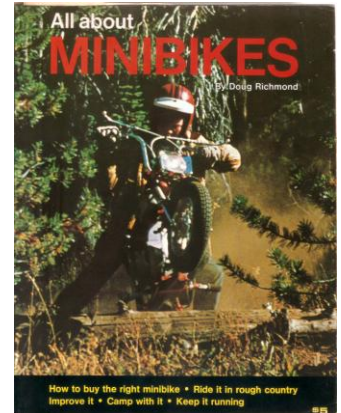


The first book I ever read on mini bikes back in 1973. I got it at the Library. I bought the kids a mini bike for Christmas several years ago, [Sarah loved riding](#) and I got back into mini bikes. Hence, the name of our FaceBook page and Website... "All About Mini Bikes" thought you might get the connection.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

Your Mini Bike Friends, Dan & Sarah

AllAboutMiniBikes.Com

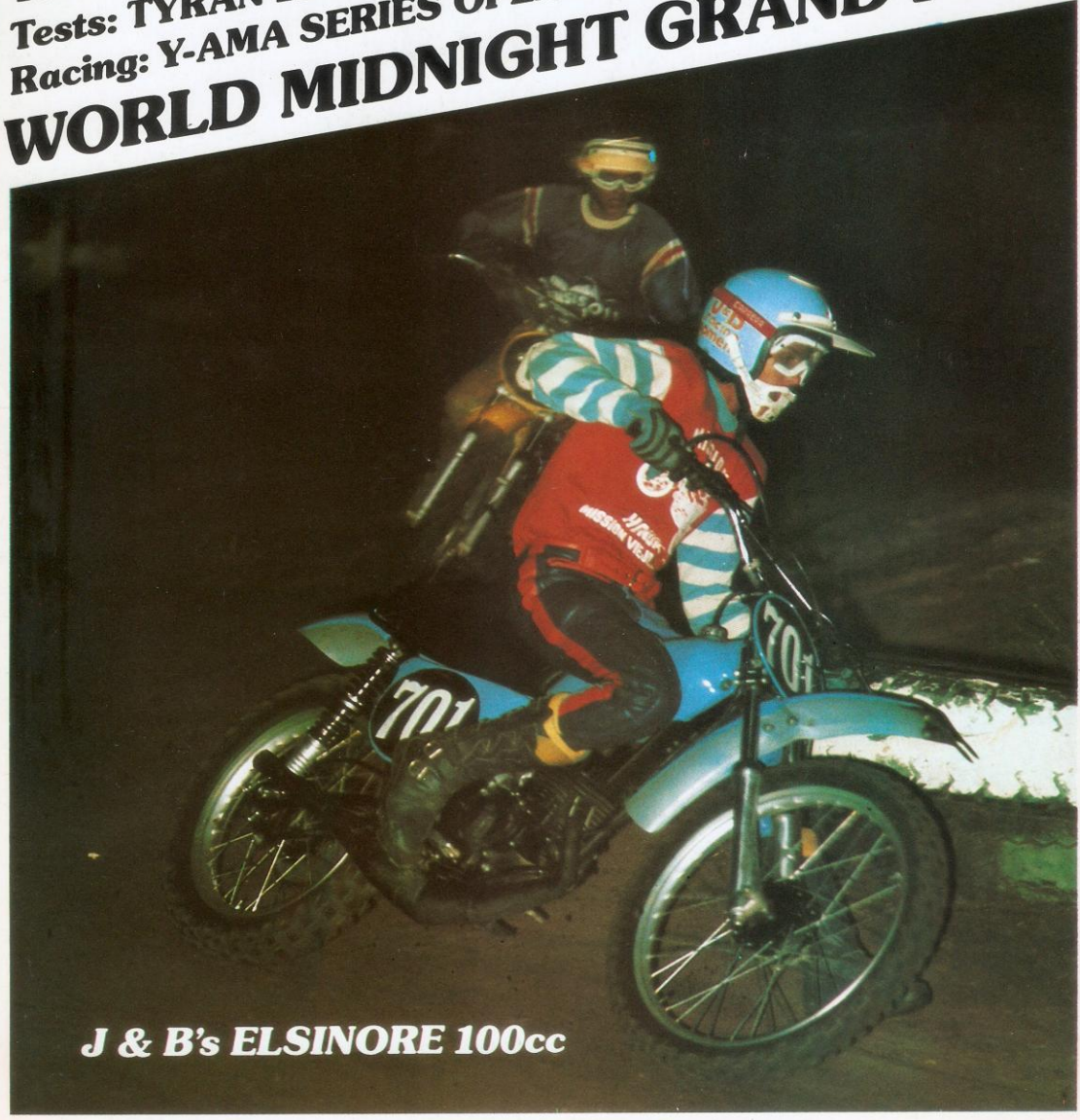


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MiniCycle

AUG.-SEPT. 1974/75c K47745

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



J & B's ELSINORE 100cc

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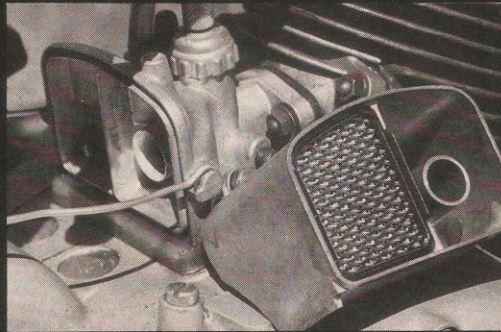
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MINICYCLE is published monthly by Speed-n-Sport, Inc., 5041 W. Vermont Ave., Glendale, Arizona 85301. Telephone number (602) 931-9236.

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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 75 cents. 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.

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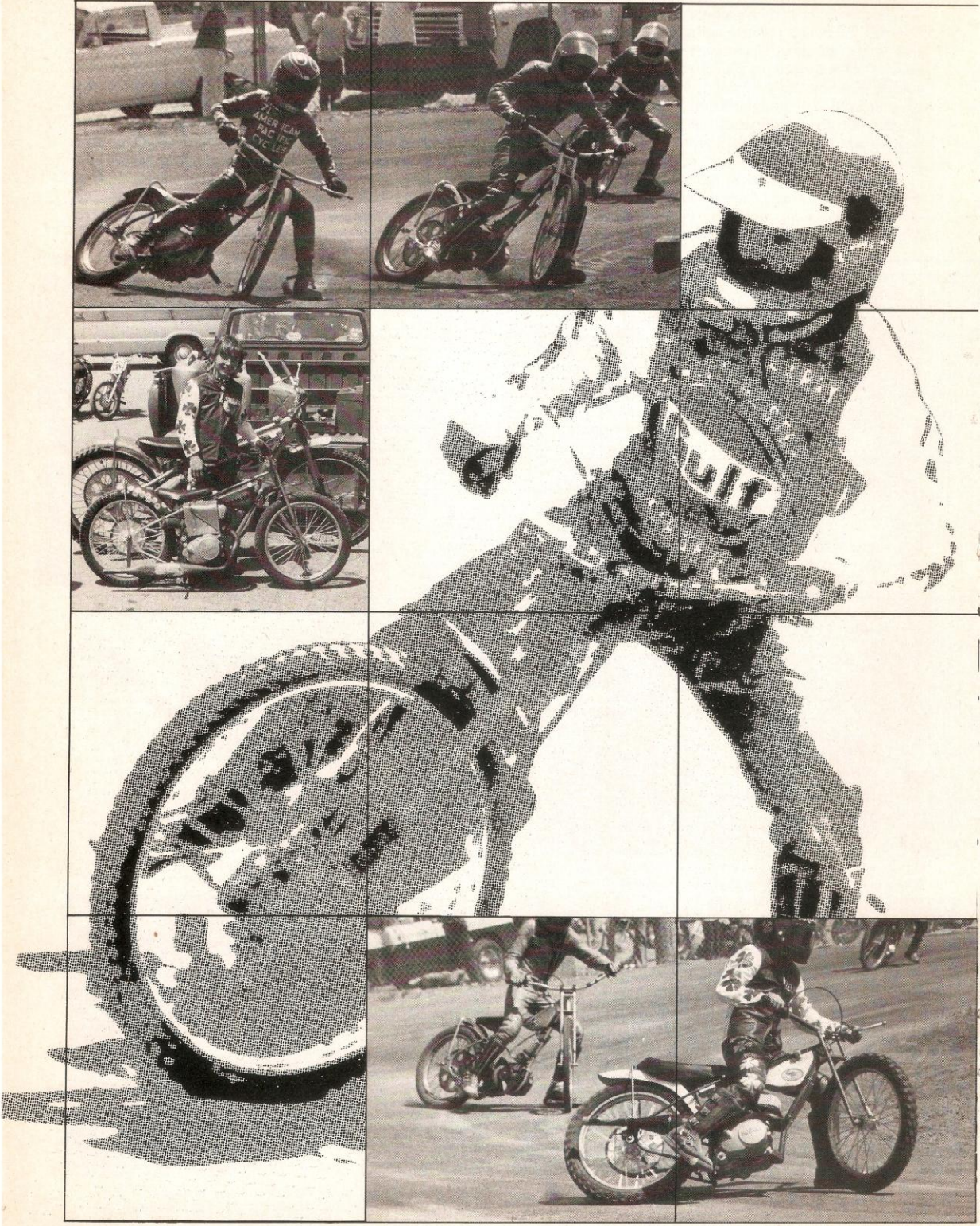
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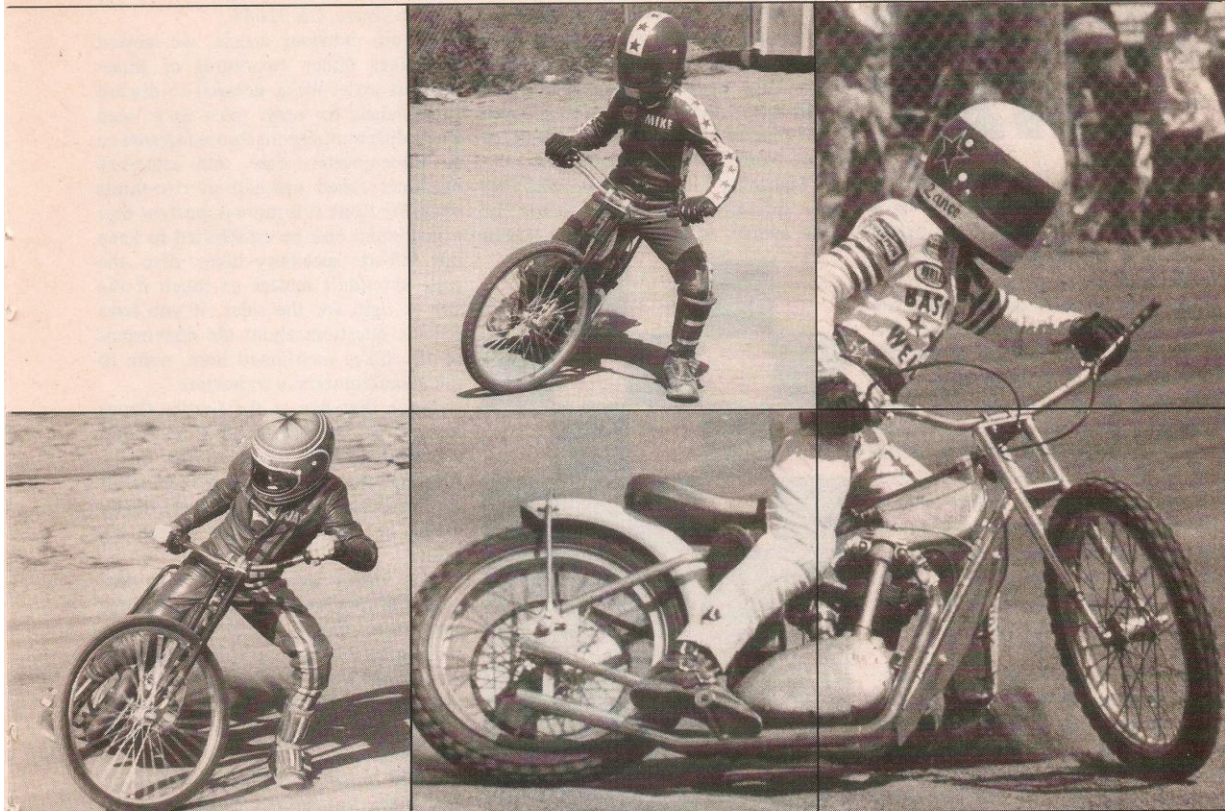
COVER: Brad Dutoit and his CR-100 lead the 100cc class in night racing at Orange County International Raceway. Photo by Dennis McClintock.

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

Minicycle







MORE MINI-SPEEDWAY

Tomorrow's World Champs

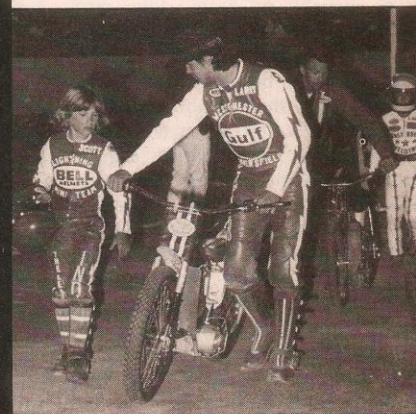
For about three years, mini-speedway has been waiting to be born. The scaled-down bikes, with their undersize and underage riders, have been used primarily as a half-time exhibition at the regular speedway races. Last season, however, the mini machines and riders became numerous enough that the intermission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

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

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

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

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



SPEEDWAY

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

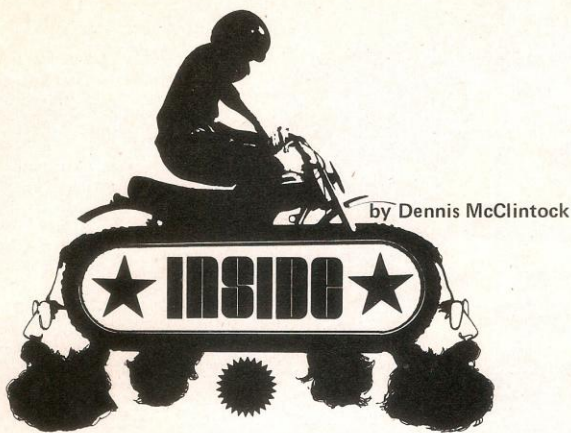
The riders were divided into two groups of four, and each group ran three heat races. Points were awarded according to finishing position, and when the points were totalled, the top two from each group transferred to a main event, while the other four ran a consolation main.

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

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

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

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



by Dennis McClintock

COLORFUL SPECIAL RACE ISSUE

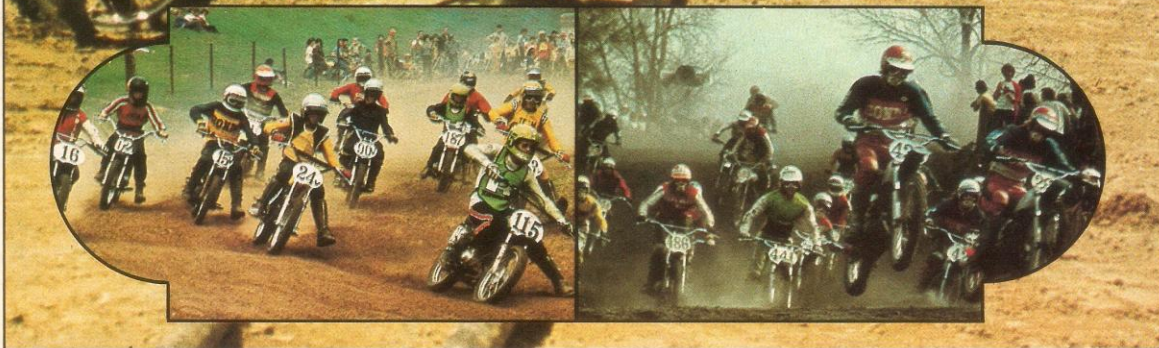
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1974 Y-AMA OPENER AMA 125 NATIONALS



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