

THE FIRST MINI-STREAKER

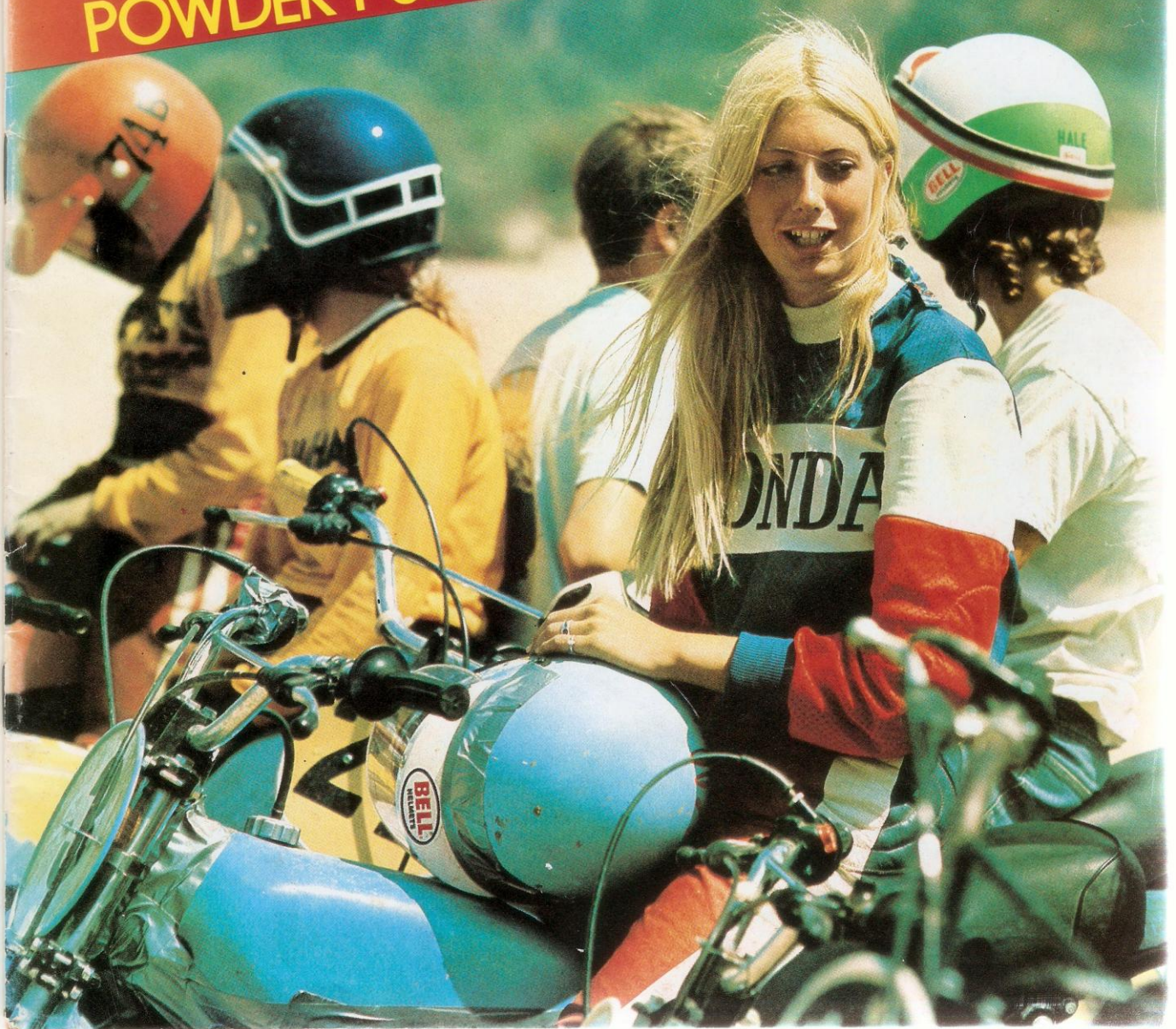
MiniCycle

OCT-NOV, 1974/ \$1.00

ROAD TESTS:

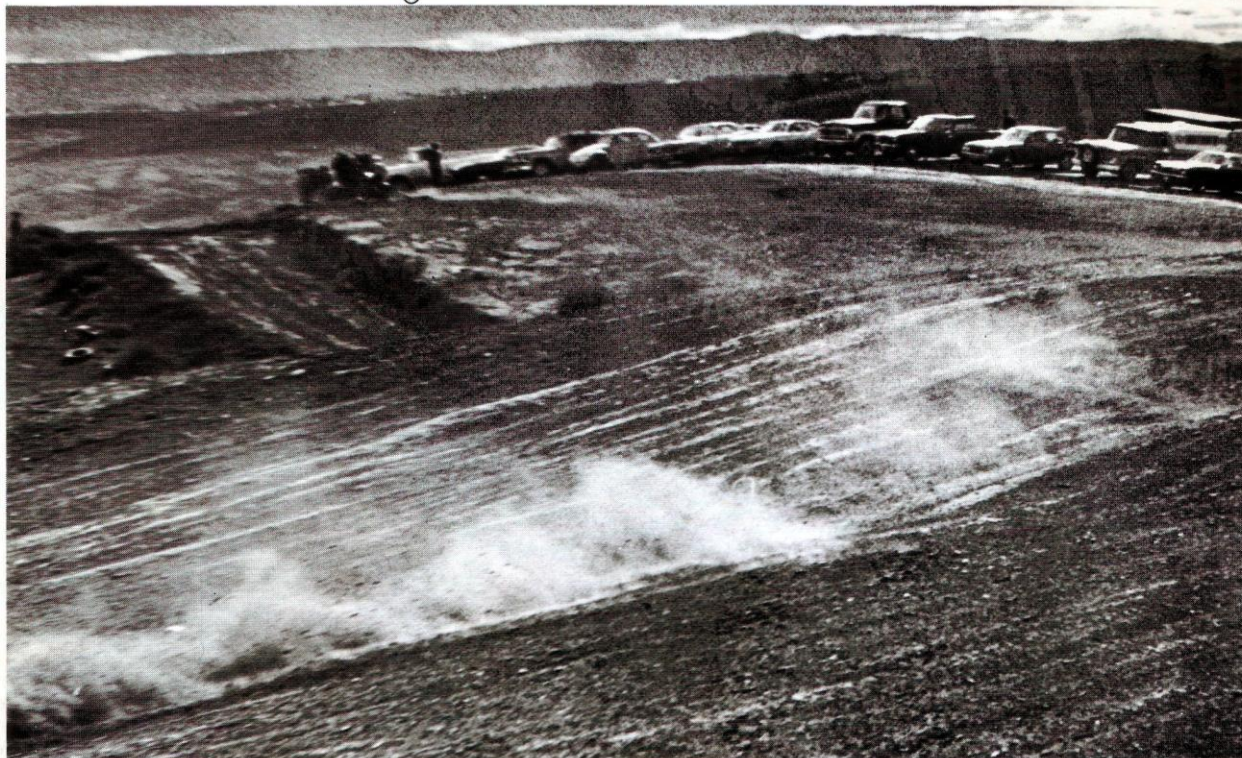
SUZUKI TM100 • KAWASAKI KS125
SUPERBOWL • MOTORCYCLE MODEL CONTEST
POWDER PUFF NATIONALS

K48549



AllAboutMiniBikes.Com

HODAKA[®] SUPER COMBAT[™]



Here's what the Hodaka Super Combat looks like at the track. Want to see it again? The fact is, unless you own a Super Combat, you may never see one long enough to get a good look. So here's what you'll see when you visit your nearest Hodaka Dealer:

PURE MOTOCROSSER

The Hodaka Super Combat is a high performance motocross machine designed to blow Elsie's, YZ's and other "out-of-the-crate" 125's into the weeds. The Hodaka Super Combat is NOT a trailbike. It's pure motocrosser, with superb handling, plenty of horses and features like:

Large still air box with micronite foam element, 32mm Mikuni racing carburetor, MX gear ratios, low pipe, reed induction, internal rotor CDI, Hodaka's ingenious Alumiferric cylinder, folding kick crank, shoulderless alloy rims, knobbies, plastic fenders, quick-response throttle, lever covers, kill button, alloy body shocks with cooling fins, braced chain guide, No. 428 heavy-duty Daido chain and narrow racing tank.

The Super Combat has no sidestand, but is supplied instead with a portable centerstand. Also included is a tool kit and suspension tuning kit so that the bike can be adjusted to different weight riders and various types of tracks.

The Hodaka Super Combat is a limited production racer, so if you plan to do some serious racing, beat it on down to your Hodaka Dealer...before the dust clears.



For more information about the Hodaka Super Combat and other Hodaka Motorcycles, look in the Yellow Pages for your Hodaka Dealer or fill in the coupon and send it with 25 cents (to cover cost of postage and handling). We will send you a copy of the "Hodaka Story" and direct you to your nearest Hodaka Expert.

	Get the "Hodaka Story" and the address of your nearest dealer. Send 25¢ to HODAKA MOTORCYCLES, Box Y-10, Athena, Oregon 97813.	
	Name	
	Address	
	City State	
	Zip Phone	

AllAboutMiniBikes.Com

FEATURES

- 14 BICYCLE MONOSHOCK FRAME**
Two back-yard mechanics have beaten the factories to the punch.
- 18 POWDER PUFF NATIONALS**
Hard, fast racing and, of course, a mini-streaker.
- 24 TREASURE HUNTING**
Two-wheeled mules and fool's gold.
- 32 SUPERBOWL OF MOTOCROSS**
The highschoolers could have taught the pros a thing or two.
- 44 MECHANIC'S SCHOOLS**
The 3 R's here include wreadin', writin' and wrenchin'.
- 48 VEST POCKET CYCLING**
Building a cafe racer for the shelf.
- 52 MODEL MOTORCYCLE CONTEST**
Prizes and fame for the best builder.

ROAD TESTS

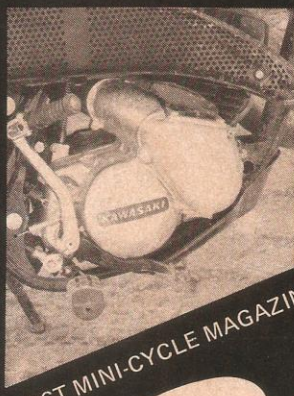
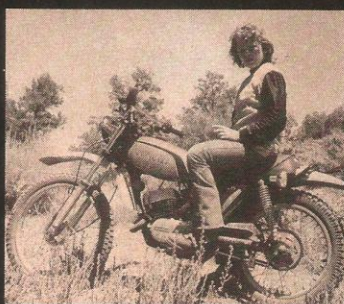
- 28 SUZUKI TM100**
The screaming yellow zonker returns.
- 40 KAWASAKI KS 125**
A denatured version of the KX, what a difference a letter makes.

PUBLISHER
Michelle Murray
EDITOR
Brick Price
FEATURE EDITOR
Ray Hoy
CREATIVE DIRECTOR
Pat Michaels
ADVERTISING DIRECTOR
Carl Johnston
CIRCULATION DIRECTOR
Fred Vercoe
CIRCULATION MANAGER
Linda Pratt
PHOTOGRAPHER
Laura Mulvey
CONTRIBUTING EDITORS
Ginny Barber
Paul Laxineta
Kasey Rogers

DEPARTMENTS

- 4 PUBLISHER'S PAGE**
6 EDITORIAL
8 LETTERS
10 DEAR GABBY
12 TECH TIPS
38 RACING ROUNDUP
58 LOCAL DEALERS
58 NEW DEALERS
62 PHOTO PHUNNIES

COVER:
Kelly looks calm
at the start of the
125MX class at the
POWDER PUFF
NATIONALS.
Kodachrome
by Brick Price.



MINICYCLE is published monthly by FRIDAY PUB., Inc., 5041 W. Vermont Ave., Glendale, Arizona 85301. Telephone number (602) 931-9236. Reprinting in whole or in part is expressly forbidden except by permission of the publisher. Entire contents copyrighted by FRIDAY PUB., INC. Second class postage paid at Glendale, Ariz., and additional mailing offices. **SUBSCRIPTION RATES:** \$7.50 for one year in U.S. and U.S. possessions. Canadian and foreign subscribers add \$1.00 per year. Single copy price \$1.00. All subscriptions and subscription correspondence should be addressed to MiniCycle Subscription Service at the above address. Please allow at least six weeks for change of address. When notifying a change of address, state old address as well as new address and enclose, if possible, an address label from a recent issue. **EDITORIAL CONTRIBUTIONS** are welcome and should be addressed to the Editor, MiniCycle, at the above address, accompanied by a return addressed envelope and postage. All material will be handled with reasonable care. However, the publisher assumes no responsibility for return or safety of editorial material.

VOLUME 6, NUMBER 8 OCT-NOV, 1974/AMERICA'S FIRST MINI-CYCLE MAGAZINE



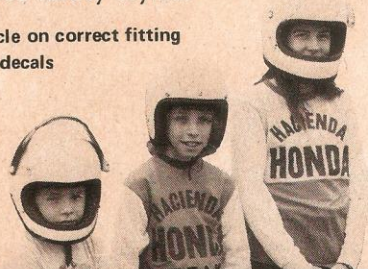
AllAboutMiniBikes.Com



**FIT FOR COMFORT...
FIT FOR SAFETY**
Shoei Helmets come in three mini sizes
and three safety styles.

Send 50 cents for re-print of MiniCycle article on correct fitting
of helmets; descriptive brochure and Shoei decals
in Japanese and English to:

**SHOEI SAFETY
HELMET CORP.,**
1717 Pontius Ave.,
Los Angeles, Ca. 90025
Distributor inquiries invited.
Dealers write for nearest dist.



PUBLISHER'S PAGE

Dear Readers:

The only people who read mast-heads are writers, editors or publishers. Few other people care about the staff of a magazine as long as the material suits their reading preferences and can provide needed information. Therefore you may not have realized that the entire *MiniCycle* staff has changed.

I've been with *MiniCycle* for nearly three years and have seen the changing of the guard include four editors and now three publishers. None of this has been as apparent as would be expected because the combination of talent has kept the magazine coming on time and with the best coverage in the business. In fact, most of the people remain the same, only the positions have changed.

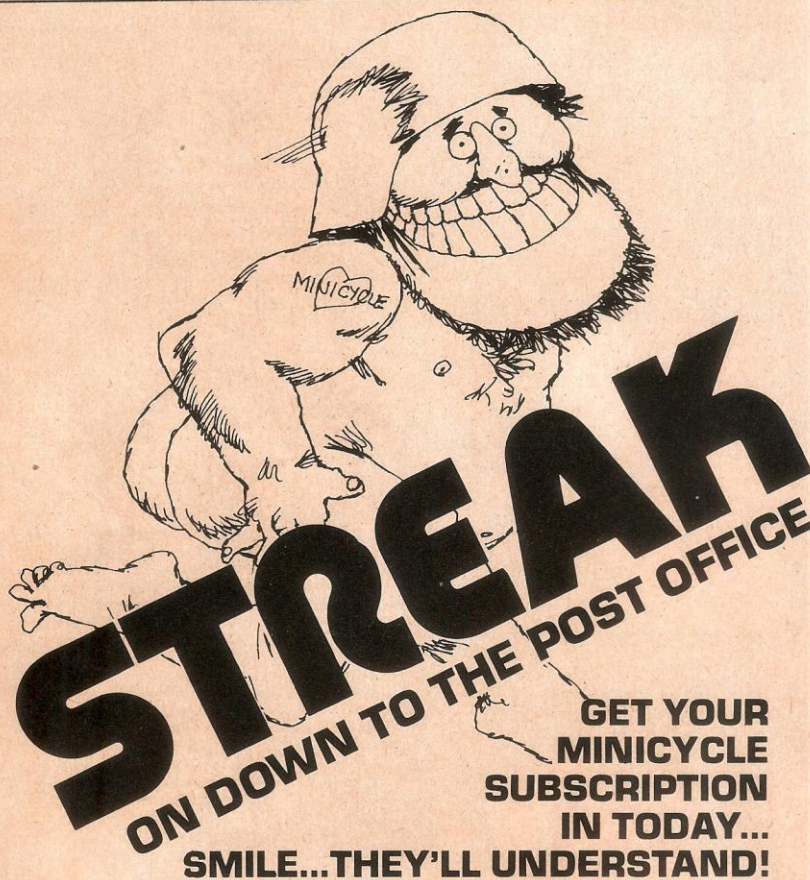
Brick Price was with us before as Technical Editor and Editor. Brick was lured away a few months ago to accept work that was more rewarding monetarily and a challenge to his abilities. He took with him several of the most talented artists and writers in the business, including Ray Hoy.

Ray has been active as a writer, publisher and photographer for nearly fifteen years.

It was difficult to convince these people to return at first, but a promise of free editorial reign cinched the deal. The results of allowing creative talent total freedom should be apparent in this first issue.

Each new change has brought considerable advances in the magazine. Those of you old enough to have read *MiniBike Guide* will probably remember the bland, lifeless magazine that that was.

The change in name to *MiniCycle*



Seriously...we won't mind if you take time to put some clothes on before you mail your subscription form in. But don't waste any more time than that. It takes about six weeks to process a subscription and there's so much good stuff coming up in *MiniCycle* that you shouldn't dilly-dally. Make sure you get each issue...get it early...and save money over the newsstand price.

Sorry, I didn't **streak** to the Post Office
but I hurried anyway. Here's my check (or money
order) for \$_____ to cover a subscription for
_____ years.

★ **One year (12 issues) \$7.50** ★

Name _____
Address _____
City _____
State _____ Zip _____

added spice with a new dimension and a chance at growth. A further change to a new publisher and editor brought with it a fresh start and the look that *MiniCycle* has today.

The changes in coming issues seem the most promising ever. The new *MiniCycle* will be informative and fun with the type of humor and enthusiasm associated with you, our readers.

One drastic change is that I'm young (27) and a woman, two traits not normally found in publishers. It's my belief that the executive (publisher) should stay away from the creative (editorial) end of the magazine. However, I do make suggestions on subjects I feel are interesting for editorial use. My position enables me to work with people and travel, picking up the latest information which is then passed on to Brick for a final decision. The result of constant communication and joint planning helps establish a well-balanced format.

The latest change in staff members caused some confusion and my decision to drop an issue. This was to re-establish our goals and to plan for the future. A haphazard hand-to-mouth approach to magazine planning only causes delays, frustration and an inadequate package. In the past we never knew what would be coming in for the following issue. Many of our test bikes didn't even arrive until the day before deadline. Our delay has enabled a complete redesign and a chance to backlog articles. We have a rough outline ready for the next year's worth of issues. The result, in print, will be articles with more meat and refinement. We won't have to work on conjecture, rushed deadlines or rumors. The quality and content will be vastly improved.

This letter will probably be the last thing I have to say in print. I felt it was very important to let you know my feelings and the direction the magazine will take. Publishers aren't usually popular with their dry facts and hard business minds. I want to soften that image a bit. We'll keep this



a "reader's magazine" by listening to your wants. Keep us posted by writing more letters. The coverage of the Powderpuff and Bicycle Motocross was the result of many letters.

I could keep on about the magazine, but I won't. My enthusiasm is extremely high. The work is already more exciting than I had imagined and I've only scratched the surface.

Sincerely,

Michelle Murray

Michelle Murray
Publisher

T-SHIRTS FULL COLOR **FREE** sample patch & brochure

SUPER SHIRTS, dept. N
P.O. BOX 66147
L.A. Ca. 90066

MINI-3 WHEELER PLANS!



PLANS, P.O. Box 793, Dep

Exciting NEW 3-wheel plans reveal step-by-step details!
ALSO MINI BIKE AND KART PLANS
RUSH \$2 for plans!
(INDICATE TYPE)
TO

Fremont, Nebr. 68025

Panther DOODLEBUG 80



MINI-ENDURO 80cc

*Great for traveling
about town!*

SUPER MILEAGE
110 mpg

Oil injection; 4-speed; turn signals; quiet muffler.

Panther MOTORCYCLE DIV.

KAWASHO INTERNATIONAL

1543 W. OLYMPIC BLVD., LOS ANGELES, CA. 90015 (213) 386-6822

LANCER LEATHERS MOTOCROSS PANTS

Now you can order Motocross pants, size 22-28 waist and save BIG money.

Send 25¢ for catalog.

LANCER LEATHERS
10624 North 19th Ave.
Phoenix, Arizona 85029

MINICYCLE/5

AllAboutMiniBikes.Com

NEW!

Wiseco

CATALOG



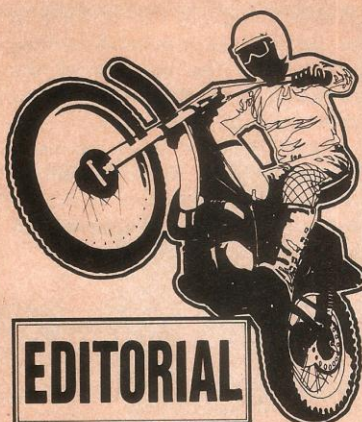
GET YOURS NOW!

FAST DELIVERY

Send \$1.00 today for Wiseco's complete MINI-CYCLE Catalog featuring pistons, manifolds, exhaust systems, filters..... everything you need for increased engine performance.



7222 INDUSTRIAL PARK BLVD.
MENTOR, OHIO 44060
PHONE 216/951-6600



How old is "old enough" for the first mini-cycle?

Too many editors and publishers spend their waking hours on a soap box acting as proselytizers for their favorite cause and spend too little time concerned with the problems and desires of their readers. We may be the only publication devoted to younger riders but for that very reason we have a heavy responsibility to our readers.

Not long ago Mini-Cycle ran a feature entitled, "Price's Write." Basically, the article was an editorial — but one with a very poignant message. Too many people misunderstand the reasons behind a young man's, or woman's, desire to ride and/or race a minicycle. Is he trying to impress his peers? Will this lead him down the primrose path to violence and drugs? And there is the age old question of possible injury.

There are other factors, including the expense of this new found hobby and whether or not it will hold one's interest, but these are overshadowed by the other fears. Peace of mind can be found in the attitudes that you possess as a parent. Invariably, your child will look to you for guidance even though neither of you is willing to admit it. Youngsters learn by imitating adults. Who hasn't "acted grown up" at one time or another during their childhood by putting on their parents clothes and by playing house.

Be honest with yourself and try to practice a little soul searching for awhile to determine if your child is ready for a minicycle of his own. Think back a few years to those great days when you were growing up and try to remember some of the bitter-sweet moments. Did you own a rifle, slingshot or even a fishing pole? These all had the potential for injury and even death but they were an acceptable and recognized part of growing up. If you owned a rifle, then you were probably taught how to use it in a safe and sane manner so that no one could be injured. Maybe the rifle was only an air actuated one — a mini-rifle if you will — probably a trifle safer, but you still knew that you shouldn't point it at anyone because it could have discharged and put out an eye.

Weren't those days something else? Your hobby was a good excuse for the whole family to get out of the city for a while and get back to nature with hunting, fishing or just plunking cans. It was different then,

wasn't it? Or was it really? Times have changed a lot, and they change radically every five years. The simple pleasures are all but gone unless you know how to find them.

Wilderness areas are hard to come by unless you're willing to hike for several miles off of the beaten path. A motorcycle can take you places that are inaccessible on foot in any reasonable time. But hauling the family around in the woods on a buddy seat can be a bore and tiring for all concerned. The youngster can ride a mini-cycle and benefit by the exercise, responsibility and independence that it can offer. There is no better teacher than experience mixed with a like portion of enthusiasm.

Before the final decision is made to buy a mini-cycle, try to determine if your child possesses good judgement, pride of ownership, patience, self respect, and character; if he does, then chances are that he is ready to take on the responsibility of owning his own mini-cycle. If a child is given responsibility, he will become responsible.

Mini-cycles are a good answer to some of the many problems facing us today. Some parents are afraid that mini-cycles, and ultimately motorcycles, will corrupt their children and turn them into a bunch of outlaw, dope-smoking hoodlums. This kind of perverted reasoning couldn't be farther from the truth. One of the best things that can happen to your son is to start racing. Kids are really down on dope, alcohol and smoking and for a good reason. Motocross is the world's toughest sport and these kids are seasoned athletes in training. As one kid put it, "Racing is the only high I need." Boredom, growing pains and frustration are the real breeders of juvenile crime. Riding expends a lot of energy that most parents complain about, and I for one prefer an engine noise to acid rock music.

What is the right age to start your son on a bike? Virtually any time after he has started to walk. There are kids racing in the pee-wee class that are only five years old and they are better than many adults.

Of course there is still the fear of injury. But most of the production machines are slow, and since the riding is done in the dirt, most spills result only in bruises. You're not going to protect ANY kid from bruises unless you preserve him in formaldehyde.

Where can he ride? Anywhere except on public thoroughfares, private property or restricted area. We would recommend that you teach him the skills first or put him through a rider's training program to prevent his acquiring bad riding habits.

Encourage his riding as much as possible without pushing him into it. The Boy Scouts of America have had riding programs and clubs for a few years now, and they are thoroughly pleased. Call or write to them for more information.

Once your son is entrenched in his new hobby, you'll be pleased in the changes it has made in both of you. There is no generation gap among two-wheel riders.

EVEL KNieVEL

By the time you read this, Evel Knievel will be the wealthiest living, or dead, stunt man. His jump is slated for September at Snake River, assuming that the event will take place this time. In his own words, Evel will be a hero, a tribute to motorcycling and an example for younger riders.

J&B RACERS WIN WORLD CHAMPIONSHIP



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

J&B RACERS

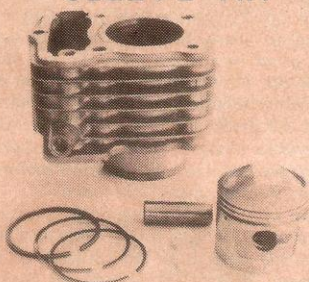


XR60 Bike complete.....\$895.⁰⁰
XR80 Bike Complete.....\$895.⁰⁰
XR100 Bike Complete.....\$995.⁰⁰



CR125 Bike Complete.....\$1195.⁰⁰

SLEEVE KIT

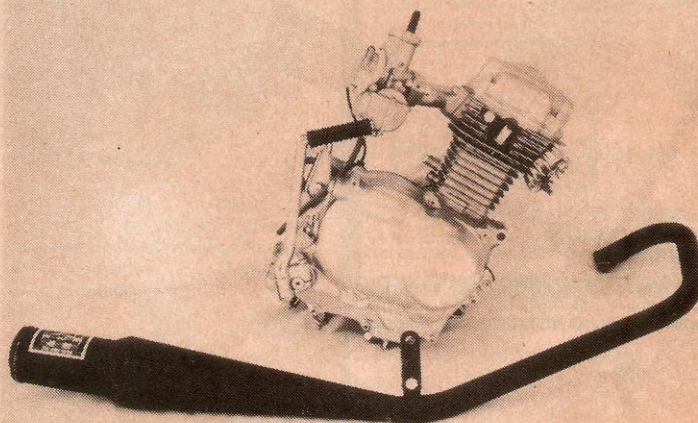


60cc Sleeve Kit \$49.⁹⁵ exchange
Cyl. core charge \$23.⁰⁰



Send NOW for the 1974 J&B RACING EQUIPMENT Catalog and see for yourself what other performance and rider accessories are offered by J&B.

ENGINES



60cc Modified Engine.....\$266.55 exchange
Engine Core Charge \$180.00

80cc Modified Engine.....\$266.55 exchange
Engine Core Charge \$180.00

100cc Modified Engine.....\$341.55 exchange
Engine Core Charge \$180.00

J&B *racing equipment*

Name (please print).....

Street Address.....

City.....State.....Zip.....

Check or money order for \$.....enclosed.

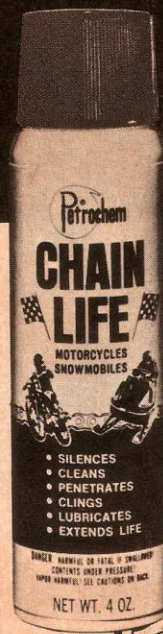
Mail to: **J&B RACING EQUIPMENT, Dept. MC-8,**
5041 West Vermont Ave., Glendale, Arizona 85301

Telephone: (602) 931-9235

Send \$1.00 for 1974 J&B RACING EQUIPMENT Catalog.

Dealer inquiries invited. Your ideas and comments welcomed.

The No. 1 choice over the years!



The top selling chain lubricant for years... the choice of motorcycle enthusiasts, amateur and pro racer alike. Chain Life contains no oil, silicon, moly or graphite. Penetrates pins and rollers; no overspray or waste. Repels excess accumulation of dirt, sand, mud and grass.

ASHLAND CHEMICAL COMPANY
DIVISION OF ASHLAND OIL, INC.
Specialty Products □ P.O. Box 3105
SANTA FE SPRINGS, CAL. 90670

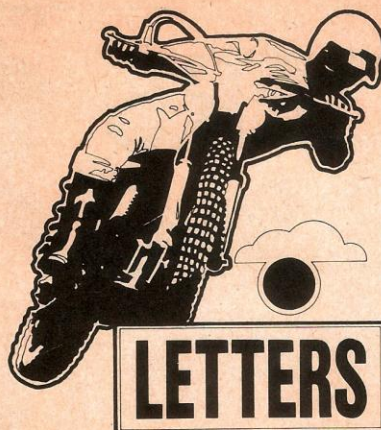
Excellent low pressure tire gauge for the ATV enthusiast. Guaranteed accurate from 0-15 lbs. in 1/4 lb. increments. Comes complete with swivel angle chuck for those hard-to-reach places.



ONLY \$8.50

Send cash, check or money order (Add \$1.00 for postage and handling) to:

EXPLORER ILLINOIS CORP.
106 W. St. Paul Street
Spring Valley, Illinois 61362
Dealer Inquiries Invited



FUELISH PROBLEM

I have a gasser of a problem with my Yamaha 80 Enduro. Whenever I go riding and stop, if I forget to shut the gas valve off, gas will drip out of a hose on the bottom of the bike. I have been told that the float in the carb is finished. If this is true what can I do to correct it? With the cost of gas I can't afford to lose much.

Travis McNab
Lennisville, Quebec, Canada

One of the first things is to remember to shut off the fuel tap. If the gas still flows, the chances are the float does need replacing or possibly only adjustment of its level. This is a problem that should be soon corrected as raw gas in the cylinder can have a detrimental effect on the engine. Also drain the fuel tank and remove the gas tap. Clean the tap in solvent and check for leaks by blowing through it with the tap off. Should there be any seepage of air in the off position, the tap should be repaired or replaced.

HERE'S POWDER IN YOUR PUFF

I noticed that in a recent issue of MiniCycle someone wrote a letter saying you are "hooked on racing." Well, I want you to know that your racing coverage is the greatest and that you shouldn't let up a bit!

One thing I was wondering, is why I have never heard of any girl being the World Minicycle racing champ. Why is this?

Karla Payne
Pasadena, Calif.

It's true, we are "hooked on racing," and won't "let up a bit." It's hard to think of a more enjoyable way to spend an afternoon. Besides, racing is a great way to test a product or a new idea. Also, the thrill of competition is more than enough incentive to cover and engage in the joys of racing.

There has been a girl mini-cycle champion. She is the Powder Puff Minichamp, Renee Payen of Downey, California. Don't worry, we haven't forgotten the ladies. As female competitors become more and more prevalent you will be reading about, and seeing, more of them in future issues of MiniCycle. In fact, most of this issue is for mini-libbers.

IT'S GARBAGE MAN!

There was recently a little article about Evil Dan. Well, I jump ramps for a living and would like to know how to get publicity so people will know that you will become famous pretty soon. My biggest jump will be 12 large garbage cans.

Steve Carillo
Chicago, Ill.

If the proposed jump is made successfully with a bicycle, then to be sure, some world records will have been broken. What or why we can't be sure, but they will be long remembered.

WHO WAS THAT MASKED MAN?

I and other fathers of minicycle riders who participated in the 1974 WORLD MINI GRAND PRIX have taken offense to certain unkind remarks that you recently published in your AUG./SEPT. 1974 issue.

Your reference on page 22 of the 0-61 CC stockers as the "dinosaur class" is unkind to every rider who participated 6-8, 9-11 and 12 & over. The true meaning of the N.M.A. Association is a class for all riders and all ages, and I personally feel you have missed this intent entirely. The fact that the race promoter did not see fit to have a final run off for this class is no reason why these riders should be ridiculed in print by your magazine as riding in the "dinosaur class."

For your information, the finishing order in the 12 & over expert showed three of the five bikes winning the class where Monarks 50 CC, and not the near-extinct Yamaha Mini-Enduros. To further enlighten you, the 0-61 stockers 12 & over expert were run with the alternative exotic goodies in the same event, and your final results should state that the Monark won the entire event completely.

I would personally appreciate in the future that your magazine not miss the true purpose of minicycle racing that is; all classes for all ages, and not subject the riders to magazine ridicule.

Father of a Monark Rider

The author of that story (Dennis McClintock) is no longer with us, so he can't personally defend his position or that of the magazine. However, I read the article and couldn't find anything "unkind." The term applied to these bikes is an affectionate name given to the machines by the riders themselves. We don't invent new terms and coin words to suit our tastes. We write to reflect the mood and attitudes of the riders and readers. Many of our staffers are barely in their teens and act as "technical advisors" for the "dinosaur class" editorial staff.

You hit the nail on the head by saying, "I and other fathers..." You should have found out how your kids reacted to the statement before taking action. Perhaps they weren't as sensitive to the remarks of their peer group and could see that these bikes are still competitive, even though antiquated in design.

The format of our magazine is to inject as much fun in the magazine as possible without personally attacking anyone. Besides, why the fuss if your son rides such an all-out, bucks-up racer as a Monark 50? The remark was aimed at the Yammies!

SOMETHING FOR EVERYBODY!

Among the myriad of sprockets covered in its new Tabloc Sprocket Catalog, Azusa lists many types and sizes for Minicycles, Minibikes and Karts!



ENGINE SPROCKETS

#35 CHAIN SPROCKETS:

McCulloch Tapered Bore
8 thru 14 teeth
From \$1.80 List

5/8" Bore; 8 thru 19 teeth
With Keyway & Setscrew
From \$2.05 List

3/4" Bore, 10 thru 19 teeth
From \$2.45 List

#40/#41 CHAIN SPROCKETS:

8 thru 14 teeth
With Keyway and Setscrew

5/8" Bore and 3/4" Bore
From \$3.00 List



COUNTERSHAFT SPROCKETS

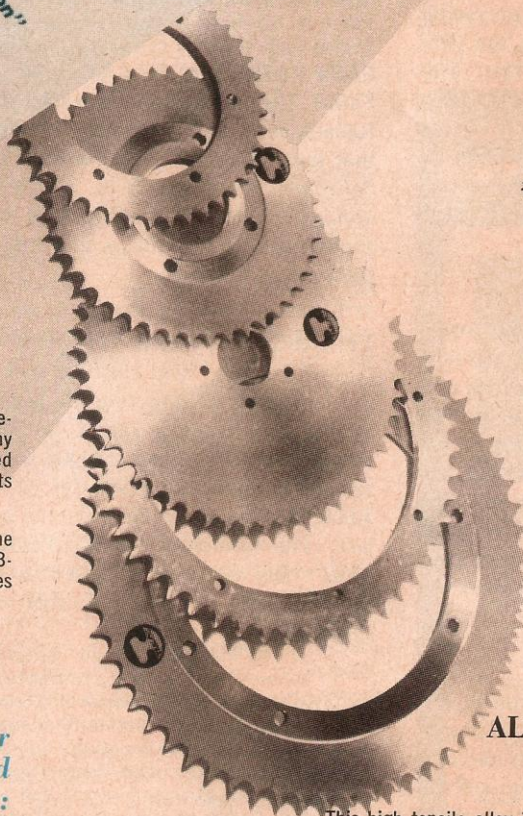
AZUSA'S new TABLOC catalog is the place to find a replacement countershaft trans sprocket for virtually any minicycle that uses them. Available in tough heat-treated aluminum or quality, hardened steel, with tooth counts from 12 through 18 teeth in most styles.

The internal spline configurations are made to the same exacting specifications as original equipment from TABLOC'S extensive collection of master patterns. Prices start at \$3.95 List.



Azusa Engineering, Inc.,
1542 Industrial Park St.,
Covina, CA 91722

*To get your
copy, send
\$1.00 to:
Dept.
MC-74*

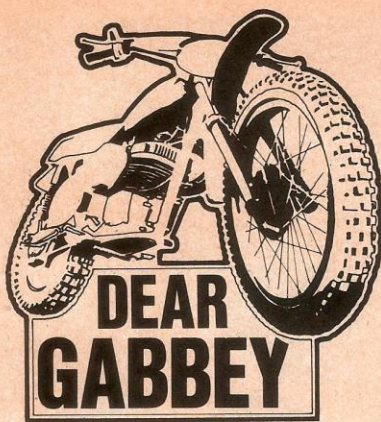


ALUMINUM 7075-T651 REAR SPROCKETS

This high tensile alloy is used in Jets, Rockets and Supersonic Aircraft . . . In our TABLOC Division we fabricate all our aluminum sprockets exclusively from this alloy. Ten years of drag-strip and race track testing has justified its selection.

We make sprockets for every Minicycle . . . from Alspost to Zundapp, each offering a broad tooth range. Orders yours from our new TABLOC catalog.

MINICYCLE/9



TV COVERAGE

We saw quite a few camera crews wandering around the track at the Powder Puff Nationals this weekend. Among those represented were ABC-TV, CBS-TV and a private crew of unknown heritage. In the past we've also seen excellent coverage on local (LA) channels KTTV and KTLA. Who knows, this may be a coming trend. A few short years ago the biggies wouldn't even consider a car race as standard fare.

AND HOW TO GET IT

If you want to see more on racing (motorcycles that is), contact the VP's at your local TV stations first. The locals have more time to spare and can put the arm on networks if the results are good. One such person to write to is: Bob O'Conner, Program Director, KTTV, 5746 Sunset Blvd., Los Angeles, Calif. 90028.

IT'S PROMOTION TIME

Rumor has it from a good inside source at *MiniCycle* that the publication is planning radio promotions and mini-cycle race coverage with station KEZY. KBIG has been doing it for years with the big boys, now it's our turn. If you like the idea, let us know and listen to KEZY to offer your support. They'll also continue to play some pretty good music between the races.

STREAKIN'

A mini-streaker was sighted at the Powder Puff Nats and was captured (on film of course) by an intrepid pair of *MiniCycle* photogs. We figure if it's good enough for the six o'clock news then why not us? Right? Say you saw it first in *MiniCycle*.

BICYCLE MOTOCROSS

Steve Foitle, Yamaha PR man, claims that there are currently more

than 120,000 bicycles modified for Pedal Cross, bicycle motocross, in Southern California alone. No wonder they would rather plug these than their fender-style electric guitar. Imagine the noise of 120,000 git-fiddles as opposed to puffing mini-pedalers.

"PX" — REMEMBER THAT!

Start spreading the word that PX stands for Pedal-Cross so we won't have to spell out that term so often. You army guys can give it any other meaning you want.

WE WIN ONE

California Bill No. AB 3839 passed, thanks to a lot of heckling by riders and a concentrated effort by *Cycle News West*. The bill allows exemptions for competition bikes from the Green Stickie registration law. It also allows for use of your own land as a riding area for an unregistered bike. The latter is what we strongly objected to before. Why should you register a bike if it's only going to be ridden as a cow rustler on your own ranch?

EASY FOR THEM TO SAY

Flash! The Federazione Motociclistica Italiana sent us this special commique that says, "*Concours International Des Sei-Jours. Nous avons le plaisir de donner d'autres informations le prochain.*" At least it shows that they're thinking about us.

THE WORD FROM THE TOP

We're glad to help clear up, sort of, the confusion surrounding the legality of Noguchi-Yamaha racers in AMA competition. We went straight to the top and asked Jim Nidiffer of the AMA to shed some light on the subject. The following letter is his personal reply which is followed by the bulletin sent to all mini-cycle race promoters.

"In reference to our telephone conversation, I will try to clarify the misunderstanding concerning equipment standards in youth competition, under AMA sanction.

"I have discussed the matter with the Competition Director and with Mel Parkhurst, who was previously Amateur Activity Manager. The intent of the supplement for youth events was to relieve the obligation for youth classes having to obtain approval for their motorcycles. Therefore, under chapter 5, equipment in the youth supplement, para-

graph A, equipment standards 1, Engines "There is no reference to approved motorcycles. The engine must be of the same basic design and materials as the manufacturers models, and the manufacturers crank case and cylinder must be used." The AMA's interpretation and policy on this regulation is that bolt-on modifications are allowed under the guidelines of the basic design. Therefore, the Noguchi Hop-Up Kits for Yamaha would be allowed whether or not they are entered as a Noguchi Motorcycle.

"The Noguchi Motorcycle would fall under the interpretation of the basic design and materials of the manufacturer's model and the manufacturer's crank case and cylinder. The Noguchi Hop-Up Kits for Yamaha would fall under the same rule in that the bolt-on equipment uses the same basic design and same basic materials. It is my understanding that the cylinder is a Yamaha item which has been modified.

"In view of the equipment specifications and the allowance of modifications, the mini-cycle classes have been expanded to include cc groups. The modifications are allowed for each class with the stipulation that the cc displacement does not exceed the maximum displacement for that class. The Noguchi special "80 racer" would be entered in the class 2 designation (66cc to 75cc) the spec sheet I have on the Noguchi special "80 racer" indicates that the displacement is 73cc.

"This is probably as clear as mud, and we will certainly be looking into the proposals we will be making to the 1974 AMA Congress, to clarify this matter. I hope you will appreciate the fact that we are in a period of transition of incorporating the youth division into the amateur program. I certainly appreciate you bringing this matter to light and if we can be of any further assistance to you, feel free to contact us.

Jim Nidiffer
Manager
Amateur Activities

Reprint of Inter-Office Memorandum dated May 17, 1974, to promoters of National Mini-Bike Championship events, from Jim Nidiffer, Manager of Amateur Activities.

"The Noguchi special '80 racer' is legal to compete in the class designation they enter. Any other mini-cycle with Noguchi or other modifications or hop-up kits are also legal to compete in youth competition, as long as the modifications are done in a safe and workmanlike manner.

"The regulation to pay particular attention during your events is that the mini-cycles are entered in the proper cc classification. There is no overbore allowance for any class. If the machines are bored past the maximum cc allowance for that particular class it shall run in the next

largest class.

"This regulation pertains to all competition in youth sanctions, as well as national championship motocross and scrambles events."

IT'S A SECRET

We found a super area for riding but we won't tell you about it quite yet. The area is totally remote, beautiful and legal. We rode for eight hours without retracing our steps. The only real problem with such absolute solitude was that Gabby got tired of complaining about his bruises to the road lizards after a bad endo. Hint: The area is mentioned in one of our upcoming road tests.

WHAT'S A "MINI-BAMBINO?"

It's getting harder and harder to classify the various types of mini-cycles. If an Indian Mini-Bambino is a mini-cycle than what is an MR-50 or a GT-80 or a TL-125? Maybe they should be classed as micro, mini, midi and maxi. The answer to this question is printed upside down on page 72.

TRIALS RIDING

Trials is really catching on as a spectator and participant sport. Yamaha is fielding a team of riders consisting entirely of teenagers. This dynamite, crack team features 17-year old Don Sweet, who has been riding trials since age ten. That was six years before the introduction of the first mini-trials bike. Yamaha, as their M.O. suggests, anticipates taking all of the trials gold. The average age of this team should give renewed hope to those young riders who thought factory team rides were years away.

WE TRY HARDER

We keep seeing these pins which say, "We're Number Two, we try harder." Right now we're Numero Uno, so why try harder?

THE ONLY GAME IN TOWN

Oops! I've just been told that we may be the only game in town. Heck, we might as well take the week off and go riding!

BOUNCING CZECHS

How many of you knew that the Bouncing Czechs (CZ) have a neat looking Enduro model for sale in these parts? It was somewhat of a surprise to us too. Thank goodness these guys know how to build better bikes than

promote their new products. It ought to be a screamer so we'll plan on a test in the near future.

ENERGY CRUNCH BLUES

Bet you thought the "energy crunch" was a thing of the past huh? Well, Ol' Gabby has it on good word that you'd better get the Caddy back on blocks and dust off the old Honda fifty again if you do anything other than deliver papers for a living. We thought it was kinda odd that we'd pay only 60 cents per, while other countries are getting jabbed for a buck twenty and more.

RIP-OFF ARTISTS

Speaking of rip-offs. The gas companies had to post their latest figures on profits for the last quarter. Some were as high as 99%! Remember, that's *profit*, not gross gain. At least Dillinger used a gun and put a little fun in people's lives.

AN ORGANIZED CRASH

There's a new motorcycle park being erected in Killeen, Texas for those of you who care or happen to live out that way. Look the nice folks up at Mid-Town Motorcycle Park. Now everybody can crash into each other in an organized spot instead of in some isolated sand lot. P.S. They have Johns too. Bet your old lot didn't.

WHOO-DE-DO!

According to a recent *Cycle World* poll, *Cycle World* had 54 road tests, *Cycle* had 41 and *Cycle Guide* had 33. Nowhere does it say that *MiniCycle* had a whopping 46¼ road tests during the same period. They have only five testers and we have more than half-a-dozen. Besides, how many of our readers care about Guzzis, Ducatis and Electra Glides? Everyone knows they aren't any good over a series of even mild whoop-de-dos.

IT KEEPS ON GROWING

Mini-cycling is growing at such a frantic pace in all directions that it's becoming increasingly difficult to keep abreast of all new developments. Trials and cafe racers are just two such examples. Bultaco has just announced a spectacular looking little trailer they call the "Chispa" which is powered by a 50cc two-stroke, three-speed engine. This one is really neat looking and doesn't have the big-bike-cut-off-at-the-knees-look of the older "mini-trails" bike. Bultaco also has the wickedest looking cafe racer in the world, but unfortunately it's too big to test unless we lie a lot and fudge a bunch on displacement.

BRICK PRICE & ASSOC.



Advertising/Public relations/
Promotions/Brochures/
Photography

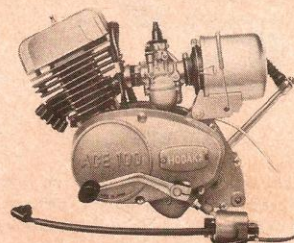
A full-service agency serving the motorsport field. Small and large accounts. Write:
21331 Bellini Dr., Topanga,
Calif. 90290/(213) 887-6391

GO KART & MINI-BIKE CATALOG

A COMPLETE GUIDE OF STOCK AND HI-PERFORMANCE PARTS

SEND \$1.00 FOR CATALOG AND FREE DECAL

CALIFORNIA SPEED & SPORT SHOP Dept. A
298 Jersey Ave. New Brunswick, N. J. 08902



HODAKA 100 C.C. ENGINES

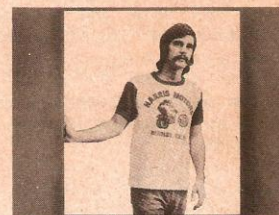
\$149.95

Engine complete as pictured.
Send check for \$149.95 to:

K G Engineering, Inc.
229 Lowland Street
Holliston, Mass. 01746

ANOTHER QUALITY PRODUCT FROM

W E B C O



W E B C O PRINTED SHIRTS

Webco now has facilities for producing thermo-plastic imprinted T-shirts, sweat-shirts and nylon jerseys. Featuring fresh, original designs in brilliant, non-fading color that outlasts the garment itself. See your Webco dealer for sample display, or write to us for free brochure showing selections available. Sample prices printed one side: T-shirt \$3.95; long or short sleeve sweat-shirt \$6.95; rayon racing jersey \$10.95. Add \$1 for design on both sides.

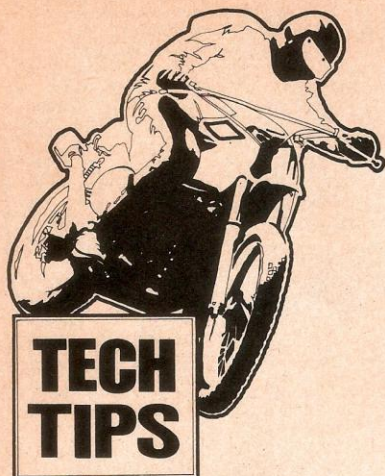
Webco catalog...116 pages...only \$1.50

SOLD THROUGH AUTHORIZED M/C DEALERS ONLY



W E B C O INC.

BOX 429 • VENICE, CAL. 90291



TECH TIPS

2 + 2 DOES NOT EQUAL 4

- Q.** Which type of engine has the greater compression braking ability, piston-port 2-stroke, reed-valve 2-stroke, rotary valve 2-stroke, or 4-stroke? Also, are there any advantages in running castor oil in a racing 2-stroke and are there any disadvantages in running it on the street?

Ronald Cox
Kansas City, Missouri

- A.** An Unmodified 2-stroke won't have as much compression braking ability as a 4-stroke. In comparing the braking power between the different types of 2-strokes it will become apparent that there is virtually no difference. However, if a compression release valve is installed, the braking power of a 2-stroke will be considerably increased.

Castor oil, which is a vegetable base oil, has superior lubrication characteristics and film strength. Unfortunately castor oil will burn dirty, and with some mixture ratios produces excess carbon and gummy rings. A ratio of 16 to 1 will sufficiently lubricate the engine and create less carbon than at 25-1. Don't use it on the street since it creates too much smoke.

BOLTS, BOGGLES AND BEADS

- Q.** What is the purpose of the bolt that projects through my Indian's rear wheel rim? It looks like another valve stem, but isn't.

Larry Hogarth
Salem, Mass.

- A.** This is a security bolt. The bolt you see is part of a shoe-shaped device fitted between the tire beads and the tube. Its purpose is to clamp the tire to the rim and prevent the wheel turning within the tire on rapid acceleration or heavy braking. The valve stem could be pulled out of the tube. Otherwise, the security bolt permits the use of reduced tire pressure where necessary for increased traction without danger of tire slippage and tube damage.

To remove the tire, the security bolt nut

should be removed and the end of the bolt pressed into the rim, then the tire can be removed in the normal way. When refitting, care must be taken to see that the security bolt stays with the tire and does not get caught between the rim and tire. As the tire is being installed, a frequent check should be made to see that the end of the bolt can be pushed in easily. Verify this again before final inflation. Finally, re-tighten the security bolt nut.

DOUBLE YOUR PLEASURE

- Q.** I climb large hills quite often on my '65 Honda S90 and feel that it can use some more steam. Would installing a high performance cam in the engine be worthwhile? Do you have any other suggestions that might increase the horsepower?

The stock, street gearing seems to be okay, but do you think it can be improved?

Irving Lutz
New York, NY

- A.** First lower the secondary gearing by putting on a larger rear sprocket and/or smaller primary sprocket. This will somewhat increase your hill climbing power. Installing a cam should give you about a 15 percent gain. For still even more, try installing a 24-or 26 MM carburetor. If you should decide to really get into it, the next step would be to reduce the weight of the bike by acquiring a lighter chassis and wheel assembly. Good luck.

ROTARY CLUB

- Q.** I have recently purchased my first bike, a Yamaha YL 2-C 100. I am really pleased with it. However, I don't have much information on the rotary valve. I know it controls the fuel induction and does it well, but if it works so well, why isn't it used on all 2-strokes? Does it have any major drawbacks?

A local dealer tells me I can't put a compression release on my bike because it would hit the piston. Is this so?

Don Schweikert
Manhattan Beach, Calif.

- A.** For a 2-stroke engine, the most efficient method of controlling fuel induction is a rotary valve. The only drawback is excessive engine width necessary for containing the rotary valve, carburetion, and air induction systems. If you install a 7/16 inch compression release opposite to the large 14 MM plug, there will be no problems with the piston hitting.

CLUBBED

- Q.** How would you start a motorcycle club? There are about 20 or more cycles in our town of about 1,200 people. Please write and tell me how I can organize one.

Mike Adams
Sedgwick, Kansas

- A.** Try writing the National Minicycle Association (N.M.A.) at 23301 Ostronic

Drive, Woodland Hills, CA 91364, or the A.M.A. at P. O. Box 141, Westerville, Ohio 43081. They should be able to provide the information necessary to organize a club.

EXCEDRIN HEADACHE #125

- Q.** I own a Hodaka which is causing me a lot of headaches. It recently started missing, quit firing and generally is a pain. New points and a plug were put in but it still misfires. If the plug connection is held about an inch away from the plug it fires OK, but connecting it to the plug results in no firing. The plug has been changed several times and even a new coil was put on, but still no change. Could you shed a little light on this as I am becoming quite frustrated.

Tony Quinn
Anaheim, Calif.

- A.** This is a fairly common problem, especially among motorcycles that are subjected to moisture. What is happening is that there is a buildup of deposits from condensation and evaporation of moisture on the spark plug cap. These deposits will conduct electricity, permitting the spark to short from the plug cap to the base of the plug or a nearby ground. Replacing the cap should solve the problem.

PIE ARE NOT SQUARED

- Q.** I keep reading about horsepower and torque. What exactly do these terms mean?

Arthur Triemano
Bellflower, Calif.

- A.** These are terms of measure of engine performance. Torque is the twisting force at the crankshaft and is stated in foot-pounds. As a sample, a shaft having a horizontal lever attached measuring exactly one foot from the center of the shaft to its end and having a five pound weight attached would require five foot-pounds of torque to move it. Horsepower is torque with a constantly rotating shaft. The engine's level of horsepower and torque changes with the speed of the crank's rotation, but the engine is rated at maximum. Therefore, horsepower is given at some specific rate of crank speed, such as 30 horsepower at 5000 revolutions per minute.

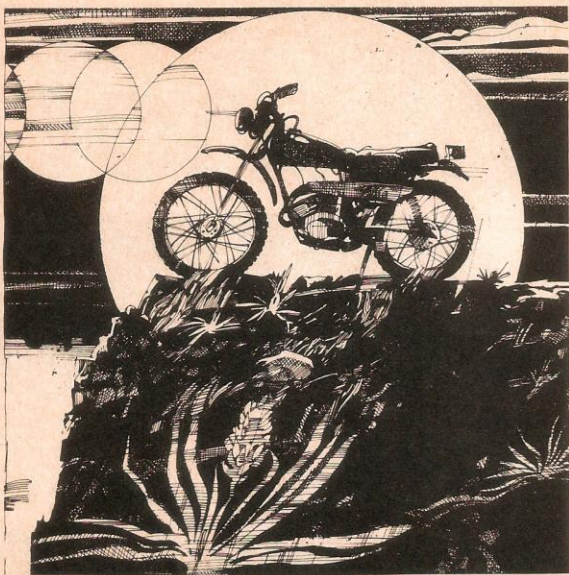
ZZZZZZAP!

- Q.** Can you explain to me what a capacitive discharge ignition system does and how it works?
P.S. I'm a girl.

Lori Sacco
Miami, Florida

- A.** The voltage potential across the spark plug electrodes is increased by the capacitive discharge ignition system about two or three times that of a conventional magneto. Although the voltage increases, the amperage is reduced considerably, increasing the life span of the spark plug

Continued on page 16



First sighting of a very rare bird.

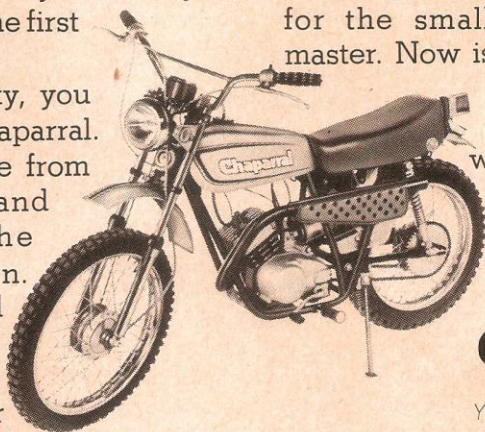
It's in the air. You can feel it. Bike season is just around the corner. In fact, maybe you and your family have already sighted the first bikes on the trail.

If you're lucky, you may have sighted a Chaparral. It's the bike that came from nowhere last year and proved itself in the Y.A.M.A. competition. And we have a limited number of street and trail editions of this bike that has the power

and performance to take on the biggest member of the family. And the handling and shifting ease designed for the smallest ten-year-old to master. Now is the time to set your

sights on a new 1974

Chaparral. 'Cause when you're on a Chaparral, you're onto something good.



Chaparral®
Motorcycles • Bicycles
You're onto something good.

BRICK PRICE & ASSOC.
 Advertising/Public relations/
 Promotions/Brochures/
 Photography
 A full-service agency serv-
 ing the motorsport field. Small
 and large accounts. Write:
 21331 Bellini Dr., Topanga,
 Calif. 90290/(213) 887-6391

DEL VAR SALES
 36 Sunrise Highway, Baldwin,
 New York 11510 **SPECIAL THIS MONTH**
Only \$8.95 - 3/4" CLUTCH - 35 CHAIN
 Send check or money order
 plus 50¢ handling & postage
 Print Name
 Street
 City State Zip

HONDA MUSCLE



**BIG BORE KITS • TUNED PIPES
 STROKED CRANKS for SINGLES
 ENGINE BUILDING • CAMS**

Send for
 Complete Catalog \$1.25 Cash
 Model Information 50¢

Powroll Inc.
 P.O. Box 1206 M8
 Bend, Oregon 97701
 (503) 382-6395

SPRINGER FORKS SPECIAL OFFER

Limited supply at \$25.00*



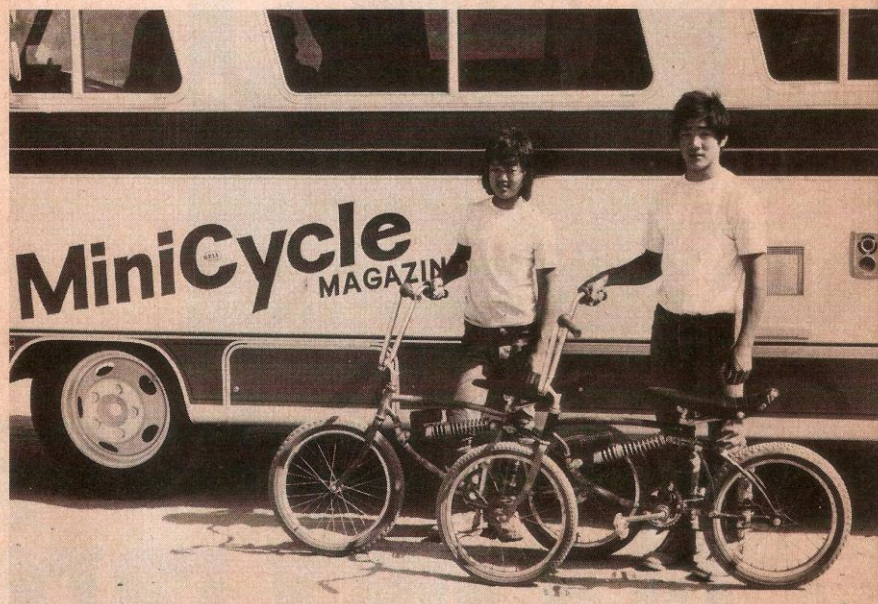
These high quality units are standard on Steen MX-100s and Mistral Landsailors and are bolt-on replacements. The simple, sturdy construction allows them to be used on many other motorcycles, landsailors or three-wheelers.

*This offer ends 12/31/74. Price is less shocks. Dealer and OEM inquiries invited.

Mistral Landsailors
 3910 N. Shadydale
 Covina, Calif. 91722
 213-962-4948

Bicycle Monoshock

HOME-BUILT TO MAKE
 THE FACTORY ENVOIOUS



Rodney Uyekawa and Frank Koga stopped at the MiniCycle "van" to show off the first bike mono-shockers. Readers with similar scoops are welcome to stop in and chat with the editors at any of the major races this year.

Racing and not necessity seems to be the true mother of invention. Most major advances in any field of transportation have come from the inventiveness of the racers.

This theory even holds true in the field of PX. Originally, the first racers were crude bikes, modified from the Sting Ray, made to *look* like racers. After the looks came a few impromptu races and the inevitable hop-ups for more speed.

Recently Yamaha introduced their factory "works" racer with front and rear suspension. The bike handles well and is a vast improvement over previous bikes and yet it may be outdated already. Two young riders have designed and built the first monoshock frame taking their cue, ironically, from the Yamaha works MX motorcycles.

The frames are basically the stock Sting Ray style with modifications. The lower half of the frame was cut and a pivot welded on. The top was cut away just under the seat and now



Bike mono-shock is similar in theory to the Yamaha MX motorcycles. Now why didn't they think of that instead?

mounts the rear portion of a Yamaha Thermo-Flow shock. The front half of the shock mounts under the steering head.

Handling is vastly improved over the stock Yamaha moto-bike because the rear half can't pivot torsionally. Weight is lower as well, since only one shock is used instead of two. We're sure that this development will spur many copies, possibly from the major manufacturers as well. We liked the idea so well that we may show how to perform the work in a future issue of *MiniCycle*. We had been toying with the idea for a mini-cycle anyway. Future issues will include tests on the new Prince MX bike and Yamaha. Both of these and possibly a Schwinn will be project bikes for on-going modification stories.

Rodney Uyekawa and Frank Koga deserve praise for their inventiveness and talent in building these first mono-shockers. The factories are watching.



At this stage the frame welding looks a little crude because it hasn't been painted and filed clean, but the system works beautifully.

MiniCycle



There's a lot going on in the world of mini-cycles,
and *MiniCycle* intends to cover it all.

MAIL NOW FOR:

"CHICKEN LEATHERS"

All sizes in black, black/gold
\$54.95

PREMIER HELMETS

All sizes & colors

Full coverage \$49.95

Open face \$29.95

SHOULDER PADS

JOFA \$34.00

Jim Davis \$17.95

CHEST PROTECTORS

Specify color

\$11.95

TIE-DOWNS

Red, White, blue or black

\$7.95

One day mailing. Add \$1.50 for handling

THE CYCLE HOUSE, P.O. Box 10059

Santa Ana, Ca. 92711

Name _____

Address _____

City _____ State _____ Zip _____



Buck Hardhat sez,

Quick.....Think Of Helmets!

BETCHA' SAID SHOEI!

FIT FOR COMFORT.....

FIT FOR SAFETY.

Shoei Helmets come in three mini sizes
and three safety styles.

Send 50 cents for a "Buck Hardhat" decal and Shoei decals, in English & Japanese.



Name

Address

City State Zip

1717 Pontius Ave., Los Angeles, Calif. 90025. (213) 477-6051

Distributor inquiries invited. Dealers write for nearest distributor.

The Uncommon Common Plug

From the people who supply electrical equipment to Honda, Suzuki, Yamaha and Kawasaki

We supply electrical parts for a great majority of the bikes sold in this country.

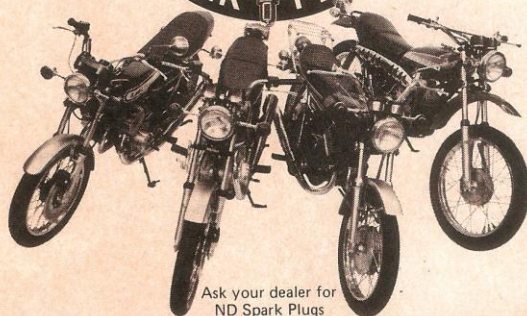
Now we're making our original equipment spark plugs available for replacement use. Use them to replace the

ND plugs that came as original equipment in your Honda,



Suzuki, or certain Kawasaki models. Or use them to replace the plugs on any other bike made.

Either way, you'll get a commonly used, uncommonly good spark plug, whose name is becoming more commonly known and respected every day.



Ask your dealer for ND Spark Plugs

NIPPONDENSO of Los Angeles, Inc. 1815 Anderson Avenue, Compton, California 90220 (213) 639-3630



TECH TIPS

electrodes. Generally speaking, the spark plug of a 2-stroke will foul out long before it wears out. The voltage from a capacitive discharge ignition will fire a plug that would be fouled for a conventional ignition system.

MORE IS BETTER

Q. I'd like to ask if you ever plan on running a hop-up series for the SL-70 similar to the one you did on the XR-75. A lot of riders have these bikes and need the extra punch.

Darren Bond
La Mirada, Calif.

A. We've got a problem. There are now literally hundreds of mini-cycles on the market with strong potential for competition and suitable for a little tweaking. The SL-70 is a grand bike in its own right and class but can't compare to a Honda CR-125, J&B 100, XR-75, J&B 80 or XL-100, all of which come from the same manufacturer. These bikes are more competitive in standard trim and are the favorites of most racers. Each of the other several dozen companies also have a raft of bikes. It would be impossible for us to even try and do articles on every bike. We have to keep the majority and serious riders in mind. Your local Honda dealer however, should be able to turn you on to all the simple bolt-on items to add pizzazz to a tired but otherwise capable bike.

NEW! SUPER HIGH COMPRESSION

XR-75 Racing Piston With Exclusive Weep* Groove

82 cc

82 A cc 1st Oversize

82 B cc 2nd Oversize

Tested and Proven! Cooler Running - Longer Lasting!

Our new high compression piston was introduced recently at the Y-AMA National Mini Cycle Motorcross Meet at Sparks, Maryland. Test rider Eddie O'Brien smoked the competition with Two First Place Motos in his 85cc Division.

Put a Super Power Packing Wallop in your XR-75 today! Be the first in your area. Order Now!

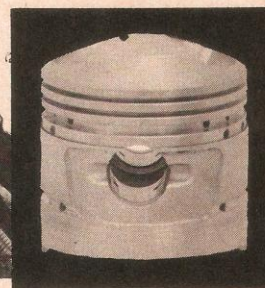
Hey Riders! Let us know how you do in your local motos with our piston. We'll publish the results in our Mini-Cycle Magazine Ads.

Hey Dads! Keep those old cylinders. Just bore out to our new 82 A* or 82 B** Oversize. Legal in all Y-AMA Mini Cycle Meets.

*.25 oversize

** .50 oversize

Eddie O'Brien
Norfolk, Virginia
XR-75 Honda



DEALER INQUIRIES INVITED

ORDER TODAY

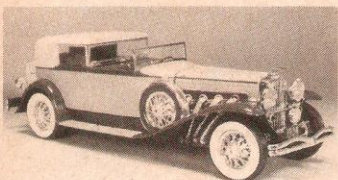
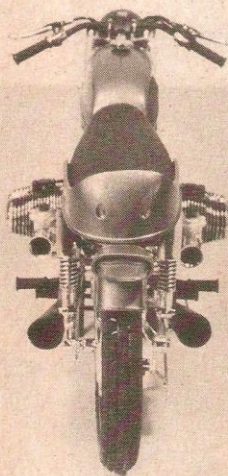
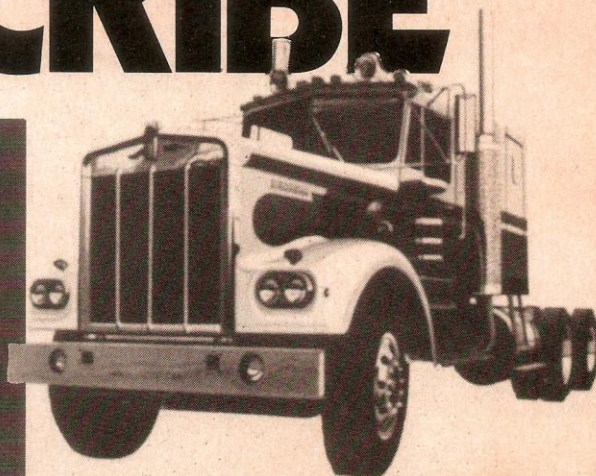
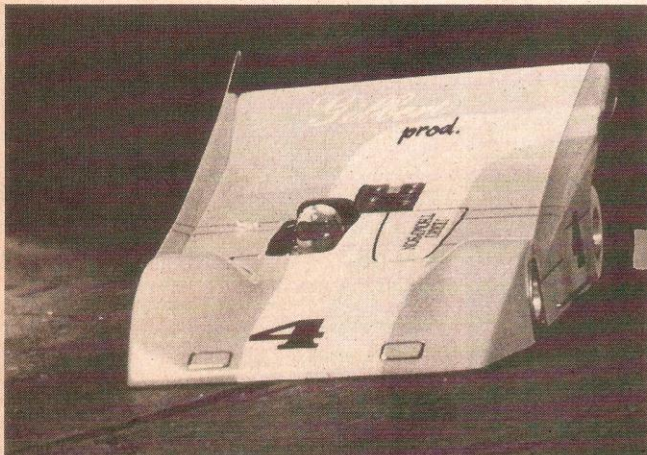
Please send . . .

- 82cc Piston & Rings @ \$34.50 ea.
- 82 A cc Piston & Rings @ \$34.50 ea.
- 82 B cc Piston & Rings @ \$34.50 ea.
- One of all three above @ \$95 (Save \$8.50)
- Check or money order, add \$1.00 postage
- Send COD

POWERBAND OF VIRGINIA

1911 Hunters Tr., Norfolk, Virginia 23518
Telephone: (804) 853-0958

SUBSCRIBE



International Modeler

**covers all
phases
of the
modeling
and hobby
field!**

() U.S. SUBSCRIBERS
12 issues, \$8.00

() FOREIGN SUBSCRIBERS
12 issues, surface mail, \$9.00.

() I'M CAUTIOUS. Here's
\$1.00 for a sample copy, before
I subscribe.
(U.S. customers, only)

() FOREIGN SUBSCRIBERS
12 issues, air mail, \$22.00.

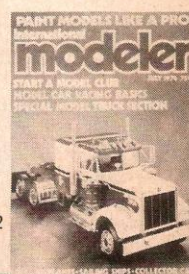
MAKE CHECKS PAYABLE TO:
Sensory Perceptions, 4430 Vineland Ave., N. Hollywood, Ca. 91602

Name _____

Address _____

City _____

State _____ Zip _____



MINICYCLE/17

AllAboutMiniBikes.Com

We at *MiniCycle* have long been advocates of women's lib. Our publisher is a gal - and a good-looking one at that - and we have a trick little Irish staff photographer by the name of Laura Mulvey who is responsible for some of the action photos you see in this story.

We just like females. So it was only natural to find the entire *MiniCycle* crew at Indian Dunes, near Valencia, California, for the 1st Annual Powder Puff Nationals on July sixth and seventh. We showed up in our 31-foot air-conditioned Vogue Motor Home, parked it on the hill overlooking the course, and ventured out into the desert heat, loaded with Nikons and enthusiasm.

Our sensible female *MiniCycle* photographer shot the



Powder Puff competition is interesting to watch. Ask any spectator — or any MiniCycle staff photographer.



THE POWDER PUFF NATIONALS





A hoard of serious females swoop off the desert portion of the Grand Prix course into the first corner.



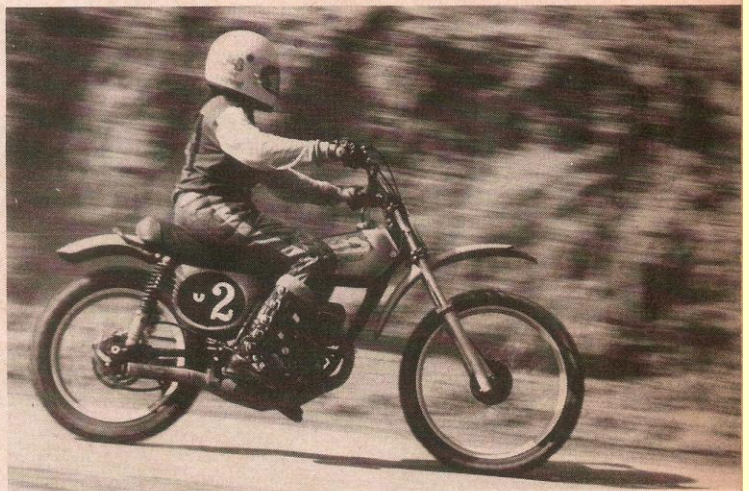
Riders snarl by The Folks Who Live on the Hill. MiniCycle staff writers and photographers operated from this 31-foot air-conditioned motor home the entire weekend.

motorcycles in action; our male photographers ran amok shooting the females (the sound of their shutters resembled the insane clicking of castanets; we later counted 17 rolls of 35mm film expended - each one a 36-exposure roll - for a resounding 612 frames).

P.U.R.R., the official Powder Puff organization headed up by Kasey Rogers, ran this show - and a good one it turned out to be. Powder Puff racing is coming on strong. Here's an excerpt from Kasey's "Welcome to the Nationals" column in the official 1st Annual Powder Puff Nationals program.

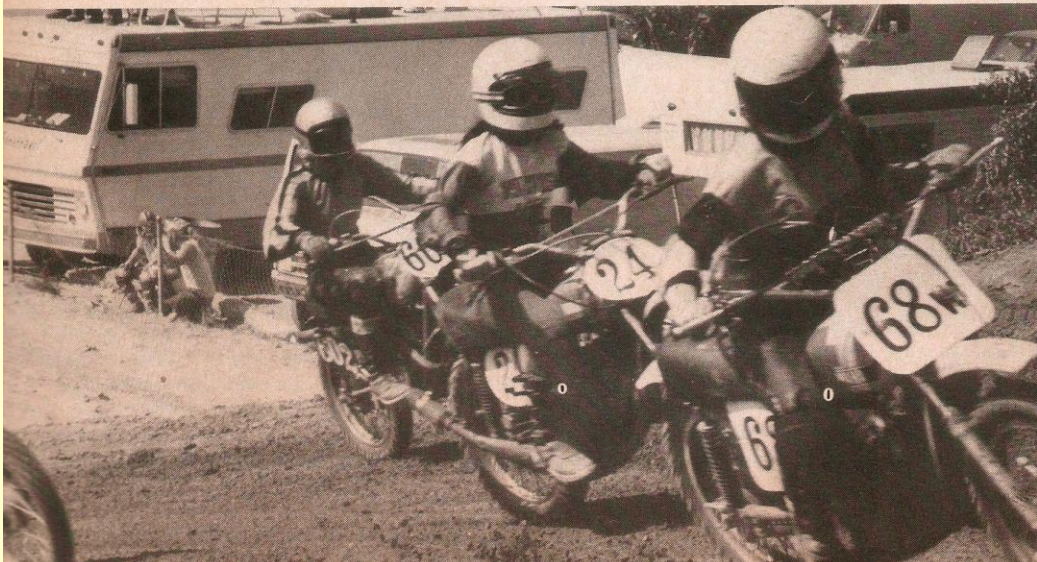
"During the past two years, the whole powder puff idea caught fire and all of a sudden, there are hundreds of female racers from all over the United States. And it doesn't stop here. There are women racers exhibiting equal skill and enthusiasm from Canada to New Zealand to Greece.

"Back in September of 1972, a group of Southern California racers, female that is, were invited to Canada



The Powder Puff riders displayed style and grace all weekend, and there wasn't a male in attendance who wasn't impressed with their ability to go fast, or their endurance during the one and two-hour Grand Prix events.

Up the hill past a sea of motor homes. Spectators and competitors arrived from all over the country to attend this event.



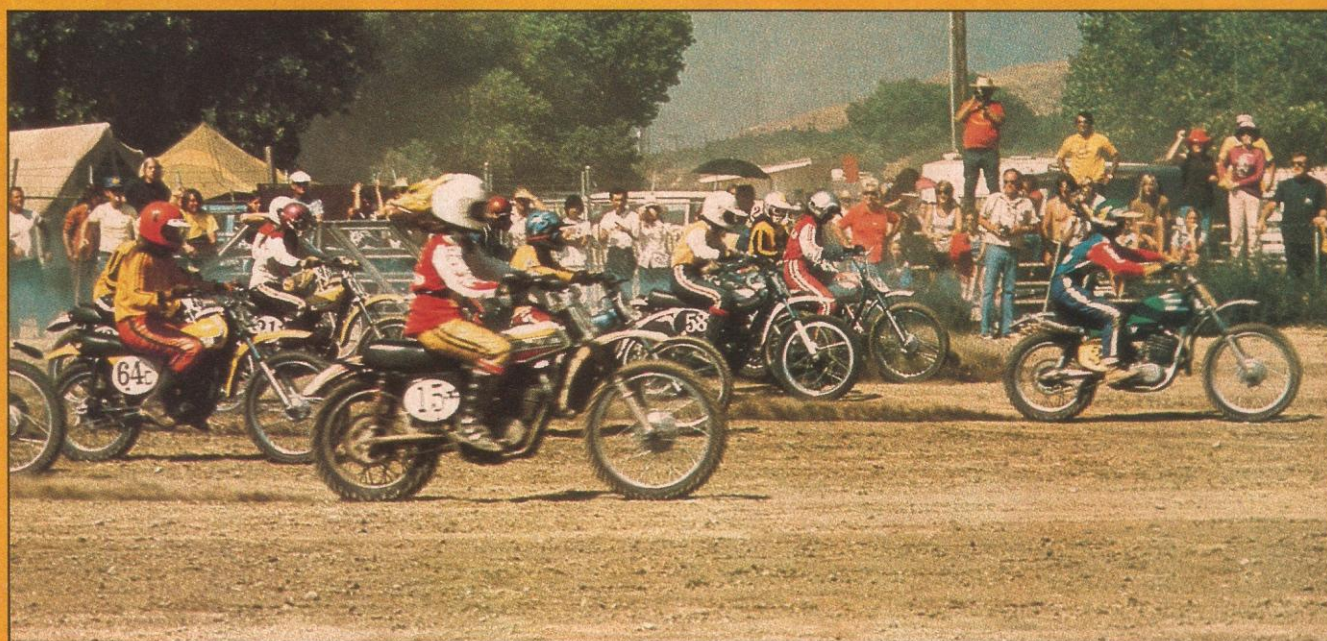
MINICYCLE/19

as part of the Can Am series. Unofficially, this was the introduction of powder puff racing to Canada.

"Surprisingly, 1974 is the first year that an official point system (number one plate and all that) has been set up for the powder puff class. District 37 of the AMA agreed to let the girls set up the class themselves, for a trial period of one year. Dee Granger, now Powder Puff Steward, was instrumental in this effort. Not even half way through the season, the enthusiasm generated by the girls, as well as the spectators and other riders, convinced the board to continue the system permanently.

"During the 1974 season, the puffs ride for points - in pursuit of the number one plate to be awarded in '75. There are two point systems, one for motocross and one for desert. Gran Prix's may be counted either way. So actually there are two No. 1 Powder Puff plates, since two different forms of racing are involved."

So as you can see, Powder Puff racing is enjoying a tremendous boom in popularity. Any chauvinistic male who thinks Powder Puff racing is not really racing, but simply putting around, should attend the next event in his area with an open mind. It is, to put it mildly, simply sensational



competition.

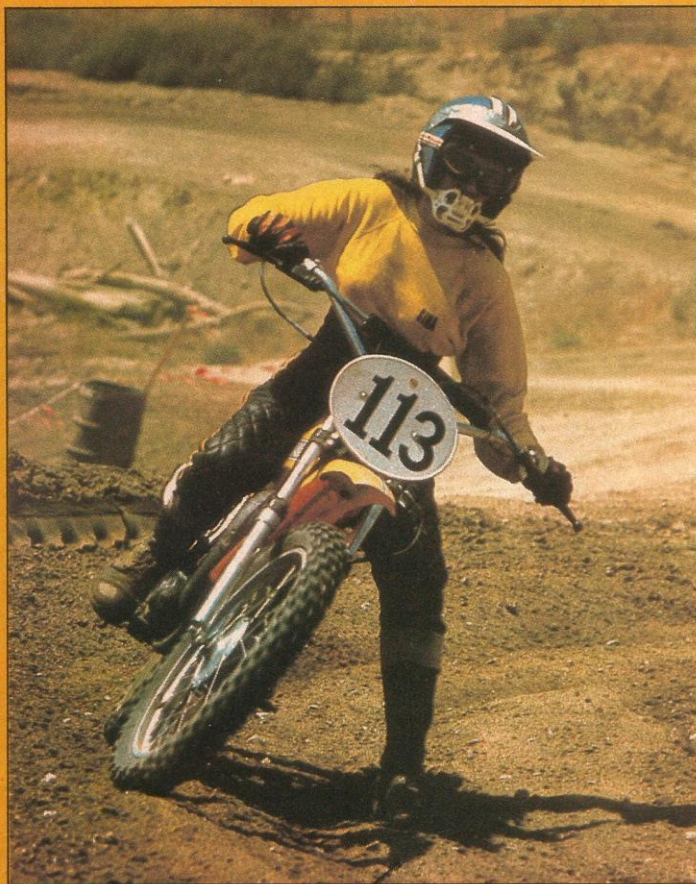
It was hot at Indian Dunes. We *MiniCycle* staffers felt a twinge of guilt each time we slipped quietly back to our cool motor home for something wet and chilled out of the refrigerator, while the supposedly "weaker sex" (ha!) thundered around the course, lap after lap, seemingly unaware of the temperature. Respect for these gutsy females grew throughout the two-day event.

It's just difficult to associate soft, pretty gals with the hard-knocks, give-no-quarter, ask-no-quarter world of motocross racing. It's difficult, that is, until you see the helmets go on

over the long blond hair, the glint in blue eyes behind goggles, the style and grace exhibited as they race flat-out over the course with enough *brio* to put most males to shame.

Gals are no different than guys, in motocross racing - some do their own mechanical work; others rely on their fathers or friends with the skill necessary to put a winning machine on the course. But the gals share the desire to race and to win, with the men. That desire has to be there, for motocross racing is extremely demanding. "Dabblers" don't seem to stay around the racing game - *any* phase of racing - for very long.

The motocross races, held Saturday and Sunday morning,



were exciting from the spectator side of the fence, but the best was to come when the first Grand Prix was run. It was a one-hour affair, using the desert course in conjunction with the regular Indian Dunes layout. A grueling two-hour, 125cc Grand Prix followed. Riders who ran both Grands Prix were totally exhausted after the sound of racing faded away over the desert. Overall winner, Nancy Payne, was barely able to stand up to accept her trophy; she spent a long time in the shade of her van, seemingly in shock.

Complete results are included. We at *MiniCycle* can only say that we are filled with admiration at the courage and skill shown by the Powder Puff entrants in this 1st Annual Powder Puff Nationals. From the youngest to the most "mature" racers (we're not crazy enough to call them "old-est"), they were an impressive lot. We particularly love the "Granny Class." There's something just delightful about seeing a woman who has three or four children — and whose neighbors probably spend their day sitting around watching a soap opera on television — clawing her way around a motocross track, forever young in her own mind. Good for you!

We'd like to give special tribute to Cherry Stockton for her magnificent gesture of sportsmanship in the two-hour Grand Prix. Cherry was running a strong fourth when she stopped to help Nancy Thomas, who had crashed, thereby giving up her own chance to win. It's people like this who

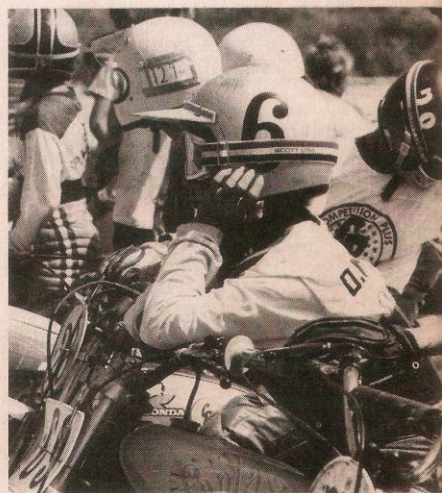
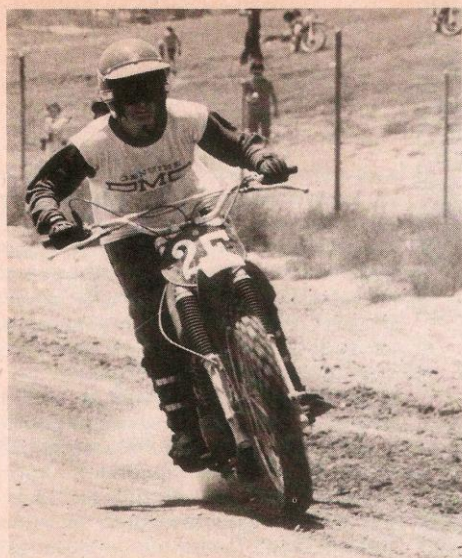


Sensational racing and dynamite females provided outstanding, crowd-pleasing competition at Indian Dunes, July sixth and seventh. And the appearance of a sexy streaker was just frosting on the cake!

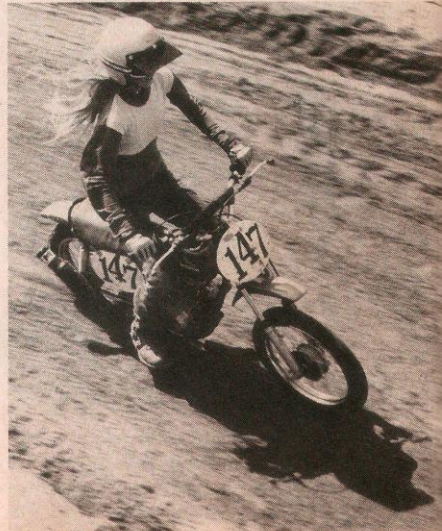
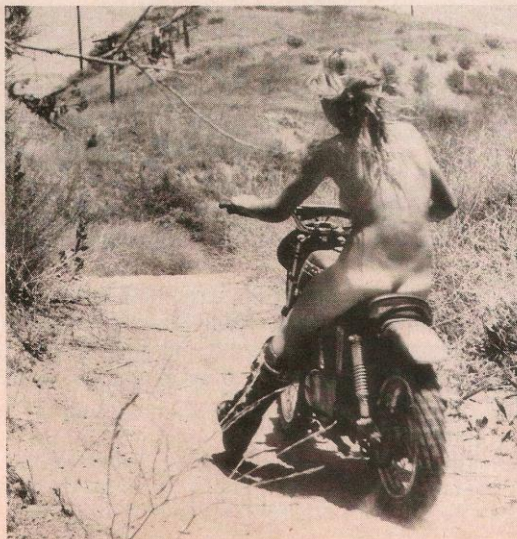
*CENTER —
Mavis Logan
(109) and
Mary Jo Jehle
(46) battle in
the 125 Begin-
ner class.*

*Nancy Payne,
winner of
the 250
class and
Overall
Winner,
doing Her
Thing.*

*Powder Puffers —
totally impressive!*



*A streaker made a
brief appearance,
to the delight of
the crowd. Remember,
you saw it in the
pages of Mini-
Cycle, first!
Parents — address
all irate letters
to . . .*





Beautiful Kelly Bartlett, who is our cover girl this month, was dropped hard on the first corner of the two-hour Grand Prix; she got up and went on to finish impressively.

Nancy Payne accepts the trophy and a new Can-Am 125 from Gary Jones.



make you glad you're a part of this great sport. P.U.R.R. gave her an award for good sportsmanship after the race.

P.U.R.R.'s Sue Hall collected an incredible array of prizes for this event — topped off by a Can-Am 125 for the overall winner. The results were delayed just long enough for the good-natured crowd to get restless but not surly, and when it was over, the competitors and spectators packed up and left the heat and dust of Indian Dunes for far-flung parts of the country.

Powder Puff racing? We love it! Congratulations on a fine race.

OFFICIAL RESULTS

MOTOCROSS

Overall Winner — Nancy Payne
 125 Overall Winner — Janene Turton
 250 Overall Winner — Nancy Payne
 Mini Beginner — 1) Barbara Spielman; 2) Lisa Christianson
 Mini Novice — 1) Joy Maramom; 2) Sue Weisburg
 Mini Expert — 1) Sue Fish; 2) Jan Kline
 100 Beginner — 1) Lynda Ledlow; 2) Peggy Oki
 100 Novice — 1) Gina Barkey; 2) Annabella Wood
 125 Beginner — 1) Kim Ward; 2) Sue Kannon; 3) Kellie Caspary
 125 Amateur — 1) Joanna Stenerson; 2) Kim Herbert; 3) Dolly Hays
 125 Novice — 1) Lisa Howard; 2) Robert Vasilis; 3) Paulette Napoleone
 125 Expert — 1) Janene Turton; 2) Juana Madrid; 3) Nancy Payne
 250 Beginner — 1) Donna Turpo; 2) Julie Ciardello
 250 Novice — 1) Connie Smith; 2) Barbara Tieskoetter
 250 Amateur — 1) Gail Duhe
 250 Expert — 1) Nancy Payne; 2) Nancy Thomas; 3) Jan Kline
 Open — 1) Marie Masterson; 2) Cheryl Ann Acres
 Granny — 1) Norene Hendrix

GP

Granny — 1) Mary Harnish; 2) Carment Vitale
 Mini — 1) Barbara Spielman; 2) Lisa Christenson
 100 Beginner — Kelly Weisman; 2) Lynda Ledlow
 100 Novice — 1) Judith Kroker
 250 Expert — 1) Trudy Beck; 2) Lorie Watson; 3) Kimmy Jo Slayton
 250 Novice — 1) Leslie Klug
 125 Expert — 1) Lorie Watson; 2) Trudy Beck; 3) Pam Niles

MINICYCLE/23

AllAboutMiniBikes.Com

Thar's gold in them thar hills—but where? With a mini-cycle and some lightweight treasure hunting equipment, you've got everything it take to find it. Here editor Brick Price ponders his destination. Slung over his shoulder is the efficient, lightweight Detectron "Gremlin," an \$89.95 metal detector with 100% solid state, computer-age circuitry. Several manufacturers offer highly sophisticated detectors.



THE GREAT GOLD RUSH OF '74!

Well, perhaps we're stretching a point a bit. There's not really a "gold rush," but there's certainly growing interest in treasure hunting these days. And you can get there quicker and easier if you do it on your mini-cycle. Since it's not possible to cart too much gear along, let's take a look at what you need to strike it rich and still travel light.

The head of the detector should be held parallel with the ground. Keep the pickup head as close to the earth as possible. Detectors are capable of picking up precious metals at an amazing depth.

The "Go-Fer," Model GT by Detectron is one of their most popular models. Priced at just \$64.95, it's within reach of the average family and can quite often pay for itself. It is effective in locating coins while searching beaches, parks, playgrounds, ghost towns, etc.



We're not going to con you - it's pretty doubtful if you'll ever get rich enough playing amateur treasure hunter to even keep you in hamburgers. However, if you're interested in looking for buried treasure, whether it be gold, silver, or old nails, and you're doing it for *fun*, well that's different, podnah.

Mini-cycles are ideal for weekend treasure hunting. You can go literally anywhere with a good dirt or trail bike. And there's a gaggle of treasure hunting equipment available now that is light in weight and relatively inexpensive.

Look upon treasure hunting as a hobby. If you make any money at it, that's just "frosting on the cake." The photos show some of the equipment that is in use these days, ranging from sophisticated electronic metal detectors to simple plastic gold pans.

All of it is useful. You can spend as little or as much as you want to on this hobby — just like any other hobby. Start small and collect equipment as you go. It's fun.

Before we go any further, we want to give special thanks to Jerry Keene of Keene Engineering in North Hollywood, California, and Darrel Byerley of the Detectron Company in San Gabriel, California for their assistance.

We would like to recommend *Treas-*

ure Magazine for those of you who care to pursue this hobby further. It is available on the news stands or by subscription for \$9.00 for twelve issues. Write to Jess Publishing Company, Inc., Dept. M-C, 7950 Deering Ave., Canoga Park, Ca. 91304.

Most weekenders use a metal detector. The following information is printed from the booklet, "Finding Lost Treasure," published by Detectron of San Gabriel, California. While they naturally refer to their own models in the text, the general instructions apply to most metal detectors:

HOW METAL LOCATORS OPERATE

A metal locator is not a crystal ball, nor is it weird or mysterious in any way. It is a scientific instrument that operates on the principle of an interrupted electrical field. Technically, we call it an "induction balance" system. "Feeler waves" (the electrical field produced by our instruments) are constantly in force when the detector is working. When the instrument passes over a metallic object the field is interrupted. This shows up as a flickering needle and a loud signal from the speaker. It is precisely this "interruption" which is the clue to buried treasure.

"Small objects like rings, a dime, or a tiny nugget can be detected down to about 8 inches or so, depending on soil type and on whether the object is lying flat or on edge.

"Broad, flat surfaces will give a louder signal at any given depth than the same amount of metal which is buried on edge. Putting this another way, you can detect a flat tin plate at a much greater depth than a much heavier handful of gold coins bunched together.

"No metal locator ever made is selective as to the *type* of metal it is "reading" for you. It might be a worthless bottle-cap, or a priceless lodestone from a bygone age. There is only one way to prove it: *dig!*

Detectron's Model 7-T can spot a rich vein or large deposit to a depth of six feet, a chest of money to five feet, a fairly large bag of coins at four feet, etc. A 1/5 ounce gold nugget can be detected three inches deep. This particular detector sells for \$139.50.



MINICYCLE/25

HOW TO USE A METAL DETECTOR SUCCESSFULLY

"You can't point a rifle like a cane if you expect to *hit* anything. It takes practice, concentration, and experience to consistently bag your game. So it is with a metal detector. Learn *how* to use one and your score of "finds" will jump dramatically.

"Luck is present to some degree in any venture, but to depend entirely on finding a "strike" is a little like dreaming that you'll win the Irish Sweepstakes. It can happen, of course — but the odds against it are tremendous. Whittle the odds down by practicing some of these tips from long-time users.

"(a) Always make sure batteries test good before you start. Test the locator by passing it over a dime dropped on the ground. It should give a quick reading every time.

"(b) Learn the correct grip. The Model 7-T or Model GT Go-Fer head

The beach offers a rich area for treasure hunters. This young lady is probing the sand with a Model G-73 "Gremlin" by Detetron.



Here's a gold prospector's kit that contains everything you need. Included is a gold pan, a bag of sand mixed with fool's gold, a bag of sand mixed with 100 milligrams of "real gold" that you practice panning with, and samples of gold ore, gold dust, iron pyrite, mica and chalcoppyrite that you can handle, feel, see and inspect with the magnet and magnifying glass also included.

most successful users of metal locators develop a habit of walking in a thorough, ground-covering *pattern*."

Less expensive than a detector, and absolutely essential to most serious treasure hunters, is the time-honored gold pan. Very simply, it's a method of separating gold from the sand and rock found on most river bottoms.

A sluice box is a more efficient means of accomplishing the same thing. It's a bit bigger and therefore less transportable, but it's still light in weight and portable enough for practical use. We recommend that you purchase "Gold in a Campground," by Jerry Keene and Mat Thorton, available for just \$1.00 from Keene Engineering, Inc., Dept. M-C, 11479 Vanowen St., North Hollywood, California 91605. This booklet gives invaluable tips and general information on all phases of treasure hunting.

It's great fun. If you already have a dirt or trail bike, check into it. Send for the catalogs and general information brochures that the manufacturers and suppliers listed in the directory

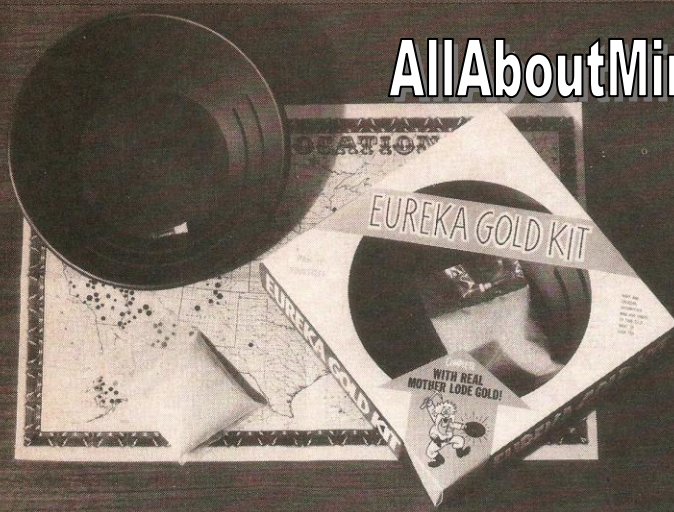
(the flat lower disc) should be held steadily parallel with the surface. Keep the pickup head as close to the ground as you can, raising it only to clear obstacles.

"(c) Remember that minerals in the soil change constantly as you pass over the landscape, so readings will fluctuate rapidly from weak to strong to weak again. Adjust the Detetron for

peak strength every little while. Heavy underground deposits of iron, for example, will give you an extremely loud signal, while some types of soil produce scarcely anything at all. The point here is that a constantly changing signal intensity is *normal*. Indeed, without this change the instrument wouldn't be telling us anything!

"(d) *Don't wander aimlessly.* The

AllAboutMiniBikes.Com



Keene Engineering, Inc., Dept. M-C, Vanowen St.

gold panning kit also. Included is a plastic gold pan, panning sand, gold samples, panning instructions and a gold location map, for just \$4.95.

Keene Engineering also offers this field analysis kit. It identifies gold and silver and other precious metals in the field. No waiting for laboratory reports. Tests for most common minerals.

with this article offer. You won't be sorry.

MANUFACTURERS & SUPPLIERS (Write for catalogs)

Keene Engineering, Inc.
Dept. M-C
11479 Vanowen St.
North Hollywood, Ca. 91605

Detectron
Dept. M-C
Divn. of Tinker & Rasor
P.O. Box 281
San Gabriel, Ca. 91778

White's Electronics, Inc.
Dept. M-C
Rm. 504
Elkhart, Inc. 46514

The Goldak Co., Inc.
Dept. M-C
1101-A Air Way
Glendale, Ca. 91201

Treasure House
Dept. M-C
Divn. of Solidtronics Corp.
Tennent, N.J. 07763

D-Tex Electronics
Dept. M-C
614 Easy St.
Garland, Tx. 75040

Heath Co.
Dept. M-C
Benton Harbor, Mich. 49022

Treasure Electronics
Dept. M-C
Rt. 1 Box 56
Benton, La. 71006

Garrett Electronics
Dept. M-C
2814 National Drive
Garland, Tx. 75041

Pacific Northwest Instruments
Dept. M-C
3104 Jones Ave.
Klamath Falls, Ore. 97601

General Electronic Detection Co.
Dept. M-C
16238 Lakewood Blvd.
Bellflower, Ca. 90706

Auto World, Inc.
Dept. M-C
701 N. Keyser Ave.
Scranton, Pa. 18508



An ideal "getting started" package is available from Keene Engineering. The Prospector's Special includes a Mini-Sluice worth \$24.95; prospector's pick, \$4.95; medium plastic pan, \$2.25; gold magnet, \$3.45; sample bottle, 15 cents; prospector's shovel, \$2.50; crevis tool, \$1.98; economy magnifier, \$1.50; and a booklet titled "Gold in a Campground," \$1.00 - a total value of \$43.73 for just \$49.95. It contains everything necessary, and it's light in weight.

SUZUKI TM 100

We could save ourselves a lot of time and space by simply saying that the Suzy is an exceptional mount, buy one and get it over with now. But that would be an injustice to this fine machine. It should be drooled over and examined like the piece of art that it is.

Possibly the biggest single factor in favor of the TM is its extremely low list price. Compared to other bikes it's a stone bargain at \$720.00. Usually a lot of items are sacrificed for the sake of saving money. Not so in this case. If anything, the Suzy is tricked out a little. The appearance and first impression is striking, from the bright yellow paint to the sweep of the exhaust system. The bike obviously spent as much time in the stylist's studio as it did in research and development. It's a refreshing departure from the slapped-together piecemeal look of some of the competitors. Other machines give the impression that they were handmade in the garage of an accessory firm.

The polypropylene fenders are painted to match the tank. Normally these would be molded in a different color to contrast. We were a bit leery of the paint at first but were surprised to find that it stays put even if the fender is bent completely around. The striping and logo are 3-M-type transfers (tape) which are covered with a thin coat of gel for protection. These have been perfected to the point that they are more durable and cleaner looking than paint.

The Suzy was obviously designed to be competitive in the rapidly growing 100cc MX class and yet it isn't so radical that it can't be used as a playbike for cow-trailing. Most of our test riding was under such conditions. The engine is somewhat peaky and requires clutch slipping to get under way, but isn't nearly as finicky as other machines we've tested. Numerous water crossings and several slow trips through the mountains left the engine running as crisp as when first ridden.





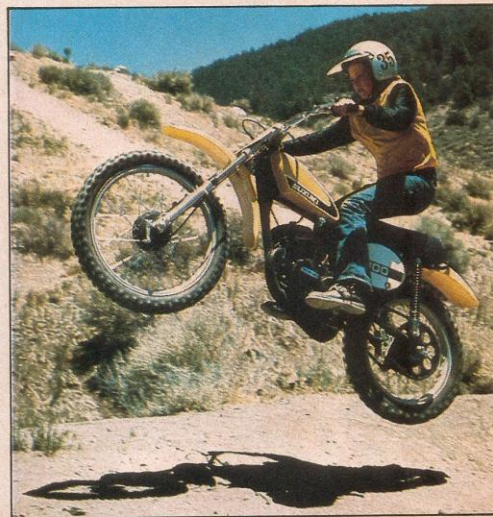
MINICYCLE TEST

I'm Suzy, fly me

We deliberately tried to load up the plug by idling for long periods. The engine would hesitate but cleaned out instantly.

The output of the engine is fair but not wholly impressive. This bike was built for the 100 class where new riders aren't used to the extreme characteristics of a racing engine. The broad power band and fair low-end torque will keep the novice out of trouble in the corners. It takes an experienced rider like Jerry Shore to run an all-out racer and take advantage of more power.

Because the engine is in such a state of casual



tune, the rider can hop-up as he progresses from beginner time tuning and rebuilding an expensive, high-strung competition engine.

Until recently, most Suzuki's were equipped with rotary valves. The TM-75 still is. We witnessed the extraction of a lot of power from one of those old engines and we're surprised that a switch was made to the new configuration. The possible reason is that a piston-port design can yield better low and mid-range power characteristics with the least amount of effort.

An unusual sight for a bike like this is the separate oil tank. The factory has seen fit to equip the bike with their breed of oil injection instead of using the time honored pre-mix. Apparently, again with an eye to the novice. It's no trick at all for a back yard mechanic to remove the oil injection pump, tank and attendant hardware to decrease weight and eliminate the friction of the pump. This and many other things could be done to lighten the bike less than the already low Bantam weight figure of 187 pounds.

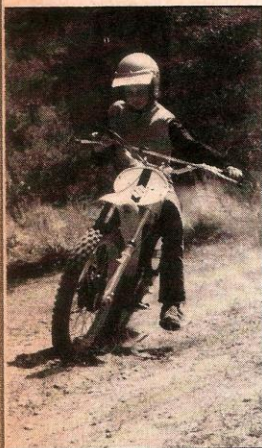
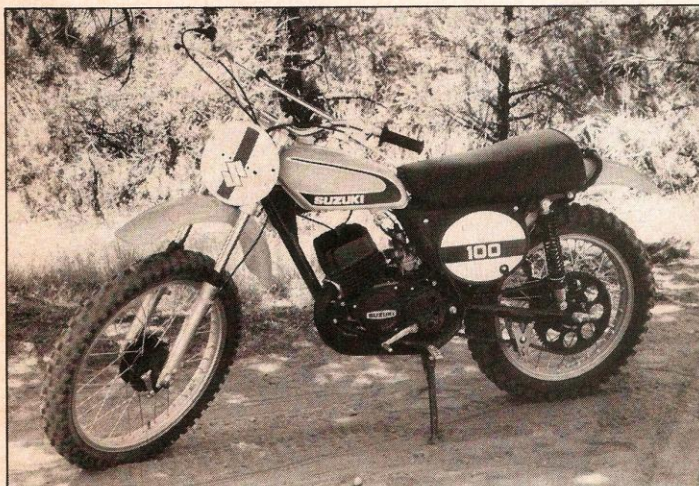
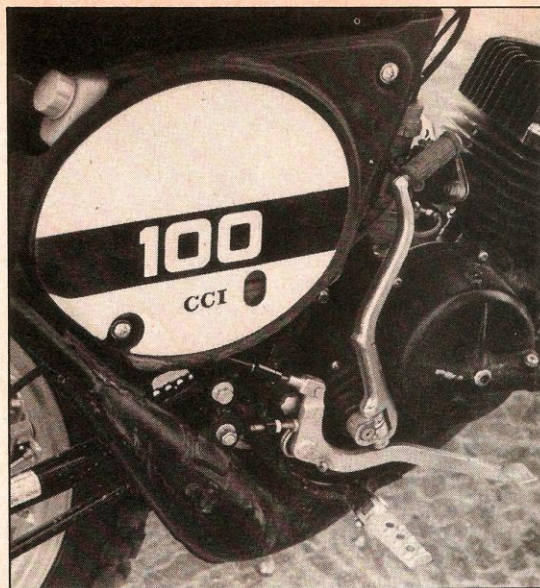
Of the many new bikes incorporating a form of capacitive ignition system each has a pet PR name to distinguish their own make. Suzuki is no exception, naming theirs PEI. We can accurately

MINICYCLE/29

AllAboutMiniBikes.Com

Oil injection is standard equipment and is cleverly hidden as part of a number plate. Most true racers will probably forsake this for pre-mix.

The new Suzuki TM100 is a mount ideally suited for the novice MX rider or as a bargain racer for the experienced rider.



assume that the "EI" portion stands for Electronic Ignition but no one seems to know what the "P" stands for. Regardless, the PEI does all that it's supposed to in providing a hotter spark for more power and easier starting with less fouling. This system does so much for performance on all levels that it ought to be standard on all makes. An added bonus to what seems like the perfect system is that there are no points to adjust or to go out of adjustment.

The bike we received for testing was fresh and not broken in and yet it ran well and faultlessly. The new owner should ride carefully for the first few miles, following break-in procedures carefully as outlined in the owner's manual.

The transmission is a joy, giving the proverbial "knife through butter" feeling while shifting through the gears, with or without the aid of the clutch. Being able to ride a bike for several hours without ever missing a shift or grabbing a false neutral is completely unheard of with many other makes. The clutch is also without fault and performed the same from dawn to dusk even with the extreme abuse we dished out while testing.

We're anything but kind to a test machine.

The only possible fly in the ointment may be the exhaust. Compared to the enduro machines and minis we had with us, the Suzuki is brash and embarrassingly loud even with a silencer mounted. We say "may" because we have no positive, objective method of measuring sound yet. We still have to rely on the old subjective pair of ears and pain thresholds.

Coupled with the bike's superlative engine is a good-handling chassis from front to back and top to bottom. The suspension is softer than most other MX'ers and yet it's capable of absorbing staggering jolts (witness the pictures of Hacienda Honda's Jerry Shore). We ran the bike through a rough set of whoop-de-dos where we recently destroyed a 1975 Yamaha and Suzy responded as if on mildly undulating terrain. The rear shocks are equally good and compliment the front suspension. Suzuki is one of the few companies smart enough to figure out that the TM will likely be ridden by young, light, inexperienced riders and not the ugly American. It's as refreshing as a glass of ice-cold Gatorade in the desert.

Assisting in the comfort department is a luxury usually not afforded to an MX bike — a comfortable seat. We've been told that if you have to sit down, you're not riding fast enough. Most of the new bikes seem to be designed just for that riding style. The pros are learning that keeping the weight low by standing on the pegs *doesn't* keep the weight low as they once suspected. The increased height creates more leverage and increased instability.

The front and rear wheels are the excellent DID-style of aluminum non-clogging rims with stainless steel spokes. The front is 21-inches and mounts a 3.00 x 21 knobby tire. The rear mounts a 3.50 x 18. The choice of rubber is very good considering the price of the machine. Most riders will find them adequate until time for a replacement as they wear out. We found traction to be perfect on most surfaces and under most conditions. The bike could travel as fast as sanity and the engine permitted and tracked as if guided by a homing device. We didn't feel any of the tendency some bikes have to wander or plow. Most of this, of course, is also due to the frame geometry and suspension but the tires do contribute.

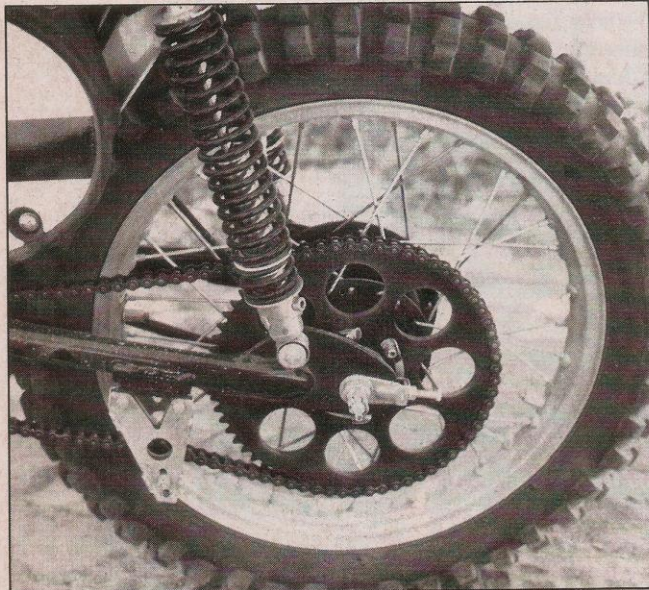
Braking is on a par with most larger bikes and is more than adequate. We personally prefer a bike which has brakes good enough to lock both wheels while still providing a modicum of feeling. There's nothing more frustrating than to run out of brakes just before running out of road. Thanks for allowing us to make the decision.

Regrettably this report and test is over. Suzuki will undoubtedly come to take away the bike and we'll have nothing left but fond memories and an empty gas can. We loved Suzy from the beginning, but then, that was the way we felt about Elsie several months ago and how we'll probably feel about some other one in the future. Love comes but once a year in this racket. The guys are already talking about the KX Kawasaki and Can Am. Fickle.

The 100cc engine has a broad power band and a fair amount of low-end torque. The black finish looks sharp and functional but wears off quickly.

BOTTOM — *The new forks allow for a comfortable ride without any appreciable loss in control or handling. The TM is an impressive bike to ride for the novice.*

Suspension is excellent for light to medium weight riders. The choice of tires is also good but should be replaced for serious competition.



Manufacturer: Suzuki

Engine:

Engine type - 2 stroke, piston port
Bore - 50mm
Stroke - 50mm
Displacement - 98.0cc
Horsepower @ rpm - 14 @ 10,000
Compression ratio - 7.5:1 corrected
Carb - VM22SC Mikuni
Ignition - Electronic
Lubrication - Oil Injection
Fuel capacity - 1.3 gallons
Fuel requirement - Premium

Transmission:

Transmission type - 5-speed, constant mesh
Primary drive - Gear
Clutch type - Wet, multi-disc
Final drive - Chain
Gear ratios

1st	2.142
2nd	1.588
3rd	1.250
4th	1.045
5th	0.913

Chassis:

Frame type - Double downtube
Wheelbase - 52.6 inches
Overall length - 79.1 inches
Suspension, front - Tele-fork
rear - Swing arm, shock
Wheels - 21 f.r., 18 rear
Tires, front - 3.00 x 21
rear - 3.50 x 18
Brake(s) - Internal expanding
Ground clearance - 7.9 inches
Seat Height - 31.0 inches
Handlebar height - 42.0 inches
Dry weight - 187 pounds
Price as tested — \$720.00

MINICYCLE/31

THE SUPERBOWL OF HIGH SCHOOL MOTOCROSS

Officially tagged the "Norstar High School Championships," it was "The Superbowl" to the high school riders who entered this extraordinary race.

The Superbowl of Motocross III was held in the Los Angeles Memorial Coliseum on Saturday, June 22, 1974, with all of the showmanship that only southern California can muster. Pretty girls? By the droves. Overpowered loudspeakers to drown the crowd in megadecibels? Certainly. Celebrity guests? Enough to populate western Nevada.

But that's showbiz. Supposedly the Superbowl of Motocross III was a bash involving a gaggle of U.S. vs. European motocross stars. But we know why the Coliseum was *really* revamped with an honest-to-God dirt motocross track around the playing field's perimeter, don't we? Of course we do - it was so the Norstar High School Championship races could be held prior to the Superbowl of Motocross III finals.

High school motocross races are becoming very popular. Here's a direct quote from the Olympia Superbowl of Motocross III official program:

"Four years ago in Sacramento a group of high school students got together and staged the first, student-only motocross race.

A year later a similar race was held in Sunnyvale, California. Both races were more or less successful, all the riders had a good time and it was decided once and for all which highschool had the fastest riders.

Despite the initial enthusiasm it wasn't until the fall of 1973 that another highschool motocross took place. This time the event was held in southern California and drew the attention of *Cycle News*. The news coverage generated a great deal of enthusiasm but a number of serious problems faced the youthful student promoters. Among the biggest obstacles were the questions of liability and insurance coverage.

Good track locations and the reluctant approval of school officials were also hard to come by. Vic Wilson, part owner and operator of Saddleback Park, a thousand acre motorcycle recreation and racing facility in Orange County, California, noticed the growing enthusiasm and decided he wanted to help. Vic made arrangements to lease a lighted motocross track at Orange County International Raceway. He then hired Jim



Photos by Brick Price

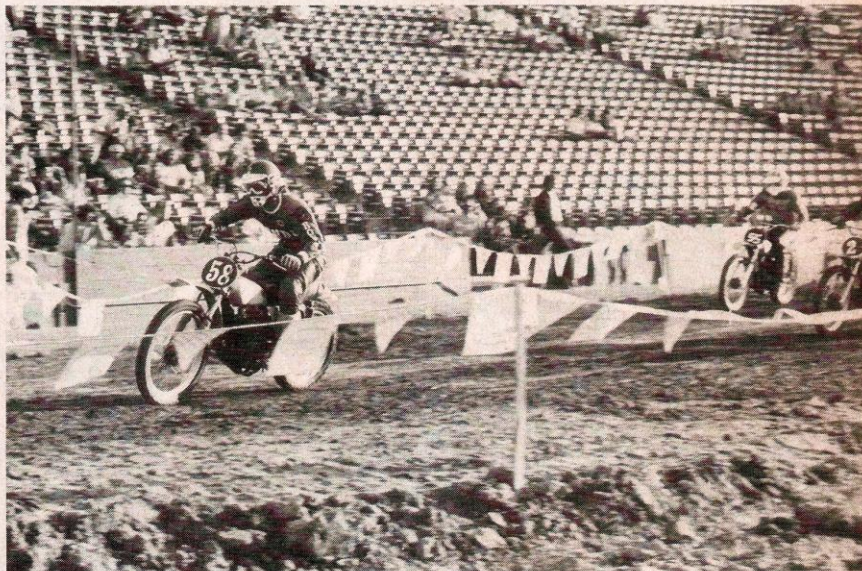


Mike Bell displays the form that took him to second place.

BELOW LEFT — Mark Lauzon (#16) of Villa Park high school finished third in the second heat. Here he leads Dave Eropkin of Walnut high school, who ended up winning the heat.



Davey Carlson, winner of the third heat race, shows his form. The track held up well. Weeks of work went into the construction of the track, which transformed the Los Angeles Rams playing field outskirts into a rather interesting moto-cross track.



Marty Smith, Honda factory team rider, won the championship event with ease.

Chris Fontier (#15) from Sonora high school, leads Davey Carlson (#21) of Katella high school in the third heat. Both made it into the championship race.



The start of the Norstar High School Championship race was followed quickly by a horrendous starting straight crash that took out four bikes.

SUPERBOWL

Manning whose background in the motorcycle and insurance industry assured success of the new racing program. An ambitious series of motocross races was launched involving racers from more than 60 southern California highschools. The series began May 9th and continued until the 8th of June with the single fastest qualifier from each of 60 schools qualifying to race in the 1974 Superbowl of Motocross."

So that's how highschool motocross racing got to the Big Time, motocross fans. And Big Time it is. The Coliseum is an impressive — even intimidating — place due to its sheer size alone. And if you're there to *race* (as opposed to spectate) in a highly publicized, prestigious



event that will be covered by every major motorcycle publication in the country, it gets the adrenalin pumping.

The 125cc field had many bikes with some really exotic set ups. Sponsors' names stood out everywhere, making the event seem professional, indeed. To add to this was the inclusion of Honda factory rider, Marty Smith, which must have given every other competitor in the race a sinking feeling.

The first of the three highschool motos started about 7pm — 20 riders in each of the three, 8-lap heats. The top seven from each heat advanced to the Southern California High School Motocross Finals, which

TOP — Action off the gigantic jump on the back straight. Jeff Bunn (#27) of San Pedro high school and an unidentified competitor make the leap in the third heat.

ABOVE — Note the track leading up to the top of the coliseum, to the immediate right of the truck in the center of the picture. To the truck's immediate left, the track reappears, leading down to the playing field.

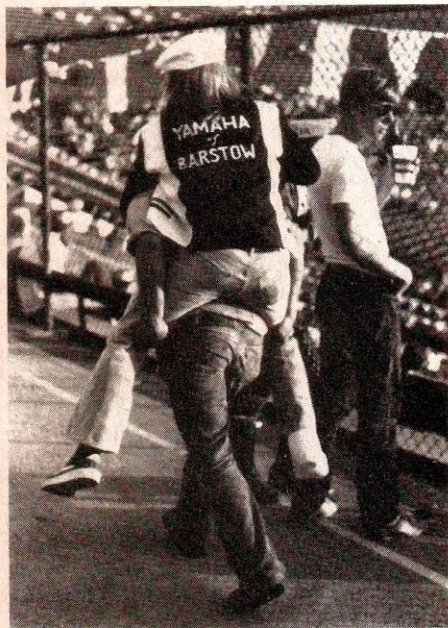
Other magazines covered the race too.



It doesn't take too much imagination to appreciate the work involved in making a football field into a motocross track. The international stars felt that the track was too twisty and not challenging enough, but the racing was certainly interesting from a spectator's point of view.



The crowd's reaction to the high school races was enthusiastic. At stake was, of course, the prestige of winning The Superbowl, plus a Can-Am factory bike, scholarships and various and assorted prizes.



There's more than one way to get around if you're temporarily embarrassed by a lack of transportation. All it takes is a sympathetic friend.

of Estancia and Dennis Briggs, University.

Marty Smith closed up to second place by the end of the second lap, with Bell still leading. Rick Bean (Honda) of Edison High School was third and Bill Glore dropped to fourth.

Bean and Glore were eliminated in a crash (with each other), while Marty Smith and Mike Bell were involved in a heart-stopping wheel-to-wheeler that had the crowd on their feet most of the time.

The battle pulled the two a healthy handful of seconds out in front of the rest of the pack. The fifth lap was the make-or-break one and Smith did his number, moving out to a five-to-seven second advantage over Bell, who in turn remained a dozen seconds or so ahead of third place Garry Faulks (Honda). It remained that way to the end.

There was no question as to how Smith earned his factory ride with Honda; he was clearly the cream of the crop in the race. But Mike Bell is destined for a factory ride, judging from his performance in this demanding race.

Next year's Superbowl should be bigger and better than ever, as high-school motocross racing seems to be just coming into its own.

RESULTS OVERALL RIDER

1. Marty Smith
2. Mike Bell
3. Garry Faulks
4. Robert Haag
5. Kelly Owen
6. Dennis Curtis
7. Patrick Hubbs
8. Rick Bean
9. Rick James
10. Rob Roper

HIGH SCHOOL

- | |
|-----------------|
| Point Loma |
| Mayfair |
| Pacifica |
| Corona Del Mar |
| Franklin |
| Granite Hills |
| Bell |
| Edison |
| Rancho Alamitos |
| Upland |

125cc Finalists from Race #1

- | | |
|------------------|--------------|
| 1. Marty Smith | Point Loma |
| 2. Bill Glore | La Mirada |
| 3. Dennis Briggs | University |
| 4. Kelly Owen | Franklin |
| 5. Garry Faulks | Franklin |
| 6. Shane Hanley | Garden Grove |
| 7. Don Ingels | Westminster |

125 Finalists from Race #2

- | | |
|------------------|----------------|
| 1. Dave Eropkin | Walnut |
| 2. Rick Bean | Edison |
| 3. Mark Lauzon | Villa Park |
| 4. Robert Haag | Corona Del Mar |
| 5. Neil Petrillo | El Modena |
| 6. Rob Roper | Upland |
| 7. Dennis Curtis | Granite Hills |

125cc Finalists from Race #3

- | | |
|------------------|-----------------|
| 1. Dave Carlson | Katella |
| 2. Patrick Hubbs | Beal |
| 3. Mike Bell | Mayfair |
| 4. Chris Fontier | Sonora |
| 5. Dan Loros | Estancia |
| 6. Brad Dutoit | Fallbrook |
| 7. Rick James | Rancho Alamitos |

MINICYCLE/35

MiniCycle Interview:

You may be six years old or ten or fifteen, but if you race mini-cycles, chances are you've got your eye on the Superbowl of Motocross. In just three short years, the Superbowl has become one of the biggest motorcycle events in the U.S.A. bringing together some of Europe's finest riders to compete with America's great young challengers. DeCoster, Falta, Wolsink; Jones, Tripes, Weinert. Twenty motocross greats and near greats. Even the course, with its peristyle ski-jump down-hill and Insanity Ridge jump, is on its way to becoming legendary.

Among the almost 40,000 spectators at this year's event, you can bet you could find most of the leading Southern California Mini-Cycle racers, each one mentally testing his skills against the track, wanting the chance just to putt around it and mingle with national and international superstars.

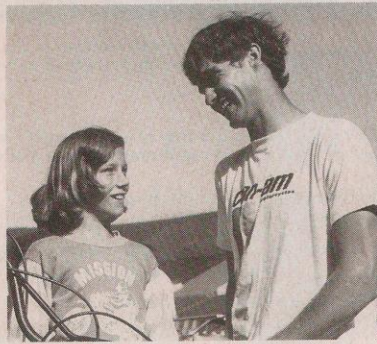
One lucky young man, 12 year old Expert Mike Lewis, unexpectedly had just that chance. Sans boots, leathers and riding gear, on a borrowed Kawasaki 90 street bike and wearing Roger DeCoster's helmet, Mike rode the track the day before the big race. He loved the track but reported the Kaw didn't handle too well. Let's face

it, it's not exactly the hot set-up for a rough motocross course.

Later, Mike found the riders to be friendly, considerate and helpful so he asked Roger DeCoster, three times World 500cc champion, and Gary Jones, U.S. #1 riding for Can-Am, the question uppermost in every young racer's mind.

Mike: What advice would you give to your mini-cycle racers who want to become National and World Champions like you guys?

DeCoster: That's difficult to say. I think the biggest problem comes from the parents, most of the time. What is very bad when you are so young, is to be pushed by your parents to do it when you really don't feel like it. I think, when you are that young, you have to do it when you feel like doing it.



ABOVE CENTER — Gary Jones, U.S. Number One, offers Mike Lewis, mini-cycle Expert, some friendly tips on racing before changing for the big race.

ABOVE — Here Lewis, member of the J & B Racing Team, takes the checkered flag and overall class win at the Four Corners Challenge in San Diego.

LEFT — From the Suzuki pits, Lewis watches DeCoster head out for practice. DeCoster placed 2nd overall.

Roger DeCoster Gary Jones

Jones: Don't pressure yourself all the way into it. Do it when it's fun, but don't make yourself do it, because when you get older you won't want to.

DeCoster: Because there is no way you are going to be World Champion at 15 or 16. You have to build up a certain strength, a certain experience, that only comes with time. If the parents, or sponsors, are pushing too hard, well, the appetite for racing, by the time they get strong enough, is gone. Then they will be interested in doing something else.

Jones: By the time they get good enough to win the races, they just slack off and do something else instead of race, like they should be doing.

DeCoster: I know it is very difficult for parents, because if you have the

opportunity of helping your son, or daughter, you do it because you want to see them do good and all that. But it can be very bad for the youngster.

Mike: Well, how about if a guy pressures himself. I mean, if his folks help and support him and all that but don't really pressure him.

Jones: He'll become a good rider someday, I think.

DeCoster: Yes, you have to let him do it himself. If he feels like riding, support him a little bit, but don't do everything.

Jones: Let him work for it.

DeCoster: Don't start cleaning his boots and getting his motorcycle ready. Let him learn about his bike.

Jones: When I was small, I had to build my very own bike. And I had no leathers or anything. I rode in Levis with pads I sewed on myself. 'Cause I wanted to do it bad. I used to ride a 650 BSA when I was 16, you know. I used to race that thing.

Mike: You raced a 650 BSA?

Jones: That's all I had.

DeCoster: I think most, maybe all, of the top riders who race here and in Europe have succeeded by themselves. They may have had a little help from their father or mother, but they really want to do it themselves. It's very bad for a young man if he doesn't feel like racing for his father to say you *must* race. You *must* win today and if you win I'll give you this, or I'll give you a new bike, or thing like that.

Jones: Now when I don't do good my dad yells at me. But, it's for my own good now.

Mike: But, when you were a little kid?

Jones: He didn't really want me to race then.

Mike: But, I thought he really supports you and your brother DeWayne?

Jones: Definitely. But, if we don't want to race, we don't have to. No way. We just don't go if we don't want to.

Mike: Yeah, sometimes the vibes just aren't right.

DeCoster: I have seen in Europe where the father takes the kids to the races and pushes them so far that they're crying and feel bad and have no fun anymore. You should enjoy racing. It should be a game.

Jones: Like baseball. Just having fun playing in the fields.

DeCoster: Or swimming. It must be relaxation for them. Not like work



or going to school.

Mike: Do you guys do anything special to condition yourselves for racing?

DeCoster: I don't seem to have time to do much practicing because we are racing so often. And traveling in between times. But, it's important to watch what you eat. Eat healthy food. Not too much grease, not too much sweets.

Jones: You see kids eating candy all the time and cokes and getting junk, bubble gum from the local liquor stores. That's really bad for them.

Mike: How about working out?

Jones: I think when you're small you have more than enough energy to burn up, but when you get older you should start thinking about working out.



The day before the Superbowl, Mike took a turn around the track on a borrowed street Kawasaki.

Continued on page 61

MINICYCLE/37



RACING ROUNDUP

HAYSHAKER MINI-CYCLE NATIONAL

Cedar Rapids, Iowa
May 26, 27, 1974

Report by R.T. Westercamp

On May 26th and 27th the Cedar Valley Trail Riders hosted the Hayshaker Mini-cycle National and their first district 22 Motocross in as exciting a weekend of motorcycle racing as has been seen in the midwest. Over 100 youngsters from fourteen states including Maryland, Florida, Texas and California converged on Wendy Oaks near Springville to race for national points.

Gene McCoy, Lexington, Tennessee, proved unbeatable the entire day. He got the lead in both the 75 cc and 85cc expert classes and won both with a superb display of motocross riding on his Noguchi Yamaha. Jeff Ward, Mission Viejo, California, was equally superb on his Honda, and third in the 85cc class. Mark Pledger, Pasadena, Texas had a fine day with a 3rd in 75cc and 1st in 100cc.

Vicki Lamb was the only girl riding the expert class and managed a 7th in 75cc. Vicki is very quick and has good style.

Cedar Rapids riders Joe French and Bill Foy battled for the top spot in the 85cc junior class with Joe coming out on top.

On Monday, over 300 Iowa motocrossers raced for district 22 points. Robin Leonard, number one district 22 rider for 1973, proved unbeatable again as he captured firsts in the 200 and Open classes on his Bultacos. Jim Slife on a Maico and Dewayne Bonnett on a Monark are even faster this year and took firsts in 250cc and 125cc. Tom Frady and Clay Langhurst, both from Cedar Rapids, were first and second in the 100cc class.

Shawn Leonard, Cedar Rapids, riding a Honda, outran all the other powderpuff gals to take first.



38/MINICYCLE



Randall Tisor, #64 (HON) of Riverton, Iowa took second in the 85cc Expert class, shown here leading Jeff Ward of Mission Viejo, California (HON), the #3 AMA rider who took second in the 75cc and third in the 85cc Expert classes.



Gene McCoy, the #1 AMA rider, was first in the 75cc and 85cc Expert classes.



Vicki Lamb of Paula, Kansas was the only girl riding in the 75cc Expert class and managed a 7th.

Laura Henny of Illinois took first in the 85cc Novice class.

FINAL RESULTS — HAYSHAKER MINI-CYCLE NATIONAL

75cc EXPERT

1. Gene McCoy, Lexington, Tenn., Yamaha;
2. Jeff Ward, Mission Viejo, Cal., Honda;
3. Mark Pledger, Pasadena, Texas, Yamaha;
4. David Stransky, Niceville, Florida, Yamaha.

85cc EXPERT

1. Gene McCoy, Lexington, Tenn., Yamaha;
2. Randall Tisor, Riverton, Iowa, Honda;
3. Jeff Ward, Mission Viejo, Cal., Honda;
4. Harry Heinz, Lewisville, Texas, Honda.

105cc EXPERT

1. Mark Pledger, Pasadena, Texas, Yamaha;
2. Ken Blisset, Richland, Ind.;
3. Dick Van Hooser, Ottawa, Illinois;
4. Jeff Yocum, Barrington, Illinois.

85cc JUNIOR

1. Joe French, Cedar Rapids, Iowa, Honda;
2. Bill Foy, Cedar Rapids, Iowa, Steen.

85cc NOVICE

1. Laura Henny;
2. Doug Wilson, Cedar Rapids, Honda;
3. Steve May, Central City, Yamaha.

FINAL RESULTS — District 22 Motocross

100cc

1. Tom Frady, Cedar Rapids, Penton;
2. Clay Langhurst, Cedar Rapids, Hodaka;
3. Dave Jacobi, Waterloo, Suzuki.

125cc

1. Dewayne Bonnett, Cedar Rapids, Monark;
2. Rick Munson, Hiawatha, Honda;
3. Rick Lewis, Newton, Suzuki.

200cc

1. Robin Leonard, Cedar Rapids, Bultaco;
2. Allen Baumgardner, Waverly, Suzuki;
3. Tim Burns, Des Moines, Suzuki.

250cc

1. Jim Slife, Cedar Rapids, Maico;
2. Wade Lampkin, Washburn, CZ;
3. Dennis Baumgardner, Penton.

OPEN

1. Robin Leonard, Cedar Rapids, Bultaco;
2. Monty Mohler, Marshalltown, Maico;
3. Bill Moyer, Des Moines, Maico.

NOVICE

1. Tom McCunniff, Waterloo, Can Am;
2. Bill Foy, Cedar Rapids, Honda;
3. Tom Crawford, Independence, Yamaha.

POWDERPUFF

1. Shawn Leonard, Cedar Rapids, Honda.

Victoria
AUSTRALIA
June 9, 1974

Report by L. Urquhart

There were 350 entries in the 1974 Australian Mini-Bike Championships. The riders were competing for \$1,200 in trophies. Cycles used in competition over here are allowed to be modified but are restricted to 80cc and must run on 100 octane gas.

The circuit used is one of our major MX circuits as used by the full-sized cycles with a mixture of sand, mud, up-and-down hill, off-camber corners, plus a creek crossing. The circuit is approx. 1 1/4 miles long, and very quick.

XR 75 Honda collected the majority of trophies in the Mini-cycle group with YZ Yamaha 80 and Indians scoring a few placings.

Track conditions could not have been better and good weather attracted a large crowd. Entries were received from all over Australia and Championships went to most states.

Injuries were at a minimum with a few bruises and one broken arm. *MiniCycle* magazine is a popular item of reading over here, but is sometimes hard to locate. Your recent article on the South Australian Championship was very well received.



Riders competed under ideal track and weather conditions in the 1974 Australian Mini-Bike Championships at Bihamco Park in Pakenham, Victoria Australia.

JUNIOR 80cc 16"

1. Geoff Leisk, W.A.; 2. Ray Robinson, S.A.; 3. Grantley Dodd, Vic.

SUB-INTER 80cc 16"

1. Rob Urquhart, Vic; 2. David Roberts, Vic.; 3. Darren Head, Vic.

INTER 80cc 16"

1. Stephen Rowlands, S.A.; Paul Kemp, Vic.; 3. Trevor Davis, Vic.

SENIOR 80cc 16"

1. Stephen Rowlands, S.A.; 2. Paul Kemp, Vic.; 3. Trevor Davis, Vic.

'A' GRADE 80cc 16"

1. Colin Walls, Vic.; 2. Ian Gallagher, Vic.; 3. Terry Barnes, Vic.

FEMALE 80cc 16"

1. Heather Frankcombs, Vic.; 2. Sheryl Ellis, Vic.; 3. Gina Campagnolo, Vic.

HOME MADE

1. Stephen Rowland, S.A.; 2. Ken Woollard; 3. Ken Pilkington.

SUB JUNIOR 50cc 8"

1. Mathew Muirhead, S.A.; 2. Richard Davis, Vic.; 3. Stephen Harper, Vic.

SUB JUNIOR 80cc 10"

1. Mathew Muirhead, S.A.; 2. Craig Stafford, Vic.; 3. Glyn Mathews, Vic.

JUNIOR 80cc 10"

1. Ray Robinson, S.A.; 2. Grant Dodd, Vic.; 3. Neville Bond, Vic.

SUB-INTER 80cc 10"

1. Neil White, Vic.; 2. Rob McDonald, Vic.; 3. Lucas Reynolds, Vic.

INTER 80cc 10"

1. Trevor Bennion, Vic.; 2. Mark Saleeba, Vic.; 3. Philip Straghen, Vic.

SENIOR 80cc 10"

1. Daren Wells, Vic.; 2. Neil Tattersall, Vic.; 3. Barry Smith, Vic.

FEMALE 80cc 10"

1. Gina Campagnolo, Vic.; 2. Bay Smith, Vic.; 3. Heather Frankcombe, Vic.

'A' GRADE 80cc 10"

1. Trevor Williams, Vic.; 2. Grant Knight, Vic.; 3. Dean Johns, Vic.

MINI-ONLY FLAT TRACK EVENT

Charleston Speedway
Charleston, S.C.
June 15, 1974

Report by Mike & Anne Adair

A special mini-only flat track event featuring a not-so-mini purse of \$300.00 was held at Charleston Speedway Saturday night under the lights. The much sought after loot was divided in three classes, A, B & C. Young riders from North Carolina, South Carolina, and Georgia slipped into their leathers for a piece of the piggy bank.

Charlie Hunter of Goose Creek, South Carolina used a pair of fast Hondas to pick off the "A" and "B" classes. Raymond Crank, Mike Thompson and Jerry MacDonald shared in the "A" purse. George Stanley, Russel Gooding and Mark Weaver took home the rest of the "B" class loot. Melvin Cumbee of Charleston S.C. came from behind to edge Tommy McCracker in the "C" final, Todd Cook and Robert Hunt scrambled for third!

FINAL RESULTS - MINI-ONLY FLAT TRACK EVENT

"A"

1. Charlie Hunter (HON) age 12; 2. Raymond Crank (HON) age 13; 3. Mike Thompson (KAW) age 11.

"B"

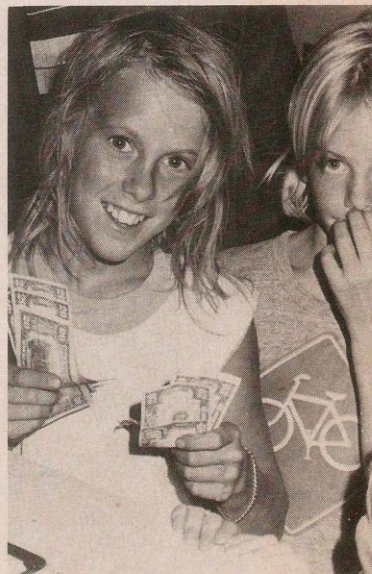
1. Charlie Hunter (HON) age 12; 2. George Stanley (KAW) age 11; 3. Russell Gooding (YAM) age 14.

"C"

1. Melvin Cumbee (HON) age 10; 2. Tommy McCracker (HON) age 10; 3. Todd Cook (HON) age 9.



Charlie Hunter shows his winning style for a dual win in both "A" and "B" classes.



Raymond Crank rides his Honda to a solid second behind Hunter in the A class.

Charlie Hunter (left) and brother Andy count Charlie's dual class loot.

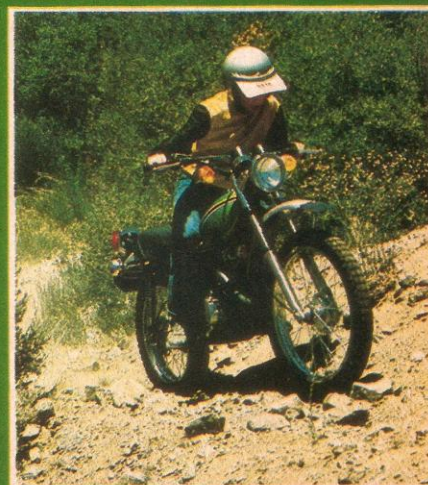


Depending on who you talk to, the Kawasakis have a reputation of being ungawdly fast or awkward handling slugs. This kind of corporate image seems to carry over into the completely new KS125. Our first impressions of the bike were terrible and nearly prompted the complete rejection of the bike without wasting any magazine space. As our first day of testing progressed however, our attitude changed drastically.

At first we had tried to compare the bike to a full-fledged MX bike (The Suzuki 100) which is impossible to do because of the cost and intent. Second, we tried to think of it strictly as a play bike, but it's far too serious for that. Finally it dawned on us that we hadn't considered it as a true dual-purpose bike complete with the foibles inherent in a "compromise" machine. Most of our test bikes are thinly disguised competition bikes with the name and gear tacked on to make the bikes "street-legal." The Kawasaki is truly dual-purpose, with prejudice leaning more toward street use.

Our biggest complaint and first impression had to do with the weight. Hefting the bike into the truck was enough to indicate that the beast is rotund. It wasn't until later that we discovered that it outweighs a comparable MX bike by nearly fifty pounds. Unfortunately this weight is mostly topside where it can be felt the most (and where it does the most harm in handling). Most of this weight

40/MINICYCLE



MINICYCLE
Test

A De-Fanged, De-Clawed and Denatured KX125

KAWASAKI KX125



comes from the substantial street equipment.

Mounted high above the centerline are a head light, tail light, turn indicators, side reflectors, tachometer, speedometer, tool kit and a seat as comfortable as a couch. If this was all stripped away, the weight would probably drop from 232 to 190 pounds. Quick-disconnect fittings could allow the part-time trail rider to convert his Cadillac into a Carrera.

Further hampering off-road handling is the choice of block tread Nitto universal tires. These offer better than average handling on the street and on hard packed soil, but are nearly useless in sand, silt or gravel. Surprisingly the Kaw is equipped with a 21-inch front wheel that doesn't hamper street use other, than to make the bike feel heavy in a hard, fast sweeper. A simple change of tires could correct the tendency to wash out and wander. As it comes stock, the bike forced even an experienced rider like Jerry Shore to wince.

The suspension is uncomfortably stiff unless everything is strung out and the bike is running full tilt. That's fine for MX bikes but not for trail plodders. The rear shocks are five-way adjustable, although the first position would suffice with any load short of two adults and a full load of camping gear. Even the forks are stiff and almost solid feeling. It makes us wonder whatever happened to the old, infinitely adjustable Hatta forks. Those forks were really trick and could be adjusted for a wide variety of riding conditions. New forks with a pair of Arnacos would do wonders.

One surprising aspect of handling was how well the bike would recover after a severe jump. The heavy suspension showed no tendency toward bottoming. Under these conditions, the suspension is well suited to the overall weight.

The front and rear hubs are exceptionally light and sturdy, apparently the same as those used on the MX machines. It's a step in the right direction to keeping unsprung weight at a minimum but is futile in light of the heavy steel rims. You win a few and lose a few.

Gearing is adequate for most trail riding situations,

MINICYCLE/41

AllAboutMiniBikes.Com

except low is too tall for steep hills at low speeds. Our test sights is in the mountains of the Los Padres National Forest covering approximately 20 miles of rugged terrain. One uphill section was practically impossible. The road there is steep and soft and contains tree roots. The best approach would have been to "walk" the bike up at slow rpm, paddling all the way. Because of the poor ratios we had to keep the revs up spinning the tire all the way. It gets pretty nerve-wracking doing wheelies up a trail 5,000 feet above a valley floor!

The gearing couldn't be better for the street. In California any motorcycle ridden on the freeway must be a 175 or larger to be legal. This law has been on the books since Lambrettas were popular and shouldn't apply to the current breed. The Kaw is perfectly at home at 55 and 65 mph speeds with the engine barely turning over in sixth gear. A drop of two teeth on the front sprocket or eight on the rear would help appreciably for all riding conditions.

The transmission is one of the best in the business. The internal ratios are thoughtfully arranged to eliminate a sharp drop in rpm. We found that a Banazai approach to hill climbing was the best bet. We took a running start at any steep hill in third gear and made clutchless down-shifts to low, part way up. Fortunately, it's nearly impossible to miss a shift. Even a newcomer can shift clutchless with ease.

The clutch is incredibly strong and reliable. After a full eight-hours of constant rough abuse it didn't show any signs of slipping. Frequently we had to rely on the clutch to get us out of sticky situations caused by the gearing.

The strong, reliable 125cc engine is the highlight of this bike. We've put down many a bike for the continued use of rotary rather than reed valves and yet the Kaw and Can Am make liars out of us and embarrass the others with their performance. Despite the miserable gearing, this engine is capable of slogging around at fairly low speeds as well as revving to 8,500 rpm.

Starting is usually the proverbial one-kick affair once the proper ritual is figured out. We never were forced to use the handlebar mounted choke lever or resort to bump starts.

There is absolutely no tendency for the engine to flood out in deep water crossings. Our test rider made run after run through hub deep water for nearly an hour. We now have a very wrinkled

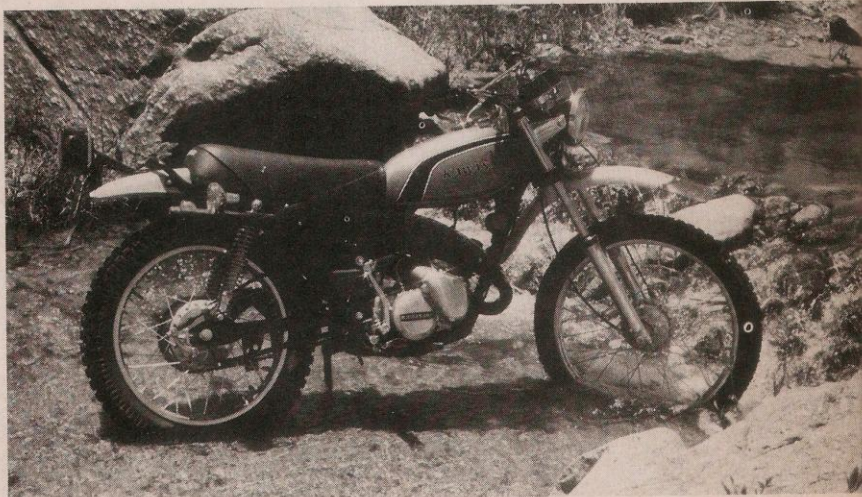
and aged rider but the bike is in hog heaven (Honda, Hodaka, Yamaha, Suzuki, ad infinitum take note). We aren't exactly sure what their secret is but it must be partly due to the crankcase encased carb and rubber bodies spark plug. In this one respect it's truly a credit to its race.

Some of the other electricals didn't fair as well. The turn indicators are tricky up front, since they swivel, but are a genuine nuisance in the rear. We bumped into a small sapling and bent one back far enough to nearly break the weld loose. Surprisingly it continued to work but the opposite one quit after a few hours of vibration. It

seems that these lights rely on grounding through the housings which can become intermittent.

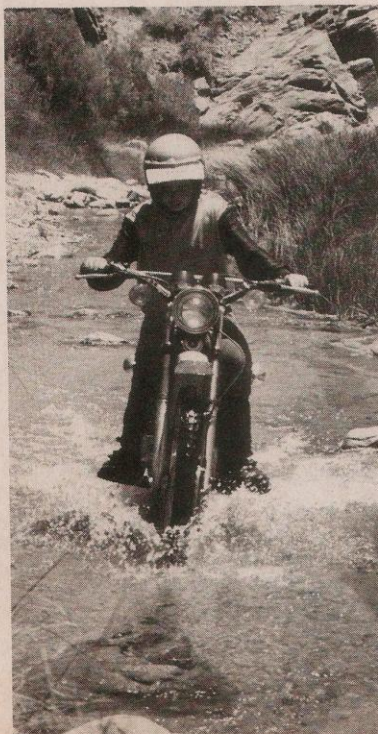
The tail-light worked alright but is an unwelcome appendage for off-road use. We realize that the size and location is mandatory but why can't a Class A company like Kawasaki design them for more safety. It isn't a pleasant feeling to straddle one of those buggers in a mild get off. If the indicators don't get ya, the tail-light will.

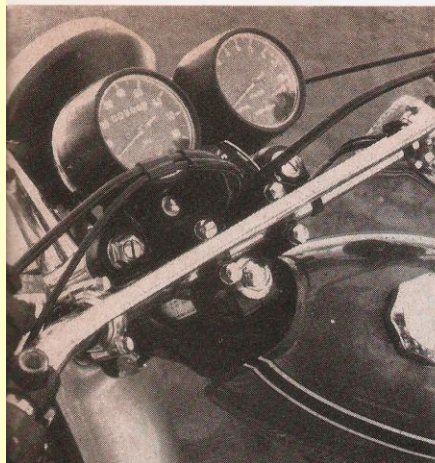
The frame, as well as the rest of the bike, has been completely re-designed for this year. The new frame is made out of lighter, stronger material which can flex and relieve some of the stress



The Kawasaki is completely at home in the water. Water-proofing is second to none.

The KS125 will go anywhere without balking as long as it isn't pushed too hard or fast.





The enduro-style speedometer comes with a re-settable odometer.



of rough riding. The materials, plus some additional engineering expertise managed to bring the weight down by more than 30 pounds compared to the old F-6 Kawasaki. The KS falls somewhere in the middle at 232 pounds and yet the Yamaha and Hodaka are heavier with a "light" feel.

Some of the nicer aspects of this machine go unnoticed. The exhaust is one of the most efficient units we've tested. In fact, we never paid any attention to the noise level until we sat down to write our reports. The same applies to the chain. After several rough runs, the chain was not in dire need of adjustment or lubrication. Older machines used to require constant attention. At one point the chain was forced off of the sprocket by a rock and re-adjustment was necessary.

The placement of all controls is excellent and carefully planned. The kill switch is a rocker type and requires that you simply slide your thumb over the area in the direction which would normally shut off the throttle. It saves the amount of time normally required to remember where the switch is located and feeling for it with a glove.

The handlebars are placed comfortably for a rider five feet tall or taller. The clutch and front brake can be grabbed comfortably even with a small gloved hand. The gauges are easy to read and the odometer can be set forward or back in tenth of a mile increments. We used the unit several times to find our way around the woods. If you have a good topographical map and this, you'll never get lost.

The seat is extremely comfortable, being large enough to carry a friend. Several times we packed a photographer and gear on the back and complained about the lack of buddy pegs. There aren't even any provisions for an extra pair.

The rear brake on this bike is extraordinarily bad, possibly the worst we've had to test in ages. Steep off-road downhills and normal street braking was enough to put the heart across all of us. The feeling was that of infinite coasting or solid lock-up. There just wasn't an in-between mode or gradual deceleration. We couldn't even count on proper engine braking because of the high gear ratio. The

The extra-heavy suspension can be cursed anywhere except in a drop-away jump such as this.

front brake, by comparison, is a jewel. It has a gradual, responsive feeling. If it wasn't for the front brake we may still be coasting around somewhere.

Much of this report may sound like bad-mouthing but we feel that most of it is deserved. We had hoped to acquire the KX 125 for a heads-up test. From what we hear, the KX is possibly the finest MX bike around. With that kind of reputation floating around we had expected the KS to be far better than it turned out to be. We were frankly disappointed. The one saving grace is that the Kawasaki is the least expensive of all the 125 enduro bikes on the market at \$699.00. There are much better bikes to be sure but at a cost ranging upwards to \$1,210.00! Five "C" notes plus some change is a vast difference between two bikes in the same class. You could buy a Kawasaki MC-1 90 for the change left over after the KS! That much money can soothe a lot of ill feelings about poor handling. If you don't like the bike as is, then take the money saved and trick it out a bit. You'll still have a bundle left over.

MANUFACTURER: Kawasaki

ENGINE:

Engine type: 2-stroke, Rotary valve
Bore: 56mm
Stroke: 50.6mm
Displacement: 125.0cc
Horsepower @ rpm 13.0 @ 6,500
Compression ratio: NA
Carb: 24mm Mikuni
Ignition: Mag/points
Lubrication: Oil injection
Fuel capacity: 1.9 incl. reserve
Fuel requirement: Premium

TRANSMISSION:

Transmission type: 6-speed
Primary drive: Constant mesh gear
Clutch type: Wet, multi-disc
Final drive: Chain
Gear ratios: (Overall)
1st — 29.18
2nd — 18.95
3rd — 14.02
4th — 11.21
5th — 9.42
6th — 8.41

CHASSIS:

Frame type: Double down-tube
Wheelbase: 53.0 inches
Overall length: 82.2 inches
Suspension, front: Tele-fork
rear: Swing arm, shock
Wheels: 21 front, 18 rear
Tires, front: 3.25 x 21
rear: 3.50 x 18
Brake(s): Internal expanding
Ground clearance: 8.9 inches
Seat Height: 31.5 inches
Handlebar height: 40.7 inches
Dry weight: 232 pounds

PRICE AS TESTED: \$699.00

Motorcycles are big business — and so is fixing them. If you ride and fix your bike for fun, why not turn it into a profitable, interesting lifetime vocation? Schools that offer home study courses in motorcycle repair are plentiful. What do they offer? Is the end result worth the money and effort? Here are your answers.

Practical application of most motorcycle school mechanics courses starts immediately. Here a student does repairs on his own bike, rather than waiting one or two weeks for a motorcycle shop to do it.



So you want to be a motorcycle mechanic

Photos courtesy North American School of Motorcycle Repair

The boom in motorcycle sales has created a pressing need for qualified motorcycle mechanics. A very handsome living can be realized by cashing in on this boom. Not every rider is mechanically-minded. Many ride simply for fun or basic transportation to and from work. These people depend on others to keep their machines in repair and running properly — and they pay handsomely for it.

They may as well be paying you. If you like motorcycles (and you obviously do or you wouldn't be reading *MiniCycle*), you can put your love for bikes to good use and quite possibly find just the lifetime occupation that you've been searching for.

We have listed several good motorcycle repair schools in this country (those that we missed will be listed in future issues, as they contact us).

While this article features the North American School of Motorcycle Repair — simply because it was close at hand and time was short — you will want to check out the other schools' programs, too. Drop a line to each of them and read their brochures carefully.

We are impressed with North American's home study course. The lessons were clear and can be immediately put to practical use. You set your own pace while learning; nobody rushes you. New lessons are not sent

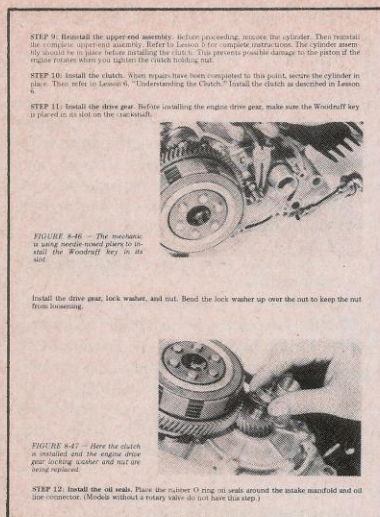
out to you until you pass the examination on the one you are presently working on. A passing grade automatically results in the shipment of the next lesson.

The North American School of Motorcycle Repair course is very complete, as you can see in the following outline. The course is approved by the California Superintendent of instruction and accredited by the Accrediting Commission of the National Home Study Council.

MASTER COURSE OUTLINE

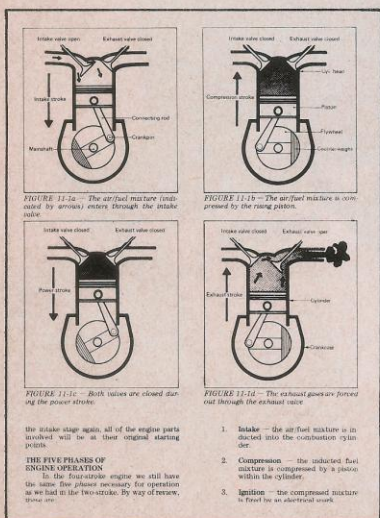
Lesson 1 — What This Course is All About

Lesson 2 — Basic Parts and Basic

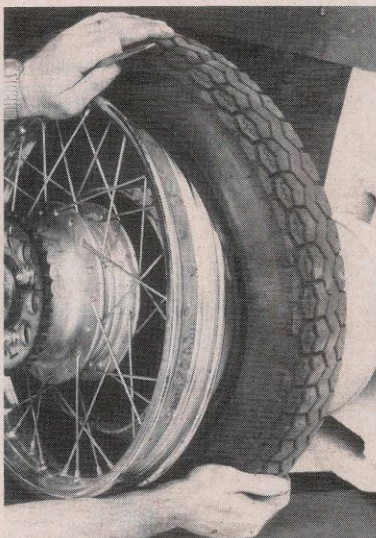


Tools of Motorcycle Repair

- Lesson 3 — Principles of the Internal Combustion Engine (Two-Stroke)
- Lesson 4 — Repair of the Two-Stroke Engine — Part I: Disassembly
- Lesson 5 — Repair of the Two-Stroke Engine — Part II: Upper End Inspection, Repair, and Reassembly
- Lesson 6 — Understanding the Clutch
- Lesson 7 — Understanding the Transmission
- Lesson 8 — Repair of the Two-Stroke Engine — Part III: Lower-End Assembly
- Lesson 9 — Suspension
- Lesson 10 — Chain, Sprocket, and Cable Service
- Lesson 11 — Four-Stroke Upper End Assembly — Part I: Parts and Their Function
- Lesson 12 — Four-Stroke Upper End Assembly — Part II: Valve Disassembly and Repair



- Lesson 13 — Four-Stroke Upper-End Assembly — Part III: Cylinder Repair, Valve Adjustment, and Overhead Cam Repair
 - Lesson 14 — Carburetion: Understanding the Basic Principles
 - Lesson 15 — Carburetion: Repair, Adjustments, and Overhaul
 - Lesson 16 — Carburetion: Special Carburetors and Modifications
 - Lesson 17 — Repair of the Four-Stroke Lower End Assembly
 - Lesson 18 — Service and Repair of Clutches
 - Lesson 19 — Service and Repair of Transmissions
 - Lesson 20 — Steering, Alignment, and Frame Repair
 - Lesson 21 — Engine Tuneups
 - Lesson 22 — Engine Troubleshooting — Two-Stroke and Four-Stroke Engines
 - Lesson 23 — Wheel and Brake Maintenance and Repair
 - Lesson 24 — Lubrication Systems
 - Lesson 25 — Motorcycle Electricity
 - Lesson 26 — Ignition Fundamentals and Electrical Starting Systems
 - Lesson 27 — Electrical Troubleshooting
 - Lesson 28 — Refinishing, Painting, and Customizing
 - Lesson 29 — Shop Manuals, Warranty Forms, and Records
- Students receive tools, reference books, learning aids, and various supplements as they progress through the Course. These materials are sent out to



Nothing is left out in the North American School of Motorcycle Repair program — students are even taught how to make tire repairs simply and efficiently.

A North American School student installs new ignition points. No "bone dry" home study course here.

coincide with appropriate lessons. Students will receive a compression gauge; metric measurement converter; troubleshooting guide; feeler gauges; metric wrench set; socket wrench set; Motorcycle Service Manual, Volume I (two-stroke); Motorcycle Service Manual, Volume II (four-stroke); ignition wrench set; vacuum gauge; impact screwdriver; degree wheel; timing light; and an electrical test kit. The School reserves the right to make substitutes.

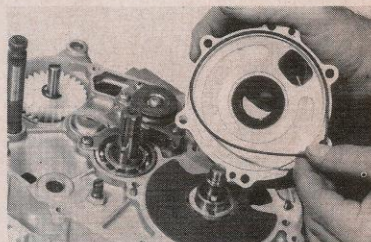
It is quite possible to earn money repairing motorcycles long before you complete the course. There are many letters on file with these schools which indicate that the knowledge gained has resulted in immediate financial gains (something many law and medical school students wish they could do as they labor through their long educational years).

There's no end in sight to the motorcycle boom. The number of new motorcyclists each year far outstrips the number of qualified motorcycle mechanics. If you want to start making money at something you enjoy, something that offers a solid, secure financial future that is also fun, we suggest that you look into motorcycle repair.

MOTORCYCLE REPAIR SCHOOLS

(Write for information)

AMERICAN MOTORCYCLE INSTITUTE
Student Division, Dept. M-C
P.O. Box 2628
Daytona Beach, Fla. 32015



Installation of rotary valve and seals is typical of the instructional photos used in the North American School's manuals.



AMERICAN MOTORCYCLE MECHANICS
SCHOOL
Dept. M-C
2840 North Halsted St.
Chicago, Ill. 60657

AMERICAN MOTORCYCLE MECHANICS
SCHOOL
Dept. M-C
13700 N.W. 19th Ave.
Miami, Fla. 33054

NORTH AMERICAN SCHOOL OF
MOTORCYCLE REPAIR
Dept. M-C
4500 Campus Drive
Newport Beach, Ca. 92663

NATIONAL TECHNICAL INSTITUTE
Dept. M-C
4810 Calvert Road
College Park, Md. 20740

STANDARD TECHNICAL INSTITUTE
Dept. M-C
2628 McGee Trafficway
Kansas City, Mo. 64108

**ANSWERS TO FREQUENTLY
ASKED QUESTIONS**
(Courtesy North American School
of Motorcycle Repair)

- Q. What are the advantages of home-study vs. classroom?
- A. You receive individualized instruction and direction, much as though you had a personal tutor. Answers to your problems are all written for permanent reference, and leave no room for doubt as to what the professor said or did not say. You are a class of one. You proceed as

rapidly or slowly as you wish. No wasted time traveling to and from classes.

- Q. Do I need prior schooling to take your Course?
- A. It would be beneficial to have, or be studying, for, a high school diploma. However, if you can read and write, have average intelligence and a sincere desire to get ahead, you will be able to master the Course.
- Q. I am in school. Should I quit to take your Course?
- A. We never advise any young man or woman to drop out of school. Today, more than ever before, it is desirable to get all the formal education you can. However, if you can devote as little as two or three hours a week to our Course, there is no reason why you should not be preparing for a career as a Motorcycle Mechanic at the same time. Many students are doing this without interfering with their studies.

- Q. How old must I be to apply for a job as a Motorcycle Mechanic?
- A. Usually applicants must be 18 or over; however, you may start this training at 16 years. Of course, you can begin repairing motorcycles at home at any age with proper training and experience.

- Q. Does North American School of Motorcycle Repair guarantee jobs upon graduation?
- A. No ethical residential or correspondence school or college guarantees graduates a job. Good sound education and career-readiness is what we provide. However our Course includes a career planning

section to guide you on how to get a job.

- Q. How much time should I devote to study?
- A. You learn in your spare time. We feel that it is important to set up a regular study schedule with a specific amount of study each day. If you can spare an hour each day, you should complete your North American School of Motorcycle Repair Course in less time than a year.
- Q. I've been out of school a long time. Will I have problems?
- A. No. Even if it's been years, you'll find North American home-study training a fascinating new experience. With no rigid schedules, you study when it is convenient for you. Lessons are easy to understand with each procedure explained in step-by-step detail. Special study aids make your quick-learn lessons a pleasure.
- Q. I've never taken a home study course. Can I really learn by mail?
- A. Yes, certainly! More than 5 million Americans are using this method right now. At North American, your instructors are specialists who will evaluate each of your assignments and give you special help if you need it.
- Q. Are there any extras I must buy?
- A. No. Your tuition covers the entire cost of your training. Your tools are included in the modest tuition cost . . . as well as textbooks, reference books, charts, etc. You pay only the postage on the lessons you send to us. You will note there is a tremendous savings over what you might expect to pay for resident training.

Motorcycle mechanics schools generally provide you with far more than just "paper" courses. Shown here are the tools and books you receive when you enroll in North American's program.



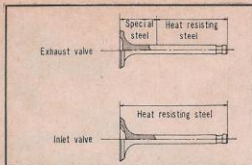


FIGURE 11-3 — The construction of intake and exhaust valves.

ANSWERS

11-1

1. The four-stroke.
2. False.
3. A complete movement of the piston from one end of the cylinder to the other.
4. At the bottom of the cylinder.
5. The third stroke (power stroke).
6. Closed.

seals the ports, preventing leaks.

The valve seat is usually inserted into the cylinder head port when the head is manufactured. The size of the valve seat and the angle of the seating surface must be the same as the size and angle of the valve face. An airtight joint to seal the compression into the cylinder must be formed.

Valve seats can be resurfaced by use of a special tool (discussed later). Valve seats can be replaced by specialists, however this requires special machine tools.

Valve Guide

The valve must open the port, then seal the opening by seating the head of the valve tightly against the valve seat. To be sure the head of the valve is positioned so it will seal the opening, a valve guide is installed within the cylinder head. See Figure 11-2. The guide does not move. The valve guide is installed solidly in the cylinder head and the stem of the valve moves within the valve guide. Wear, caused by the moving valve, is to the valve

guide or valve stem rather than to the cylinder head. Normally the valve guide is made of softer material than the valve stem so that the greater wear will be to the guide. Valve guides can be replaced when worn — this is explained later in this series of lessons.

Valve Spring

Valve springs are generally of the circular coil type. These springs are used to pull the valve tightly against the seat.

Weak springs (springs that have lost their tension) or broken valve springs can be the cause of valves "leaking" because they do not have the necessary pressure to pull the valve tightly against the valve seat. Weak or broken

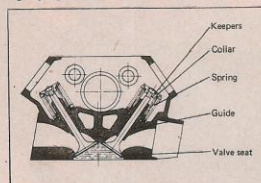


FIGURE 11-4 — The place where the valve head contacts the valve seat can be clearly seen in this illustration.

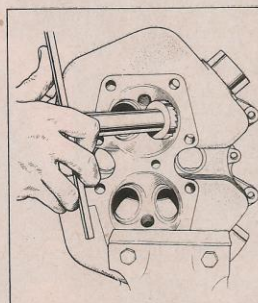


FIGURE 11-5 — Cutting a valve seat. (Drawing courtesy Triumph)

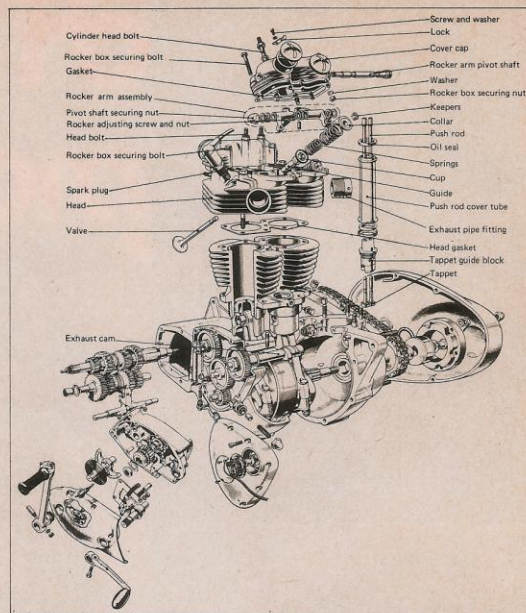
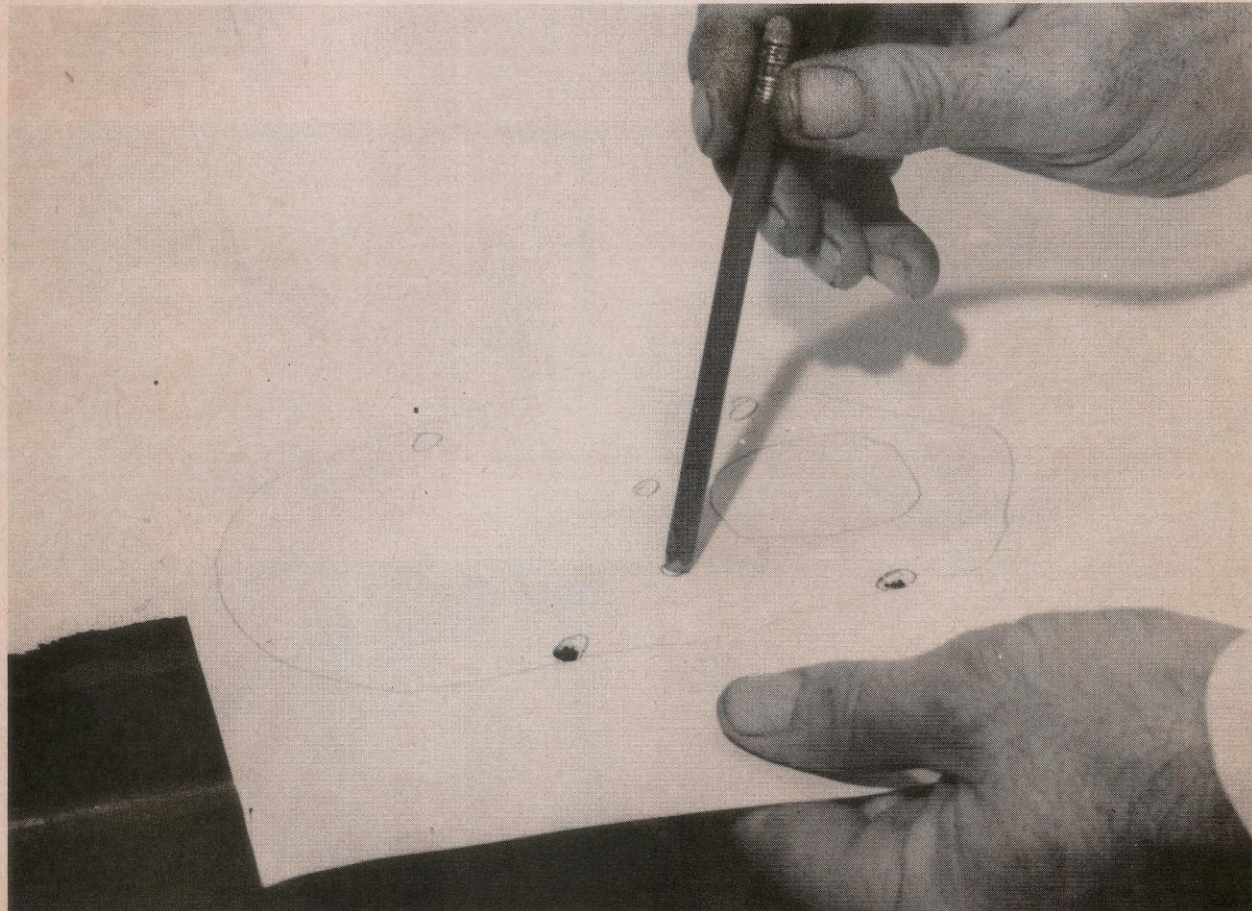
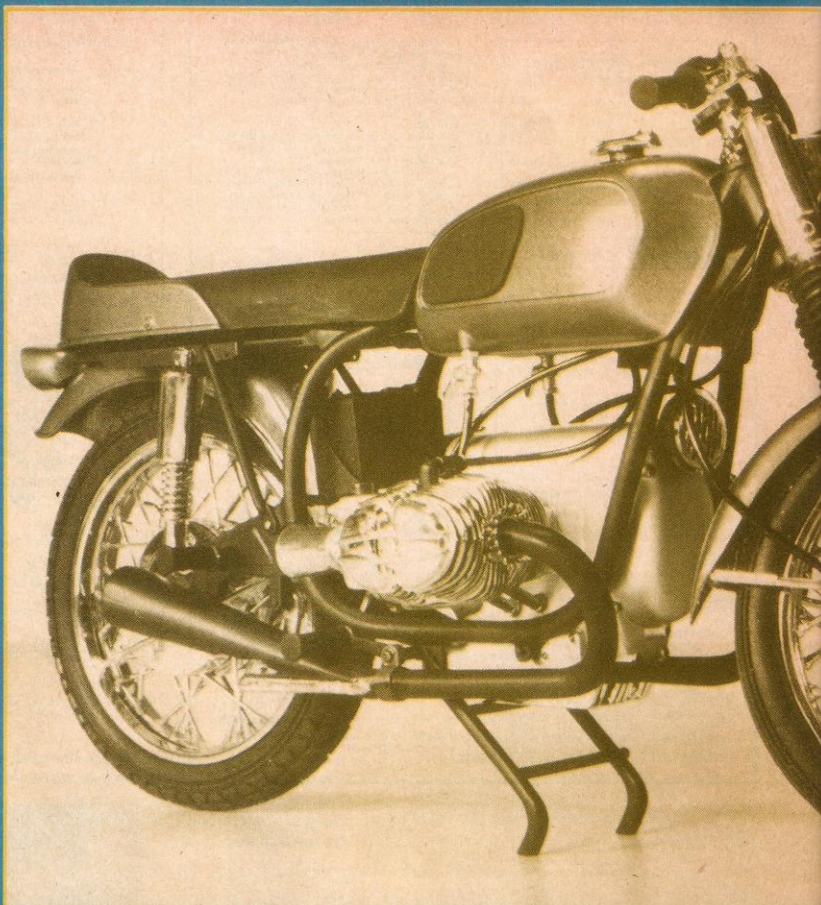
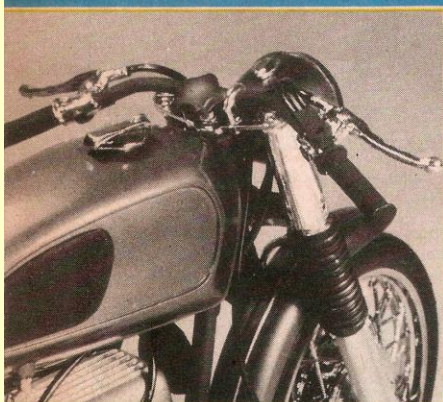


FIGURE 12-21 — Exploded view of Triumph 650cc engine.

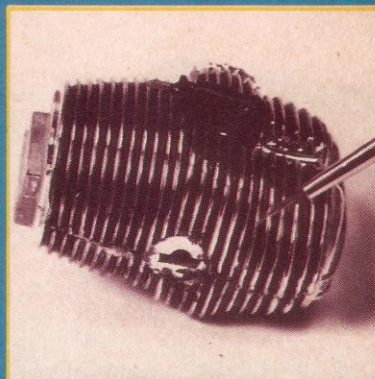
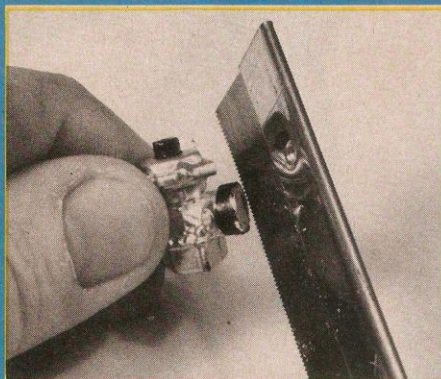
The North American Motorcycle Mechanic student learns to organize his work by outlining case design to make replacement simple.



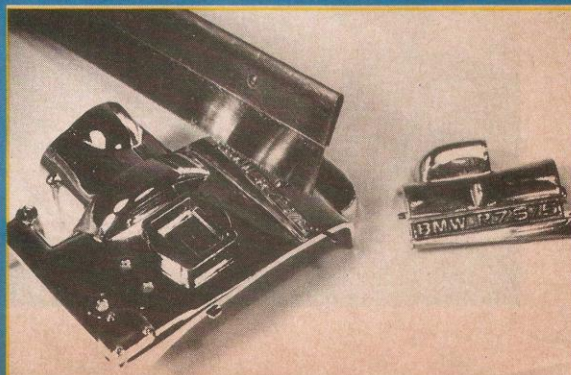
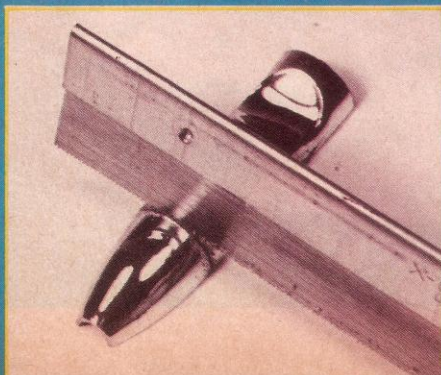


Assemble the carbs but cut the intake manifold to make the carbs stick straight out instead of curving in. Paint the carbs silver with black caps and manifold.

We will modify the exhaust later but for now, cut the very tip of each assembled muffler off at the ridge line.



Glue the muffler tips to the carbs and paint the open end flat black inside. These are made to resemble velocity stacks which are used on real competition bikes. Assemble the stock cylinders. Use flat black paint, thinned, and allow it to run between the fins. Buff the edges of each fin with a soft cloth.



48/MINICYCLE

AllAboutMiniBikes.Com

Vest Pocket Motorcycling

Building An Award Winning
Model For Our Contest Is Simpler Than It Looks!



Our second annual motorcycle model contest is going to be the best of its kind if indications from last year are accurate. The only complaint we received was that enough time wasn't given to produce bikes of show caliber. If that's true, the fantastic model photos we received were only a hint of what's to come.

The one regret we had was that there was too little recognition and too few prizes to go around. The point spread between first and second was negligible but the prize difference was vast. We had some pretty spectacular models even from builders who had never entered a contest before. Perhaps last year's runner-ups have been practicing and building.

Actually the real reason for this contest is to keep enthusiasm running rampant during those winter months in the midwest and eastern states. The out-of-towners aren't as lucky as we are in California. It could be a long and boring season with little to do but fifty push-ups a day to keep in shape. After all, you can only bench race so much in one season before running out of tall tales.

Building one or more of these models is a great way to melt the winter miseries during those long months when riding is either impossible or too uncomfortable. If you get hooked on customizing, the model can even be used as a blueprint for building a real machine. You would be surprised at how many detail and construction problems can be alleviated at this stage rather than in full scale. If the design isn't right for a model, then you've lost only a few hours and a couple of bucks. Full scale errors, on the other hand, mean full scale cost.

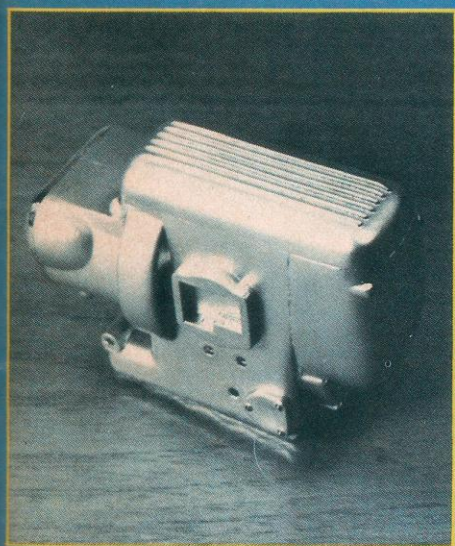
Plastic is an easy medium to work with. We have used commercially available styrene sheet and structural shapes to modify our bikes. Most hobby shops carry the sheet styrene in thicknesses of .040, .050 and .060". The .060" is probably the best type to work with. If your town has a plastic supply house then I would suggest buying a large sheet to save on cost. While you're there check on plastic rod. The rod is great for custom built frames, forks, and exhaust systems.

Plastruct is available in most hobby shops and comes in a variety of authentic structural shapes. These shapes can simplify the building process and the only problem here is that the cost is fairly high. Only Plastruct glue can be used which is also expensive.

Your imagination is the only limiting factor in working with these materials. We have taken a tank, forks and wheels from a scale Harley and used them on a Triumph to build a unique looking machine. We've even put a Honda 305 Twin in a mini-bike frame.

The tools you will need to build a stock kit are very basic. You can get by with an emery board, X-acto knife with No. 11 blade, ink eraser, Revell's glue, assorted bottle paints, brush, rubber bands and a couple of clothes pins. Add to this a razor saw, Swedish file, Mylar backed sandpaper, Testor's liquid glue, tweezers and spray paints, if you want to simplify the job and take less time.

Most of the materials may be obtained in a good hobby shop and sometimes in artist's supply or stationery stores. Check in the Yellow Pages of your telephone directory, under "Hobby and Model Construction Supplies — Retail" or check with information.



Cut a piece of scrap plastic in the shape shown or use the blower scoop from a Revell Six-Pack kit. Glue the piece onto the top of the engine and sand the edges smooth. Paint the entire engine cases flat silver to give the appearance of aluminum. Leave off the air box when finishing the assembly.

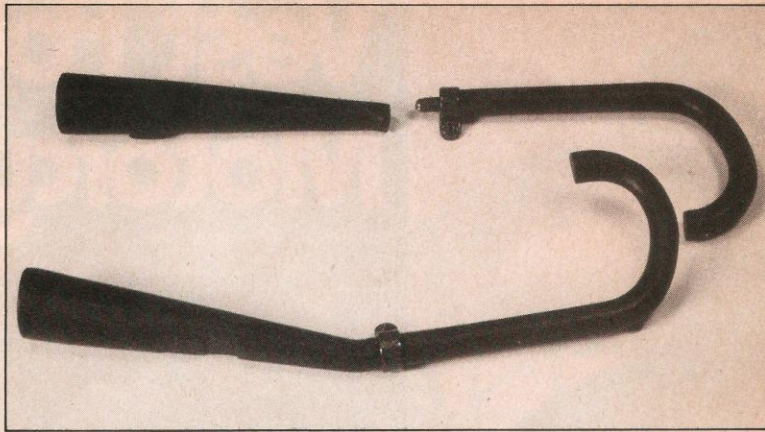
LEFT — Cut off the top of the engine just above and parallel to the area where an air cleaner box would normally be fitted.

The average time required to build a model mini is 15 hours, a regular two-wheeler takes 20 hours and a three-wheeler takes about 25. These times include painting and detailing the model to make it worthy of display or contest winning. Naturally, you could slap one together in a couple of hours but it may look too crude.

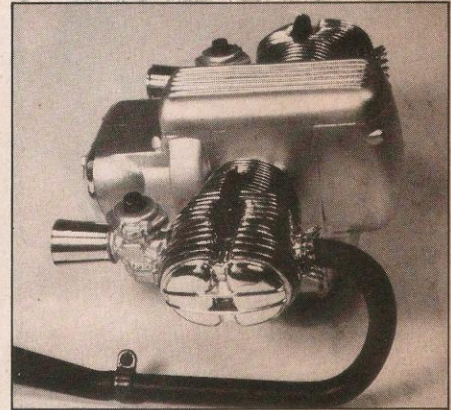
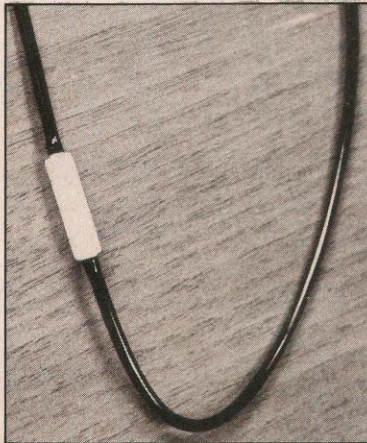
The following photos will show you how you can build a stock kit and make it look as realistic as a real machine. The secret to good modeling is to take your time. Perform each task as if it is the most important one.

In the past, we've shown how to modify a kit by using parts from several different kits. Since most of us have been modeling for years and have accrued a sizable collection of spare parts, it's easy to do so. But new modelers are reluctant to shell out five dollars or more just to get a tire from one kit or a gas cap from another. With this in mind, we built a BMW cafe racer by modifying existing stock kit pieces. It presented more of a challenge to our inventiveness, but proved to be an authentic and satisfying project. We did cheat once by

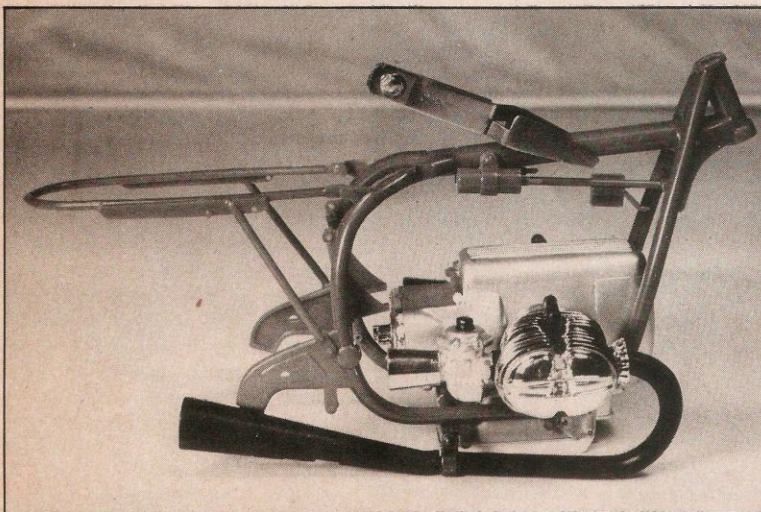
No self-respecting bike would be complete without the many great little detail items. Most racers use fuel filters in the fuel line to prevent engine damage. Cut a piece of plastic sprue to the shape shown. Paint the ends silver and the center flat yellow. Place this in line with the fuel line and proceed as normal.



Cut off the muffler at the very end of the taper to give the appearance of a megaphone exhaust. Sand all edges of the exhaust smooth and paint flat black to give the system a competition look. You may want to put a circular cap, with several small holes drilled, over the end of the megaphone to make it appear street legal.



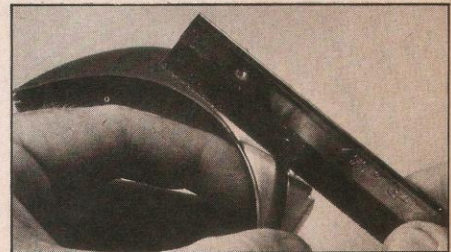
Finish assembling the engine as normal.



Wiring can be simulated using thread of different colors. Red will always indicate the positive side of a system and black will be ground. Red and black leads should appear on the back of the coil and can disappear under the engine. You can create a bundle of wires leading from the headlight to a point under the tank. To simulate accurate placement and hook-up, look at a manual or real motorcycle. The model railroaders have a fantastic array of simulated nuts and bolts which can be used on model motorcycles. Some award winning models use jeweler's screws for operating parts which can be disassembled as on a real bike.

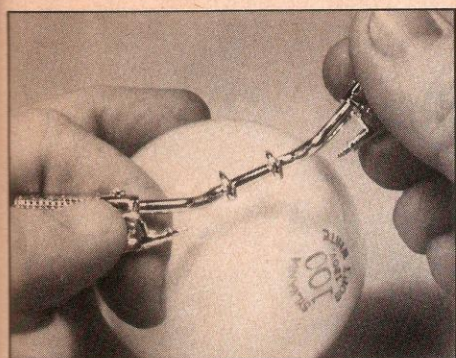


The front fender is too heavy looking in stock shape. Cut the sides and front as shown.

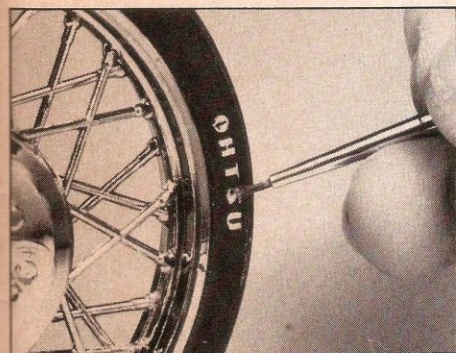


The rear fender has a deep valance, which isn't needed. Trace the outline of the tire on the fender and cut to shape. Cut the fender off just above the license plate bracket.

AllAboutMiniBikes.Com



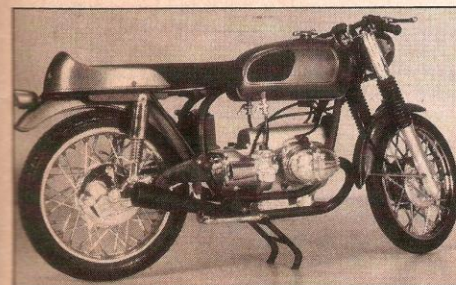
The stock handlebars can be bent slightly down and back to exactly duplicate cafe racer accessory bars. Heat the bars over a light bulb and bend slowly. If you're careful, the chrome will remain intact.



Paint the tires with a #0000 brush and flat white paint. Any accidental paint can be removed, after it dries, with a sharp knife.



The difference between the stock Revell BMW and our customized cafe racer is startling! The modifications were made using only one kit and simple hand tools. Just add talent and imagination and stir well.



using a ribbed tire from another kit, but even this isn't absolutely necessary to duplicate the model as we've built it.

We chose the BMW to convert as a demonstration model because it's unusual, authentic and can be modified into a cafe racer and follow the trend of full-sized bikes. Besides, the last bike we built was based on an off-road mini-bike. The larger machine is more in keeping with our current format even though it is intended for street use.

Cafe racing has caught on with a vengeance. In the few short weeks since our last issue, we've seen the craze grow from a few bikes of rabid enthusiasts to encompass literally hundreds of riders. Every shop in the L.A. area has at least a few parts for converting a stock bike into a reasonable facsimile of a CR. It may be too soon to say for sure, but we'd be willing to guess that there are more CR's on the road now than there are choppers.

What is a cafe racer? Physically, it is any bike made to look and perform like a road racer while still maintaining full street legality. The trend started more than a decade ago in England but was slow to spread westward. The term "cafe racer" comes from the European custom of racing from one "cafe," coffee house, to the next. The loser had to buy hot drinks (it gets terribly cold there) for all.

The BMW is a very popular bike to convert into a CR here and abroad.

The bikes have been extremely successful road racers since the first opposed twin lapped a course 51 years ago in 1923. The twin engine has been refined constantly for more than a half century.

Converting Revell's Wunderbike (H-1552) BMW engine into a racing version is relatively simple and inexpensive. The end result gives the whole bike a radical look sure to add points in any contest. The major part, essential on a real racing bike but not absolutely necessary on a CR or model, is the removal of the large, heavy electric starter built onto the engine cases. It is this unit that gives the engine a camel-back look. The rest is easy. A simple cafe racer can be built by leaving off the turn indicators, smoothing the tank, bobbing the fenders and lowering the handlebars. Or, you can let your imagination run wild and build an exotic version using parts from several kits, be sure they're all 1/8th scale. The large scale of the Revell kit lends itself to this kind of detailing by using jeweler's screws. Wouldn't it be great to have a removable cylinder head?

When you're finished, you'll be assured of having a most unusual and historically authentic motorcycle model.

The techniques applied to this kit will naturally apply to any model in any scale. We hope the basic instructions will give more modelers an even break and a crack at the awards, prizes and fame.

MOTORCYCLE KITS

(With prices and model numbers, where available)

1/16th Scale

PYRO \$1.30

C151 BSA Rocket
C152 Yamaha Catalina
C153 BSA Racer

C154 Yamaha Daytona
C155 Lambretta
C156 Vespa

MRC TAMIYA \$20.00

Honda 750 Street Bike

1/8th Scale

REVELL \$3.50 to \$6.00

H-1240 L.A. Street Chopper
H-1550 #1 Drag Bike (H.D.)
H-1228 Kawasaki Mach III
H-1222 Tric-up (Triumph)
H-1227 H.D. Police Bike
H-1220 Yamaha Scrambler
H-1225 Yamaha G.P. 350
H-1223 Triumphant Trike
H-1224 H.D. Electra Glide
H-1236 Honda Drag/Custom
H-1234 Honda Racing Bike
H-1232 Triumph Drag Bike
H-1237 Chopped Hog
H-1235 Honda Scrambler

H-1229 Evil Iron
H-1233 Honda Super Hawk
H-1230 Triumph Custom Show
H-1231 Triumph Tiger 100
H-1552 BMW R75/5
H-1591 Formula Fast

MONOGRAM

Devil Chopper 5989
Trike

TESTOR'S

Honda ATC (gas power) 3701

MPC

Rupp Roadster 416-150
Honda Trail 70 1-1422-250
Thunder Chopper (H.D.)
Baja Burro (H.D.) 418-400
Bronson Bike (H.D.)
Honda 750
Honda ATC

IMC

Low Boy (TEKE)
Easy Rider (TEKE)

MINI-CRAFT

Honda CB 750

Minicycle Model Motorcycle Contest

Let your imagination go wild and build a far-out two-wheel model, take a few pictures, and mail your entry. It's easy. Just follow our recipe for a perfect model and you're home free. Of course, there are a few legal details to take care of. Most of them are listed in the "Rules of Entry," on this page. But the most important is **YOUR ENTRY MUST BE POSTMARKED BEFORE MIDNIGHT ON DECEMBER 31ST, 1974.** And keep your model — it may be needed for judging at a later date.

RULES OF ENTRY

LAWS: This contest is conducted by Friday Publications, Inc. The contest is subject to local, state, and federal law and is void where prohibited. The tax liability on the awards are the sole

responsibility of the winners. No cash equivalent will be paid nor will any substitutes be given. The winners grant permission to Friday Publications, Inc. to publicize and promote their winning of the awards.

AMATEURS: The contest is open to anyone regardless of age, sex or nationality, who is an amateur model builder. An amateur modeler is anyone who does not derive any part of his income from model building. Employees of Friday Publications, Inc. or of their affiliates are ineligible.

MODELS: The models entered must be made using the engine from any 1/8th scale kit now on the market. Do NOT send in the model.

PHOTOGRAPHS: Submit at least 3 black and white, glossy photographs of 6" x 5" size or larger. No color will be accepted for judging but may be included for reference with B&W shots. B&W photos should include: (1) Front; (2) Side; (3) Rear.

INFORMATION: Print or type all pertinent information about the model such as paint, source of parts, techniques, time, cost, etc. Label all pictures with name and address and indicate your age. No material submitted for judging may be returned. More than one model may be entered but they must be sent in separate envelopes.

JUDGES: The entries will be judged by Brick Price and Associates (Brick Price, Paul Laxineta, and Ray Hoy of *International Modeler* magazine). Judges' decisions are final.



PRIZE LIST

1st

Trophy, Revell 1/8th scale motorcycle model kit and a year's subscription to *MiniCycle* Magazine and *International Modeler* Magazine.

2nd through 5th

Ribbons, Revell 1/8th scale motorcycle kit plus one year subscriptions to *MiniCycle* Magazine and *International Modeler* Magazine.

6th through 20th

Revell 1/8th scale motorcycle kit plus a one year subscription to *MiniCycle* Magazine.

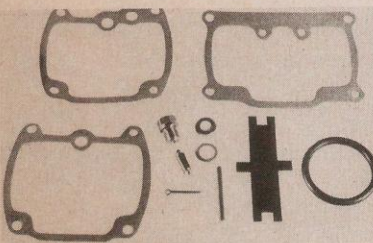
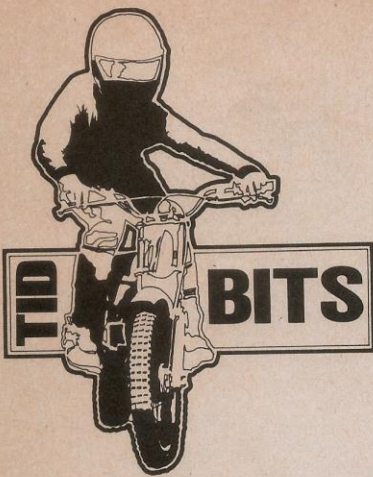
The winner, plus several of the better runner-up models will be featured in *MiniCycle* Magazine and *International Modeler* Magazine. Additional prizes will be awarded for tied winners.

MODEL CONTEST ENTRY FORM

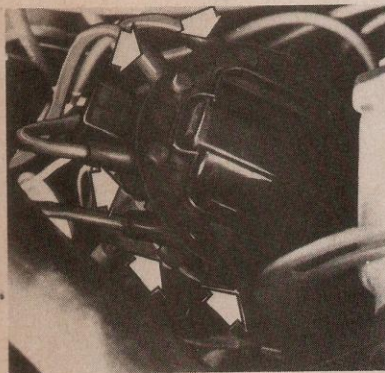
NAME _____
 ADDRESS _____
 CITY _____
 STATE _____ ZIP CODE _____ AGE _____

Contest closes Dec. 31, 1974.

Brick Price and Assoc.
 21331 Bellini Dr.
 Topanga, CA 90290



New from Lakewood Cycle — carb rebuild kits. Specially designed Teflon-coated needle and seat with resilient tip prevents flooding and gives accurate fuel metering through all speed ranges. Special heat resistant gaskets and specially formulated "O" rings insure proper sealing. Each kit includes complete instructions for rebuilding. Kits fit all Keihin and Mikuni carbs.



New LPS ESA-100 — A water proofing cure for electronic ignition systems. More and more car manufacturers and individuals are installing electronic distributor systems in their automobiles in order to minimize tuneups, increase gas economy, and to do away with failure of points and plugs. These systems are standard on some 1974 cars and may be used on all American cars.

Because the electronic ignition systems can often cause more problems than conventional ones if water gets inside them, they must be completely water-proofed. New LPS ESA-100 has been found to be the best moisture repellent, lubricant rust-inhibiting compound for this job. ESA-100 is applied

around the seals, directly into the connectors and around the connecting points. LPS ESA-100 represents a breakthrough in corrosion inhibitor-lubricants because of its extra heavy duty applications. When applied it sets up a "high polarity" film that remains in place in a solid state. Its sets up quickly and will not "filing" off. LPS ESA-100 is both high and low temperature resistant and long wearing.

In its original state, LPS ESA-100 does not run, penetrate or have any capillary action under normal conditions. In cut-back or liquid state, it has penetrating and capillary action. ESA-100 will not oxidize under thermal load and has excellent resistance to aging. Should work for cycles, too. LPS ESA-100 is available in 4 oz. and 32 oz. cans, 5 gallon and 55 gallon drums. For further information contact: LPS Research Laboratories, Inc., 2050 Cotner Ave., Los Angeles, Calif. 90025 (213) 478-0095.



Put your head in top gear. Introducing the new Astro Helmet design by Top Gear, styled to go with any bike, any color. The multi-colored metal flake panels with silver geometric pin stripes on a high gloss black field make a striking design. The Top Gear Astro Helmets are available in two versions; standard coverage (pictured above) and full coverage (with flip-up face shield included) and come in small, medium and large sizes. Quality constructed of 100% hand-laid fiberglass and cushion lined with Trylon fabric over foam for perfect fit and added comfort. An exclusive inner feature of the Top Gear helmet line is the unique ear pocket designed for better hearing. Meets or exceeds SHCA, A.N.S.I., Z-90, I-66, 1970 SNELL and California Highway Patrol standards. Ask your dealer for Top Gear helmets and accessories.

Name			
New Address			
City		State	Zip
ATTACH LABEL HERE			

until you tell us your new address. Unless you get busted and have to go to jail. In that case we advise you to go along quietly, and immediately. However, we don't want you to miss a single issue, so, if you plan to move let us know at least four weeks in advance. Include address label from your most recent issue and your new address information in the space provided.

SUBSCRIPTION QUESTIONS?

To get fast service on inquiries concerning your MiniCycle Subscription, please include the address label from the most recent issue received.

MINI-CYCLE

MINICYCLE/53



It never fails. Put wheels on something and soon there will be races. When racing turns into big time money, the big boys move in and take over. Less than a year ago we attended our first pedal-cross (PX) and marveled at the incredible riding ability of the participants. We even gave the impromptu events a plug in *MiniCycle*. Not long after that crude beginning, specialized equipment started cropping up from all sources, including prominent motorcycle accessory firms such as Preston Petty Products.

Now the whole thing is complete with Taiwan copies of American products, specialized custom accessories and (can you dig it?) a factory sponsored National Championship series. There are even a few factory and

Psst! Hey Kid! Do You Wanna Factory Ride?

dealer sponsored team riders. It boggles the mind.

Once we recover from future shock, maybe we'll be able to decide if this turn of events is good or bad. Right now it looks pretty good, especially if you're big on brawn and stamina and short of bucks. The bicycles are cheap to buy, build, customize and maintain compared to an average mini-cycle.

One of the major drawbacks is that professionalism brings notoriety and

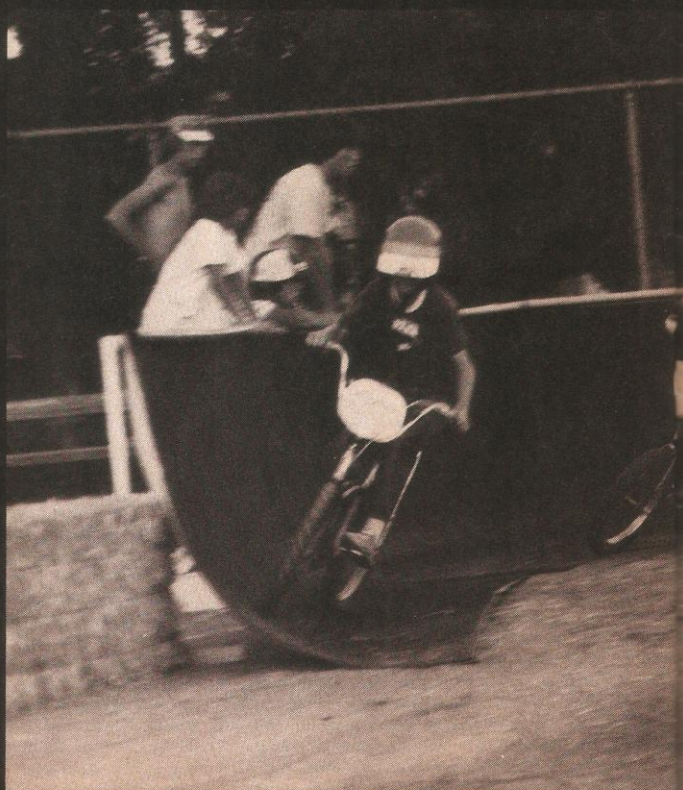


TOP
Is PX popular? Is a four-pound mouse fat? Here's the field being paraded for a capacity crowd at a recent Yamaha Bicycle Gold Cup Series race held in Van Nuys, California.

ABOVE
The racing was close throughout the evening, keeping the crowd entertained and wanting more. The heats were run off with little delay in between — the key to keeping spectator interest high.

RIGHT
Action on the banking.

54/MINICYCLE



AllAboutMiniBikes.Com

perhaps some trouble for the pedal-pushers. In the past it was a simple matter to convince the executive branch of the family that a tiny little bike would be a good investment to keep you off the streets. It'd be curtains for the whole scene if dad could see you ten feet in the air and completely crossed-up.

A worse problem is the inevitable group of vultures with their clever rip-offs and inferior products at high prices. We've seen other hobbies and

fads promoted into oblivion, because of greed. PX is an enjoyable, safe and inexpensive sport that we would like to see promoted in a sensible and positive manner. Hopefully the integrity of Yamaha is such that they'll improve upon, rather than destroy, a good thing.

The *MiniCycle* crew converged on Birmingham High School in Van Nuys, California on July 20, along with 900 rugged young bicycle motocrossers and over 3,000 interested spectators, to witness the first regional Yamaha Bicycle Gold Cup event.

Hundreds of riders seven to sixteen years of age arrived at 9:00 am sharp on every type of 20" bicycle imaginable to register for the elimination heats. Ex-

cited spectators watched as wave after wave of riders raced over a 1/4 mile course complete with serpentine, flying jumps, ruts and water holes. By 6:00 pm the elimination heats were over and the original 900 riders had been narrowed down to 135 finalists for the evening's Gold Cup event.

The Yamaha Bicycle Gold Cup championship started promptly at 7:30 pm with a riders' parade. Cheerleaders lead the 135 finalists

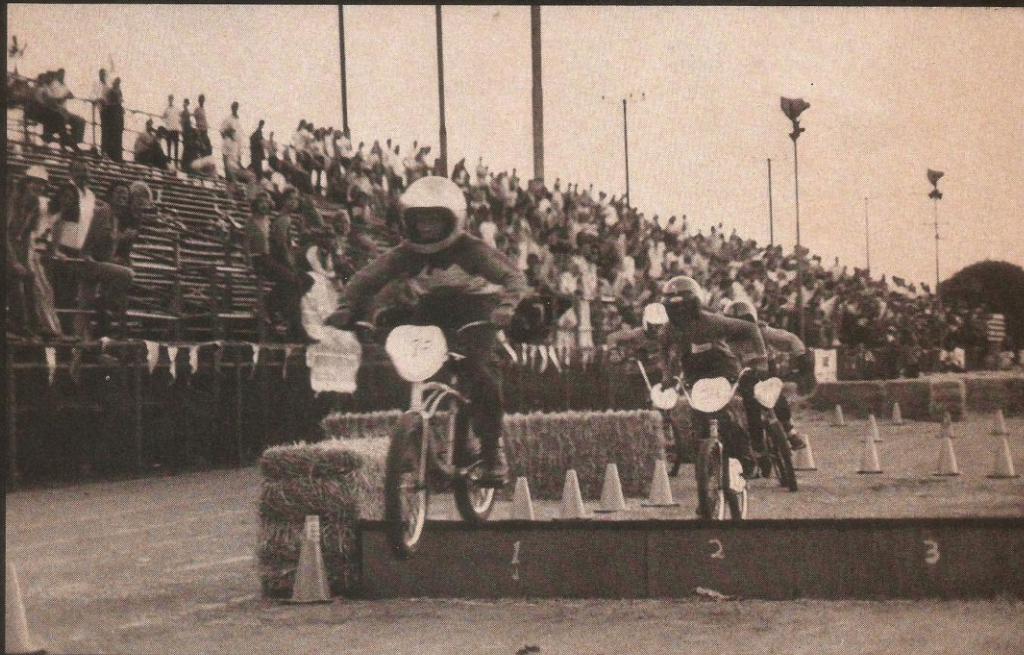
onto the field where they paused before the audience for the National Anthem.

By the end of the semi-finals 135 riders had been narrowed down to three classes of fifteen tough competitors. Each hotly contested race lasted less than 60 seconds.

First place winner in the Expert Class was 15-year-old Brian Ramocinski from Anaheim, second place honors went to 15-year-old Richard Langosh from Canoga Park. The Junior Class first place winner was David Clinton, 14-years-old from San Fernando; second place, Doug Takahashi, 15-years-old from Santa Monica; third place, 15-year-old Bob Encinas from Sylmar. Novice Class first place title was taken by Robert Watts, 13-years-old from La Mirada; 13-year-old Greg Summey from Reseda took second place, followed by 11-year-old Phillip Palfreyman from Santa Monica.

For the first time in the three-year history of bicycle motocross competition, races are being organized on a statewide level by Yamaha. Two additional regional events are scheduled in California; Shaw Stadium, Santa Clara, August 3 and Madison High School, San Diego, August 24. The California State Championship Gold Cup will follow in Los Angeles, September 7. These competitions

YAMAHA BICYCLE GOLD CUP SERIES



MINICYCLE/55

AllAboutMiniBikes.Com

YAMAHA BICYCLE GOLD CUP GENERAL RACE INFORMATION

1. All riders must have completed waiver form turned in to the race director before entering a race. Riders must also have their parents or legal guardians sign their waiver.
2. Riders in each classification must report to the race site at the following times: Expert, 9:30 AM; Junior, 12:00 Noon; Novice, 2:30 PM.
3. No one, except riders officially entered, may ride or practice on any race course during the day's events.
4. The number of riders and heats will be determined by the number of participants in each race classification. Most heats will have 10 riders.
5. The top three (3) riders from each class will receive prizes.
6. No bike over 20 inches in wheel measurement will be allowed in the race.
7. Any entrant not giving correct information or found riding out of his race classification will be suspended from further racing.
8. No racing in the staging area, pit area or any area not designated for racing.
9. Prior to meet, racers bikes will be parked in holding area until their race is called.
10. All riders are responsible for knowing and adhering to the rules which govern the event.
11. If for any reason the rider is forced to stop on or near the track during an event, his first responsibility is to place his bike in such a manner as to cause no danger or obstruction to other riders.
12. If during the event a rider inadvertently leaves the course with both wheels, he must return to the track at the exact point he left it. He cannot re-enter the track until it is clear and safe to do so.
13. No rider shall be guilty of foul riding, unnecessary bumping, crowding, stopping, blocking, or other unsportsmanlike conduct on the course.
14. Any person reporting for a race with alcohol on his breath will not be able to race.
15. Clothing must be snug fitting at time of race (no flared pants, long shirttails, etc.).
16. Any rider who misses his heat will be disqualified from further competition during that day's events.
17. All starts must be stationary, with one foot on the ground and the other foot

on a pedal. (No running, rolling or other moving starts allowed.)

18. Race officials have the right to prevent anyone from competing in any event. The decision of the officials is final.

TECHNICAL INSPECTION

FOR YOUR SAFETY: *Each rider will be required to pass a technical inspection the day of the race. Those bikes not passing inspection will be eliminated.*

GRIPS — Must be tight with no metal protruding from the end.

SPOKES — Must be tight and none should be missing.

TIRES — Not bald or dangerously worn out.

FRAME/HANDLEBARS — Must be firm — cannot be cracked, damaged or loose.

GOOSENECK & CROSSBAR — Must be padded.

AXLES — Protruding axle ends must be sawed off to ¼ inch or less.

PEDALS — Must be of the rubber type and not broken.

REAR WHEEL — May be no larger than 20 inches

SEAT — Must be tight.

PRE-RACE BIKE SAFETY CHECK

1. Crossbars on handlebars must be padded. (½ inch of foam rubber wrapped and taped around crossbar is adequate.)
2. Grips are required. They must be solid rubber with no exposed metal. Grips must be tight.
3. All bikes are required to have seats firmly attached.
4. Protruding axle ends must be sawed off to within ¼ inch of the nut. Rubber tubing or tape should be used to cover the remaining edge. No quick-change wing nuts are allowed.
5. The basic design of the vehicle must be suitable for high performance with safety.
6. The opinion of the technical inspection and race officials shall be final.

RIDER SAFETY GEAR

NOTE:

All racers must wear the following safety clothing to participate in race events:

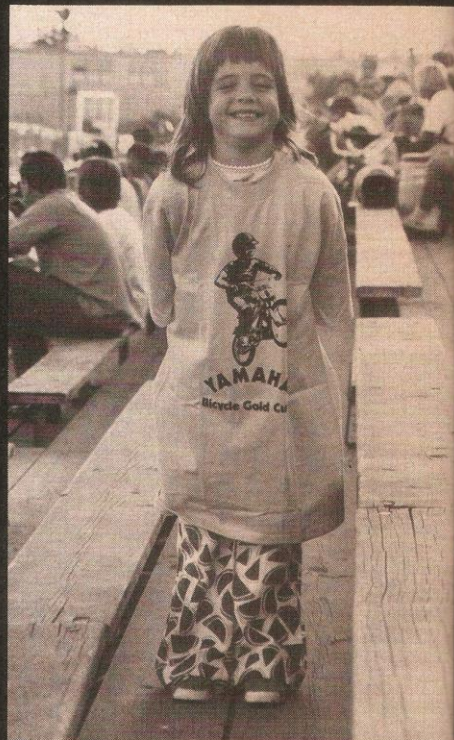
1. Riders must wear helmets, with chin strap, at all racing events.
2. All riders must wear shoes. No sandals, bare feet, etc.
3. Gloves and long sleeves are recommended.

will lead to a national series in 1975.

For the Bicycle Gold Cup series, Yamaha designed and constructed ramps and water holes to simulate the jumps and ruts found on dirt motocross courses. "Ramps have never been used before in bicycle motocross competition and we were unsure how riders would react to artificial jumps and water holes," said a Yamaha official. "We were pleased to discover that riders of all ages and skills found our ramps to be as excitingly challenging as any dirt course they had encountered, if not more so."

This series could be an overwhelming success for all concerned. Anyone else interested in conducting a PX can contact Lynda Zamarin at Yamaha International Corporation, 6600 Orangethorpe Ave., Buena Park, CA 90620.

Any promoter, Yamaha included, should keep in mind the reasons for PX's growth and popularity. The all-out classes may be the most fun to watch, but the inexpensive back-yard racers are the backbone of this sport. Keep classes open for the novices, beginners and racers with stock Sting Ray bikes.

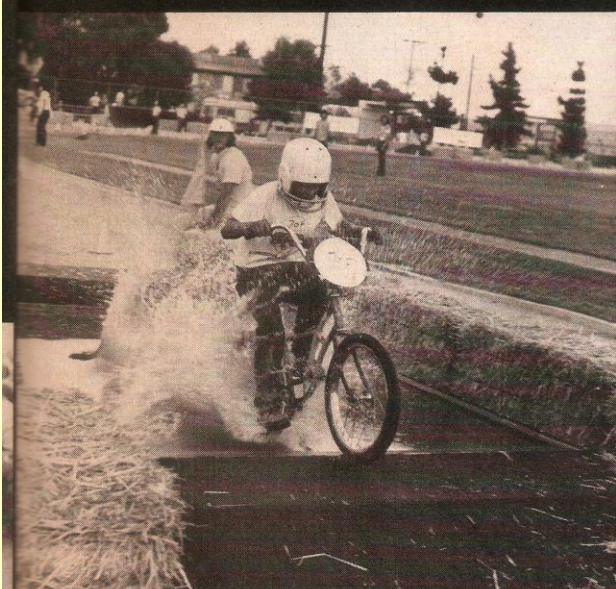
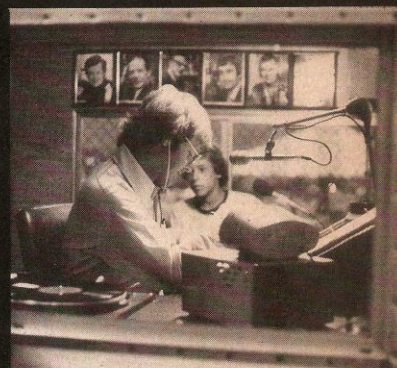


A cheer leader of the future and definitely a fan of Yamaha PX racing.



Enthusiasm sometimes gets in the way of winning, as you can see here. Lots of contact but no damage to any of the riders.

Radio station KGIL in the San Fernando Valley had a mobile unit on hand to broadcast from the race site.



The water crossing was a favorite spectator attraction.



Some very trick bikes were seen at the Van Nuys race. Most bikes were Yamahas, of course, but several home-made experimentals were on hand too.



Real moto-cross racing was never like this! Yamaha's "official" cheer leaders added some additional color to the race.

MINICYCLE/57

AllAboutMiniBikes.Com



MINICYCLE
lost

58/MINICYCLE

AllAboutMiniBikes.Com

SUZUKI TM-75L

SUZUKI has jumped into the competition mini-cycle field with their new TM-75L Mini-Cross. The snappy-looking 72cc two-stroke joins a hot handful of under-80cc racers trying to capture the hearts and wallets of future motorcrossers.

That the machine was designed for competition is obvious from the styling and the early publicity, which relate the TM-75 to Suzuki's larger motocross machines, from 100cc to 400cc. However, Suzuki representatives toned down earlier claims of a 'championship machine,' instead referring to the TM-75 as a bike for the beginning or learning racer. We think they were worried that we might send the Suzuki against a modified Honda XR-75 or Indian MX-76R, with the stock Suzuki taking a beating. We assured Suzuki we would judge the stock TM on its own merits; but when we get our hands on a modified TM, we might be inclined to compare it to the other modified racers.

Since Mike is also a *MiniCycle* test rider, we decided he would be

best qualified to test the bike for us. He raced the Allied-modified TM (and won his class) several days before we picked up our test bike.

Location for our test was our old stomping ground, Indian Dunes. To avoid the weekend crowd (which usually includes a few careless pit racers), we picked up Mike from his nearby home right after school on a Wednesday.

Mike tried the TM-75 on the big Shadow Glen motocross course and the smaller mini-motocross course nearby. The smaller course was first and it uncovered Mike's main criticism of the Suzuki. The track surface was very sandy, which made the unruly handling stand out.

"The front end goes where it wants to go," said Mike. "It doesn't knife into the turns."

On the larger, somewhat harder-surfaced Shadow Glen track, the handling didn't improve much. The

front end still had a mind of its own. The same handling problems were exaggerated when a larger test rider took the TM-75 onto the soft sand of the Dunes. Mike was a little confused by the squirrelness since Dick Dixon's Suzuki handled very well. Mike was sure Dick made no changes in the front end geometry.

The front suspension is oil-dampened, but Mike thought the forks were "squishy," as if they didn't have enough oil. We suspect that Suzuki might be using the infamous Japanese fish oil (made from fish, honest!) instead of a decent petroleum product (there's no oil wells in Japan, maybe that's the reason for fish oil).

Two pairs of outcroppings on the front forks look like fork brace mounts, but apparently they're for show because they are not threaded. Looks like Suzuki had a good idea, then changed their minds.

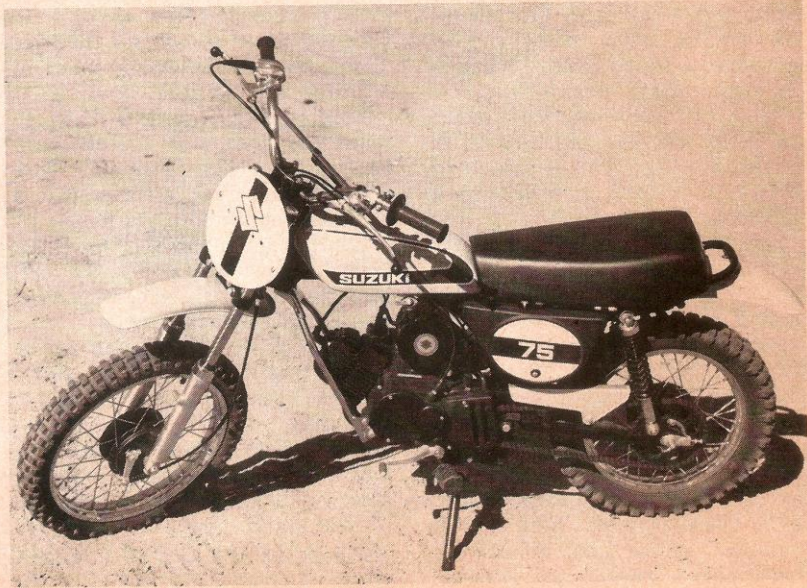
The rear shocks are hydraulically dampened and feature progressively wound springs. The theory holds that the regularly spaced coils at the bottom of the spring will absorb most of the jolts without being too stiff, and the tightly-wound upper coils will take up slack when the shocks are severely compressed. Neither test rider had any complaints with the rear suspension, except that the shocks weren't adjustable (picky, aren't we?).

The frame that holds it all together is a fairly simple single backbone curving down behind the

(Continued on next page)

Suzuki TM-75 is spirited enough to get off the ground, but not too hot for beginners.

Snappy-looking TM-75 is styled after Suzuki's larger MX bikes.



SUZUKI TM-75L

engine, with the engine bolted to a box bracket at the back and bottom. Triangulated double loops, behind the backbone, support the seat, rear fender, and upper end of the rear shocks. The swing arm pivots on the engine mount bracket.

A pair of down tubes at the front of the engine appear to be an afterthought. The tubes are brightly chromed, in contrast to the black, anodized-aluminum engine and black frame. And they're bolted on at top and bottom rather than welded, reaching from the frame just below the steering crown to the engine just below the exhaust manifold.

While the support for the steering head and the triangulation of the frame is probably valuable, it seems that the downswept pipe is somewhat unprotected since it sticks out in front of the down tubes. There is no bash plate. Perhaps we're just being picky again, since there seems to be plenty of ground clearance.

The exhaust itself is an interesting design which hugs the bike for its entire length. The pipe exits downward and curves under the engine and to the right. Just behind the swing-arm pivot, the performance-tuned muffler expands and aims upward about 60 degrees. A short tail turns rearward again just below the seat and inboard of the shock mount. This is similar to Suzuki's other performance machines.

The muffler is very effective. At least we couldn't pick out the bike's small-engine sound among the handful of other bikes on the Indian Dunes track. We had to watch for Mike's bright yellow helmet to know when he was coming.

Unfortunately, too many racers will immediately swap the quiet pipe for a noisy chamber, assuming that will give them instant power. 'Taint necessarily so. Check out the evaluation of the Kami/Whisperin' Smith pipe elsewhere in this issue, and heed Suzuki's caution: "Do not

modify the exhaust system. It is designed to give maximum performance without excessive noise."

We're told that the rotary-valve engine gives a lot of opportunity for easy hop-up modifications. Dick Dixon will probably give us some details soon. However, the design, including a completely encased carburetor on the right side, makes a fairly wide engine. Bigfoot, our adult test rider, kept running into the carb case when he applied the rear brake. Smaller riders should have less trouble.

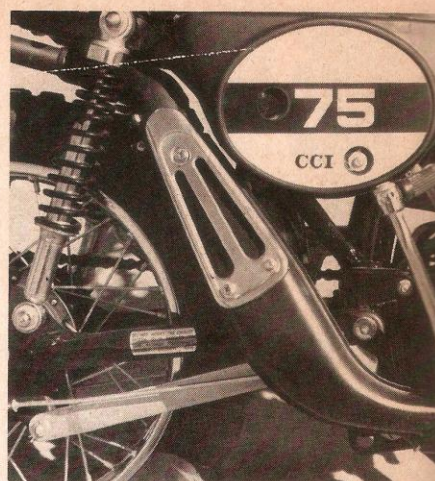
That enclosed carb means you'll have to remove the cover to make fine adjustments to the fuel/air mixture. On our test bike, one of the "Philips head" screws was stripped, so we never did get the cover off. Fortunately, no inner adjustment was necessary.

At least there is an idle adjustment screw outside the carb case. The screw, complete with a small, rubber cap, has a wide slot, so you can adjust the idle with a belt buckle or a nickel, if you left your screwdriver back at the truck.

Mike noted that the engine tended to run hot. Some kind of improved fins might help. The fins on three sides of the head, excluding the upward side, have spacers welded between the fins. This gives churned-up mud another surface to cling to, but it prevents the mud from packing all the way to the fins. The outside appearance of this engine is similar to that used on the smaller Suzuki Trailhopper. Perhaps Suzuki used the former 49cc engine as a base for the 72cc TM engine, which might account for a hotter running mill.

Mud and dust aren't likely to reach the carb with the efficient-looking air cleaner. The polyurethane filter is enclosed in a canister, connected to the engine by a tightly-clamped rubber hose. Air intake is downward and to the rear, protected by a box-like, ventilated portion of the engine mount.

The primary kick starter can be kicked over in any gear, handy for racing. Saves time after you crash or stall if you don't have to hunt for neutral before starting the bike. The kick lever presents a slight problem, however. It has to bend outward so it will kick past the upward-swinging exhaust. When the kick lever is at rest, it still sticks up and out, right behind the footpeg.



Rear suspension uses progressively-wound springs. Kick start misses pipe, bumps ankle in up position.

Bigfoot kept catching the lever halfway up his pantleg. Since racers usually wear their pants or leathers inside their boots, they probably won't have this problem, but they might wind up with a sore anklebone from running into the lever.

The starter kicks over very easily. A carburetor choke lever on the handlebars provides a rich starting mix. The owner's manual (don't forget to read the book) instructs us to turn the choke lever to the "start" position, and kick the bike over *without* touching the throttle. When the bike is warm, turn the choke lever to "run" and crank the throttle on as needed. The warm engine starts easily without the choke.

Sometimes the engine decided it was too warm to start with the choke, but too cold to idle without the choke. So we fired up without the choke, then released the throttle and engaged the choke long enough to warm up.

Gear ratios are "pretty good for the average rider," according to Mike Brown. He would recommend slightly lower gearing for a track like the sandy mini-motocross course.

The four speed, constant mesh transmission has a one down, three up shift pattern, although you might not figure that out from the owner's manual. A paragraph about shifting gears (under "Tips On Riding") is totally confusing, probably due to a faulty translation from the original Japanese. Fortunately, there is a diagram farther back in the book.

Wheels and tires were perfectly



Giant rubber band holds number plate simply and securely.



Chromed down tubes support engine, don't protect pipe. Carb is enclosed at left.



Front shocks are oil-dampened but "squishy." Note brake wear limit marking.



Diving low in corner, Mike Brown experienced some front end wash-out.

suited to the TM. The 2.50 x 16 on the front and 3.00 x 14 on the rear are close to what might be considered standard on this size bike. Both are full knobbies.

Stopping ability from the front and rear internal expanding brakes was very efficient. Suzuki has added a nice touch on the hubs: brake wear limit markings. They let you know when the linings are shot.

Top speed on our test machine wasn't anything spectacular, but it was brand new and probably a little "tight." Anyway, the beginning racer will probably learn how to fall before he learns to fly. By the time he is ready for speed, he'll find a mechanic who can give it to him.

Styling is a high point. The Suzuki looks competitive. The TM-75 wears the snappy yellow-painted tank and polypropylene fenders which identify the larger TM motocrossers. The side panels will double as number plates, and there is a big plate clipped onto the front forks. The mounting method is simple and secure.

The seat looked a little wide to us, as if it had been borrowed from a larger machine. However, Mike concluded that it made no difference in the riding.

The seat flips up to reveal the fill cap for the engine oil reservoir. Suzuki even gave us a quart of two-stroke oil, to refill the reservoir if needed. The can promptly leaked all over our truck. Pure-bred racers may remove the oil tank and injection system to save weight, although Suzuki claims their CCI lubrication system is much more efficient than pre-mixing gas and oil.

We keep mentioning changes which might make the TM-75 more competitive, and that seems to contradict our vow to judge the bike on its own merits. But since the bike was designed as a racer, we must recognize that changes *will* be made, to achieve peak performance. And the Suzuki has the potential to be a lot hotter, in the hands of a good tuner.

To be fair, though, we have to say that the bike is pretty nice as is. It has style and spirit, and a feeling of dependability. If you've thought about racing, but would like to learn on a bike that won't run away with you, Suzuki TM-75 might be what you are looking for. □

SUZUKI TM-75L

Manufacturer: Suzuki Motor Co., 13767 Freeway Dr. Santa Fe Springs, CA 90670

ENGINE

Engine type	single, two-stroke, rotary valve	Compression ratio	6.8:1
Bore	97mm	Carb	VM 16SC Mikuni
Stroke	92mm	Ignition	Flywheel magneto
Displacement	72cc	Lubrication	CCI automatic
Horsepower @ rpm	5 @ 6500	Fuel capacity	1.2 gallons
		Fuel requirement	Reg. gas

TRANSMISSION

Transmission type	Four speed	Gear ratios:	
Primary drive	Helical gears	1st	3.384:1
Clutch type	Multi plate	2nd	2.052:1
Final drive	No. 420 chain	3rd	1.478:1
		4th	1.071:1

CHASSIS

Frame type	Sgl. backbone, dbl. engine loop	Tires:	
Wheelbase	46.9"	Front	2.50x16x21"
Overall length	69.3"	Rear	3.00x14x20.5"
Suspension:		Brake(s)	Internal expan., frt. & rear
Front	Telescopic forks, oil dampening	Ground clearance	6.3"
Rear	Swinging arm, progressively wound springs	Seat height	27.5"
Wheels	Front 16" rear 14"	Handlebar height	37.5"
		Dry weight	165 lbs.

PRICE AS TESTED: \$399.00

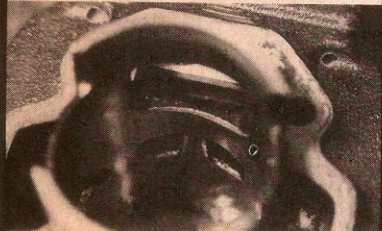
SPORT-TIME YAMAHA Mini-Yamaha Specialists



COMPLETE HOP-UP KITS FOR YZ-80A's & YZ-80B's

We spend more time and money developing small Yamahas than big bikes, unlike most racing outfits. Until recently, our limited production gave only the favored few the benefits of our go-fast stuff. Now we are ready to go big-time. Our winning products and modifications are available to everybody with sense enough to get them. Stop fooling around with shade-tree mechanics. Stop looking at the rear tires of XR-75's. Get ahead with Sport-Time Yamaha.

SPORT-TIME
MINI YAMAHAS GO FASTER



Expert porting, complete custom modifications. Tell us what you need. We'll build it better. Full line of racing specialties and riding apparel for the mini racer. Personal attention and quickest service.

Write or call:
HOWARD HOOPER,
SPORT-TIME YAMAHA,
18440 Ventura Blvd., Tarzana, Calif.
91356. (213) 343-1936.

local dealers

ARIZONA

Cycle Shack, 5138 W. Hubbell, Phoenix:: Accessories.

CALIFORNIA

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

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

A-OK Engineering, 600 Francis Botello Road Goleta; Flexo Minibikes & Go Carts

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)

GEORGIA

Cycle Nuts & Bolts #2, 1602 Bankhead Hwy, Austell; Parts & Accessories

CALIFORNIA

A-OK Engineering, 600 Francis Botello Road, Goleta

KANSAS

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

NEW JERSEY

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

NEW YORK

Humiston's Garage, R.D. #6, Saratoga; Indian Phone: 518-695-3000

West Seneca Tool Rental, 2845 Seneca St., W. Seneca; Indian

OHIO

Bob's Sport Cycle, 200 Branstetter, Wooster; Indian, Jawa & CZ

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

PENNSYLVANIA

Pete's Cycle Shop, 18 Corwin Lane, Bradford; Kami, Hodaka, Premier, Ducati, Norton

RHODE ISLAND

Kent County Assoc., 672 Main St., Coventry; Indian

WASHINGTON

Quixote Cycle, 518 Central Way, Kirkland; Hodaka, Puch, Carabels, Fuji engines & parts.

Kid Krostup's gone to Webco



... and you can get my Kid Krostup Katalog and coloring book — full of kid klotches and other stuff and also a Kid Krostup decal for only 50 cents.

KID KROSTUP T-SHIRTS

Soft cotton with kid on front. **2.95**

KID KROSTUP KARRIER

Tote bag for duds & other stuff. **8.95**

Write for a catalog
or see your local dealer!

WEBCO MOTORCYCLE ACCESSORIES

Dept. MIC. Box 429

• Venice, Calif. 90291



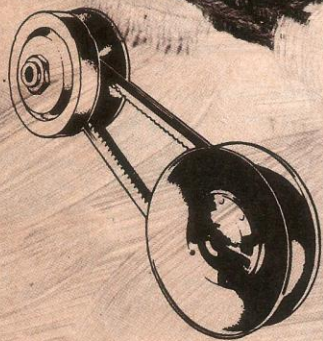
It's here!

COMETS' BRAND NEW MODEL 40 TORQUE CONVERTER SYSTEM

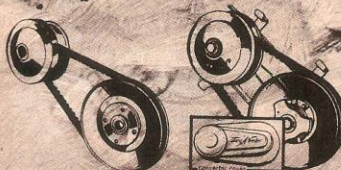
This is the mid-range torque converter that puts power where it belongs—puts you out in front where you belong. Six Model 40 series clutch drivers adapt to most machines to find extra power you didn't know you had. The Model 40D driven units increase dependability, to deliver smooth power transmission in the reliable Comet tradition. Comet Industries thrives on challenge: building new products to meet exacting specifications and special needs. When you're challenged to better performance, you need Comet. Contact your Comet dealer for complete information, or write Comet Industries, 25 Washington Ave., Dept. 2-22, Richmond, Indiana 47374.



2 CYCLE OR 4 CYCLE
ENGINES UP TO 25 HP
(2 cycle to 25 hp.;
4 cycle to 18 hp.)



MODEL 40



MODEL TC 88

The standard of the industry for
mini-bike maxi-power.

TORQ-A-VERTER 99

17% overdrive efficiency with
bolt-on installation convenience.



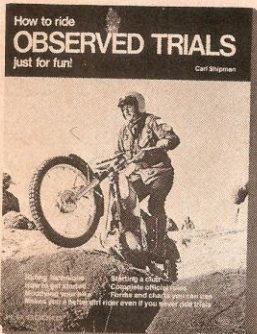
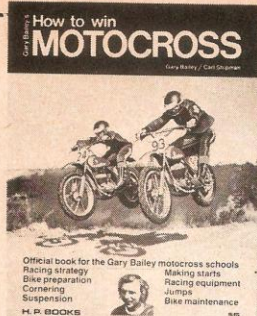
25 Washington Avenue
Richmond, Indiana 47374
Phone 317-962-8506

AllAboutMiniBikes.Com

HOW TO WIN MOTOCROSS

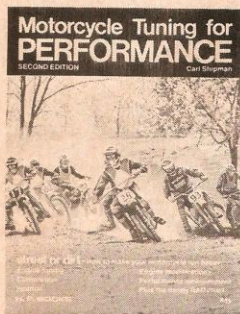
Gary Bailey's new book shows the way to win on MX tracks. First thing, says Gary, is "slow down". If your technique is wrong, it won't help to do it faster.

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!



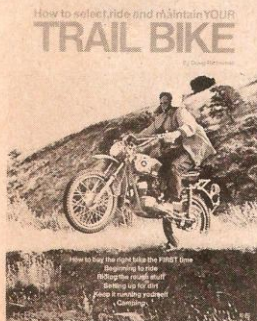
How Ride OBSERVED TRIALS

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!



Tuning for PERFORMANCE

Take it from the beginning...and go to the extreme. This book turns "fumble-fingers" into "super-wrenches". The key is a thorough understanding of the fundamentals and that is where *Motorcycle Tuning for Performance* begins. It goes through cycle carb design; ignition timing; compression; and gearing. It takes the mystery out of altitude variations; temperature changes; air density; jet sizing; and shows how to measure and tune with a RAD chart. \$5.95 plus 30 cents handling. Satisfaction guaranteed!



Ride and maintain your TRAIL BIKE

160 pages/220 photographs and drawings Shows experts' tricks, spend more time riding and less time fixin'. Details how to...buy a trail bike; ride hills, sand, mud, water, and other tricky stuff; keep your machine in shape; fix flats; balance wheels; maintain chains. Sections on...protective gear; setting up for dirt riding; trail bike camping. Get the most from your trail bike. \$5.95 plus 30 cents handling. Satisfaction guaranteed!

COMING NEXT MONTH

CONFESSIONS OF A RIP-OFF ARTIST

A candid conversation with an ex-con who may be after *your* bike and his tips on how to stall the inevitable.

CAN-AM WHAT-AM ROAD TEST

The ultimate playbike for riders with hair, or sissies with a wild streak.

YAMAHA MOTO-BIKE

The pedal-pumper's factory works bike or wealthy widow's boulevard tourer?

FOXY MINI-CYCLE—THE DESERT FOX

Would Rommel have found love in Janesville, Wis.? We'll answer that and other titillating questions.

BUILDING A MINI-CAFE RACER

An "In the Flesh" look at building a streaker for street or road racing.

GEORGE BARRIS CUSTOM PAINTING

GB is nostalgia and here-and-now combined. Watch as we try to con him out of trade secrets and a trick paint job for project Yamaha, our mini-cafe.



Please send ☐ HOW TO WIN MOTOCROSS

☐ How to select, ride and maintain YOUR TRAIL BIKE Allow 3 weeks for delivery

☐ Tuning for PERFORMANCE

☐ How to ride OBSERVED TRIALS

☐ All about MINIBIKES

☐ Check ☐ Money order

Enclosed is \$ _____ (\$6.25 per book including postage & handling)

Name _____

Street _____

City _____ State _____ Zip _____

MiniCycle Magazine Library, P.O. Box 2869, Laguna Hills, Calif. 92653

BOOK REVIEW

RIDE... AND STAY ALIVE and HONDA SERVICE REPAIR HANDBOOK:

By Pedr Davis and Mike McCarthy, Published by Clymer Publications, \$2.95 and \$5.50 respectively.

At one time the Clymer books weren't the best on the market, but, as the saying goes, they were the only game in town. That has changed drastically with the new management and hired talent.

The newest series of books include a staggering list of subjects from the oldest Ducatis to the newest Hondas. The two books that particularly appeal to us and our readers are the ones listed at the top of this column.

Ride... And Stay Alive is not an entertaining book, nor should it be. The subject deals with the serious aspects of riding a motorcycle in the real and sometimes dangerous world. The information contained is straightforward, interesting and educational. Previous books we've read on the same subject tend to be too chatty.

The contents include every aspect of physically riding a bike on the street as well as handy info on basic troubleshooting and reading the road. In all there are twenty chapters.

We highly recommend this book to any rider considering the purchase of a street bike. We hope that a future book will outline riding procedures and safety precautions for the new off-road rider. There are many more off-landers in need of basics than street riders.

The *Honda Service Repair Handbook* covers all 50 to 90cc mini-bike and trail models from 1963-1971 (we understand that a new book is also in the works for the newer MX models to cover the MR-50 and XR-75).

In all this book covers, in detail, 25 different models of the small Hondas. It doesn't seem possible until you realize that many of the bikes share major components and engines.

The Clymer book is easier to read than the pidgeon-English Honda shop manual and is considerably more informative. Many illustrations and clear photos show every confusing aspect of mini-cycle maintenance from changing the oil to an engine overhaul.

Another bonus over buying a shop manual is that the book is written with the back-yard mechanic in mind. No references are made to exotic equipment and no assumptions are made about the reader's ability. It's written in such a manner that a bone-dry novice can do everything, using standard tools.

Both books are a stone bargain. Write to Clymer Publications, 222 North Virgil Avenue, Los Angeles, California 90004 or hound your dealer until he starts stocking these books.

INTERVIEW

Mike: Like when you're about 15 or 16?

Jones: Yeah. You can tell the difference. At about 16, riders start getting tired. From then on up. But any younger, they have more energy than anyone.

Mike: How about bikes? What would you recommend for kids?

DeCoster: When you are young, ride anything. Ride and learn. I don't think I began to realize the difference between the handling of bikes until I was about 20 or 22.

Jones: I didn't know the difference. Like I said, I rode a 650 BSA and I didn't know the difference. All I knew was that I had a motorcycle and I could race. So I raced. But a rider should be able to tell whether a bike handles well or not. You get that with experience.

DeCoster: After years of playing around with bikes, you will be able to feel the difference and to judge. And to watch the top riders and say "I am doing this wrong or that wrong."

Jones: That's true. Because the first time Roger came over I was no good at all. But, I watched. Very closely. And I could see how he was going through bumps. My bike was working the same, but he was going through them in third and I was bouncing all over the place. So then I figured out how he was doing it. Getting it light and putting down its front wheel, you know. It really helps to watch the better riders.

DeCoster: I think in motocross it's a little bit, in a way, like music. There's a certain rhythm that you have to follow. And you have to find it. And if you ride below that rhythm it goes wrong or if you ride above it, it goes wrong. You have to feel it and for each track it's different.

Mike: A rhythm?

DeCoster: There is a rhythm that is perfect. It will fit the bumps on each track and the corners and everything.

Mike: And some guys think all you have to do is twist the throttle. There's sure a lot more to motocross than that. Rhythm, huh? Well, thanks a lot for your help. Guess I'll bring my old Beatle albums to the next race.

Next month Mike asks Garrit Wolsink, Dutch National Champion and winner of the Carlsbad Hang Ten Grand Prix the same question.



BOY'S CAMP

Trail Bike Riding - Bike
Overnight - Small Engines -
Woodshop - N.R.A.
Riflery - Compass Skills -
Swimming

FREE BROCHURE
MEMBER A.C.A. & C.C.I.

CAMP TRAILBREAKER
Dept. MC, R.D. 2, Box 219 B
Blairsville, PA. 15717 412/459-8549

NEW SUPER TRYKE



BASE KIT PRICE
\$499.95

20 HP

SAVE GAS
YEAR ROUND USE

HEALD'S NEW 20 HP "SUPER TRYKE" has full suspension, big 21" dia. x 12" wide tires and 20 HP 295 cc Kohler Engine. Torque Converter drives differential rear axle through #40 chain for speeds up to 50 M.P.H. Options include electric start, lights, front ski, tote racks, roll bar, speedometer, windshield. Tryke comes in money-saving semi-kit form. 8 HP models from \$369.95. Ideal for farm or recreational use on snow, sand or trails.

FOR MORE INFORMATION WRITE
HEALD INC., Dept. P.O. Box 1148
Benton Harbor, MI 49022

FREE CATALOG

NOGUCHI

HI-PERFORMANCE KITS.



YZ 80 Stage II, Suggested Retail - \$199.95

The Yamaha 80 is the "Way To Go" for minicycle competitors. . . and Noguchi 80 Stage II equipped Yamahas are the "Fastest Way To Go". Here is a bolt-on "factory works" Engine Kit for serious competitors. It takes any stock 5.2 H.P. Yamaha 80 up to an amazing 13.1 H.P. Lose 9 lbs. of excess weight when you bolt on the super light alloy components.

Noguchi makes Stage I and II "works" kits for Yamaha 80cc, 100cc, 125cc and 175cc machines.

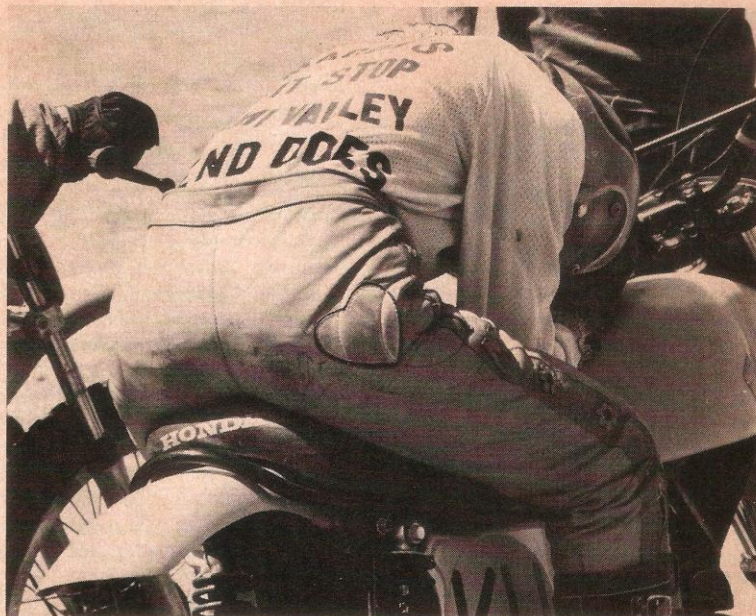
See the 

**at your
Yamaha/Noguchi dealer**

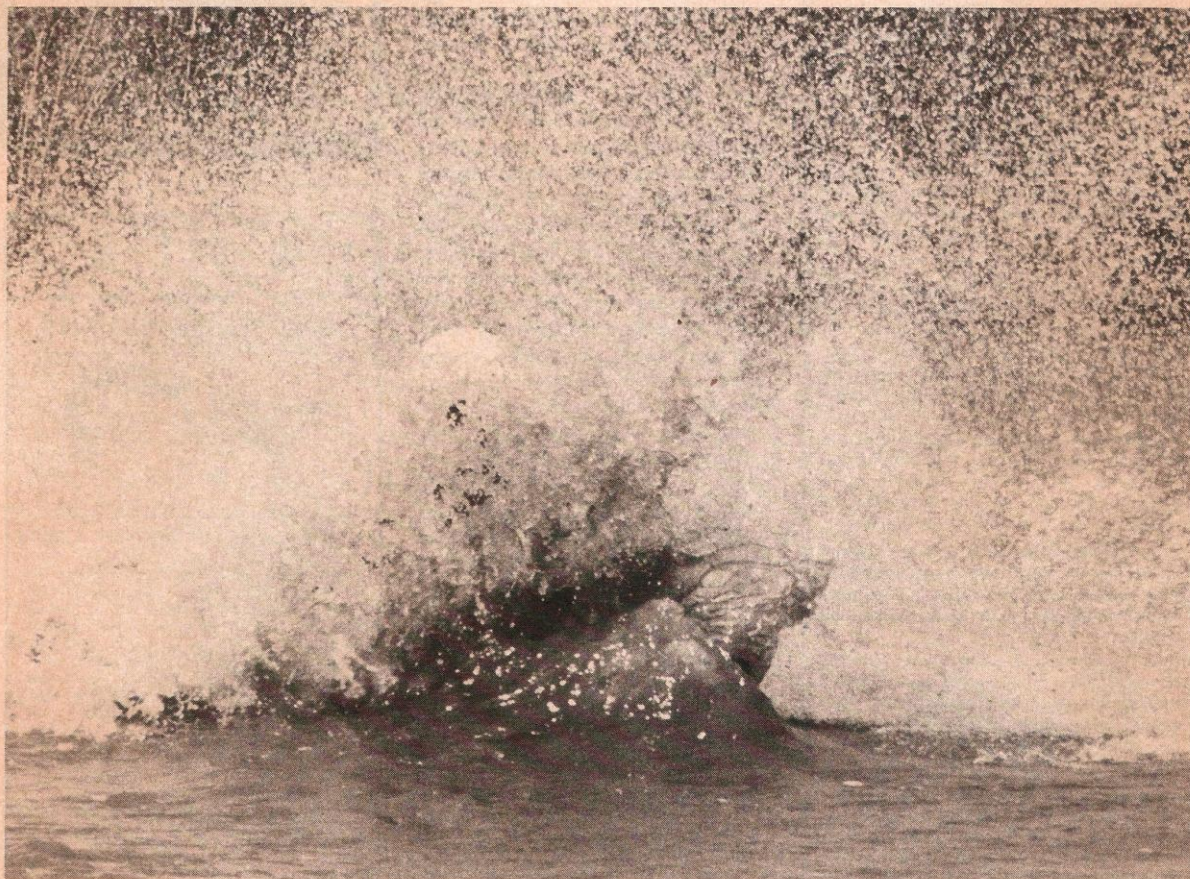
NOGUCHI MOTORS (USA)
3125 Marjan Dr., Atlanta, Ga. 30340-404/458-9866
Canada: Fred Deeley Imports, LTD. 804 River Rd.
Richmond, B.C. Canada



PHOTOJUNKIES



THE END OF ANOTHER EXCITING ISSUE OF *MINICYCLE*



SCUBA (Southern California Underwater Biking Association) recently held its First Superflow of Motoslosh, a wild enduro event with two very dry land crossings. The riders loved it, claiming it as a "gushing success." The course was only 1.2 miles long, yet fewer than 20% of the four entrants finished. The others, may they rest in peace, evidently had done an excellent job of waterproofing their bikes but had not paid enough attention to themselves. The next event will be held off the coast of Santa Barbara. The bikes will be able to run straight gas (the ocean waters off California provide all of the lubrication needed).

AllAboutMiniBikes.Com

DUNECYCLE

MOJAVE MODELS 500 E and 500 F

The latest, most powerful, "go anywhere" machines from Dunecycle.

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 Dunecycle 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.



manufactured and distributed by **ALLIED MECHANICAL PRODUCTS**
DIVISION OF TOWER IND. • P.O. BOX 2967, SANTA FE SPRINGS, CA 90670

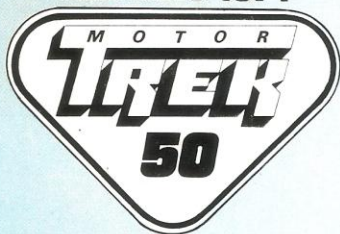
CONTACT YOUR LOCAL DISTRIBUTOR

BROWN'S MOTORSPORT
Worcester, Mass. 01608
Ph. 617/756-0718 or 757-2385
CHAPARRAL FAMILY FUN CENTER
Longmont, Colorado 80501
Ph. 303/776-2562
NORTHEAST DISTRIBUTORS
Covington, La. 70424
Ph. 717/839-7163
POWER PRODUCTS
Matthews, N. C. 28210
Ph. 704/847-9521
TEXAS DUNECYCLE
Arlene, Texas 75009
Ph. 915/675-0681

WESTERN POWER SPORTS, INC.
Boise, Idaho 83704
Ph. 208/376-3831
J. E. BROWN
Orlando, Florida 32809
Ph. 304/651-7047
ALLIED MECHANICAL PRODUCTS
Anchorage, Alaska 99502
Ph. 907/279-4941
BARRIS SPORT CENTER
El Cajon, CA 92020
Ph. 714/447-7337
BRATRUOS, DIS.
Bend, Oregon 97701
Ph. 515/845-2392 or 845-2545

WES CAMPBELL
Oxford, Michigan 48851
Ph. 313/628-4461
DAKOTA DUNECYCLE
Huron, S.D. 57030
Ph. 605/352-8203
HADLEY & SON
Hanford, CA 93230
Ph. 209/582-9370
MARVIN FEDDERS
Lemars, Iowa 51031
Ph. 712/546-7071
DAVIS OUTDOOR PROD.
Bend, Oregon 97701
Ph. 309/668-2458
CARS-KADDON
Sacramento, CA 95815
Ph. 916/483-7244 or 481-2222

**HERE'S THE
ALL NEW 1974**



Equipped with the quiet Sachs 47cc two-cycle engine. Heavy duty front fork and swing arm are mounted in ball bearings. The automatic two-speed transmission quickly responds to the powerful acceleration of the precision engine. Big bike wiring and lighting system includes sealed beam hi-low headlights, tail and stop lights, and horn. Internal expansion front and rear brakes, on 10-inch spoked wheels, assure added safety. Hefty No. 420 chain are among the many features of this rugged machine.

UNIQUE storage box under the seat gives much-needed 396 cubic inches of carrying space.



for free brochure write:

MOTOR TREK MANUFACTURING INC., 3002 Mill St., Mobile, Alabama 36602 · (205) 476-4630



Dealer inquiries invited: Factory reps needed

AllAboutMiniBikes.Com

Thank You For Reading



Please be sure to visit our website [All About Mini Bikes](#) and take a look at the posters, parts, kits and other items we sell. We will also be adding new products as we grow. Please like and follow our [Facebook page](#) too.

Sarah and I also have videos on our [YouTube page](#), where we build a mini bike and do other bike related stuff. Please join if you will. This summer we will go camping on our mini bikes and MiniCycles and video tape that as well. Hope you join us for all the fun!

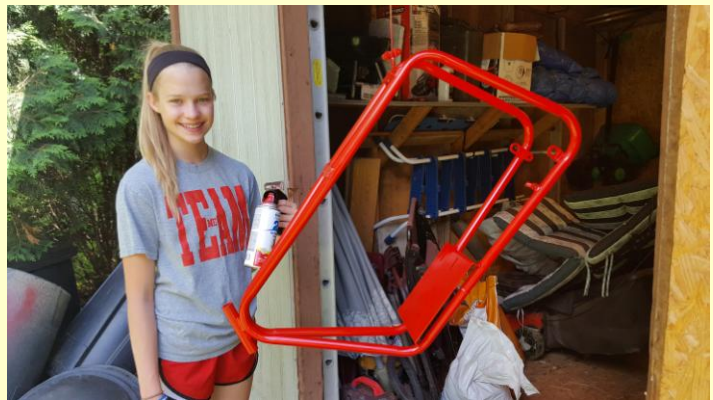
Your Mini Bike and MiniCycle Friends,

Dan and Sarah

Sarah's First ride on a bike with a transmission a Honda QA50 <https://youtu.be/RiHh-Obvtvg>

Sarah's First ride on a mini bike from Santa Clause.
<https://www.youtube.com/watch?v=gFZWopQkJJM>

Garage project building a mini bike.
<https://www.youtube.com/watch?v=lr9M3GCQF-U>



AllAboutMiniBikes.Com

Purchase this ad on Ebay (link below picture) or on our website!

INTRODUCING THE

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 75cc and a 100cc. The XR comes in four versions...a 50cc, 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 racers

FROM J&B RACING EQUIP, 5041 West Vermont Ave., Glendale, Arizona 85301. (602) 951-9235
Dealer Inquiries Invited

All About Mini Bikes

J&B ELSINORE 100cc & 125cc

J&B XR 50cc, 75cc, 80cc & 100cc

J&B MR 50cc JUNIOR MINI-CYCLE

<https://www.ebay.com/itm/323679206922?ssPageName=STRK:MESELX:IT&trksid=p3984.m1555.l2649>