21", rear 18"	Handlebar height	N/A
		Dry weight	190 lbs.

P. C. REPLICA

- | | |
|---|---|
| <p>1) Porting — Choice of three stages of tune:</p> <ul style="list-style-type: none"> # 1 — Enduro and Junior # 2 — Intermediate or Expert # 3 — Pro MX, TT, or Short Track <p>2) Choice of E.C. pipe.</p> <ul style="list-style-type: none"> # 1 — Enduro # 2 — Intermediate or Expert # 3 — Pro MX, TT, or Short Track | <ul style="list-style-type: none"> 3) Head Machined and modified. 4) Carb bored to 28mm. 5) Extra large air filter with washable filtron element. 6) Plastic tank. 7) Rahm Plastic front and rear fenders, side panels and splash shield. 8) Andre's bars. This bar is a lightweight steel bar using 4130 Chromoly base material. |
|---|---|

PRICE AS TESTED \$1146 (See text)

Possibly the shock springs were just wrong for our riders' weight, causing the rear wheel hop.

The Sachs six-speed gearbox requires some getting used to, due to the long travel shift linkage, but shifting is smooth. The stage two modified bike has very smooth, constant power, almost impossible to bog and never pipey. At first it doesn't seem like it accelerates very quickly, because it is so smooth but you find yourself really hauling before you notice it. It had the most flexible power band of any 125 two-stroke we've ever tested and its as fast as all but the best modified Hondas and Pentons.

The Stage III bike is faster and at the same time requires more skill to get the power to the ground. It lacks the tractor power of the Stage II model but winds on and on forever at the top end. Definitely for experts only.

Our criticism of the handling must be qualified by stating that none of the three test riders who tried the bikes were expert class motocross racers. Quite often, the quick turning ability that makes the bike feel unstable in the turns to one rider may be just the trick for another whose riding style suits the characteristics of the machine.

We liked the idea of outfitting the machine to the buyers taste and the unbreakable tank and fenders are certainly more practical than the standard alloy parts that are easily damaged and expensive to replace. The cost of the complete "P. C. Replica" kit is around \$200.00. Add \$35.00 to \$50.00 to have the cylinder modified and you have a race ready Tyran 125 for under \$1,100.00, which compares favorably with the base price of many 125 motocrossers. Ride one—it might be just what you're looking for. If you want the cylinder modified by "E. C." himself, you'll have to get in touch with him at his new location. He's moving to Florida and should be there by the time this goes to print. His new address is E. C. and Walker Enterprises, 509 Industrial Avenue, Boynton Beach, Florida 33435.

Mark Barr on the Honda leads Phil Mayer in the turn. Barr took first in the 75cc junior class with Mayer finishing fourth overall.



Y-AMA SHREVEPORT

1974 National Series Begins

by Richard O'Brien

If the turnout for the Y-AMA's first mini-cycle event of the 1974 series is any indication of the interest this series holds for young riders, then the AMA, track promoters across the country, riders and parents better get geared up for a highly successful season. The year's first event was held at Shreveport, Louisiana, on March 22 and 23, with 169 youngsters representing 18 states participating in the short track event on Friday night and more than 250 riders

signing up for the motocross event on Saturday.

Despite the lack of organization on the part of the promoter and officials, which led to delays, confusion, mixups on scoring and ill-tempered parents, the racing itself was great. But then kids always have a great capacity to overcome problems.

Some of the best names in mini-cycle racing were at Shreveport, notably Gene McCay of Lexington, Tennessee,

last year's Y-AMA overall points champion; Mark Pledger of Pasadena, Texas, who tied for first in last year's 100cc expert class; Brian Ward, from Orlando, Florida; and Audie Ward, last year's 60cc champ, from Ozark, Alabama. There were also some dandy challengers.

Boothill Speedway was the scene of the short track event held on Friday night. Under the new Y-AMA rules, four classes are being run: 0-65cc; 66-75cc; 76-85cc, and 86-105cc. The 85cc class is

AUGUST/SEPTEMBER 1974/27



75cc novices prepare to start behind the rubber-band gate.



McCay (1) takes lead in first moto, went on to win 75cc Expert





class.



Jeff Tretara (76) leads Harry Heinz (70v), Troy Bush (43L) and Bobby Phillips around tight turn.



Coming off the line is the 85cc junior class.



Gene McCay of Lexington, Tennessee, dazzled the crowd all day with his fast riding style.

new for this year. Trophies were given through five places in each class for novices, juniors and experts.

Due to the large and somewhat unexpected turnout, practice was delayed and the races didn't get started until almost 9 p.m. And it was 1:30 in the morning before it was all over and the trophies handed out.

Gene McCay was in the spotlight and he was no disappointment as he took first in the 75cc expert class and then proceeded to take first in the 85cc expert class. However, since he rode the same bike in the 85 class as he had in the 75 class, he was protested, because his engine was too small for the class. To his credit, he gracefully accepted the protest and did not argue the ruling.

It would not quite be fair to say that

Saturday was repeat of the problems encountered on Friday night, but to some extent it was. Because of the large turnout, registration and inspection of bikes took much too long and practice had to be cut short. Whereas the races were scheduled to begin at 11 a.m., they actually didn't get started until after noon.

Site of the Saturday motocross event was Shreveport Motocross Park, which is located in the river bottoms about two miles from downtown. It is also the same track on which an AMA National Qualifying Event was held on Sunday. The track is a good test for motocross, but better for mini-cycles than large bikes, primarily because it is extremely tight and very short, only $\frac{3}{4}$ of a mile. In fact, lap times turned in by the top

mini-cycle riders on Saturday were within five to ten seconds of the top professionals on Sunday.

Apart from the tightness and short length, the track was still neat—sandy loam, tight turns, downhill, mud in spots, jumps, and enough whoop-dees to test the best of suspension systems. Even the starting area through the first turn was off-camber, uphill and rolling.

To permit riders to have as much time as possible between motos when they raced in more than one class, the event was run straight through a class, i.e., the 65cc class was completed before the 75cc class was run. There were two motos for each class, consisting of seven laps, which worked out to be about 10 minutes per moto.

Smallest class of the day was the 65cc group, which drew only about 20 entries and only four experts. Although the number of entrants was small, the racing was impressive. In the 65cc novice event, Barry Pacham of Tupelo, Mississippi, and Jimbo Ward, from Ozark, Alabama, battled it out for first, with Pacham taking first overall with a second place finish in the first moto and a first in the second. Jimbo had taken the first moto, but finished behind Barry in the second, giving Barry first overall. Finishing third overall was Mark Julian from Houston, Texas on a Yamaha.

The 65cc junior class had seven riders, with Michael Kelly of Davisonville, Maryland, on a Yamaha, taking an impressive first in both motos. Mark Murphy took second in both motos and Rocky Jackson took third twice.

There were only four 65cc experts, but they put on a fine race. Dave Stansky took first with wins in both motos, followed by Troy Bush, Iron City, Georgia, taking second in both motos. Jody Stikes, Henry, Illinois, and Doug Hayes switched back and forth for the third and fourth spots respectively, with Jody taking a fourth in the first moto but a third in the second to edge Doug out overall.

The 75cc class drew the largest number of riders of the day, with some 46 riders in the novice class and 40 in the junior class. As a result, elimination motos were run in both the 75cc novice and junior classes. Emerging as the top rider in the 75cc novice class was Steve Jelks on a Honda. Steve took a first in both motos for the overall win, followed by Barry Shelton, on a Yamaha, who had third and second in the two motos, and Randy Small, who finished second in the first moto and third in the second.

In the 75cc junior event, Mark Barr,

(Continued on page 47)

Although the YZ-80 is a pleasant little scooter with good handling and good looks, it isn't really competitive in 80cc motocross racing in its standard form because the engine is very mildly tuned. The modified version we are about to describe should be very competitive on anybody's race course. The dynamometer (Photo No. 1) tells us that the modified version has twice the horsepower of the stock model. That may sound incredible, but the dyno doesn't lie.

Let's first take a look at some of the stock items that are responsible for the rather low but flat power curve. The intake tract is the biggest culprit so lets look at it.

Starting out at the air filter we find a washable foam filter (No. 2) with a rougher outer surface that looks like a shag rug. It is contained in a small sheet metal air box and connected to the carb via a flexible rubber hose. While this filter is adequate with the stock performance, it is too small to be used on

the modified engine, which passes a heck of a lot more air.

A look at the Fun N'Fast conversion used on the modified engine shows not only a much larger filter (No. 3) but the filter cover (No. 4) exposes a larger area of the filter to incoming air. This aids the air flow tremendously but also increases the chance of drowning the filter in wet going. From the air filter the air must pass through the carb and be mixed with the proper amount of fuel to satisfy the needs of the engine.

YAMAHA YZ-80, ONLY BETTER

The Sport Time Yamaha Treatment



The standard carb is a concentric float, slide operated, affair, with a small 16mm bore (No. 5). It's easy to see why the 24mm Mikuni (No. 6) on modified engine is able to pass more valuable fuel/air mixture into the engine. The use of a carb this large on an 80cc engine is made possible with the use of reed valves which only let in as much as the engine requires, no matter how big the carburetor is.

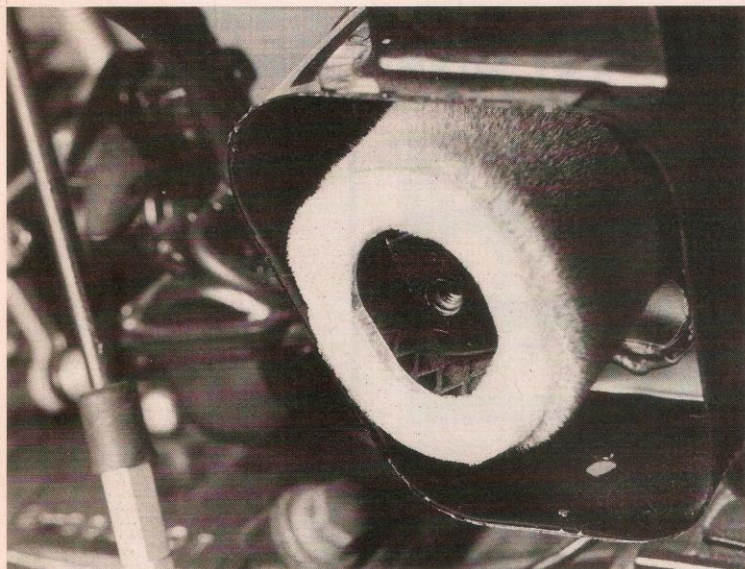
Lets have a look at the standard manifold (No. 7) and reed cage assembly. The

small 16mm hole in the manifold matches the standard carb. The standard reed assembly (No. 8) has two small metal reeds on a 45 degree angled cage. The oil is injected through the fitting on top of the reed cage.

A look down the throat of the DH reed conversion shows the large 24mm bore (No. 9) to match the new carb. It also retains the auto-lube fitting on top. The DH reed assembly (Nos. 10 and 11) has two sets of reeds on a triangular cage. The increase in air flow thru here

is easily understood—twice the area has to mean more air can get through!

Once through the reeds, the fuel/air mixture passes through the intake port (No. 12) into the crankcase. When the piston starts its downward stroke, the reeds close and compression of the fuel/air mixture in the crankcases and the cavity of the piston begins. The mixture is compressed until the top of the piston uncovers (No. 13) the transfer ports in the cylinder wall. The mixture then flows up through the transfer passages



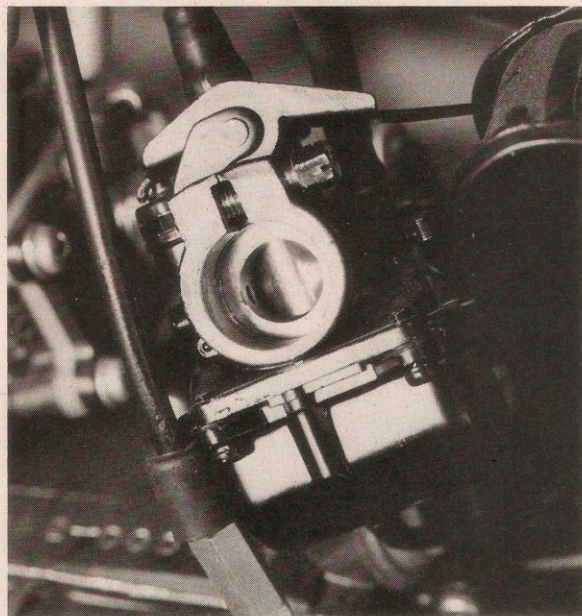
2) Standard air filter is fairly waterproof and seems adequate for stock engine.



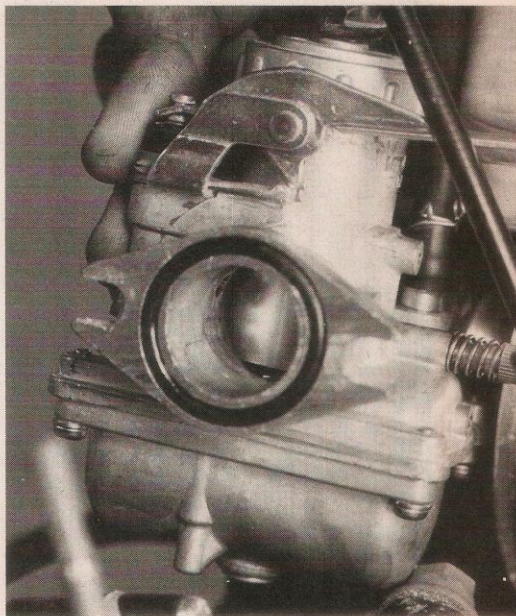
3) Fun N'Fast air filter conversion has attractive, large, aluminum cover, stays out of riders way but may be susceptible to water problems.



4) Greatly increased volume of air box and giant filter are a necessary part of the modified intake system.



5) The standard carb is an eye-dropper compared to the 24mm on the modified engine.



6) A 24mm Mikuni supplies the increase in breathing capacity for the modified engine.

(No. 14) cast into the cylinder, up into the combustion chamber through the transfer port windows.

On the Yamaha, use of the reed induction allows the intake port to also function as a transfer port. Normally, in a piston-port engine the intake port is closed before the transfer ports are open very far, keeping the mixture from escaping back out through the carb instead of being forced up through the transfer system. With the reed valves in place, however, the mixture can't escape

back through the carb, so the intake port can be left open longer.

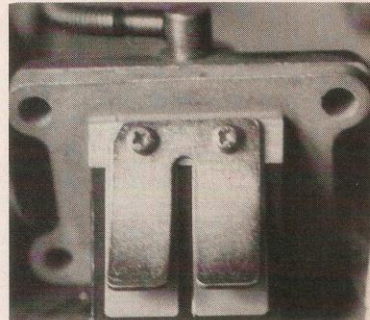
At the rear of the cylinder base an additional transfer passage (No. 15) is cast into the crankcase. A matching one (No. 12) is connected to the intake port, which has two additional transfer windows cut into the cylinder wall above the intake passage. The mixture flows up through this passage until the intake port is closed by the piston. Then the mixture continues flowing through holes in the piston skirt (No. 15) until the

reed valves open again starting the whole process over. Sport Time's shop up department elected to leave these passages untouched, and the only modification to the cylinder is at the exhaust port.

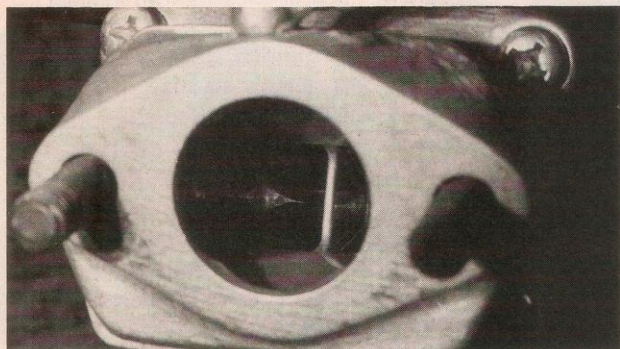
The exhaust port window (No. 16) has been raised and widened and the port ground and polished to match the new size and shape. This gives the effect of lengthening the duration of the exhaust opening time and increasing the flow coefficient through the port. These two modifications tend to narrow and



7) This peep-hole is where the standard carb mounts to the reed cage.



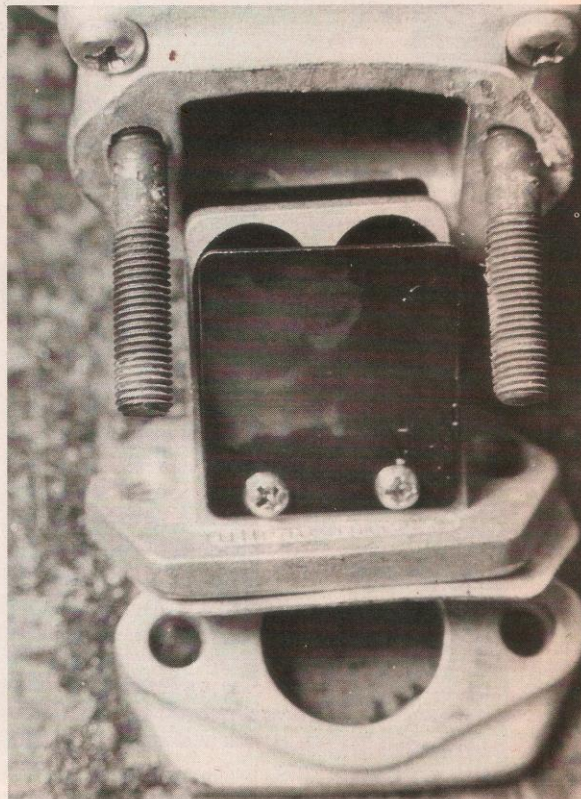
8) Two-petal reed cage on the standard engine has about one-half or the area of the DH conversion.



9) Plenty of room here for the fuel/air mixture to pass into the reed area. 24mm Mikuni bolts up flush.



10) Triangular shape of DH reed cage allows use of two sets of reeds, making better use of the available port area.



11) This is how the reed assembly mounts to the standard cyclinder. No drilling or tapping necessary for installation.

elevate the power band, depending upon the length and shape of the exhaust system.

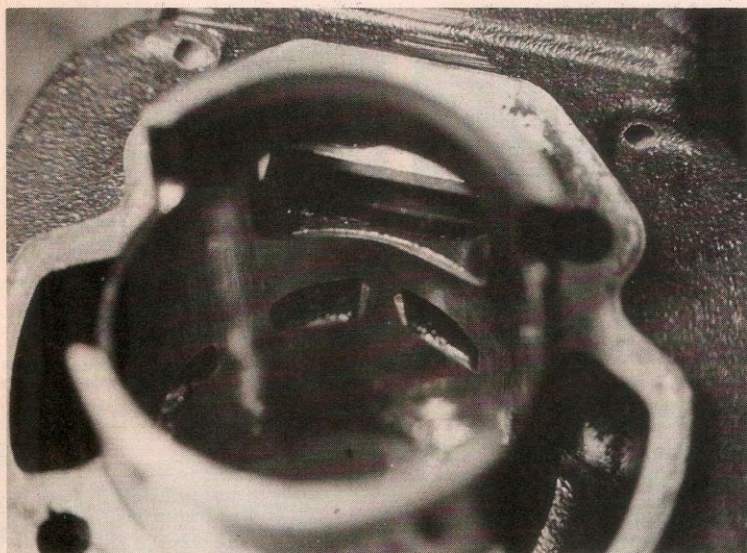
A look at the standard exhaust system, versus the expansion chamber worked out by Sport Time and Tommy Turner, helps explain, along with the modified exhaust port, the difference in the shape as well as the level of the horsepower curves on our dyno sheet (No. 17). Notice that the standard engine shows an extremely flat power curve, while the modified version has a much

higher, but shorter, peak power range. Part of this difference in curves can be explained in the design of the two exhaust systems. The standard pipe has a rather long (No. 18) head pipe connected to a sort of expansion chamber/muffler (No. 19) of small angles and dimensions. The Turner pipe has a much shorter head pipe (No. 20), and a large angle of divergence and larger diameter overall (No. 21). The long head pipe is one way to widen the power curve on two strokes, but is detrimental

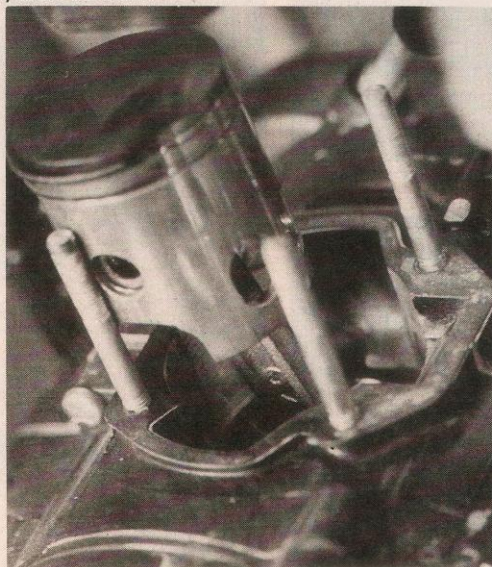
to peak power after it passes certain proportions related to the entire design of the system.

The Turner pipe used on this application certainly is the key to the high performance brought out by this hop-up. Although it tends to get in the way of the rider's leg, there is no doubting its effectiveness in increasing power output on the YZ.

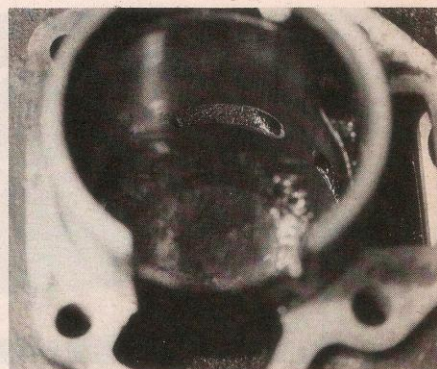
The next step in this hop-up is a modified cylinder head. Milling and reshaping of the combustion chamber (No.



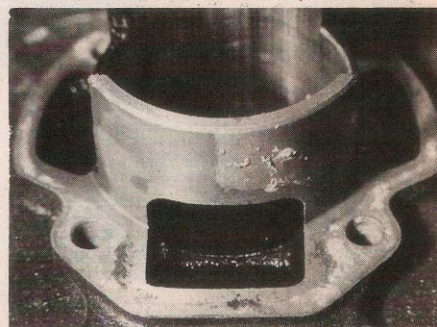
12) Large intake port also serves as an additional transfer port when reeds are closed. Notice the two transfer windows directly above the intake.



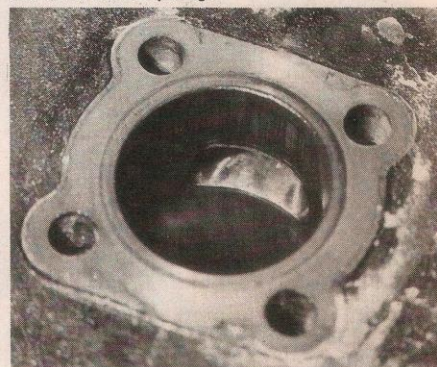
15) The two normal transfer ports cast in the crankcase are on either side of the cylinder. The additional port is shown at rear of piston. Holes in the intake skirt of the piston allow the mixture to transfer through it into the intake port area after the skirt has closed the port.



13) Small window visible on left of cylinder wall is one of two "normal" transfer ports.



14) The two passages on either side of the bore are the "normal" transfer ports. The one at the rear connects with the intake port to form the additional transfer passage.



16) This view shows the modified exhaust port. Raising the top and widening the sides allow more efficient flow and longer duration of opening time.

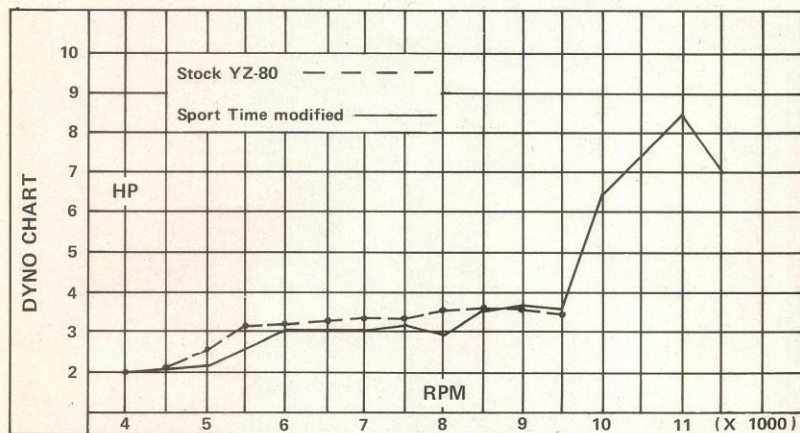
22) has raised the compression cranking pressure from 95 pounds per square inch (with the modified exhaust port) to 125 p.s.i., which allows a much greater torque peak due to the increased compression. Although the modified standard head didn't create any really bad overheating while dyno-testing, Sport Time is only using it as a prototype combustion chamber. They hope to have a racing cylinder head ready for production shortly, to go along with their hop-up kit. It will have increased cooling fin

area and mass to aid cooling for longer engine life and sustained high performance running.

That rounds out the modification of the engine, a nice, simple, package that brings out a great, big boost in power at relatively small cost per power increase to the buyer. Riding the modified YZ is a blast. It seems to have two separate power ranges as the dyno would indicate. The use of the reed valves allows good low speed running and the bike can be used for puttering around or trail

riding. However, once onto its second power range ("on the pipe"), it turns into a real tiger. Wheelies, power slides, fast starts and flat-out going are a real thrill on a bike this size, and the Sport Time hop-up kit supplies these in spades.

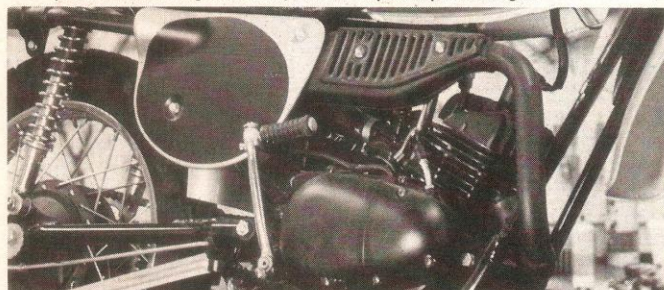
The final kit, still in the late stages of development, will probably cost under \$225. For further information, contact Howard Hooper, Sport Time Sales and Service, 18449 Ventura Blvd., Tarzana, CA 91356. Phone: (213) 343-1936.



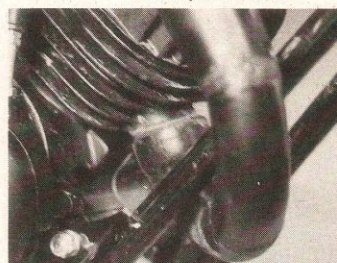
17) Notice the difference in the shape of the power curve as well as the maximum power peak. Modified engine actually has two separate power ranges.



18) YZ's standard exhaust system features a very long head pipe which provides a flat power curve.



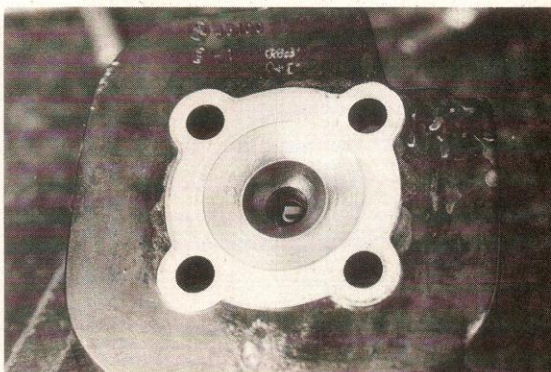
19) Expansion chamber part of standard exhaust tucks in out of the way and is very quiet but lends little to engine performance.



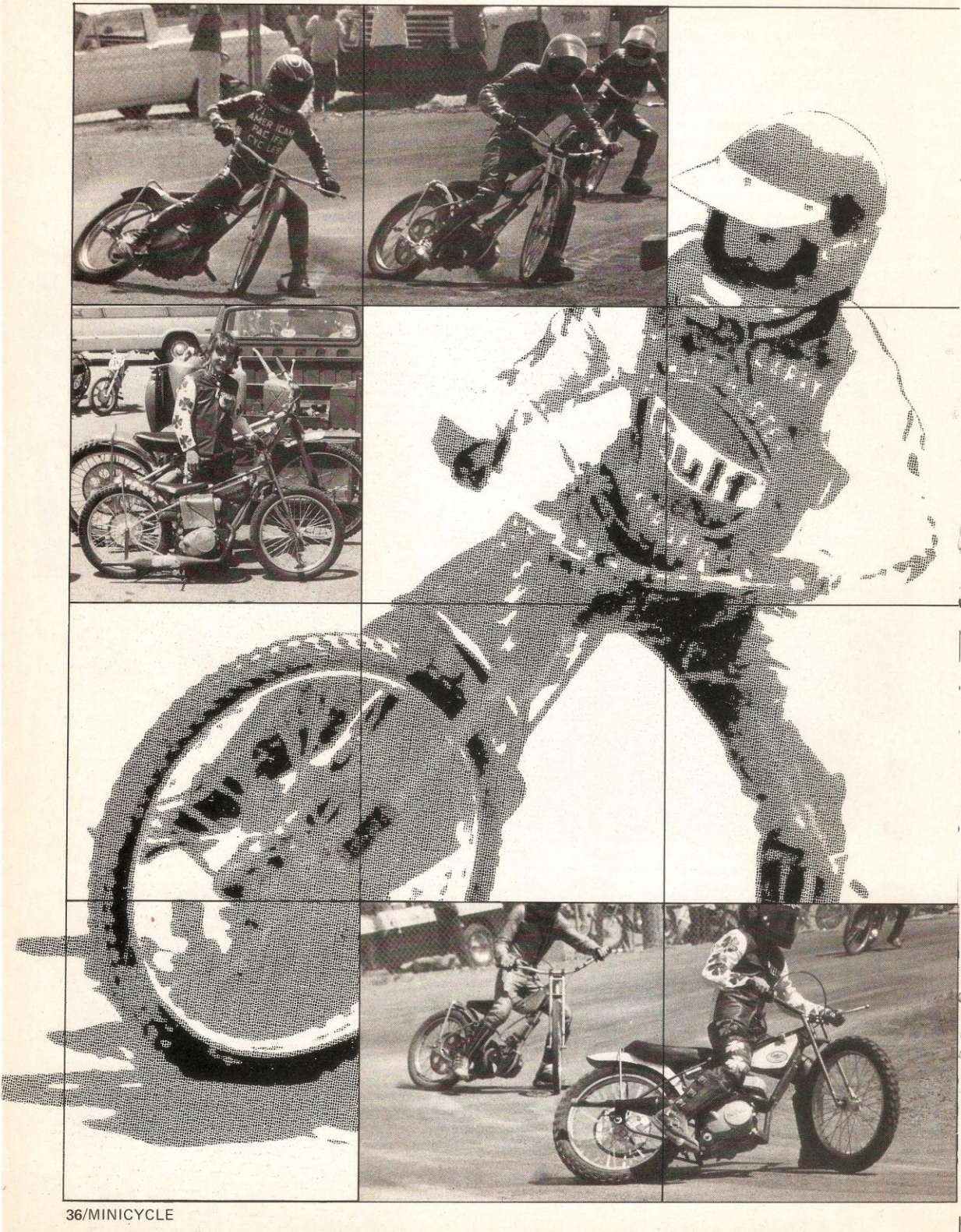
20) The short head pipe of the Turner exhaust slips over the standard threaded flange and is held in place by a spring.

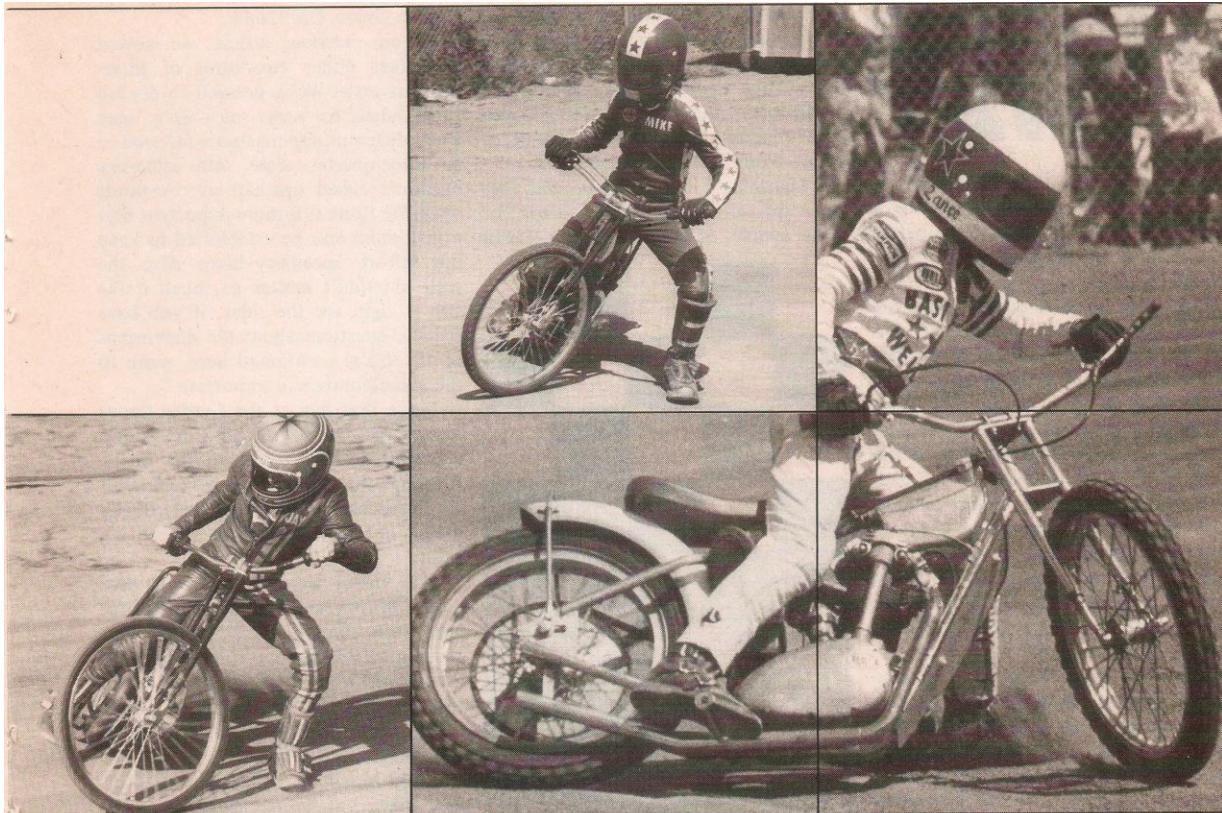


21) Huge Turner pipe is bulky but effective. Heat shields offer some protection to the rider's leg. The long stinger-silencer helps tame roar.



22) Standard head is modified by milling and reshaping. Sport Time intends to replace it with a complete new head for better cooling.





MORE MINI-SPEEDWAY

Tomorrow's World Champs

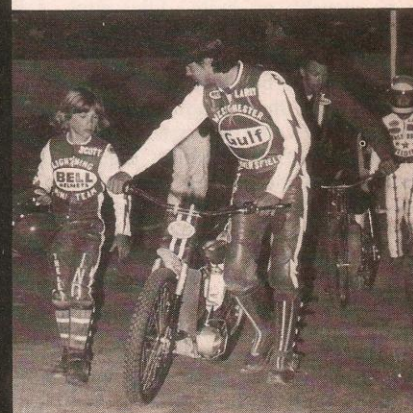
For about three years, mini-speedway has been waiting to be born. The scaled-down bikes, with their undersize and underage riders, have been used primarily as a half-time exhibition at the regular speedway races. Last season, however, the mini machines and riders became numerous enough that the intermission exhibitions turned into real races. Spectators enjoyed the junior competition, and promoters and organizers had to take notice.

In our April 1974 issue, we predicted that mini-speedway would change from a novelty into a true competitive event. That seems to be taking place right now. At a recent meeting, the National MiniCycle Association and several interested parties put together the first, tentative rules for mini-speedway racing.

The rule writers included: Ron Henriksen, head of the NMA; Ted Moorewood, NMA official and owner of Cycle

Town, builders of mini-speedway bikes; Mike Bast, defending National Speedway Champ and owner of Mike Bast Racing Specialties, which builds a mini-speedway bike; "Lightning" Larry Shaw, number three speedway racer in the country and importer of Hagon frames and Hodaka engines for mini-speedway; Don King, whose son, Lance, rides the Bast machine; Tom Moran, whose sons ride for Cycle Town; and Harry Oxley, promoter of speedway races at Costa Mesa, California, and the man behind the phenomenal revival of speedway racing on the West Coast.

One week after the rule-making session, the speedway season opened at Costa Mesa. The intermission entertainment consisted of two heats of mini-speedway. This was no improvement over last year and there was no time to apply and enforce the new rules, but Oxley was still gauging crowd reaction. Possibly



AUGUST/SEPTEMBER 1974/37

SPEEDWAY

starting as early as the second week of the season, the mini racers will be a regular part of the schedule, participating in the rider parade and listed in the printed program.

Shawn Moran called on the luck of the Irish to win the first half-time heat. His brother, Kelly, was riding a brand new bike, and provided the only crash of the night when he dragged his shift lever and slid out. Mike Miller won the second heat, also on a new bike. He outgrew the machine he rode last year, so his dad, Russ Miller, moved the 100cc Honda engine into a larger frame. Jay Gianetti, who seemed to be the winningest in last year's exhibition races, chased Miller most of the four-lap heat, charging into the corners on Mike's tail but losing ground in the straights.

The seven Friday-night racers had so much fun they decided to get together two days later for some practice and more competition. Another young rider heard about it and came along. They made arrangements to run the mini-speedway bikes before and between mini-cycle races at a local, Jaycee sponsored track in Garden Grove, California. The dirt oval is slightly smaller than the Costa Mesa track, but just about right for the scaled-down machines.

Although the mini-speedway bikes didn't have the track to themselves, they were the biggest attraction of the day. Crowd interest was strong, and several racers of regular mini-cycles had a chance to try speedway for the first time. With opportunities like this for riders and spectators to get a good look at the bikes and the style of riding, interest is bound to grow and more bikes are likely to be bought or built. Like mini-motocross, the sport is sure to get bigger.

Since big-bike speedway has a ways to go before it becomes a widespread national sport, there is no reason mini-speedway can't grow just as fast. Tracks are opening up in Evansville, Indiana, Huntsville, Alabama, and Rochester, New York. The beauty of a speedway track is its simplicity and small size. You can fit one in an area which would never hold a mini-motocross track, and even TT tracks aren't usually so small. The Garden Grove Jaycees have agreed to run regular mini-speedway races on their track as soon as there are enough bikes to rate a separate event.

38/MINICYCLE

Since making bikes available is the first step in the growth of the sport, we don't mind giving a plug to the people who are presently building or importing bikes. They stand to earn a small profit on the sale of their bikes, but they'll also be helping to start a training ground for future World Speedway Champs.

"Lightning" Larry Shaw, who has been sponsoring mini-cycle racers for quite awhile, is now importing Hagon



speedway frames, which he matches up with Hodaka Ace 100 engines. He will sell the frame only or a complete bike. The Hagon is the longest of the mini-speedway bikes. For information, write to: "Lightning" Larry Shaw, 8405 Wakefield St., Panorama City, CA 91402.

A substantially smaller bike is being built by Mike Bast Racing Specialties, 18434 Oxnard St., Tarzana, CA 91356. The Bast bike contains a 200cc Triumph engine. We had some fears about such a big engine in a small bike, but young Lance King seemed able to handle it.

The Moran brothers ride bikes of two slightly different sizes, both built by Cycle Town, 12143 Studebaker Rd., Norwalk, CA 90650. The two bikes both have Hodaka 100 engines. That seems to be a very popular engine.

Three of the mini-speedway bikes which have been very active were built by Speedway Research and Specialties, 3865 South Main St., Santa Ana, CA 92707. Their bikes use McCulloch 101A engines without a gearbox.

American Pacific Motorcycles plans to sell accessories for mini-speedway. Russ Miller has been making tanks and fenders for many years. American Pacific

is located at 8725 Garden Grove Bl., Garden Grove, CA 92643.

In our previous article, we labeled the bikes either two-thirds or three-quarters scale. We've decided to discard those labels for now, since we've seen three different size machines referred to as three-quarter scale, and same-size machines called one-half or two-thirds scale. We think it is more important that a maximum size be established to keep out full-size speedway bikes. Also, the scale shouldn't matter so much if the size is right for the rider. If you have specific questions about the dimensions of the bikes mentioned here, write to the manufacturers or importers.

Since that day at the Garden Grove Jaycee track was some kind of milestone, we want to give credit to the riders. Although they didn't get any trophies, it was important because they were finally racing out of the shadow of the big bikes.

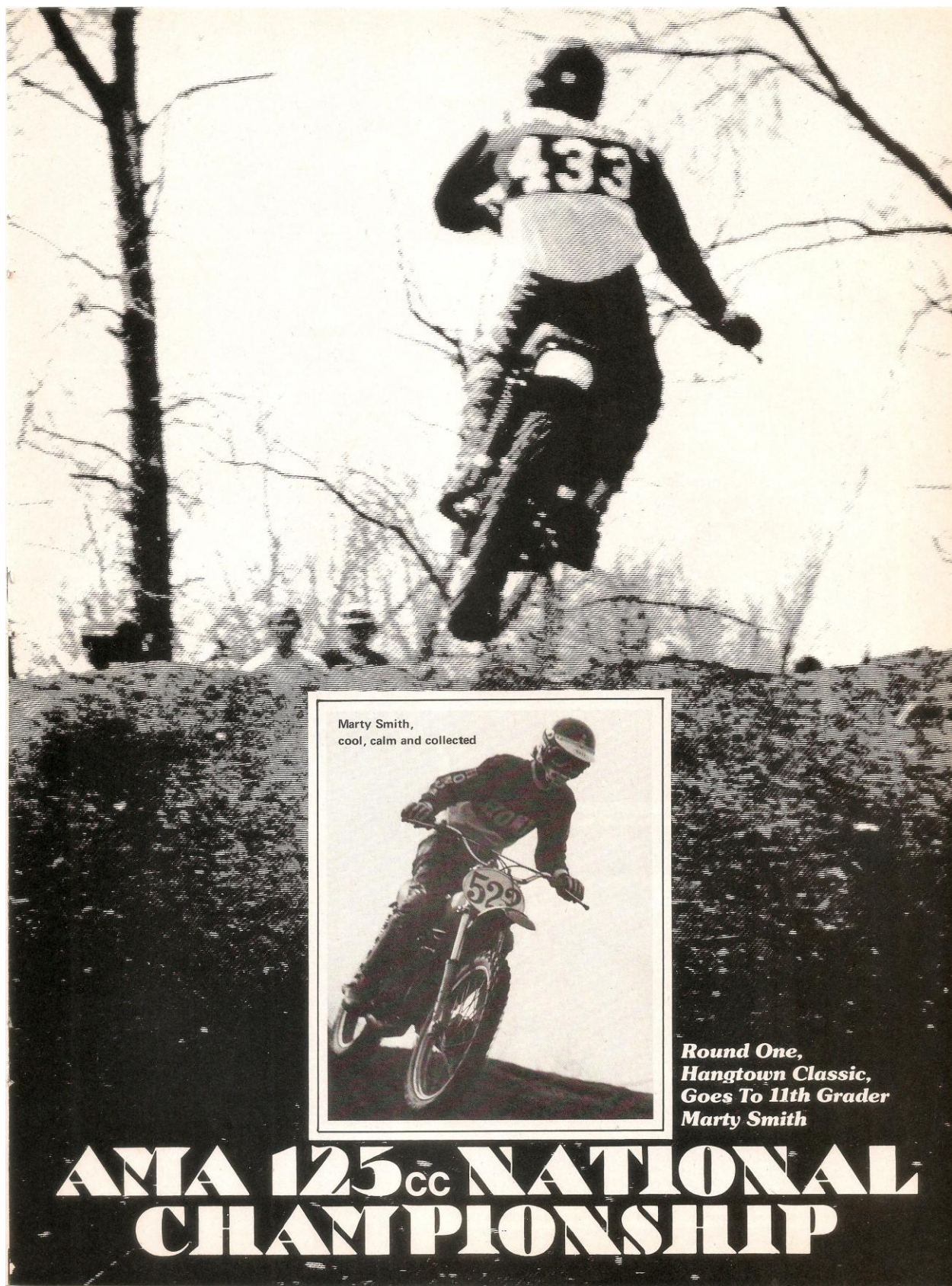
The riders were divided into two groups of four, and each group ran three heat races. Points were awarded according to finishing position, and when the points were totalled, the top two from each group transferred to a main event, while the other four ran a consolation main.

Kelly Moran was getting used to his new bike, and he ran away from the first group in all three heats. His brother, Shawn, ran a consistent third. Lance King, on the Bast bike, ran second in the first two heats, then crashed and didn't finish in the third. He still had enough points to transfer to the main along with Kelly. Scott Webb was a little shy of traffic, but grabbed a second in the last heat.

Dennis Sigalos, who rides full-sized speedway bikes as well as his McCulloch-powered mini, took first in two heats of his group. The thirteen-year-old threw a chain before the second heat and couldn't race. Jay Gianetti was right behind Dennis in the first and third heats and had the front to himself in second. Those two went into the main event. Mike Bloom had a second and two thirds, and Mike Miller had bike problems in every heat.

Kelly Moran won the main event and Shawn Moran topped the consolation race, both on Cycle Town minis. 'Twas a proud day for the Irish.

Inquiries about mini-speedway racing and bikes have come in from many parts of the country. We're hoping that this unique type of racing will catch fire rapidly. Then in a year or two, we'll be naming a National Mini-Speedway Champ. Don't be too surprised if it's one of the fine racers named above.

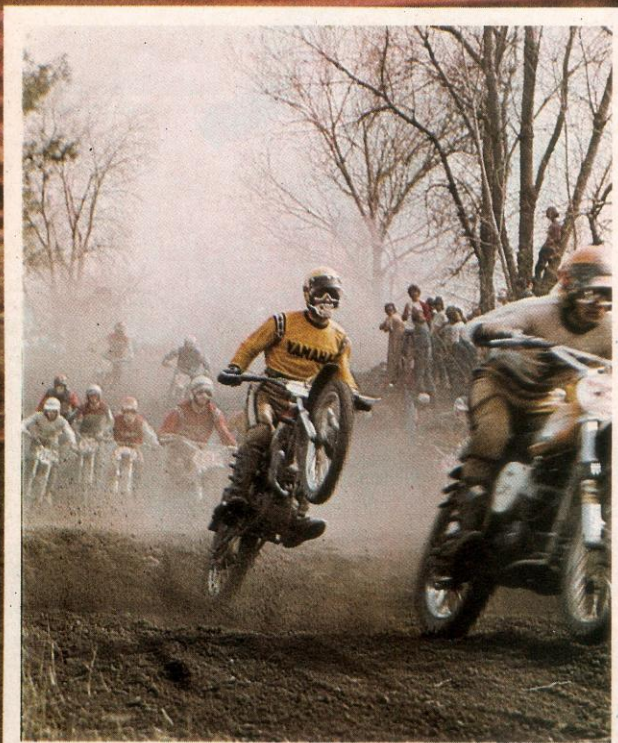


Marty Smith,
cool, calm and collected



**Round One,
Hangtown Classic,
Goes To 11th Grader
Marty Smith**

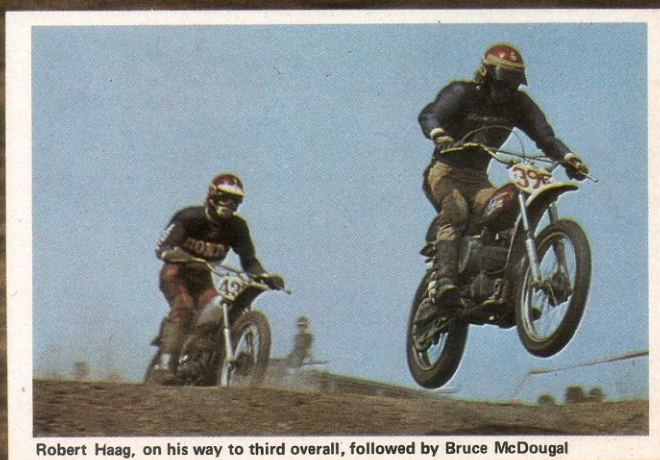
AMA 125^{cc} NATIONAL CHAMPIONSHIP



Tim Hart bangs his "mono" Yamaha through the pack



Kevin Henry (824) being chased by Swedish Husky rider Arne Nilsson (915).



Robert Haag, on his way to third overall, followed by Bruce McDougal

AMA 125

Seventeen-year-old Marty Smith stuck it to the older professionals in the first round of AMA's new 125cc National Motocross Championship, part of this year's Hangtown Classic at Plymouth, California, recently. This year was the first time that AMA has recognized the small displacement machines as a National Championship class. Previously, the hot 125cc riders had to content themselves with running as a "support" class.

Smith, a Honda factory rider, was clearly the most superior 125cc professional at the Hangtown bash. He repeated his win of last year's 125cc class at the unsanctioned Hangtown, although this year he did it with considerably more class. Winning the first round of the four-race Championship series puts Smith in a commanding position with 150 points, 30 more than second place man, team-mate Chuck Bower. With these two riders up front, Team Honda looks fair, at this early stage, to cop the title. On points they have only one challenger who is not on a Honda. He is third overall Robert Haag of Newport Beach, California, (100 points) riding consistent races on a consistent Husky.

Actually, Smith's only challenge came from Tim Hart, riding a brand new "mono-shock" Yamaha. These 125cc machines made their first appearance at Hangtown and are not yet available to the public. However, judging from their first showing at this event, they are going to be a machine to watch. Fast, and they handle. Tim took first in one moto but crashed in the third, breaking his wrist and sidelining himself for some time. Hopefully, he will be ready for the next round of the Championship series at Sears Point, California, June 30. Tim needs to do well at Sears Point because he finished in 15th spot (6 points) overall, despite his fine rides in two motos.

In the first moto of the 125cc class (there were three 20-minute motos for this class and two 30-minute motos each for the 250cc and Open classes) made it look as though a Honda factory sweep was in the making. Marty Smith ended with a 15-second lead over Bruce McDougal. Although the third place rider never got within striking distance

of McDougal, he was notable because of his mount. Eddie Cole was on a speedy 125cc Kawasaki, the motocross machine that has been coming, and coming, and is coming...later.

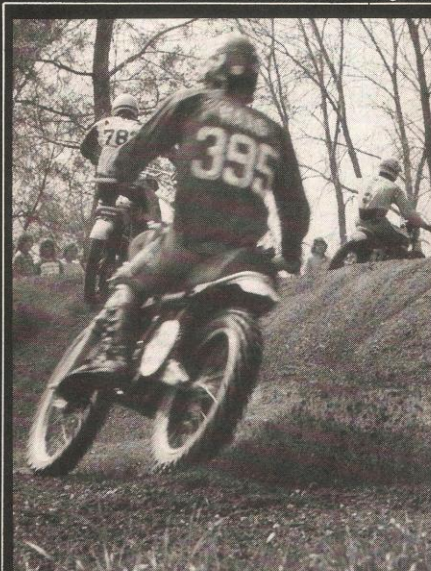
Most of the race media, and the AMA itself, couldn't have been watching the race very closely. They all had Cole listed as riding a Penton when, in point of fact, Cole made the switch recently to Kawasaki to campaign in the 125cc Motocross Championships. One of the newspapers actually had a big picture of Cole and his machine liberally splattered with green and Kawasaki stickers yet they still spoke of his "Penton". We thought we had slipped a cog faced with this evidence and the official results all talking about Cole's Penton, so we called Kawasaki and got the straight dope. Cole did very well for Kawasaki, considering it was his first time out for them, racking up a respectable eighth overall.

It is undoubtedly true that the factory riders have a built-in edge over

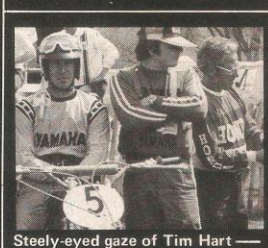
The real fight was for third spot. Eddie Cole, riding one of the new surprisingly powerful, Kawasaki 125cc motocrossers, held off the challenges of Honda factory rider Chuck Bower and Tim Hart, riding the aforementioned "mono-Yammy". Hart had gotten off to a bad start but had moved up until he ran into the Cole/Bower road block.

When the dust had settled and there was time to catch a few thoughts, it seemed obvious that the factory Elsinores were super strong. It was also obvious that Marty Smith was a great rider and completely familiar with the track. Put the two together you'd have to bet on the Smith/Honda team as the favorite...if you could find any takers. But there were still two motos to go and there are no sure-fire bets in motorcycle racing.

As the pipe dropped for the start of the second moto Marty Smith found himself entangled with a couple of riders who were in the process of stewing their bikes across the track. By the



Close competition in the first moto between Tim Hart, in the lead, Vincent Clark, Suzuki, and Robert Haag.



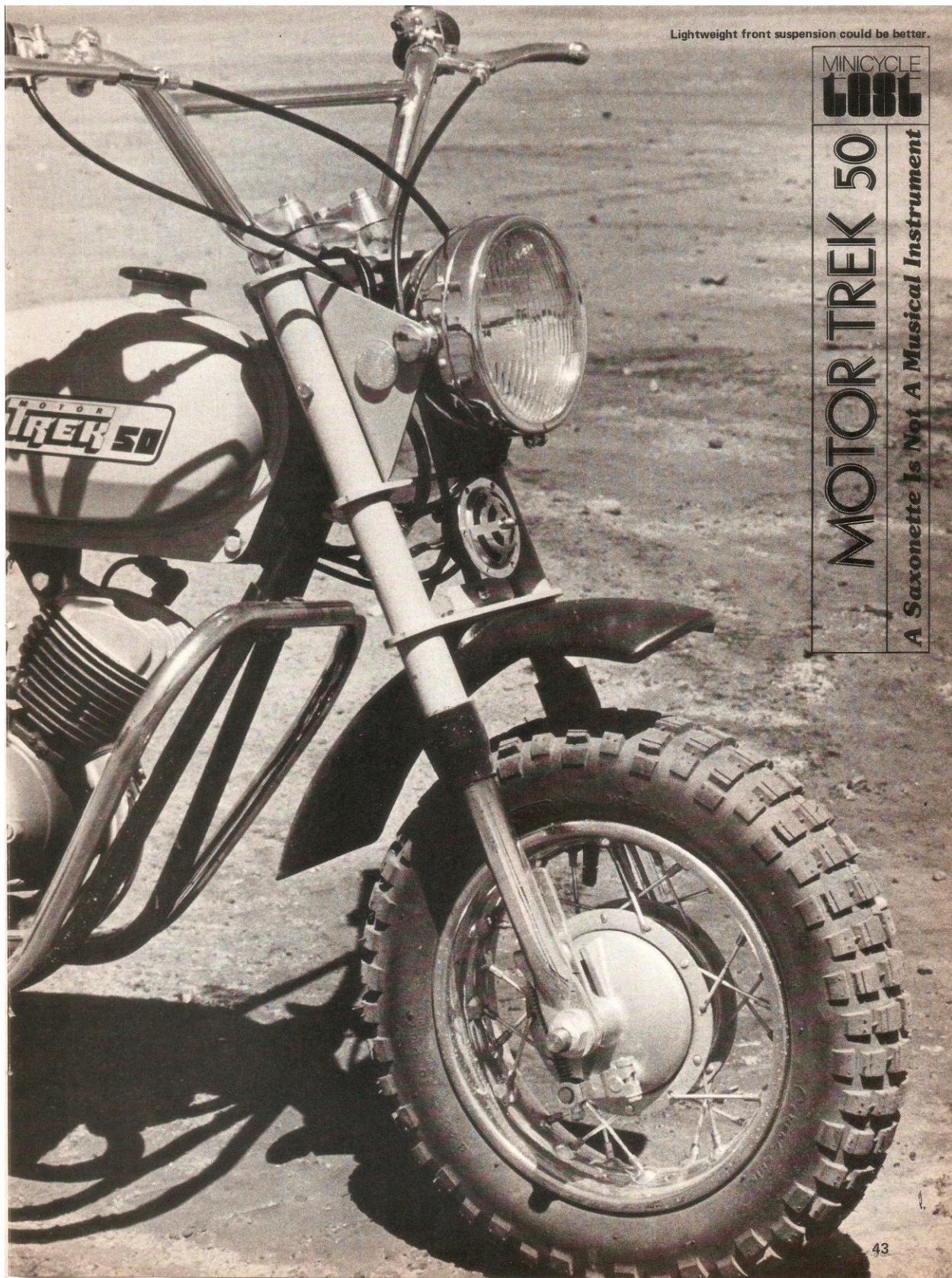
Steely-eyed gaze of Tim Hart —

the others but you don't get a factory ride unless you are among the best to start off with. This was obvious in watching young Marty Smith slice through the traffic like a hot knife through butter. He was a joy to watch although his style is not spectacular. At least he makes it look easy until you remember that the other riders are the best there are. Going wide, going under, any way at all, he picked off the slower riders without missing a beat. Bruce McDougal tagged along, a little way back.

time he had picked his way through, the youngster was back in about 25th spot. Meanwhile, up at the head of the pack there was excitement.

Early in the moto, Northern California rider Danny Turner pushed his Husky out into the lead, hotly pursued by Tim Hart's Yamaha. The crowd of 15,000 went wild, whipped up by an announcer who nearly flipped his lid. The local rider held off Hart for nearly half the moto but it was obvious that the "yellow peril" had the edge and finally

(Continued on page 59)



Lightweight front suspension could be better.

MINICYCLE
TEST

MOTOR TREK 50

A Saxophone Is Not A Musical Instrument



Small bike fits small people, also is fun for big people.

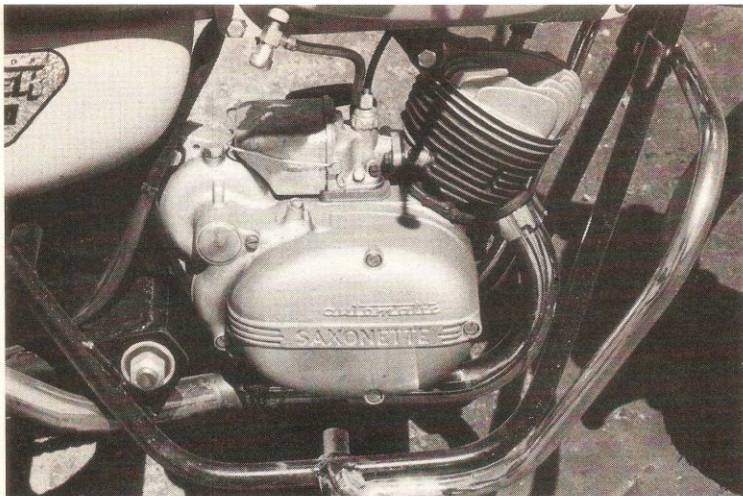
396 cu. in. storage space under seat is simple, great idea.



44/MINICYCLE



Motor Trek 50 is a neat little mini with automatic shifting.



Power plant is Sachs automatic Saxonette with reputation for reliability.

While the major manufacturers are concentrating on making full-fledged miniature motorcycles for the mini-cycle market, there are still some companies building smaller machines which would be more aptly described as mini-bikes. Motor Trek Manufacturing is one of those companies.

We tend to look back at the many mini-bikes of past years with a touch of amazement at their limitations. However, we were pleasantly surprised by the relative quality of the Motor Trek 50.

Until about a month before this writing, we had never even heard of Motor Trek. Their representative called us one day and expressed interest in *MiniCycle* magazine, at the same time letting us know their 50 was available for testing. We put in our request over the phone, and Motor Trek had the bike on the truck from Mobile, Alabama, the next day.

Photos arrived before the crated mini, so we weren't totally surprised when we opened the box. Incidentally, if we ever do a comparative test of mini-cycle packing crates, the one from Motor Trek will probably be rated best. Usually, uncrating a bike requires a crowbar, an engine hoist, seven wrenches, and at least two strong individuals. This time, all we needed was tin snips and a screwdriver to open the crate, one energetic person to lift the bike out, and a couple wrenches to reattach the handlebars and footpegs.

Meanwhile, this story is supposed to be about the contents, not the box. As we mentioned, that was also a pleasant surprise.

The Motor Trek styling has little in common with the rigid-frame mini-bikes of the past. We wouldn't call this the prettiest bike we've seen, but it's not altogether without charm. The construction is neatly done, which shows us that

care was taken when they put the pieces together. The choice of a few of those pieces, however, we would have to question. But only a few.

The wheels and tires, of course, are small, in perfect proportion to the rest of the machine. The 10-inch spoked rims look better than the possible alternative, solid rims, which show up on many of the smaller bikes. That's one of the good choices.

That leads us to the suspension, which didn't thrill us very much. The front forks in particular looked, felt, and sounded a little bit rinky-dink. They're the simple, metal, telescoping units with a noisy, interior spring. The manufacturer hinted at some improvement in that department, so maybe we can expect some more efficient springs or hydraulic dampening. Production costs could be a limiting factor.

The rear suspension was a little better, but the overall ride was a good deal short of cushiony comfort, especially for our average-weight adult rider. Although the size of the machine makes it most suitable for rather young riders, we have to keep the big people in mind. The presence of a license plate bracket on the back end means this bike is presumed street legal in some areas. Therefore, people big enough to obtain a driver's license will be an important portion of the interested potential buyers. The actual street legality will have to be checked state by state. This bike wouldn't make it in California (one of the strictest), because it doesn't have turn signals and the tail light won't stay on when the engine is off (no battery). The lights and horn work off the fly-wheel when the engine is running.

Speaking of the engine (how's that for smooth transition?), we were quite pleased with the tiny powerplant. It's a Sachs 47cc Automatic Saxonette pro-

ducing 2.4 hp. Considering the limited fuel feed and the limited range of the transmission, the engine pulls quite well, even with the aforementioned, average-size adult on board. We didn't climb any mountains, but we successfully attacked some moderate hills. Our speed runs achieved somewhere near a blistering 25 mph after building up momentum on flat ground.

The fuel feed is through a 12mm Bing carburetor, which seems to grow out of the Saxonette engine case. That's not a very big throat to pass gas through to the engine, but it seems to be sufficient. The carb has a "tickler" to aid starting. A couple or three pushes on the plunger fill the carb with gas, with an overflow so you won't overdo it. Then, with the throttle opened one-quarter, a yank or two on the pull starter rope would get it started. We forgot to use the tickler a few times and wore ourselves out pulling on the rope.

The air box is also tiny. It's a metal-enclosed unit clipped on the back of the carb. Inside, it is divided in half, with the air filter up against the carburetor opening on one side, and the air intake on the other side, same size as the carburetor opening. Access is easy for cleaning or filter replacement.

The transmission is the other limiting factor on the engine. The automatic two-speed is different from any automatic transmission bikes we've ever ridden. Actually, it works like the automatic transmission in a car. It's already in gear when you start the engine, so you just crack the throttle and build up some engine speed to take off. After the first gear tops out, the trans shifts into second, which is as high as it goes. You can convince it to shift a little early by backing off on the throttle when you get in the right rpm range. That's about as much control as the rider can have over the timing of his shifts. The down-shifting is equally automatic. The Saxonette snicks into first as the revs drop, just before it bogs.

We thought the automatic would be a menace in certain situations, but I think we were unnecessarily concerned. Climbing hills (little ones) was an example. We would build up speed on the approach, following our usual practice. The problem was that the automatic would shift into high gear, which was fine for the approach but wouldn't have enough pull for the incline. When we started up the hill and thought the engine would immediately bog, the crafty, little machine down-shifted and pulled us up the moderate slope. Steeper

hills were a definite impossibility, due to the size of the engine and overall bike.

A young rider with a studious interest in wheelies was fooled by the Motor Trek transmission. His usual practice is to motor along at relatively slow speed, ease off the throttle just a little, then come on with a sudden burst which lifts the front end. He tried this on the Motor Trek, starting in first gear, but every time he eased off the throttle before the burst of power, the engine shifted into high gear, as mentioned earlier. The sudden change to a higher gear and lower engine speed left him without the torque to lift the front end.

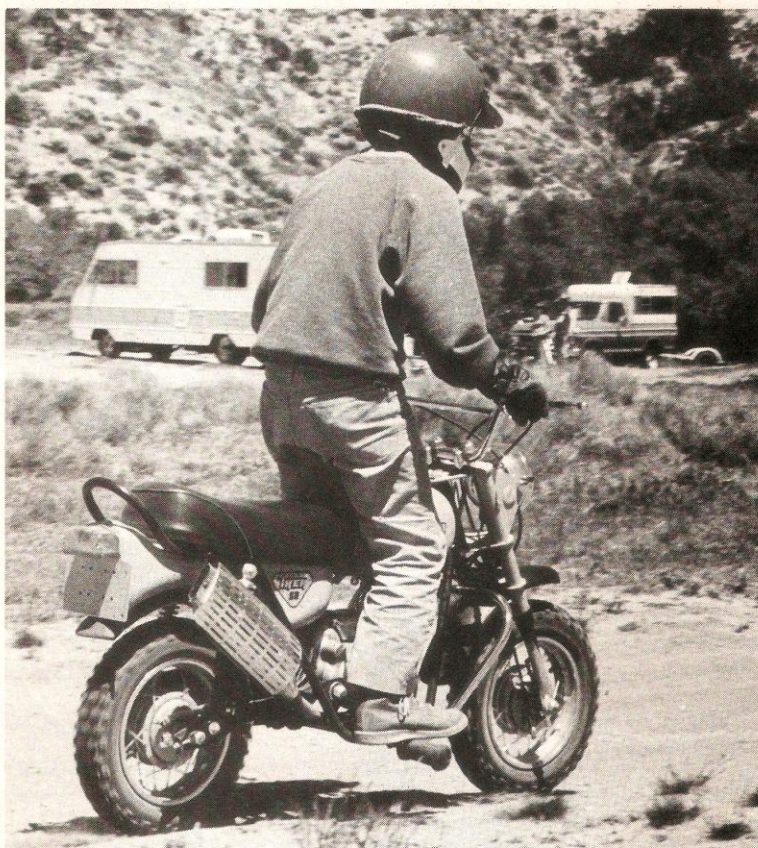
Generally speaking, we were impressed with the performance of the automatic. Although we didn't have much control, the trans was consistent, which meant that it was predictable once we got used to it. Motor Trek brags that this system has been proven reliable in many applications.

Coming out of the engine in a different direction, we have to comment on the exhaust system. It's quiet, apparently efficient, and...strange. The muffler looks exactly like the one Tecumseh sent us for an eight horsepower side-valve four-stroke. But the Saxonette is a two-stroke. We can't figure out why Motor Trek chose that particular muffler, but it seems to work very well.

Now we have to bring up one of the best ideas we've seen on a mini-bike since suspension. Dying of curiosity, we unclipped one side of the big, comfortable seat and flipped it up out of the way. And there we found...empty space; 396 cubic inches of air. That's a good idea? Certainly! The air is surrounded by a high-impact plastic shell, which is shaped to fit all the dead space under the seat and over the back wheel. The result is the neatest little under-seat storage box we've ever seen. You can carry lunch, a six-pack of whatever quenches your thirst (but it's not watertight, so you can't keep it on ice), or a toothbrush. While the test unit is still around, we plan to cut some padding so we can carry a camera, instead of letting it flop around on our neck.

Any further praise or problems on the Motor Trek 50 would be nitpicking, so we'll leave it at that. Generally, this is a well-made general-purpose bike, with only as much ambition as it needs. And it's kinda fun, too. By the way, race fans, Motor Trek is working on a torque converter racer which will revolutionize that area of design. You'll see it first in *MiniCycle!*

46/MINICYCLE



Off-road fun bike has license bracket for street use in some areas.

MOTOR TREK 50

Manufacturer: Motor Trek Manufacturing, Inc., 3002 Mill St., Mobile, Alabama 36602

ENGINE

Engine type	Sgl. two-stroke	Compression ratio	7:1
Bore	1.496"	Carb.	12mm Bing
Stroke	1.654"	Ignition	Bosch magneto
Displacement	47cc	Lubrication	Pre-mix
Horsepower @ rpm	2.4 @ 6400	Fuel capacity	1 gal.
		Fuel requirement	25:1 reg. gas/oil

TRANSMISSION

Transmission type	2-speed auto	Final drive	No. 420 roller chain
Primary drive	N/A	Gear ratios:	
Clutch type	Wet centrifugal	1st	4.0:1
		2nd	2.21:1

CHASSIS

Frame type	Sgl. backbone, double engine cradle loop	Wheels	10" frt. & rear
Wheelbase	39"	Tires	3.00 x 10
Overall length	55"	Brakes	Internal expanding
Suspension:		Ground clearance	7.25"
Front	Telescoping forks	Seat height	24"
Rear	Swing arm, shocks	Handlebar height	32"
		Dry weight	100 lbs.

PRICE AS TESTED..... \$337 (approx.)

DUNE CYCLE

MOJAVE MODELS 500 E and 500 F

The latest, most powerful, "go anywhere" machines from Dune Cycle.

Both the 27 H.P. Kohler, 2 cycle 500 E engine and the 20 H.P. single cylinder 2 cycle 500 F engine provide the guts to get you there over any terrain. The units are fully suspended with leaf springs and automotive shocks for a comfortable and stable ride where the going is rough.

Braking is accomplished with a hydraulic disc brake. These models incorporate all the proven features of the previous models which makes Dune Cycle the leader in the industry. These include, low center of gravity and wide stance for stability, safety and ease of handling, rugged T-bone frame, automatic torque converter transmission, frame mounted pegs and heavily padded bucket seat for driver comfort.



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INTRODUCING

RACE READY, TRACK & DYNO PROVEN

J&B Racers are based on three of Honda's best...the CR-125; the XR-75; and the MR-50. But, aside from their excellent handling characteristics, the J&B Racers have little in common with the stock machines.

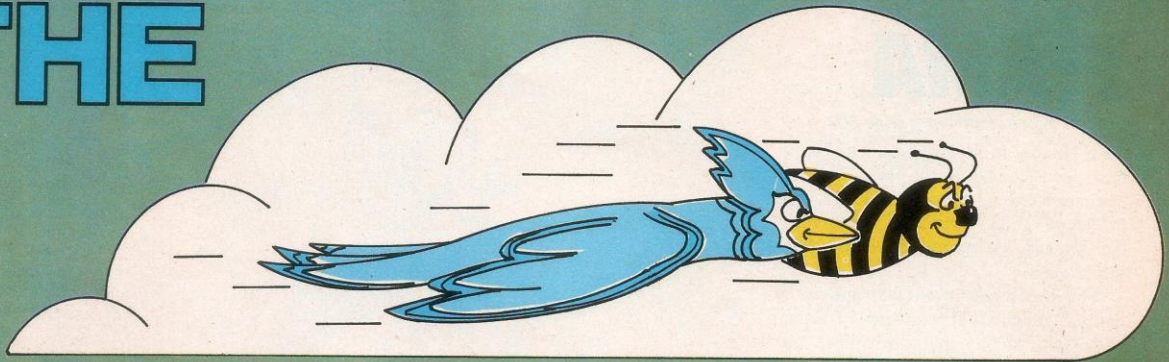
In the J&B Racer line-up there are two versions of the CR...a 125cc and a 100cc. The XR comes in four versions...a 60cc, a 75cc, an 80cc and a 100cc. Our Junior Mini-cycle, the MR, is a 50cc screamer.

The J&B Racers are not toys. They are full-house racing machines, track-developed by the J&B racing team (Brad Dutoit, Jeff Ward, Dave Carlson and Brian Myerscough) and dyno-refined by the J&B tech crew. With the right rider, J&B Racers are winning machines. The record proves it.



J&B ELSINORE 100cc & 125cc

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Dealer Inquiries Invited



J&B XR 60cc, 75cc, 80cc & 100cc

J&B MR 50cc JUNIOR MINI-CYCLE

Y-AMA

(Continued from page 30)

on a Honda, took first over Kip Pierce, also on a Honda. In the third spot was Michael Kelly on a Yamaha. Kelly, who displayed good style and consistency, had already locked up first in the 65cc junior class.

The 75cc expert event was one of the day's highlights. There were 19 riders, with Gene McCay the one to beat. But Gene simply turned it on and showed what makes a top rider. He grabbed the lead coming off the start in both motos and was never caught, although Glen Urquhart of Houston, Texas, tried as hard as anyone, even sliding out one time in a hard effort. Both were riding very hot Noguchi Yamahas. Nailing down the third spot was Sean O'Brien of Irving, Texas, riding a Yamaha GT-1 MX. Brian Ward and Audie Ward, both of whom are normally very tough, just didn't have it together as both finished poorly.

The 85cc class was strictly a Honda event with the exception of a couple of Barnts. In the 85cc novice class, Samuel L. Frajoy and Mike Miller switched back and forth, with Frajoy coming out on top with one and three finishes while Mike had four and one finishes. Bobby Calhoun took a third and a first for third overall.

In the 85cc junior class, Robby Parker took first going away with wins in both motos. Kelly Clinton had a third in the first moto but dropped to second on the next try, finishing second overall ahead of a very fast Ivan Neeper of Fort Worth, Texas, who took second in the first moto, but slipped to fourth in the second moto.

The 85cc experts put on a show almost as good as the 75cc experts, with Johnny Brantley of Lexington, Tennessee, blowing everyone off on his Honda. Johnny's first place finishes in both motos were solid, smooth and consistently fast. Poor finishes in the 75cc expert class must have turned Brian Ward and Audie Ward on a bit, as each seemed determined to show their true capability. Brian snapped back to take second overall with a second and third place finish in the two motos, while Audie, who had some trouble in the first moto and had to settle for eight, came back to take second in the final moto. Still, it wasn't enough for Audie who had to settle for fourth overall as Troy Bush on a Yamaha took third overall with consistent fourths in both motos.

The 105cc novice event was fairly cut



Mark Pledger of Pasadena, Texas, winner of the 105cc expert class

and dried, with Bobby Calhoun on a Honda taking two firsts for the overall win, Blake Bolander on a Suzuki taking two seconds for second overall, and Billy Orazio on a Kawasaki taking two thirds for third overall.

The 105cc juniors mixed it up somewhat better. Kip Pierce on a Honda took two firsts to wrap up the overall win. Wyatt Faulker on a Honda had two and three finishes to nail down second overall and Robby Parker, also on a Honda, took a fourth in the first moto, but closed in for a second in the final moto to take third overall.

Final event of the day saw Mark Pledger of Pasadena, Texas, zap the 105cc experts with comparative ease. Mark has traded in the Steen he rode last year for a very fast Barnt, and took both motos going away. Walton Cunningham rode his Honda to two seconds, followed by Richard Verhooser on a Kawasaki, finishing third overall with fourth and third place finishes in the two motos.

Overall, the Shreveport races proved a point: there is extreme interest in minicycle racing. All it needs is more attention from the AMA and better organization on the part of promoters. There are plenty of riders and very good ones. It would also be helpful if the

Californians would participate in the Y-AMA Series. They were noticeably absent from the Shreveport race, but this was not unexpected. Seldom do they leave their home tracks. For many riders and parents who do travel extensive distances, at their own expense, to compete in Y-AMA events, this is somewhat perplexing, particularly when the Californians, who consider themselves the best have the financial backing necessary to travel.

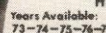
The California riders claim they are the best and all too often when riders from other states go to California to test them, the Californians win. Is this because they are truly the best, or more likely because they are racing on home tracks that are manicured smooth and the riders have the tracks wired in? The best and only way a national champion can be determined is to hold events throughout the country with the same riders competing on a truly national basis. This writer feels the Florida riders deserve a lot of credit for it seems they are willing to travel and often do. It is beginning to look like some Texas riders will do the same this year. Next Stop: Tabor, Iowa. Californians welcome.

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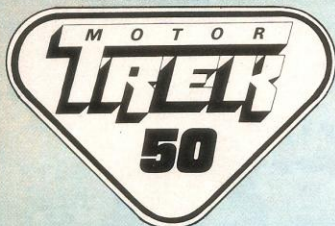
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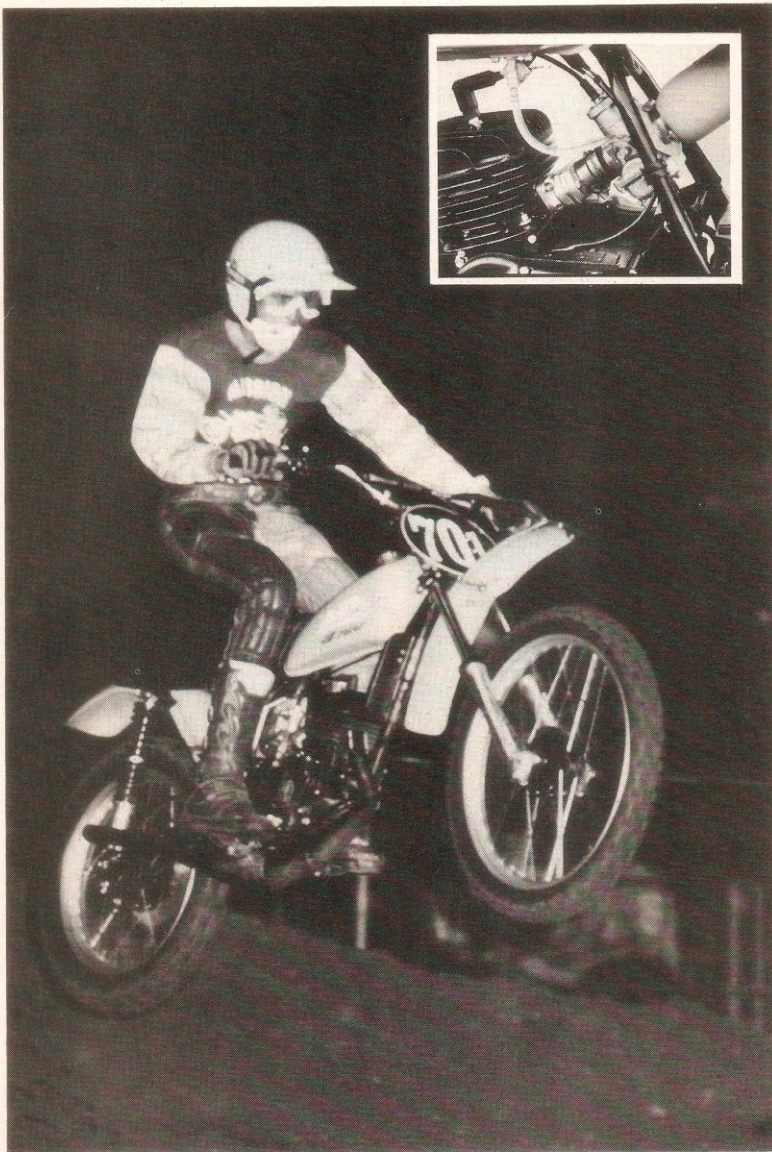
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It had to happen. The 100cc motocross riders just couldn't wait for Honda to build a competitive machine for their class. The logical answer was to shrink the 125cc Elsinore.

There have been many attempts to reduce larger engines to fit into similar classes in the past, usually with mediocre to disastrous results. In most cases, the machine was already a too-heavy 125 and the loss of displacement turned the slightly overweight 125 into a sluggish, under-powered weakling of a 100. Most of these engine-reducing exercises con-

sist of installing a thick cylinder liner and a smaller piston, decreasing the bore size by enough to squeeze into the smaller displacement class.

Besides the obvious disadvantage of fewer cc to produce power, there are one or two other things related to basic engine design that make the smaller bore into a less efficient (per cubic inch) engine. For example, if the engine was "under square" (stroke larger than bore) to begin with, decreasing the bore makes the effective area of the port windows too small to flow enough for

good performance. On this type of engine, shortening the stroke would make a lot more sense, since the port width could remain the same, allowing good flow characteristics. However, the cost of de-stroking is much higher than sleeving down the bore, since in most cases a new crank shaft and rod would have to be made.

Another disadvantage in sleeving down or de-stroking two strokes is the loss of primary compression in the crank case. Good primary compression is necessary to effect the transfer of fuel/air mixture from the crankcase to the combustion chamber via the transfer ports. Since we are compressing 25cc less mixture into the same size crankcase area, the compression suffers unless we can reduce the volume of the crankcase area enough to compensate for the loss of displacement. This is possible on some engines but difficult if not impossible on most of our modern engines. So, you can see that sleeving an under square, overweight 125 down to a 100cc displacement is an expensive exercise in futility. Why, then, you ask, are we wasting our time sleeving down the Honda CR125?

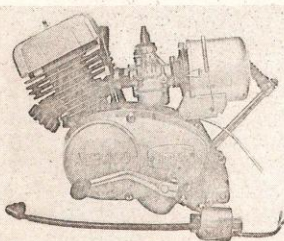
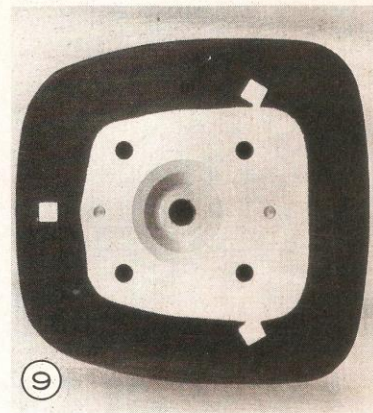
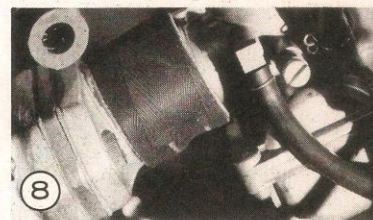
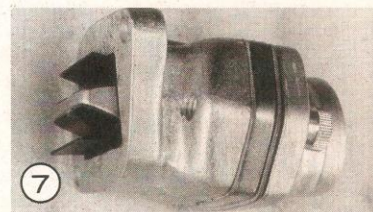
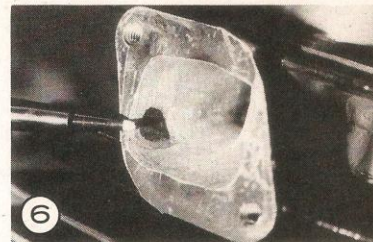
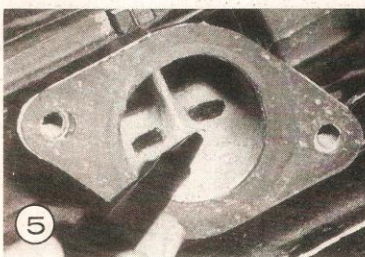
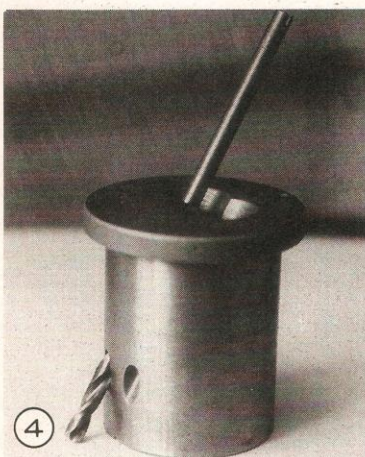
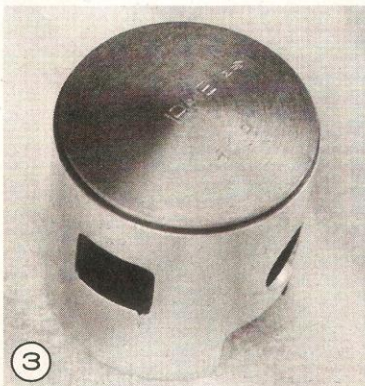
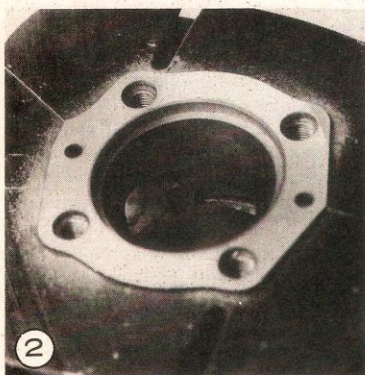
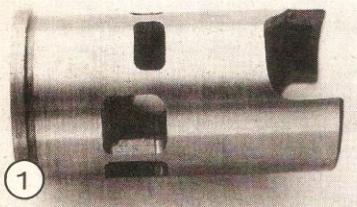
To begin with, the CR125 is neither overweight nor under square. The CR125 weighs about 180 pounds, which is not as heavy as many factory 100's. So, the result will not be an overweight 100, but a quite respectable one. Also, the CR125 is not under square, but actually quite over square. Reducing the bore from 56mm to 50.8mm results in a nearly square bore and stroke ratio, much more desirable than a grossly under square design. With these two obstacles out of the way, the Honda looks like a very likely candidate for reducing to a 100 by sleeving the bore down to size.

The "CR100" as produced by J&B Racing Equipment has proven not only to be competitive but a decisive winner. In the hands of Brad Dutoit, the CR100 completely devastated the 100cc class on its very first outing, at Orange County Raceway's weekly night motocross event. Brad turned in lap times faster than all but a few 125 experts in the process.

Let's have a look at how J&B does the trick on the "CR100". First, a suitable sleeve of good material had to be manufactured that would line up with the existing ports and could be pressed into the cylinder. The sleeve used in the J&B kit is manufactured to their specifications by Los Angeles Sleeve Company, one of the oldest and most reliable sleeve makers in the country. Next, the cylinder had to be bored out

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- 1) Heart of the CR100 kit is this extra-thick cylinder liner. Press fit holds sleeve in place.
- 2) Std. CR125 cylinder must be bored out to accept the new liner. Recess at top must be machined to accept top flange of the CR100 sleeve.
- 3) J&B special piston features "dykes" type ring and window for the reed valve booster port.
- 4) This special jig was built to machine the booster port into the cylinder wall allowing precision alignment and port angle.
- 5) Arrow points out area where the booster port enters the intake tract, just ahead of the reed opening, allowing direct transfer of part of the charge to the combustion chamber.
- 6) After the port is ground out to accept the reed cage assembly, epoxy is applied to the outer surface of the port wall to prevent air leakage into the intake tract.
- 7) This D/H reed valve assembly is the key to the wide power band and clean running found on the CR100.
- 8) Simple rubber hose and clamps connect the carb to the reed valve assembly.
- 9) The standard CR125 head must be re-machined to fit the smaller bore and produce the desired compression ratio.

to allow for a .003" interference fit and a recess machined in the top of the cylinder to accept the top flange of the new sleeve. The cylinder is then heated to 500°F for 20 minutes and the sleeve frozen to aid in assembly. Then the cold sleeve is pressed into the hot cylinder and aligned in a special fixture to line up the port windows properly. When the cylinder cools the liner is in there to stay. Then the sleeve is bored to accept the new smaller piston and the ports are hand finished to J&B specs and finally bead blasted to insure uniform flow quality.

The liner is precision honed to proper clearance on the single "dykes" ring type piston. Notice the piston has a window in the intake skirt. This is for the reed valve booster port. Remember what we said about loss of crankcase primary compression due to smaller displacement? The Honda has very large transfer ports and wide flywheels creating a difficult crankcase cavity to "stuff" for better compression. J&B gets around this quite nicely by using a modified version of the DH Reed Kit for CR125's. Use of the reed valve gives better crankcase sealing, which helps eliminate the problem of lower crankcase pressure by not allowing any blow-back in the intake port.

In order to use the reed valve kit, the intake port must be enlarged at the mouth which creates a slight problem. Opening the port enough for the width of the reed cage results in grinding clear through the outer edge of the casting, which then must be sealed to prevent air leakage into the port. J&B does this by applying a coat of special epoxy and curing at high temperature in an electric oven. This could be done by having the port area built up with heli-arc welding, but J&B says the chance of distortion requiring extra machine work makes welding impracticable in this area. Anyway, they've had no problem with the epoxy method and there are quite a number of them being run at this time.

In conjunction with the reed valve and modified piston, an additional booster port is machined into the cylinder above the intake port. It is aligned with the other transfer ports and connects into the intake port just ahead of the reed assembly. A special fixture is used to align and bore the booster port. The reed assembly is then a bolt on affair and adapters are available for a variety of carburetors. On the J&B racer a bored out and modified version of the CR125 carb is being used at this time with excellent results. The normal air filter is replaced by a sock type that fits into

the normal air box area provided by the standard side covers.

Next on the list of necessary modifications is the cylinder head. Since the bore has decreased, the cylinder head capacity must be decreased to maintain the proper squish band and compression ratio. J&B mills the standard head and recuts the squish band to give the head the desired compression and match the smaller bore. This is done on an exchange basis as are most of the modifications on this kit.

A vital part of all 2 stroke performance kits is the expansion chamber. J&B builds several different chambers for the CR125 and the CR100. Since the expansion chamber controls the power band, J&B offers more than one option to allow the rider to pick a power range that best suits his style and the type of racing he enters. The sponsored J&B riders all have different pipes for different tracks, night or day racing, and whatever other variables that have to be tuned for to assure maximum performance under all conditions. The only other modification on Brad's bike is slightly lower gearing to make up for low end torque lost by the decrease in engine size.

Installation of the kit is just like a normal top end job. J&B does all the trick work, and you can assemble the parts yourself or have them do the complete job. The completed CR100 is a gas to ride. You can hook it on coming out of the turns and let it wind forever, sometimes allowing the rider to avoid a few shifts per lap, which cuts lap time down any time you can get away with it.

On the dyno, the CR100 has slightly more maximum power than a stock CR125, but has to wind a few more revs to get it. The reed valve set up makes it nearly impossible to stall it at low rpm, and the ultra wide rpm range makes it a bunch easier to ride than a hot 125. Even though the modified J&B CR125 is faster in a straight line, the CR100 is more easily controlled, especially by new or small riders. It's a great way to go racing in the 100cc class and allows you to move up to a 125 later without buying another complete machine.

Comparing a ready-to-race J&B CR100 (you can buy one brand new and ready to go from J&B) to buying any other 100 and building it to compete with the Honda, you can spend about the same amount of money either way. Adding that to the fact that with a spare top end you could have a bike for two classes, makes the J&B CR100 a pretty attractive package.



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Here's your chance! Earn money for that new mini-cycle or whatever! Sell subscriptions to MiniCycle magazine...the only magazine for younger riders. Here's how it works...

- (1) For every one-year subscription you sell, MiniCycle will award you \$1; for every two-year subscription you'll earn \$2.50; for every three-year subscription you'll get \$4. Program ends midnight JULY 31, 1974, and all subscriptions must be post-marked before then to be eligible. Awards and checks will be mailed by August 15, 1974.
- (2) The subscription agent selling the most subscriptions (naturally, a two-year subscription will count as two subscriptions and a three-year subscription as three) will win the GRAND AWARD...a full racing outfit. This will include the newly designed 100cc Alsport Steen mini-cycle; Full Bore boots; a pair of Bates custom leather moto-cross pants; Shoei helmet; and from Speed Center, USA chest protector, goggles, Joffa mouth protector, two pair motocross socks, and motocross gloves.

In addition, there will be attractive awards for other leading subscription agents. We are still lining these up but they will include leathers, boots, helmets, chest protectors, T-shirts or motocross jerseys and, possibly, another mini-cycle. The exact list will appear in the June issue of MiniCycle.

- (3) Use the subscription blanks to the left of this column. Fill in the subscriber's full name, address, city, state and zip code number. The subscription blank MUST BE ACCOMPANIED WITH A CHECK OR MONEY ORDER for the length of subscription indicated. Please print. Don't forget to fill in the subscription agent information for EACH subscription sent in. Otherwise we will not be able to credit your account with the money you earn. Keep a record of each subscription you sell (full name and address of the subscriber and length of subscription) to make sure you get the full amount coming to you. If you need more subscription blanks, just let us know when you send in your orders. Don't wait until these forms are all used up.

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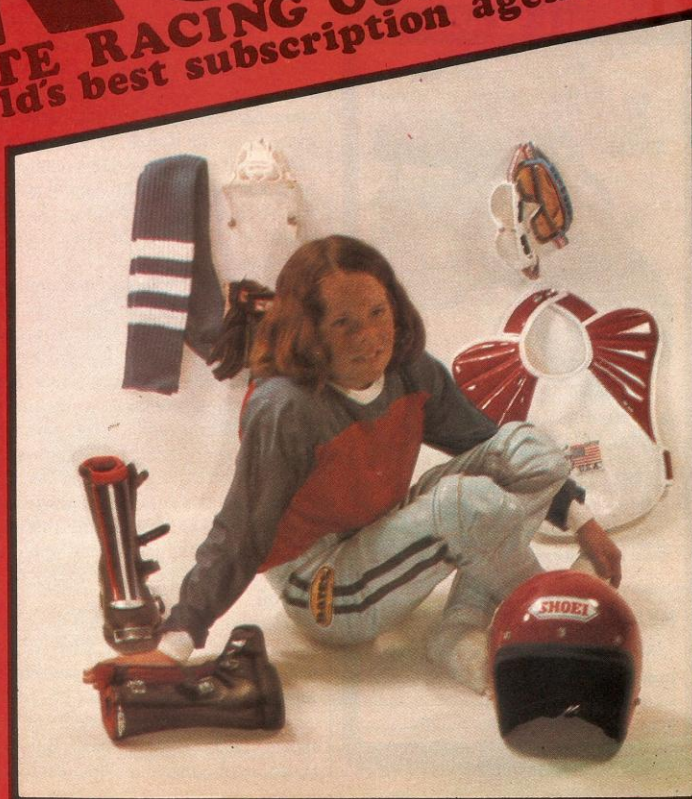
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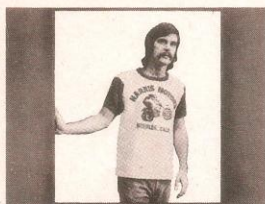
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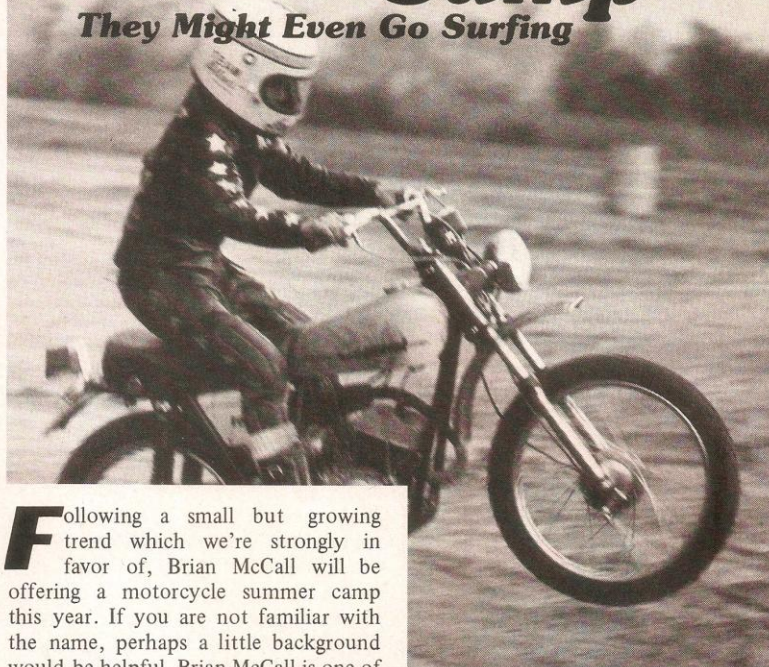
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FREE CATALOG

McCall Motorcycle Camp

They Might Even Go Surfing



Following a small but growing trend which we're strongly in favor of, Brian McCall will be offering a motorcycle summer camp this year. If you are not familiar with the name, perhaps a little background would be helpful. Brian McCall is one of the directors of McCall Ranch, a ranch camp and school outside of San Diego, California. He also has a couple of camping programs which take place away from the Ranch, as the motorcycle camp will. All of Brian's camps have been accredited by the American Camping Association, and Brian is on the Board of Directors of their California branch.

The McCall Motorcycle Camp will be in session from July 7 through August 18. Campers will be able to attend as many one week sessions as they wish (for the proper fee). Brian's Surfing Camp will take place during the same period. Both groups of campers will be headquartered at the La Jolla branch of the University of California at San Diego. Because of the concurrent schedule and the shared dormitories, the surfing and skin-diving activities will be open to the motorcycle campers for one day of their session.

However, let's look at what the motorcycle camp has to offer. First of all, the age limits are 8 to 18 years old. Each session will have about 25 campers.

Experienced riders, such as desert racers Dick Hansen and Bill Silverthorn, will instruct the campers in

various riding skills. They will all travel to different riding areas each day. Mechanics will be another important part of the curriculum. Full-time counselors, separate from the instructors, will keep track of the campers.

The UCSD campus will provide excellent and plentiful food, athletic areas, including a weight room, and a place to take in the movies and other evening activities. This camp will be a place to have fun as well as to learn.

Of course, the magnificent safety record compiled by McCall's Ranch Camp and Surf Camp will be maintained in the Motorcycle Camp. Brian is thinking about a weekend session just for fathers and their sons and daughters. That depends on the amount of interest, so if you would like to try it, contact Brian McCall.

Any questions about the motorcycle camp or other Brian McCall programs should be addressed to Brian McCall Motorcycle Camp, P.O. Box 82024, San Diego, CA 92138. You'll get a brochure and decal. Several campers have already pre-registered. To answer your first question, the cost will be \$175 per week. Sign up soon, so you won't miss the chance.

AMA 125^{cc} NATIONAL CHAMPIONSHIP

(Continued from page 42)

Hart found a hole and blasted into the lead. Soon after, Turner's bike went sour and he dropped further and further back.

In their gut-busting duel, Turner and Hart had left the others far behind and although he was riding hard, Marty Smith was still back in eleventh or twelfth position. It looked as though Hart had an easy win coming as the moto went into the waning minutes. As if realizing that time was growing short, Smith began to pour on the coal, riding harder than ever. He went into turns deeper than anybody and came out of them faster. In passing other riders he took chances that did not appear to be his normal style. Within a couple of laps he was up to the faster riders in the lead. One-by-one, he picked off team-mate Bruce McDougal, John Keese riding a fast Bultaco and then Vince Clark who had, until then, been consistently riding his Suzuki in second spot. Only Hart remained in front. Time ran out on Smith's charge and that's how they finished.

The third moto was the last race of the day and to say that the tension on the line was high is the understatement of the year. Smith had an edge in points over Hart. He had a first and a second to his credit. Hart's fifth place in the first moto was a handicap but it could easily be wiped out by a win in the last moto. It looked like a shootout.

It was not to be. Marty Smith shot off the line, was first into the first turn (where most of the pile-ups occurred) and pulled through out in front. And that's where he stayed. Hart was not so lucky. He and Bruce McDougal both ran into trouble and when it was sorted out Hart was next to last with McDougal occupying that unenviable position.

Out in front, Smith proceeded to put light between himself and the rest of the field with team-mate Chuck Bower trying valiantly to match the pace in second spot.

Meanwhile, Tim Hart was not conceding the race to anyone. He began storming up through the ranks riding like a madman. All the riders were pro-

fessionals, most of them on fast machines, but Hart brushed them off as though they were first-timers. The power and handling of the new Yamaha was incredible. Who knows how it would have ended if Hart, then laying in fifth spot (that's 20 riders he picked off), hadn't done a wild endo? At the rate he was going, it seemed almost inevitable.

While all this was going on behind him, the eleventh grader from San Diego was motoring along as though he hadn't a care in the world. It was a parade of Hondas as the final flag fell, led by Marty Smith, Chuck Bowers came in second and factory rider from North Carolina Mickey Boone in third. Robert

Haag upheld Husky's honor by tying up fourth.

All three motos were tough, very tough, with some of the finest lightweight talent in the country competing for the honors. Anybody who finished in the first ten, or finished at all, had ridden well. The track was rugged in the extreme although it had a beautiful surface with plenty of traction. Around the turns beautiful berms built up...as many as needed...all the way across the line. The race organization, handled by the Dirt Diggers M/C Club, was excellent and the race track location must be among the most beautiful in the country. A real pleasure all round.

RESULTS IN "RACING ROUNDUP"



Eddie Cole, Kawasaki, chases Robert Haag, Husqvarna, around the berms.



Tim Hart, Yamaha, on the inside, squeezes Kevin Henry, high on the berm. Note the "lack" of rear shocks on Hart's "mono" Yammy.



AT LAST...

NMA GOES NATIONAL

After several years of talk and a couple of false starts, the National MiniCycle Association is actually putting on a national racing program, based on accumulative points leading to a National MX Championship. Just like the big guys do it. It is generally recognized that the NMA has about the best set of rules around and, without doubt, they put on the biggest mini-cycle racing extravaganzas available. The latest was the 1,100-entry Grand Prix, reported elsewhere in this issue.

But, a big race does not a national program make. As we have pointed out, only by involving mini-cycle racing across the country can the NMA lay honest claim to the "N" in the initials. Now, at last, it is a reality.

The new championship program consists of a series of five races, starting in Florida, then moving to Georgia, on to Texas, through to Arizona, with the Grand Nationals in California. All five events will have the full NMA class racing for those who are not yet National Champion material and the championship races will be in addition to the regular programs. There is an obvious line across the South but, at least, it is a start in the right direction (?). With the concentration of the AMA's Youth Division Nationals in the Midwest this year, perhaps everybody will get a crack at a national title. Anyway, Ron Henriksen, president of NMA, claims that this year's program will give his organization experience in running such a program and lay the base for expansion in all areas of the country in 1975. It seems like a reasonable way to start.

The championship series will consist of motocross races only. There will be a total of six National championships up for grabs: Two age groupings in each of 0-61cc modified; 0-81cc modified; and 0-110cc modified. Only "expert" riders

(defined as those who have "expert" standing in any recognized race organization) will be eligible and the age groupings will be 9-11 years and 12-and-over. All entries for the championship series must be by mail and it is important that riders interested should contact the people organizing the races (listed below) immediately.

Points will be awarded at each of the races and will be accumulated towards the Grand Nationals. The Grand Nationals will earn double points. To try to even out the "home-court" advantage California riders may have at the Grand Nationals, all riders entering the championship series must enter at least two other races in the series. This means that Californians who want a shot at the National titles will probably have to attend at least the Texas and Arizona races.

NMA GRAND NATIONAL MX CHAMPIONSHIP SERIES (mail entries only)

July 13-14, Orlando, Florida, International Raceway.

Organizer, Johnny Brown, 56 Lake Drive, Winter Park, Florida 32789. (305) 628-3110. Quarter-mile flat-tracking, July 13; motocross July 14 on Trans-Am course.

July 20-21, Bama MX Raceway, Tuscaloosa, Alabama.

Organizer, Bobby Miller, 52 Bellview Drive, Tuscaloosa, Alabama 35401. (205) 758-6909. Hare scrambles and one MX moto, July 20; two MX motos July 21.

August 3-4, Rio Bravo Raceway, Houston, Texas.

Organizer, John Kelley, 5110 Cripple Creek, Houston, Texas 77017. (713) 946-4989. Motocross both days. Winners will receive a live calf. Others may win a pig.

August 10-11, Yuma MX Raceway, Yuma, Arizona.

Organizer, Dave Johnson, 2221 West 16th Place, Yuma, Arizona 85364. (602) 781-4611. Motocross racing at night, under lights, when it's cooler. Practice during days.

August 24-25, Saddleback Park, Orange California.

Organizer, Ron Henriksen, 23301 Ostronic Drive, Woodland Hills, California 91354. (213) 340-4704 or (213) 342-5095. Grand National MX Championship final. Run in conjunction with the regular MiniCycle Nationals for class racing. Motocross both days.

RACE RESULTS

WORLD MINI GRAND PRIX, INDIAN DUNES, CASTAIC JUNCTION, CALIFORNIA, APRIL 6 & 7, 1974

Pee Wee Beginner: 1) Mike Healy, Costa Mesa, CA; 2) Tyson Vohland, Sacramento, CA; 3) Don Odom, Los Angeles, CA; 4) Greg Million, Santa Ana, CA; 5) Roy Smith, Canoga Park, CA.

Pee Wee Intermediate: 1) John Allred, Lynwood, CA; 2) Andy King, Norwalk, CA; 3) Jim Henry, Lakewood, CA; 4) Mike Evans, La Habra, CA; 5) Michael McCoy, Encino, CA.

Pee Wee Expert: 1) Michael Koemans, Pasadena, CA; 2) Rudy Dickinson, Norwalk, CA; 3) Kurtie Henriksen, Woodland Hills, CA; 4) Tom Paris, Northridge, CA; 5) Paul Denis, Garden Grove, CA.

Mini-bikes up to 6.9 hp: 1) Shawn McConnell, Brea, CA; 2) Tony Cotta, Whittier, CA; 3) Kelly Moran, Downey, CA; 4) Scott Caldwell; 5) Rex Smith, Jr., South Gate, CA.

Mini-bikes over 7 hp: 1) Todd Peterson, Orange, CA; 2) Jerry Shore, Northridge, CA; 3) Don Van Tassel, Santa Ana, CA; 4) Ben Wageman, Northridge, CA.

Junior Mini-cycle, age 6-8: 1) Scooter Stafford, Baton Rouge, LA; 2) Mario Palafox, El Paso, TX; 3) Michael Koemans, Pasadena, CA; 4) Ronnie Eversole, South Gate, CA; Gary Schooley, Saugus, CA.

Junior Mini-cycle, age 9-11: 1) Shawn Moran, Downey, CA; 2) Rex Smith, South Gate, CA; 3) Joey Hamilton, Pico Rivera, CA; 4) Amy Musson, Anaheim, CA; 5) Rod Seibel, Yuma, AZ.

0-61cc stock, 6-8 yrs, Novice: 1) Paul Denis, Garden Grove, CA; 2) Peter Lepp, Hacienda Heights, CA; 3) John Million, Santa Ana, CA; 4) Michael Dunlap, Garden Grove, CA; 5) Ronnie Eversole, South Gate, CA.

0-61cc stock, 9-11 yrs, Novice: 1) Joe Spangler, Fontana, CA; 2) Scott Burnworth, Jamul, CA; 3) Glen Licon, Altadena, CA; 4) Bobby Nelson, Canoga Park, CA; 5) Terry Randal, Redondo Beach, CA.

0-61cc modified, 9-11 yrs, Expert: 1) Fred Armenta, West Covina, CA; 2) Steven Hess, Woodland Hills, CA; 3) Lance King, Van Nuys, CA; 4) Matt Whiting, Saugus, CA; 5) Mike Fruzen, Milpitas, CA.

0-61cc mod, 12 yrs & over, Expert: 1) Gene McCay, Lexington, TN; 2) Jimmy Wright, Yuma, AZ; 3) Jerry Shore, Northridge, CA; 4) Mike Brown, Saugus, CA; 5) Jeff Ward Mission Viejo, CA.

0-61cc mod, 9-11 yrs, Novice: 1) Chris Sahm, Rolling Hills, CA; 2) Ricky Pearce, Bakersfield, CA; 3) Jimmy Simmons, Whittier, CA; 4) Shawn Moran, Downey, CA; 5) Scooter Stafford, Baton Rouge, LA.

0-61cc mod, 12 yrs & over, Novice: 1) Charles Carroll, Torrance, CA; 2) Richard Smith, Reseda, CA; 3) Amado Dino, Hollywood, CA; 4) Kirk Gutches, No. Hollywood, CA; 5) Ron Bowman, Bakersfield, CA.

(Continued on page 62)



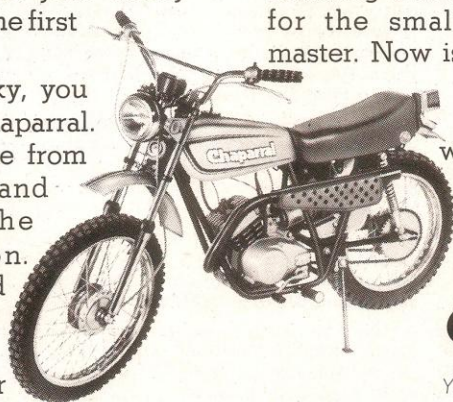
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RACING ROUNDUP

(Continued from page 60)

RACE RESULTS

WORLD MINI GRAND PRIX

0-61cc stock, 12 yrs & over, Expert: 1) Mike Marshall, Northridge, CA; 2) Mike Harnacker, No. Hollywood, CA; 3) Fred Armenta, West Covina, CA; 4) Jerry Shore, Northridge, CA; 5) Steve Randal, Granada Hills, CA.

0-81cc mod, 9-11 yrs, Expert: 1) Jerry Little, Simi Valley, CA; 2) J. C. Lopez, Santa Barbara, CA; 3) A. J. Whiting, Saugus, CA; 4) Chappy Blose, Phoenix, AZ; 5) Tommy Lopez, Santa Barbara, CA.

0-81cc mod, 9-11 yrs, Novice: 1) Scott Meyer, San Diego, CA; 2) Mike Mercier, Panorama City, CA; 3) Steven Walker, El Cajon, CA; 4) Mark Story; 5) Kevin Allman, Northridge, CA.

0-81cc mod, 9-11 yrs, Novice: 1) Wes Konig, Escondido, CA; 2) David Pieterle, Riverside, CA; 3) Scott Johnson, Yuma, AZ; 4) Joey Dee, Las Vegas, NV; 5) Eddie Echert, Culver City, CA.

0-81cc mod, 9-11 yrs, Novice: 1) Darren Penrod, Oxnard, CA; 2) George Holland, Kerman, CA; 3) Don Bramlett, Fortuna, CA; 4) Kent Myers, Ojai, CA; 5) Shawn Moran, Downey, CA.

0-81cc, 12 yrs & over, Expert: 1) Jimmy Kruger, Las Vegas, NV; 2) Willy Simons, Simi Valley, CA; 3) Don Van Tassel, Santa Ana, CA; 4) Joe Tucci, West Covina, CA; 5) Mike Knupp, Colorado Springs, CO.

0-81cc mod, 12 yrs & over, Expert: 1) Jeff Ward, Mission Viejo, CA; 2) Doug Nicol, Culver City, CA; 3) Bobby Jones, Fillmore, CA; 4) Bobby Quinton, Cypress, CA; 5) Glen Urquhart, Humble, TX.

0-81cc mod, 12 yrs & over, Expert: 1) Brian Myerscough, Calimesa, CA; 2) Gene McCay, Lexington, TN; 3) Andy Palafox, El Paso, TX; 4) Bill Jewett, Norco, CA; 5) Kenton Norton, Dodge City, KS.

0-81cc mod, 12 yrs & over, Novice: 1) Mike Musson, Anaheim, CA; 2) Gregg Young, Huntington Beach, CA; 3) Jim Cartwright, Upperlake, CA; 4) Dana Warne, Glenavon, CA; 5) Mike Satterfield, El Paso, TX.

0-81cc mod, 12 yrs & over, Novice: 1) Kevin Kilpatrick, Arleta, CA; 2) Ken Morgan, Whittier, CA; 3) Paul Emerson; 4) Tim Ochoa, Torrance, CA; 5) Russell Cazier, Glendale, CA.

0-81cc mod, 12 yrs & over, Novice: 1) Vince Van Hook, Covina, CA; 2) Joe Rivello, Norwalk, CA; 3) Richard Varner, Tucson, AZ; 4) Peter Hillebrecht, Orange, CA; 5) Gordie Kidd, Monterey Park, CA.

0-81cc mod, 12 yrs & over, Novice: 1) William Fancher, La Puente, CA; 2) Steve Shelton, El Toro, CA; 3) Gregg Toyama, Carson, CA; 4) Ray O'Brian, Costa Mesa, CA; 5) Chris Heisser, Thousand Oaks, CA.

0-81cc mod, 12 yrs & over, Novice: 1) Kippy Pierce, Seminole, FL; 2) Mark Richardson, Pasadena, CA; 3) Ricky Ryan, Hawthorne, CA; 4) Jerry Ray, Van Nuys, CA; 5) David Fier, Newport Beach, CA.

Powder Puff: 1) Renee Payne, Downey, CA; 2) Amy Bush, Northridge, CA; 3) Candy

Hawthorne, Los Angeles, CA; 4) Gina Palafox, El Paso, TX; 5) Sue Fish, Rosemead, CA.

0-81cc stock, 6-8 yrs, Novice: 1) George Holland, Kerman, CA; 2) Eddie Fuller, Fillmore, CA; 3) Scooter Stafford, Baton Rouge, LA; 4) Jeffrey Yarbrough, Tempe, AZ; 5) Mario Palafox, El Paso, TX.

0-81cc stock, 9-11 yrs, Expert: 1) John Welchel, Newhall, CA; 2) Chris Fromme, Chino, CA; 3) Jerry Little, Simi Valley, CA; 4) Chappy Blose, Phoenix, AZ; 5) Jimmy Simons, Simi Valley, CA.

0-81cc stock, 9-11 yrs, Novice: 1) Rick Johnson, El Cajon, CA; 2) Don Bramlett, Fortuna, CA; 3) John Boykin, Simi Valley, CA; 4) Shawn Moran, Downey, CA; 5) Rodney Morrison, Van Nuys, CA.

0-81cc stock, 9-11 yrs, Novice: 1) Scott Meyer, San Diego, CA; 2) Rodney Saling, Jr., Lakeport, CA; 3) Jimmy Simmons, Whittier, CA; 4) Kelly Oliver, Scottsdale, AZ; 5) Scott Dillingham, Lakeport, CA.

0-81cc stock, 9-11 yrs, Novice: 1) Wes Konig, Escondido, CA; 2) Mike Nance, Reseda, CA; 3) Kenny Allen, Fullerton, CA; 4) Scott Johnson, Yuma, AZ; 5) Reid Rondell, Woodland Hills, CA.

0-81cc stock, 12 yrs & over, Expert: 1) Jeff Ward, Mission Viejo, CA; 2) Ricky Simmons, Whittier, CA; 3) Andy Palafox, El Paso, TX; 4) David Hale, Granada Hills, CA; 5) Kevin Davis, Las Vegas, NV.

0-81cc stock, 12 yrs & over, Expert: 1) Mike Brown, Saugus, CA; 2) Brian Myerscough, Calimesa, CA; 3) Kenny Blissett, Richland, IN; 4) Bobby Jones, Fillmore, CA; 5) Troy Rhoten, Dodge City, KS.

0-81cc stock, 12 yrs & over, Novice: 1) Chris Heisser, Thousand Oaks, CA; 2) Gregg Toyama, Carson, CA; 3) Russ Eide, Artesia, CA; 4) Kent Bernstein, Thousand Oaks, CA; 5) Brad Bastian, Lakeport, CA.

0-81cc stock, 12 yrs & over, Novice: 1) Cary Bren, Los Angeles, CA; 2) Clayton Raiche, Valencia, CA; 3) Bill Recchia, Northridge, CA; 4) Jim Cartwright, Upperlake, CA; 5) Ricky Ryan, Hawthorne, CA.

0-81cc stock, 12 yrs & over, Novice: 1) Dwayne Franks, Artesia, CA; 2) Tim Ochoa, Torrance, CA; 3) Gregg Young, Huntington Beach, CA; 4) Vince Van Hook, Covina, CA; 5) Troy Fitch, Las Vegas, NV.

0-110cc, 9-11 yrs: 1) Jeff Hewitt, Corona del Mar, CA; 2) Lance King, Van Nuys, CA; 3) Fred Armenta, West Covina, CA; 4) Kevin Steele, Las Vegas, NV; 5) Shon Anderson, Valinda, CA.

0-110cc, 12 yrs & over: 1) Mike Brown, Saugus, CA; 2) Bill Franks, Artesia, CA; 3) Bobby Jones, Fillmore, CA; 4) Joe Tucci, West Covina, CA; 5) Brian Ward, Orlando, FL.

0-110cc, 12 yrs & over: 1) Mike Lewis, Encino, CA; 2) Kenny Blissett, Richland, IN; 3) Willy Simons, Simi Valley, CA; 4) Andy Palafox, El Paso, TX; 5) Dave Bush, Northridge, CA.

0-110cc, 12 yrs & over: 1) Bob Kline, Northridge, CA; 2) Jimmy Wright, Yuma, AZ; 3) Jeff Ward, Mission Viejo, CA; 4) Lance Moorewood, Norwalk, CA; 5) Vic Darilek, Glendale, AZ.

100cc motorcycle, Div. A: 1) Richee Collins, Anaheim, CA; 2) Brad Dutoit, Fallbrook, CA;

3) Jeff Drummen, Tarzana, CA; 4) Devin Davis, Las Vegas, NV; 5) Carey Webb, Yuma, AZ.

100cc motorcycle, Div. B: 1) Lance McCarty, Las Vegas, NV; 2) Peter Wanket, Encinitas, CA; 3) John Mongillo, Reseda, CA; 4) Gene Clark, Blythe, CA; 5) Davee Collins, Anaheim, CA.

100cc motorcycle, Div. C: 1) Mark Pledger, Pasadena, TX; 2) Jedd Drummond, San Pedro, CA; 3) Jerry Bagby, Yuma, AZ; 4) Jerry Shore, Northridge, CA; 5) Rod Ahlstrom, Las Vegas, NV.

125cc motorcycle, Novice: 1) Randy Gauvin, Saugus, CA; 2) Tony Wanket, Encinitas, CA; 3) Robert Wesebrook, Redondo Beach, CA; 4) Paul Christensen, Saugus, CA; 5) Terry Turner, San Diego, CA.

125cc motorcycle, Novice: 1) Tom Settle, San Diego, CA; 2) Evan Marcus, Granada Hills, CA; 3) Don Miller, Yorba Linda, CA; 4) Cary Bren, Los Angeles, CA; 5) Jim Lesniewski, Carmichael, CA.

125cc motorcycle, Expert: 1) Glen Urquhart, Humble, TX; 2) Brad Dutoit, Fallbrook, CA; 3) John Smith, Oceanside, CA; 4) Marty Miller, Orange, CA; 5) Mickey Fay, Auburn, WA.

0-61cc Championship Run-off Winner: Jeff Ward, Mission Viejo, CA.

0-81cc Mod. Championship Run-off Winner: Willy Simons, Simi Valley, CA.

0-81cc Stock Championship Run-off Winner: Mike Brown, Saugus, CA.

0-110cc Championship Run-off Winner: Mike Brown.

Race of Champions: 1) Mike Brown; 2) Gene McCay, Lexington, TN; 3) Vic Darilek, Phoenix, AZ; 4) Shaun Kelley, Houston, TX; 5) Brian Ward, Orlando, FL.

Y-AMA MINI-CYCLE MOTOCROSS NATIONAL, SHREVEPORT, LOUISIANA

65cc Novice: 1) Barry Palham, Tupelo, MS, Yamaha; 2) Jimbo Ward, Ozark, AL, Yamaha; 3) Mark Julian, Houston, TX, Yamaha; 4) Willy Pertz, Macedonia, OH, Yamaha; 5) Stump Bindroy, Honda.

65cc Junior: 1) Michael Kelly, Davidsonville, MD, Yamaha; 2) Mark Murphy, Yamaha; 3) Rocky Jackson, Yamaha; 4) Tom Holtan, Honda; 5) Steven Fauthier, Yamaha.

65cc Expert: 1) Dave Stansky, Yamaha; 2) Troy Bush, Iron City, GA, Yamaha; 3) Jody Stites, Henry, IL, Yamaha; 4) Doug Hayes.

75cc Novice: 1) Steve Jelks, Honda; 2) Barry Shelton, Yamaha; 3) Randy Small, Honda; 4) Mike Labberiac, Honda; 5) Mike Miller, Honda.

75cc Junior: 1) Mark Barr, Pickneyville, IL, Honda; 2) Kip Pierce, Honda; 3) Michael Kelly, Davidsonville, MD, Yamaha; 4) Phil Mayer, Yamaha; 5) Billy Birch, Honda.

75cc Expert: 1) Gene McCay, Lexington, TN, Noguchi Yamaha; 2) Glenn Urquhart, Houston, TX, Noguchi Yamaha; 3) Sean O'Brien, Irving, TX, Yamaha; 4) Mike Barnes, Honda; 5) Kirk Bomer, Honda.

85cc Novice: 1) Samuel L. Frajoy, Honda; 2) Mike Miller, Honda; 3) Bobby Calhoun, Honda; 4) Lloyd Clark, Honda; 5) Kerek Wedding, Honda.

85cc Junior: 1) Robby Parker, Honda; 2) Kelly Clinton, Honda; 3) Ivan Neeper, Fort Worth, TX, Honda; 4) Paul Travis, Honda; 5) Kip Pierce, Honda.

85cc Expert: 1) Johnny Brantley, Lexington, TN, Honda; 2) Brian Ward, Orlando, FL, Honda; 3) Troy Bush, Iron City, GA, Yamaha; 4) Audie Ward, Ozark, AL, Yamaha; 5) Jeff Tretara, Cleveland, OH, Barnt.

105cc Novice: 1) Bobby Clahoune, Honda; 2) Blake Bolander, Suzuki; 3) Billy Orazio, Kawasaki; 4) Mike Miller, Honda; 5) Bryan Faulk, Honda.

105cc Junior: 1) Kip Pierce, Honda; 2) Wyatt Faulkner, Honda; 3) Robby Parker, Honda; 4) Mark Murphy, Yamaha; 5) Mike Larson, St. Louis, MO, Steen.

105cc Expert: 1) Mark Pledger, Pasadena, TX, Barnt; 2) Walton Cunningham, Honda; 3) Richard Verhooser, Kawasaki; 4) Tootie Segura, Honda; 5) Brian Ward, Orlando, FL, Honda.

ROUND ONE, AMA 125cc NATIONAL MOTOCROSS CHAMPIONSHIP, HANGTOWN CLASSIC, PLYMOUTH, CALIFORNIA

1) Marty Smith, San Diego, Calif., (1:2:1), Honda; 2) Chuck Bower, Anaheim, Calif., (4:6:2), Honda; 3) Robert Haag, Newport Beach, Calif., (8:7:4), Husqvarna; 4) Mickey Boone, Winston-Salem, North Carolina, (11:8:3), Honda; 5) John Keese, San Luis Obispo, Calif., (7:4:10), Bultaco.

TRI-COUNTY RACEWAY, FLAT- TRACK YEMMASSEE, S.C., MARCH 17, 1974

by Mike and Anne Adair

Track promoter Red Thompson's rain dance cleared the soggy Saturday skies in time for Tri-County Raceway's third flattrack competition. The schedule included all sizes of bikes, but the mini competition was among the closest and hardest fought of the day.

Tri-County offered two mini classes for the anxious young riders, 0-50cc and 51-95cc. The larger minis ran two five lap heats and a 15 lap main. Heat race competitors were dueling for preferred starting slots in the main.

The 0-50cc class, first time offered, had a small, but enthusiastic, group of competitors. Eric Heitman, a serious lad of seven, flashed around the course on his MR-50 Honda, showing the way for his competition. Andy Hunter, Robin Ziegler and Bart Rattlebar rode valiantly and well, but their QA 50's proved no match for the quicker MR.

The first heat of the larger minis set the stage for action, as young Noot Irvin showed broad sliding style with his Yamaha. The Swainsboro, Georgia speedster led both heats, but was chased by Honda mounted Charlie Hunter, Raymond Crank, and Russell Gooding's Yamaha. In the final, Irvin stretched a good lead over Crank and Hunter, who were seldom more than a bike length apart. Crank followed Irvin to the finish line with Hunter a close third.

When interviewed, Tri-County's Mini competitors said they enjoyed the smooth, flat, well-prepared surface of the track for a change. Many are regulars at



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AUGUST/SEPTEMBER 1974/63

(Continued from page 63)

the South Carolina MX tracks. Tri-County will run flattrack each month on the third Sunday. Lots of future elbow-to-elbow sliding in store for mini riders in the Southeast area.

RESULTS

0-50cc: 1) Eric Heitman, Charleston, S.C., Honda; 2) Robin Ziegler, Charleston, S.C., Honda; 3) Bart Rattlebar, Charleston, S.C., Honda.

51-95cc: 1) Noot Irvin, Swainsboro, GA, Yamaha; 2) Raymond Crank, Charleston, S.C., Honda; 3) Charlie Hunter, Goose Creek, S.C., Honda.

CHISHOLM TRAIL, SCRAMBLES, JOHNS ISLAND, S.C. MARCH 31, 1974

by Mike and Anne Adair

The Chisholm Trail maintenance staff completed preparation of the six-tenths-mile sandy dirt scramble circuit well in advance of the 10:00 church service held at trackside. The tranquility of Reverend Guy Beasley's service created a sharp contrast with the furious mini-bike and motor-



cycle action to follow.

The mini-bike B class was established, some time ago, to give the youngest riders an opportunity to compete on "box stock" 80cc machines against their peers, before earning the skill demanded in the faster A class. Today's field of twelve was divided into two heats. Tommy McCracken was inspired, and maneuvered his gray Honda through the turns to lead the first heat flag to flag. In the second heat, it was Jerry MacDonald's turn to do his stuff. Hoss McCracken managed to get close with Barry Welcher third. The main event looked like a Honda commercial, with Jerry MacDonald riding very fast, building a big lead. Tommy McCracken, Barry Welcher and Hoss McCracken fought it out for second through fourth places, their XR-75's snorting in unison around the course.

The red-hot Mini A class has been the battleground for several outstanding, future, national riders. Young Charlie Hunter from Goose Creek, S.C., riding a trick Honda XR-75 has had his way, winning a streak of races at Chisholm. His black and white leathers, long blond hair and stylish riding make a lasting impression on the spectators as well as his competition. Charleston's Russell Gooding has valiantly tried to break the Hunter streak and has come close with his Yamaha, but not close enough. Raymond Crank and George Blofield are capable young riders who often place and are always close behind.

The preliminary heat set the stage for excitement as Hunter exploded off the line, slid through the first turn and led the first lap with Gooding close on his heels. Gooding was taking a faster outside line through the left-hander entering the straight and would pull alongside Hunter down the straight. Hunter held the inside in the loose first turn and Gooding would follow, a length behind until the next lap. Hunter rode consistently and held off Gooding to



win the preliminary heat. Blofield and Crank were not far behind.

As the green flag flashed for the main, it was Russell Gooding who headed the pack. Hunter had bogged on the line and charged from behind the pack toward the first turn. Gooding held the lead, but Hunter was determined and kept his Honda "churning". He knifed through the middle of the pack and aggressively came out of the first turn in second place. It was now Gooding's game as he rode beautifully to hold the lead. Hunter was stuck to Gooding's fender lap after lap, but was not content in second place. He tried to get inside in the right hand switch back, but his bike went down and he tumbled off the track. Blofield pulled his Kawasaki into second place followed by hard riding Raymond Crank and Mike Thompson.

As the cheerful winners collected their trophies, the losers shuffled their feet in the low country dirt and began thinking about next time at Chisholm!

RESULTS

Mini A: 1) Russell Gooding, Charleston, S.C., Yamaha; 2) George Blofield, Charleston, S.C., Kawasaki; 3) Raymond Crank, Charleston, S.C., Honda.

Mini B: 1) Jerry MacDonald, Charleston, S.C., Honda; 2) Tommy McCracken, Charleston, S.C., Honda; 3) Barry Welcher, Charleston, S.C., Honda.

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CALIFORNIA

Allied Cycle, 24601 Arch St., Newhall; Indian, Monark, DKW, Penton, CZ, Suzuki

Cal-Mini-Pro, 13860 Milbank St., Sherman Oaks; Indian

Gemini/Monark of La Habra, 535 W. Whittier Blvd., La Habra; Gemini, Monark, Off Road Accessories

Hacienda Honda, 507 N. Azusa, La Puente; Honda, Accessories

CONNECTICUT

Richard W. Hall, No. 7 Sugar Hollow Road, Danbury; Indian, Triumph, BMW, Honda, Rokon, Bultaco

FLORIDA

Mini Motors & Mowers, 230 S.W. 10th St., Ocala; Hodaka, Chaparral, Chibi

INDIANA

Bucks Barn, Rd. 200 North, Michigan City; Indian, Hodaka, Rockford, Bridgestone

Hinkle's Honda & Yamaha Sales, 115 N.E. 5th St., Washington; Honda & Yamaha Accessories (ph. 812-254-4527)

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KANSAS

International Motors, 322 E. Evans, Wichita; Indian, Speedway

Santa Fe Trail Cycle Sales, 134 East Main, Gardner; Indian, Rupp & Cooper Racing Bikes

MASSACHUSETTS

Beech Cycles, Inc., 299 Lynnway, Lynn; B.S.A., Indian

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Mini Trail Bikes, 231 White Horse Pike, Clementon; Chaparral, Chibi & Charger

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Motorcycle Specialties, 4300 Warner Rd., Cleveland; Barnt, Hodaka, Cssa, Steen

PENNSYLVANIA

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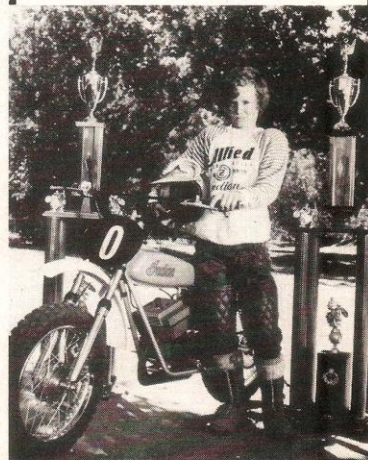
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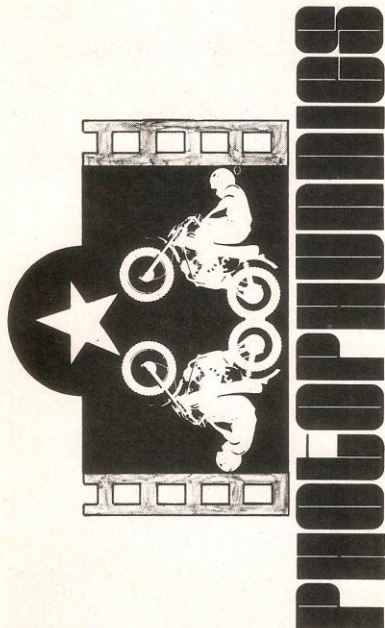
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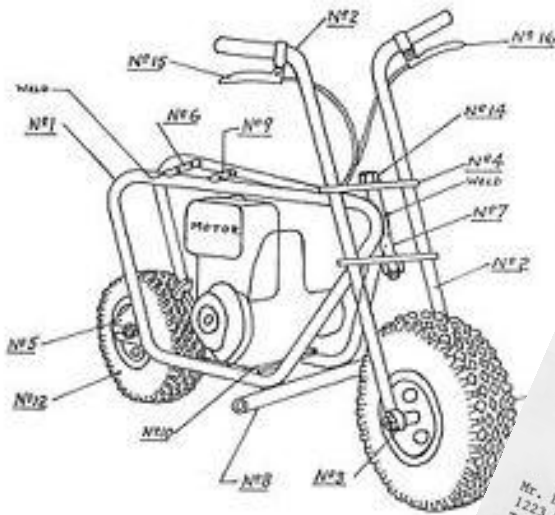
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