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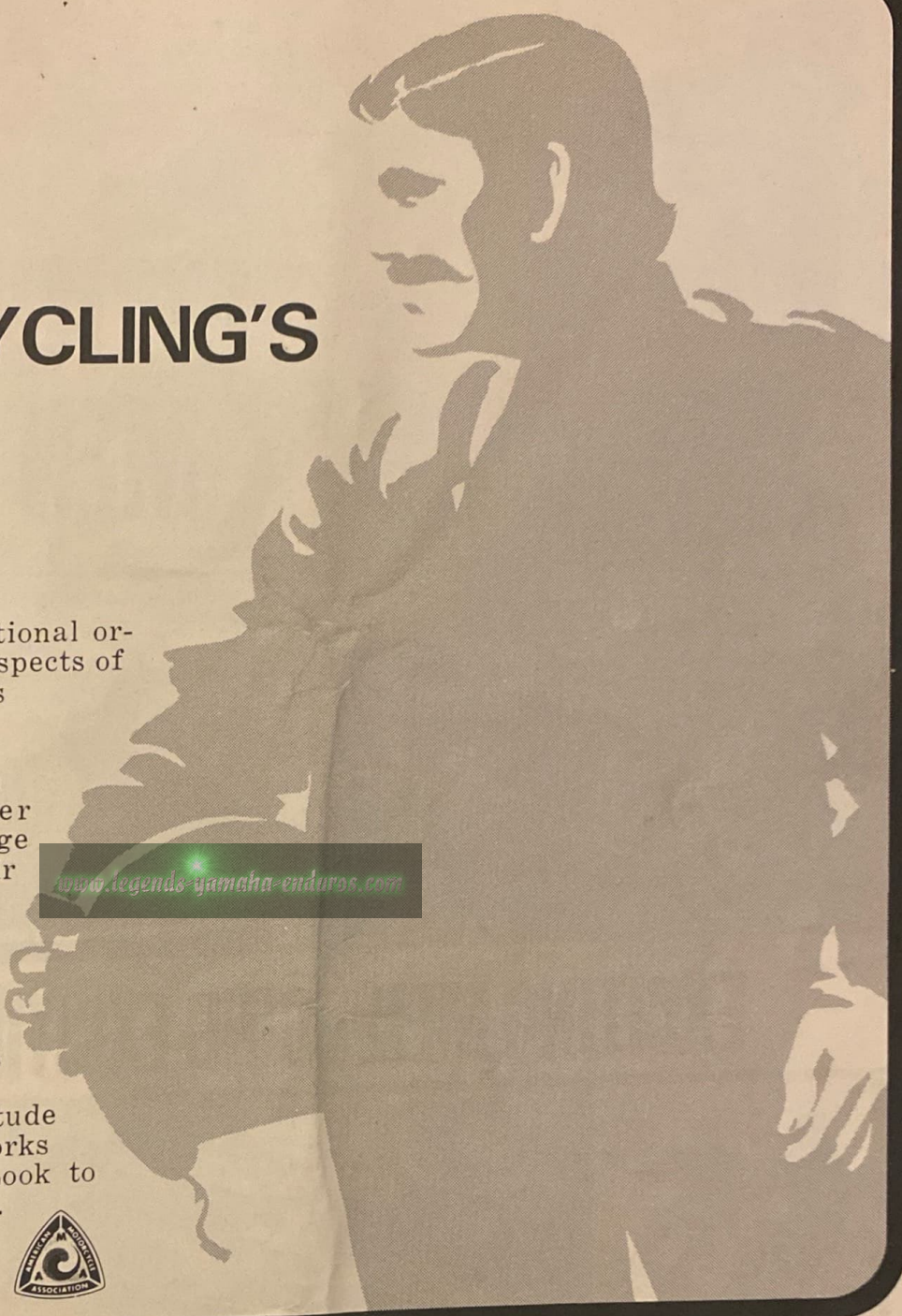
# LOOK TO MOTORCYCLING'S FUTURE

The AMA is. It is a national organization promoting all aspects of motorcycling. Its members include the world's best professional racers, outstanding amateur enduro and trials riders, and over a hundred thousand average motorcyclists who use their bikes for fun and transportation.

It is working for motorcycle education and safety, it is combatting unfair legislation, and it is constantly attempting to improve the public's attitude toward motorcycling. It works through people like you. Look to the future with the AMA.



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FOR FURTHER INFORMATION ON THE AMA  
CLIP AND SEND TO:

**AMERICAN MOTORCYCLE ASSOCIATION**  
P.O. Box 231, Worthington, Ohio 43085

Please send information on the American Motorcycle Association to:

NAME \_\_\_\_\_  
STREET \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_  
ZIP \_\_\_\_\_

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P.O. Box 231, Worthington, Ohio 43085

I hereby make application for membership in the American Motorcycle Association. If accepted, I agree to comply with AMA Rules and Regulations for AMA Motorcycle Activities.

- \$10 Membership and AMA NEWS (13 Issues)  
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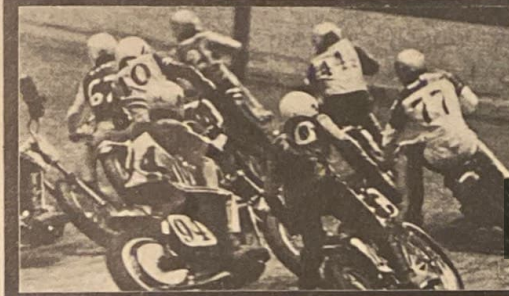
# TRUE

FOR TODAY'S ADVENTUROUS MAN

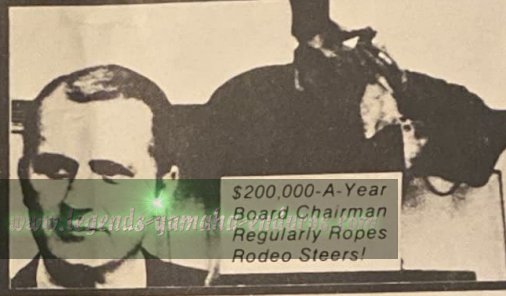
## IS ABOUT EXCITING THINGS MEN ARE DOING



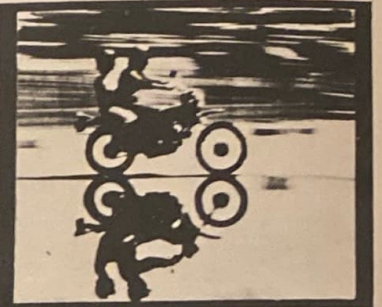
EL CORDOBES: THE HIGHEST-PAID ATHLETE  
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Cycle Racing Goes Big Time



\$200,000-A-Year  
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The Magic of Motorcycling

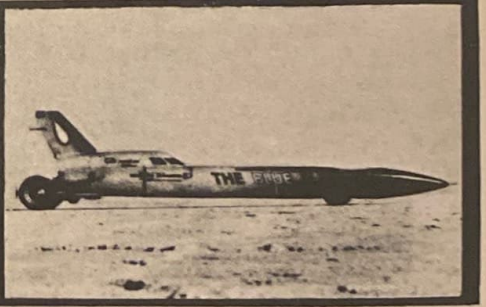
## EXCITING MEN DOING EXCITING THINGS



"Sit Down Skiing"



"The Most Perilous Voyage Of My Life", Sir Francis Chichester



Gary Gabelich new world land speed record

The scope of adventure is hard to pinpoint. It includes those big, bold traditional feats—crossing an icecap, fighting a forest fire, tracking a tiger, sailing the world alone. It also includes less obvious activities such as standing for a schoolboard election or attempting to crack the code of a human chromosome. Explorers, mountain climbers and race-car drivers are almost always adventurous men, so are fishermen, clowns and truck drivers. What distinguishes them: a distaste for the boredom of endless routine.

TRUE Magazine is the adventure of Today—of the outdoors, of challenges, of conflict, of man against the odds, of man against himself. TRUE Magazine involves and addresses itself to its reader's interests and concerns. Keep informed, be involved and read TRUE Magazine—the unique Magazine combining your interests and concerns into a full size package of personal reading pleasure. Remember . . . TRUE Magazine on your newsstand now! Subscription 1 yr.—\$7.00; 6 full months—\$3.50

# TRUE

FOR TODAY'S ADVENTUROUS MAN

GREENWICH, CONN. A **FAWCETT** PUBLICATION





## Mayor's welcome

On behalf of all New Yorkers, I want to welcome the Yamaha Silver Cup indoor world championship motorcycle race back to Madison Square Garden and to New York City for the second year in a row.

We are delighted and proud to have this event, which is unique in the East and which has become the premiere event of indoor motorcycle racing, back again as a permanent part of the

lively and colorful New York sports scene.

I know the excitement and drama of tonight's event will provide enjoyment and pleasure for thousands of New York's citizens. To all of you—racers, promoters, motorcycle buffs and fans—welcome to New York City.

**John V. Lindsay**  
Mayor  
The City of New York.

## President's welcome

On the occasion of this prestigious and exciting event, and on behalf of the American Motorcycle Association, I would like to express our pleasure in bringing motorcycling to Madison Square Garden.

The response to last year's indoor short track races was overwhelming, and we hope that this event is only the second in a long series of annual shows bringing the excitement and speed of indoor racing to Manhattan.

The fact that AMA licensed professionals are appearing in famous indoor arenas throughout the nation is indicative of the new public enthusiasm that surrounds the sport.

Motorcycle registration figures in the United States are approaching 4,000,000, and as more Americans begin to ride motorcycles, the word about this enjoyable sport and pastime spreads.

If you are presently enjoying motorcycling, or making plans to become involved in this fine hobby, we urge you to join and support the American Motorcycle Association in promotion of the greatest sport on wheels.

**J. R. Kelley,**  
President,  
American Motorcycle Association



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## Schedule of events

- 7:45 p.m. Opening Ceremonies
- 8:00 p.m. Heat Races 1 through 8
- Intermission*
- Semi-Main Events (3)
- Consolation Event
- Intermission*
- Trophy Dash, sponsored by  
True Magazine
- Yamaha Silver Cup Race
- Silver Cup Presentation

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## Officials of the race

Regional Referee: Charles Watson; District Referee: John Genise; Starter: Duke Pennell; Assistant Starter: Al Wilcox; Clerks: Leslie Pink, Joan Watson; Flagmen and Track Crew: Courtesy of Yonkers Motorcycle Club; Presented by Trojan Enterprises, Don Brymer.

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## Officers of the AMA

President: J. R. Kelley; Vice President: Bob Hansen; Secretary: John Harley; Treasurer: Dan Burns; Assistant Treasurer: Jess Thomas.

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## Staff of the AMA

Executive Director: Russell E. March; Director of Professional Racing: Bill Boyce; Coordinator of Professional Competition: Dave Welsh; Director of Amateur Activities: Michael Vancil; Managing Editor, AMA News: Ed Youngblood.





## Yamaha Silver Cup returns to launch '72 race program

By **Roxy Rockwood**

Welcome to the second annual Yamaha Silver Cup professional indoor motorcycle race here in Madison Square Garden. A year ago tonight an overflow capacity crowd was on hand to see the first major indoor race ever held in the New York City area.

Many of the same top professional racers in the American Motorcycle Association (AMA) ranks are back again tonight, trying for the largest indoor purse that will be paid this year.

Although the running portion of the track is small, the action will still come in large quantities from start to finish. Once again the rules limit the riders to lightweight machines with maximum engine size at 250 cc's.

Riders from around the nation are again on hand, including most of the main event riders from the first race here in 1971. Many riders went on from the Garden event a year ago to win national championship races on the dirt tracks and road race courses from coast to coast and north to south.

Due to the tremendous response for motorcycle racing all over America a new national championship will be added to the New York City area later this year. The event, the Yamaha

Gold Cup, will be held at Roosevelt Raceway, which is considered the finest half mile racing facility in the world. Mark down Saturday night, July 29, for another action packed evening, with riders and machines turning up to 100 mph on every lap and every turn, brought to you by the Yamaha International Corp. and promoter Don Brymer.

The slam-bang action on the indoor concrete floor tonight is a mixture of rider, machine, and lots of luck. A front row start and a start that will get a rider into the turn first or second off the starting line is the formula that has brought past success in this type of racing.

Although the speed is not especially fast by outdoor standards, indoor racing is perhaps the closest of all types of two wheel racing. A leader on one lap can be an also-ran on the next due to the closeness of indoor racing on a short course.

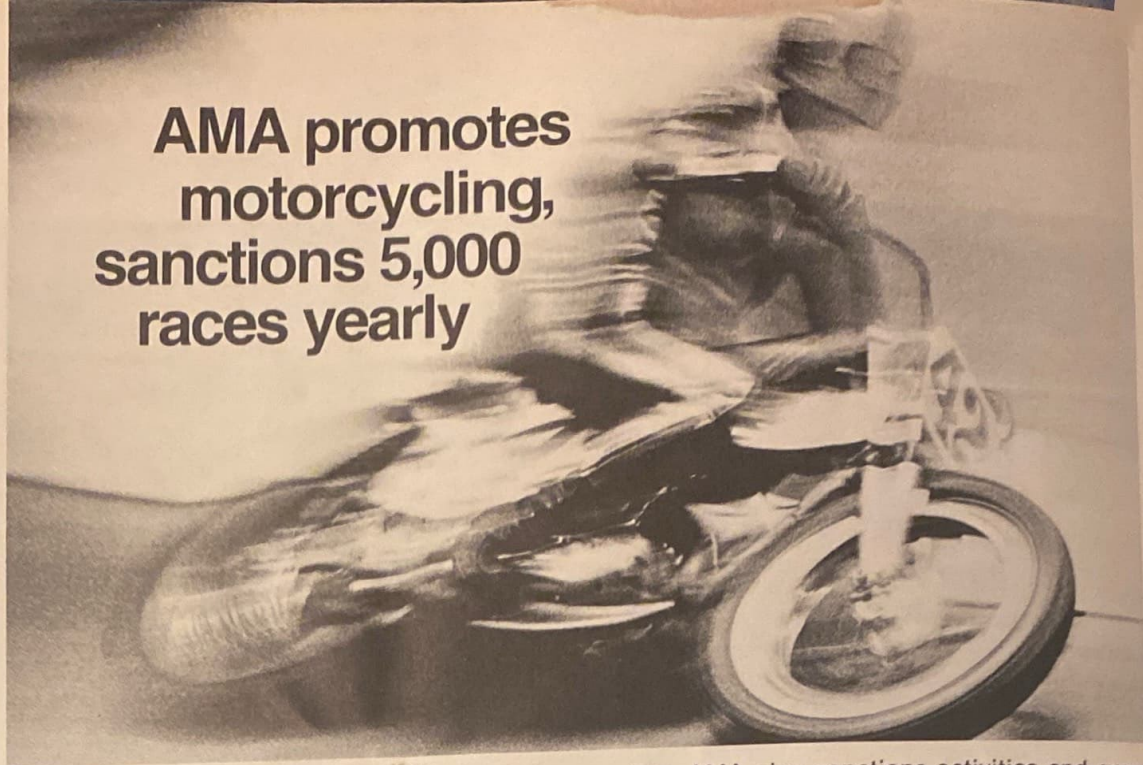
The track is pointed at one end for a specific reason—to allow all riders a chance to pass, or at least an opportunity to try. Some succeed, many fail.

Putting the show, the sound and the excitement right in front of you is what indoor cycle racing is all about.

Roxy Rockwood is the skilled, professional race announcer whose authoritative comments on indoor and outdoor cycle races have made the sport more enjoyable for more people every year.



## AMA promotes motorcycling, sanctions 5,000 races yearly



The American Motorcycle Association, the governing body for the sport of motorcycling in the United States, was founded in 1924.

It is also the sole U. S. representative to the Federation Internationale Motorcycliste, the world governing body.

Today the association has more than 130,000 active members in all states of the union. Twenty-five hundred of these members hold professional licenses, about sixty thousand partake of AMA sanctioned amateur activities, and nearly sixty thousand are active road riders.

The AMA sanctions more than five thousand events annually, and of these more than 400 are professional purse-paying events. The remainder are non-professional trophy-award activities.

Most of this amateur activity is centered around the AMA chartered motorcycle club. There are two thousand of these in the United States, and in their communities they function as active civic groups, frequently raising funds for worthy causes through their charity races.

The two thousand AMA clubs meet in their respective districts annually to set their race dates and elect AMA District Congressmen. These Congressmen meet in a three-day session annually to revise all rule books, thus making the AMA one of the few sports associations anywhere to be ruled largely by its membership through democratic representation.

### **Record attempts to road riding**

AMA professional and amateur motorcycle activities fill the spectrum from world speed record attempts to organize road riding. Some of the types of competition include Dirt Track racing on oval tracks ranging in length from a quarter mile to more than a mile; Short Track racing on indoor and outdoor tracks measuring less than 2,250 feet in circumference; Tourist Trophy racing over a prepared irregular dirt closed course usually less than a mile in length; Road Racing competition on a paved closed course; and Moto-cross racing over long, rough courses of natural terrain.

The AMA also sanctions activities and competition for woods and road riding, and all of these are governed by one of the three official rule books which pertain to professional racing, amateur competition, and road riding.

But the AMA is more than a racing organization. As mentioned above, almost half of its members are active road riders, so a proportionate amount of the association's efforts are directed to this end. For example, the AMA has actively fought for the road riding motorcyclist in court and legislature.

The AMA News Department sends out an average of three press releases a week to the news media. These go to more than six hundred newspapers, magazines, and television stations across the nation, and they are designed to publicize the good aspects of motorcycling.

By being part of a nationwide organization, the AMA member is assured that he can participate in a sanctioned event in any part of the United States under rules that are familiar, and with a motorcycle that will meet competitive specifications. His single contribution to the total membership of 130,000 also makes the association a strong lobby force.

### **AMA insurance policies**

In addition to these benefits, the AMA member receives with his membership an insurance policy that covers him in his motorcycling activities regardless of time and place. In that this coverage applies to the total membership both in and out of competition, it is unique among association insurance plans.

With each year of membership, the AMA member receives a small lapel pin indicating his seniority in the association. At twenty-five years, he receives his "Life Member" pin and ceases to pay annual dues. All subsequent benefits are provided by the association at no charge in recognition of his exceptional service to motorcycling.

The association headquarters are at 5655 North High Street, Worthington, Ohio 43085.



# Types of professional events

## Dirt track and speedway

Dirt Track or Speedway Races are held on especially prepared tracks of one-half mile or over in circumference. Dirt Track is a flat track and a Speedway is a banked track. Measurement is made 18 inches from the pole.

One-half mile Dirt Track races are no less than three miles nor more than 15 miles for non-national events and a ten mile final and five mile heats for national championships. One mile Dirt Track races are no less than five miles nor more than 50 miles. Speedway races may be as long as 200 miles.

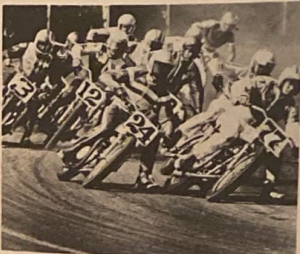
Expert and Amateur classed riders use equipment with a minimum piston displacement of 251cc and maximum piston displacement of 750cc. Novice classed riders are limited to equipment with a maximum displacement of 250cc.

## Short track

Short Track races are held on specially prepared tracks less than 2250 feet in circumference measured 18 inches from the Pole.

Maximum piston displacement for all classes of riders is 250cc. Motorcycle must be equipped with transmissions having at least three operating speeds.

## TT (Tourist Trophy)



TT Races are held on a prepared course, no part of which shall be traveled road, and which is irregular so that both right and left hand turns have to be negotiated. If possible, a

hill should be included. The course should necessitate gear changing and the use of brakes. The course is no less than 15 feet wide at any point.

In TT events, the maximum piston displacement for Expert and Amateur classed riders is 900cc. Novice riders are limited to equipment with no more than 250cc piston displacement.

Events for Experts and Amateurs may be Lightweight (0-250cc) and Heavyweight (251-900cc) provided that if a Lightweight event is not scheduled, the events shall be run as an open class from 0 to 900cc.

## Road race

Road Races are events of 50 miles or over held on a closed course, part or all of which may be a public road.

These races may be: Heavyweight for Expert and Amateur riders with minimum piston dis-

placement of 251cc and maximum displacement of 750cc. The Lightweight class is limited to maximum displacement of 250cc for 2 stroke twin cylinder engines, 360cc for 2 stroke single cylinder engines, and for 4 stroke twin as well as single cylinder the maximum displacement is 360cc. A combined entry of Experts and Amateur riders is permitted in the lightweight class. Novice racers are restricted to this class.

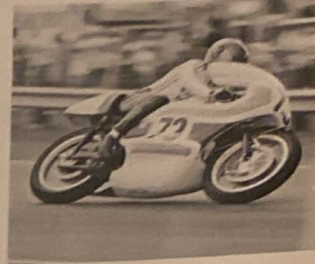
## Rider classes

Riders in all competitions other than Hill-climb, Sidecar and Moto-Cross are classified as Expert, Amateur, or Novice. The Novice is a beginning professional racer or one who has not been advanced to Amateur or Expert. Expert and Amateur riders are selected annually by the Competition Congress. Advancement is made when the ability and performance of the rider together with advancement points justifies the change.

## National point system

The number of positions and national points awarded in national championship competition are determined by the amount of prize money paid in the Expert division.

Positions	\$15,000 or more	\$12,000 to \$14,999	\$10,000 to \$11,999	\$9,000 to \$9,999	\$8,000 to \$8,999	\$7,000 to \$7,999	up to \$6,999
1	101	86	71	62	53	30	26
2	91	76	61	52	43	16	19
3	82	67	52	42	34	14	13
4	74	59	44	35	26	12	9
5	67	52	37	28	19	10	8
6	61	46	31	22	12	8	7
7	56	41	26	17	8	6	6
8	52	37	22	13	5	5	5
9	49	34	19	10	4	4	4
10	46	31	16	7	3	3	3
11	43	28	13	4	2	2	2
12	40	25	10	1	1	1	1
13	37	22	7				
14	34	19	4				
15	31	16	1				
16	28	13					
17	25	10					
18	22	7					
19	19	4					
20	16	1					
21	13						
22	10						
23	7						
24	4						
25	1						





# AMA National Numbers for 1972

Position	Number	Name	City, State	Points
1	1	Dick Mann	Richmond, California	1054
2	3	Gene Romero	San Luis Obispo, California	924
3	24	Jim Rice	Palo Alto, California	893
4	13	Dave Aldana	Santa Ana, California	706
5	16	Dave Sehl	Atlanta, Georgia	561
6	18	Jim Odom	Fremont, California	557
7	87	Mark Brelsford	San Bruno, California	534
8	73	Kel Carruthers	Sidney, Australia	521
9	11	Don Castro	Hollister, California	479
10	98	John Hateley	Van Nuys, California	452
11	25	Don Emde	San Diego, California	440
12	12	Eddie Mulder	Burbank, California	423
13	88	Tom Rockwood	Gardena, California	405
14	14	Cal Rayborn	Spring Valley, California	349
15	20	Dave Smith	Lakewood, California	320
16	19	Keith Mashburn	Santa Susana, California	280
17	38	Chuck Palmgren	Freehold, New Jersey	280
18	17	Yvon Duhamel	La Salle, Quebec, Canada	266
19	58	Jody Nicholas	Newport Beach, California	263
20	15	Ralph White	Carson, California	252
21	22	Terry Dorsch	Granada Hills, California	231
22	61	Ron Grant	Brisbane, California	230
23	23	Dave Hansen	Hayward, California	221
24	31	Rex Beauchamp	Drayton Plains, Michigan	201
25	4	Bart Markel	Flint, Michigan	201
26	70	Mark Williams	Springfield, Oregon	197
27	52	Ronnie Rall	Mansfield, Ohio	187
28	63	Walt Fulton	Santa Ana, California	181
29	26	Cliff Carr	Watertown, Massachusetts	164
30	9	Gary Nixon	Phoenix, Maryland	157
31	94	Larry Dan	Mansfield, Ohio	154
32	27	Duane McDaniels	Milford, Michigan	154
33	69	Sonny Burres	Portland, Oregon	153
34	5	Rozar Reiman	Kewanee, Illinois	151
35	30	Art Baumann	Brisbane, California	150
36	32	Dusty Coppage	Chatsworth, California	145
37	36	Charles Chapple	Flint, Michigan	123
38	33	John Weaver	Ft. Wayne, Indiana	114
39	35	John Cooper	Derby, England	112
40	28	Royal Sherbet	Largo, Florida	111
41	39	Jess Thomas	Seacliff, New York	109
42	21	Robert Winters	Ft. Smith, Arkansas	105
43	7	Mert Lawwill	San Francisco, California	102
44	40	Ted Newton	Pontiac, Michigan	98
45	41	William (Ginger) Malloy	Huntley, New Zealand	92
46	76	Frank Gillespie	Berkeley, California	90
47	34	Dallas Baker	Orange, California	89
48	29	Larry Palmgren	Freehold, New Jersey	86
49	42	Fred Guttner	Detroit, Michigan	83
50	54	Robert E. Lee	Ft. Worth, Texas	82
51	64	Nick Theroux	San Francisco, California	81
52	51	Hurley Wilvert	Long Beach, California	78
53	50	Frank Camillieri	Chelsea, Massachusetts	77
54	97	Ron Pierce	Bakersfield, California	77
55	59	Gordon Van Leeuwen	Hollywood, California	74
56	45	Doug Sehl	Waterdown, Ontario, Canada	71
57	10	Neil Keen	St. Louis, Missouri	67
58	82	Jack Warren	Millington, Michigan	67
59	84	Eddie Wirth	Manhattan Beach, California	66
60	65	Al Gaskill	E. Detroit, Michigan	65
61	44	DeWayne Keeter	Ojai, California	62
62	47	Charles Seale	Lantana, Florida	62
63	49X	Dave Damron	Riverside, California	60
64	37	Mel Lacher	San Diego, California	56

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# TOP TEN RIDERS





## Dick Mann—Tough, enduring—the complete professional

By Frank Conner

The sun, worn out from another day's battle with the smog, was sliding gratefully down toward the Pacific, and the October evening was growing cold. The last echoes of the 250 Mile National had faded off into the San Bernardino Mountains, and the garage area at Ontario Motor Speedway was emptying rapidly. A pair of third-level managers from one of the larger motorcycle distributorships hurried toward the gate. One of them, pausing to button up his cabretta carcoat, said, "National Champion again, and he's *thirty-eight years old!* What's with that guy?"

The other executive stuck his hands into the slash pockets of his nylon windbreaker with the racing stripes. Then he shrugged. "Who knows? Maybe he just likes to race."

"Yeah, but Jesus Christ, he's almost as old as I am; he's got no business screwing around on racetracks—that stuff's for the kids." Bewildered, the two executives pondered this anomaly as they headed toward their cars and their sprawling houses in The Valley and a couple of stiff drinks before dinner.

In general, the industry people and the racing fans like Dick Mann, and they are glad that he has won the National Championship again (the first time was in 1963), but they are puzzled, because he is not following The Rules. You are not supposed to look upon professional motorcycle racing as a life-long career in itself. If you are a hungry kid, and you have a big enough

rat gnawing at your belly, then you get into pro racing for ten years or so. If you are very, very good and very, very lucky, you get a taste of glory every now and then and you make a few dollars and—most important—you become known around the motorcycle industry. Then, in your early thirties, when you've scared yourself too many times, and you've gotten busted up too many times, and the terrible frustrations caused by living with fragile racing bikes have eroded your nerve, and you can't take that awful eight-month grind anymore, and you don't heal as fast anymore, and your reflexes are slowing, and it gets harder and harder to psych yourself up for the start—when those things happen, then you hang up your helmet and you're expected to cash in on your popularity. Your name gets you the financial backing and franchises you need to open up a motorcycle dealership, or you get a job in the industry, and you settle down into the Good Life. Every once in a while you go to a race, and you watch the kids busting their ——— privately you shudder, and you wonder how you ever forced yourself to go out there and do that. But now that crazy bastard Bugs Mann (boy, they sure gave *him* the right nickname!) is acting like he doesn't even know what the game is all about. Long past the age when most riders retire, he's still out there riding hard enough to make himself the 1972 National Champion. That confuses a large number of people.

The source of their confusion is a short, wiry redhead who handles himself smoothly and easily and without ostentation. He is missing a few teeth; and his face carries deep lines, graven there by strain and pain and some really tough breaks in his personal life that he never talks about. Perhaps his outstanding feature is the direct (disconcerting to some), steady gaze that he aims at you when you speak to him. It is open and intelligent, but it is also uncompromising.

Dick Mann is shy and somewhat reserved, but he makes it a point to talk with anybody who wants to talk with him. His voice is soft, and rather high-pitched and hesitant. He is almost invariably polite to race fans and to casual acquaintances within the industry and the ranks of competition riders. He doesn't lie to them, but he is highly selective as to the opinions he will offer. Therefore, most people tend to think of him as being mild and amiable.

Among his friends, and the people he works with, and the riders he races against, Dick is another person. He seldom offers an unsolicited opinion, but if you ask what he thinks, he'll tell you. First he hesitates, searching his memory banks for similar experiences so that he can put the question into proper perspective. Then he cuts loose.

He can express himself very clearly, with simple (or not-so-simple) words; he has a dry, devastating wit; and he can be incredibly blunt. He never makes any allowances for shortcomings—either in himself or in others. Since he forms his own opinions based on his own experiences, what he tells you is often not what you expected to hear, or even *wanted* to hear. But it is almost always worth listening to, carefully, because he is a thinker.

(Courtesy of  
Cycle Magazine,  
Ziff-Davis Publications)  
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Before a race gets underway, many of the riders will amble over to Dick's van, and they'll sit around and swap lies or tell jokes, and you can see that to him this is as enjoyable a part of the racing scene as getting out on the track. But nobody ever makes him look foolish with their jokes. There is a shutoff point. The expression on his face, and the look in his eyes, and the way he carries himself—they let you know. His personality says, "Don't take liberties," and the people around him don't.

Dick Mann's ancestors came from England and Ireland—they were the tough kind who generally gravitated toward the hill-country of the south, or headed West. Dick spent his early childhood in mining camps around Lovelock, Nevada. His father was a hand on a working ranch, and a hard-rock miner. That's gruelling, mind-bending, hazardous work under any circumstances, but in the mid-Thirties it was particularly tough. The economic system in this country had ground almost to a halt, and there was no relief in sight. Those who were lucky enough to find jobs hovered just above starvation-level, squeezing every penny to remain solvent. People worried deeply about getting enough to eat, and staying clothed, and not being evicted from their homes; almost everything else was superfluous luxury.

Dick Mann, born in 1934, is one of the Depression Babies—a generation of fence-straddlers. The Depression affected them, but not nearly to the extent that it affected their parents. Most of them blindly accepted their parents' goals early in life, and they were receptive to The Establishment's propaganda. Some of them have held doggedly to that lifestyle, ignoring the bad smell in the air. Others have reached many of the same conclusions presently held by the younger people—but those born in the Thirties have reached those beliefs more slowly, and perhaps hold them more deeply, because they know about the pricetag.

Dick Mann is no more enchanted by the greediness of corporation managements than are today's youth, but it is hard for him to understand that a young person could react to The System by being indifferent to the quality of work that he does on the job. Dick believes that no matter what a person does to earn a living, an important part of that person's character depends upon his craftsman's pride in doing as good a job as he possibly can. "One of the big problems with The System is that the things we live with—our cars and houses and clothes—are made by a bunch of people who aren't worth a damn. They don't know or care about building things right, so we live surrounded by junk. That's bad. The things that made this country good aren't here anymore. The pioneer spirit, the open places, the work-hard guys, the honest guys—most of them are gone, and we can't replace them."

Life was tough in the Nevada mining camps during the Thirties, but as a child Dick developed a deep love for the sparsely populated deserts and mountains of Nevada, a love that he holds to this day.

When life is hard, people eliminate unnecessary complexities from their lives. They think in terms of black and white, and they don't worry



about shades of gray. They don't make allowances for other people's weaknesses. They are not flexible in their thinking; they don't change their convictions for the sake of convenience—even for survival. In such times and places, words are very important—as important as actions, and you are held equally responsible for both. Under such circumstances, people tend to be polite as a matter of course; they think before they speak; and they develop understatement into a fine art.

In remote regions during the Thirties, people had very little to do with courts of law, or the police, or other instruments of The Establishment. They killed their own snakes. The only person who could tell an adult what to do was his boss. It was your moral duty to do whatever he told you to do, and—preferably—just a little bit more than that. Those attitudes were particularly strong in the Southern Appalachians, and in the emptier areas of the Southwest. Such as Nevada.

Later, Dick's family moved to Reno, and then to Richmond—north of Oakland on San Francisco Bay—during World War II. In Richmond, life got a lot more complicated. The frantic pace of the shipyards, and the crazy wartime expansion of the town, plunged Dick into a new way of life. The simple, harsh philosophy offered by those Nevada mining camps could coexist with other lifestyles, in placid Reno, but not in frantic Richmond. There you could no longer judge things in black and white; instead, you had to adopt a whole new range of gray shades, and you were expected to be flexible in your thinking and your actions. Of course, there were still a few ways of bypassing this artificially complicated life of compromising. For instance, you could race motorcycles. . . .

To earn money in Richmond, Dick got himself





a bicycle and started a paper route. At age fourteen he made the down payment on a Cushman motor scooter. "That's no big thing today, because now your daddy gets you a minibike when you are twelve. Back then, it was really something just to get *permission* to buy a motor scooter, which you would naturally pay for out of your own earnings. For me it was an ordeal; I had to do a lot of talking to get that permission. And you know, I didn't learn very much from that Cushman, but it was my first contact with internal-combustion engines, and the whole thing."

Dick kept the Cushman eighteen months, and then he traded it in on a BSA Bantam. "I bought that bike directly from Hap Alzina. When I got it, I expanded my paper route, because I needed more accessories. I kept the Bantam a year and a half, and I put all the miles on it that I could—on the street, in the dirt, anyplace I could ride it. That was when I started entering endurance runs.

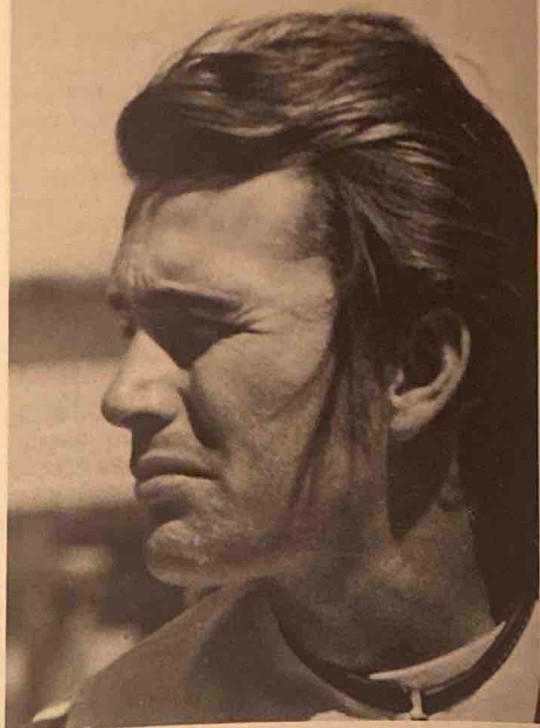
"In those days, the only sporting events around here were field meets and endurance runs. The endurance runs were generally 200 or 250 miles long, laid out about the same way they do it today. Everybody rode a 74, or a 45 side-valve, or the equivalent; there were very few British bikes around.

"Every other kind of motorcycle competition was professional—you raced for money. It wasn't until about 1950 that they started having sporting events like scrambles, where you raced each other but didn't get paid any money for it."

When he wasn't going to school or delivering papers or just out riding anywhere you could take a two-wheel vehicle, Dick was hanging around motorcycle shops, learning something about wrench-twisting. The same pattern still exists—the really good dealers and tuners always have an eye out for the serious kid who is not afraid to get his hands dirty, and is aching to learn, and learns from his mistakes, and doesn't sit around and bitch a lot, and is grateful for the information, and thinks that motorcycles are worth the time and the trouble. The good tuner will start giving little pointers to a kid like that. One day he'll do a little machining for the kid if the machining has to be done right and the kid doesn't have any bread. There is almost always somebody around to help a kid who is really worth his salt.

Dick began meeting the experienced riders. "I picked up my way of thinking about racing from guys who weren't really professional racers—they rode the endurance runs. Boots Curtis influenced me a lot. He and Windy Lindstrom and Cliff Self—the prewar riders who dusted off their big old 74s right after World War II and won most of the local endurance runs. That was a pretty tough bunch. To them, winning was important, but it wasn't everything. They took a lot of personal pride in riding their motorcycles really well, in being able to ride no matter what, on paved roads or dirt roads or mud or sand.

"That's what gave me my basic ideas about competition. Not that you were faster or that you won the race that day, but if you could really get with it—if you were a good goer—that was



## Gene Romero

**2** Gene Romero, of San Luis Obispo, California, won the Grand National Champion title in 1970. He raced aggressively to keep it throughout 1971, but finished in second place behind Dick Mann.

The see-saw Mann-Romero contest highlighted many of last year's races and, even though the season ended disappointingly for Romero, it had its bright spots.

Early in the year, Romero—aboard his Triumph factory racer—turned in an impressive second-place finish at the Daytona, Florida 200-mile road race, just behind Mann. Midway through the season, Romero won the San Jose 10-mile national, setting a 20-lap record.

Battling furiously toward the end of the '71 season, Romero scored two important back-to-back victories. These were the Oklahoma City half mile and the Nazareth, Pennsylvania mile. Romero then inched within 78 points of Mann in the national standings.

Thus, it was make or break at the season's finale, the 250-mile road race at the huge Ontario, California racing plant. The long race was broken into two segments and Romero, unfortunately, crashed in the first one. He leaped back into furious action in the second half and turned in a remarkable performance. Mann, however, finished ninth and well ahead of Romero, to bump Gene back into second place at the year's end.

Romero's career began in 1963 at Amateur scrambles events. In 1964, he moved into the Expert class. Two crashes, both serious ones, marred his career in 1965 and 1967. But Romero recovered and his consistent winning ability, classic good-looks and dramatic flair have marked him as one of motorcycle racing's "superstars."

Continued on page 22





## Jim Rice

**3** The Number Three rider last year was one of the most consistent riders on the championship circuit — 24-year-old Jim Rice. Rice, from Portolla Valley, in northern California, accumulated 893 national points, which placed him in the Number Three slot in the final year-end standings.

In 1970, Rice finished second at the season's end behind Gene Romero.

Rice began his racing career in 1965 as an Amateur competing in scrambles and TT (Tourist Trophy) races. In 1966, he entered the professional class. After a two-year Junior apprenticeship, he moved into the Expert class.

At the end of the 1969 season, Rice was ranked 11th overall with National wins on three dirt tracks. Calculating and confident, Rice stormed the 1970 season with a total of six national wins and a second-place seasonal finish.

Until this past (1971) season, Rice was primarily regarded as an exceptional dirt track racer. However, he proved his natural ability on all types of tracks and in all types of races by turning in several quite respectable road race finishes last year.

Some of his best finishes in 1971 included: a fourth at Terre Haute, Indiana; a third at San Jose, California; a third at Corona, California; a fourth at Hinsdale, California; and a fourth at Oklahoma City, Oklahoma.

In addition, Rice finished ninth in the Atlanta, Georgia 125-mile road race; tenth at the Kent, Washington 100-mile road race; eighth at the Pocono, Pennsylvania 100-mile road race; and in sixth place overall at the 250-mile road race at Ontario, California, the season finale.



## Dave Aldana

**4** Except for Dick Mann in the Number One slot, the spread of riders in the top of the top ten in 1971 was the same as in 1970: Romero, Rice, Aldana.

The difference, of course, is that they are now two, three, and four, respectively.

From Santa Ana, California, Dave Aldana quickly won for himself a reputation with a spectacular riding style. He broke into Amateur competition in 1966 when he began entering scrambles and motor-cross races.

He earned his professional spurs in the 1969 season when he entered and polished off five straight victories — Cumberland, Terre Haute, Nazareth, Reading, and Santa Fe.

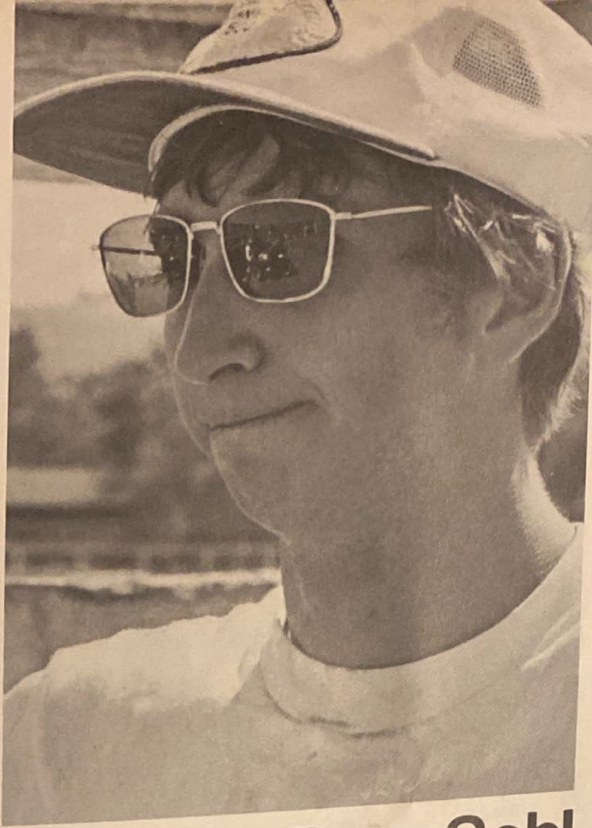
Aldana made an easy transition into the Expert ranks in 1970. His first season win that year came at the Talledega, Alabama 200-mile road race, which, it should be noted, was only the fourth road race he had ever competed in. He won two other National events in 1970, at the Terre Haute, Indiana half-mile and the Indianapolis mile.

Aldana's versatility was also shown that year when he proved to be one of the few good AMA dirt track and road racers who was also competitive in the fall Trans-AMA International Moto -Cross series.

Throughout the 1971 season, Aldana, riding a BSA, turned in consistently aggressive performances. He accumulated 706 points and wound up with fourth place, doing most of his riding on a BSA.

As in past seasons, Aldana showed his prowess on different types of tracks. His best finishes included a third at the Houston indoor TT, a second at the 50-lap Ascot Park TT, a fourth at the 100-mile Pocono road race and a third at the Oklahoma 10-mile event.





## Dave Sehl

**5** The fifth spot in the Top Ten was captured by Dave Sehl (pronounced "sail"), now riding out of Atlanta, Georgia. He is considered far and away one of the best dirt track riders in the United States.

During the 1971 season, Sehl scored all but 16 of his 561 total points on dirt track ovals. The "odd" 16 points came from a 19th-place finish at the Talladega, Alabama 200-mile road race.

At Louisville Downs, Kentucky, the season's half-mile dirt track opener, Sehl scored his first win of the 1971 season. Then, two weeks later, he snatched a victory on the Terre Haute, Indiana half-mile. At the San Jose, California and Ascot Park, California half-miles, Sehl finished fourth and sixth, respectively.

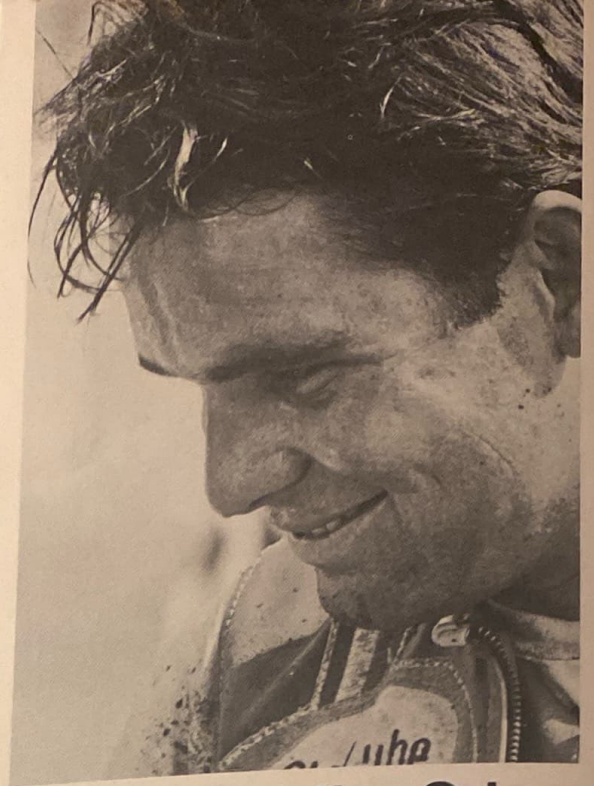
Finally, at the Livonia, Michigan mile, he won a third place finish. At the season's end, Sehl ranked as the Number Five rider with a total of 561 points.

Sehl, born in Water Down, Ontario, Canada, began competing in scrambles in 1959. He turned professional in 1967 and found the half-mile dirt track ovals to his liking. He distinguished himself in 1969 on a privately owned Triumph and his victories then won him a place on the Harley Davidson factory team in 1970.

Sehl, 25 years old, vaulted from a 16th place finish in the 1970 season to fifth in 1971.

Followers of the Yamaha Cup series saw him win the Yamaha Gold Cup on the mile track at the Arlington Park just outside Chicago last September 10.

When he's not racing, Sehl enjoys snowmobiling with his brother Doug, a racer who also excels on dirt tracks.



## Jim Odom

**6** Jim Odom, who hails from Union City, California, wound up in sixth place at the end of the 1971 season with a total of 557 points. It was a remarkable achievement in view of the fact that Odom was sidelined for part of the year with an injury sustained in the Yamaha Gold Cup race at Arlington Park, Chicago, in September.

At the season's opener last year, a 20-lap TT event in the Houston Astrodome, Odom grabbed an early lead. But on the last lap, virtually within sight of the checkered flag, Jim experienced mechanical difficulty that forced him to retire.

The following evening, Odom was back on the line, as enthusiastic as ever, in a 25-lap short track event. After a terrific see-saw battle with Mark Brelsford, Odom won aboard a Bultaco.

Odom turned in his most impressive road race finish to date on the steeply banked walls of the Daytona, Florida Speedway, finishing fifth overall.

He also finished fourth at the 30-lap TT race in Castle Rock, Washington. At the Corona, California half-mile event, he won his second National of the year, this time aboard a Yamaha.

Odom's involvement with motorcycle racing dates back to 1964, when he began entering scrambles.

Two years later, in 1966, he became a professional racer. He is also a member of the Yamaha Factory Team, which will be making its debut this year.

Aside from his racing activities, Odom enjoys trail riding in the mountains, snow skiing, and occasional movie stunt work. Recently he substituted for actor Chris Mitchum in the John Wayne western "Big Jake." He also appeared for Robert Redford in "Little Fauss and Big Halsey."





## Mark Brelsford

**7** The Number Seven spot in the Top Ten this year was clinched by the rider who held it down last year —Mark Brelsford.

Brelsford is a 22-year-old short track specialist who hails from Los Altos, California.

One motorcycle journalist once described him as one of racing's "New Breed," and went on as follows:

"To observe Mark Brelsford wrench his beefy 883-cc Harley-Davidson around a hairpin is a joy. He appears controlled, poised, absolutely sure of himself.

"Veterans praise his coolness and tidy riding. But Mark Brelsford also is the type of rider the veterans fear most: the naturally talented guy who goes fast and does not have to work at it."

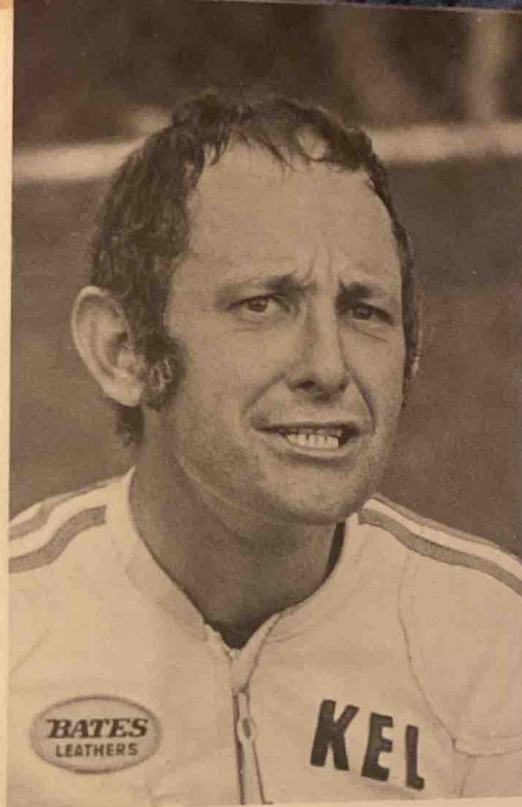
Brelsford began five years ago in scrambles races. He turned professional in 1967 when he was 18 years old. When riding in the Amateur class, he won so many events that he was tagged Motorcycle Rider of the Year by the Motor Sports Press Association. That was in 1968.

In 1969, he advanced to the Expert class, gained a post on the Harley-Davidson factory team, and finished eighth in the national standings.

He was hampered by mechanical trouble throughout the 1970 season, and won only one National, the Oklahoma City half-mile.

Brelsford fared better in 1971. In June he won the 100-mile road race at Loudon, New Hampshire, beating out Kel Carruthers. One month later, in July, at Ascot Park in Los Angeles, Brelsford took the Tourist Trophy championship in the 50-lap event.

A consistent winner, Brelsford has also fared particularly well in indoor events at the Cow Palace in San Francisco.



## Kel Carruthers

**8** Even though he competed in only seven paved surface events during the 1971 racing season, road racer Kel Carruthers accumulated enough points to finish eighth in the national standings at the end of the year.

Carruthers arrived at last year's Daytona 200 aboard an immaculately prepared Don Vesco 350-cc Yamaha (Vesco is the man who piloted a Yamaha to record-breaking runs at the Bonneville Salt Flats last year). Kel, however, finished 10th overall, a somewhat disappointing performance.

He soon recovered, however, and went on to an amazing victory. This was at the Road Atlanta, second race of the season, a 100-mile event. He won handily with his 350-cc Yamaha, outdistancing BSAs, Triumphs, and Harley-Davidsons of more than twice his bike's displacement.

Carruthers then blazed through the rest of the year by finishing second in four of the five remaining road races:

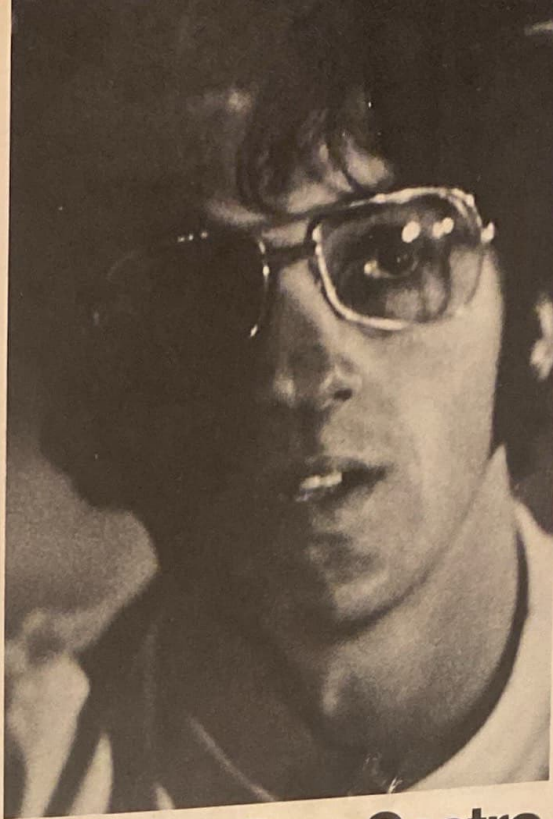
- the 100-mile race at Loudon, New Hampshire
- the 100-mile race at Pocono, Pennsylvania
- the 100-mile race at Kent, Washington
- and the 250-mile race at Ontario Motor Speedway, California.

He finished 12th at the Talladega, Alabama 200-mile race later in the year.

Carruthers's professional road racing career dates back 17 years, to 1954, when he began entering World Grand Prix events. In 1969, he captured the 250-cc World Championship aboard a Benelli. And, in 1970, he raced in his first AMA National Championship at Daytona, Florida.

Originally from Sydney, Australia, Kel now makes his home in El Cajon, California.





## Don Castro

9

The ninth place in the Top Ten in 1971 went to the very highly regarded young rider Don Castro, of Hollister, California.

He did not win a first in any of the National events last year, but finished strongly in so many of the Nationals that he wound up the year with sufficient points to boost him into the Top Ten for the second time in his two years riding as an Expert.

(Last year, his first time out as an Expert, Castro clinched fifth place in the standings.)

Don began his racing activities as an Amateur in 1966. He concentrated his efforts mainly in hillclimbs and scrambles events. His professional career started in 1968.

One of his best years so far was 1969, but it did not start out that way. Rated along with Dave Aldana as one of the best Amateur division riders in the country, Castro sustained a broken ankle and was sidelined for much of the early part of the season.

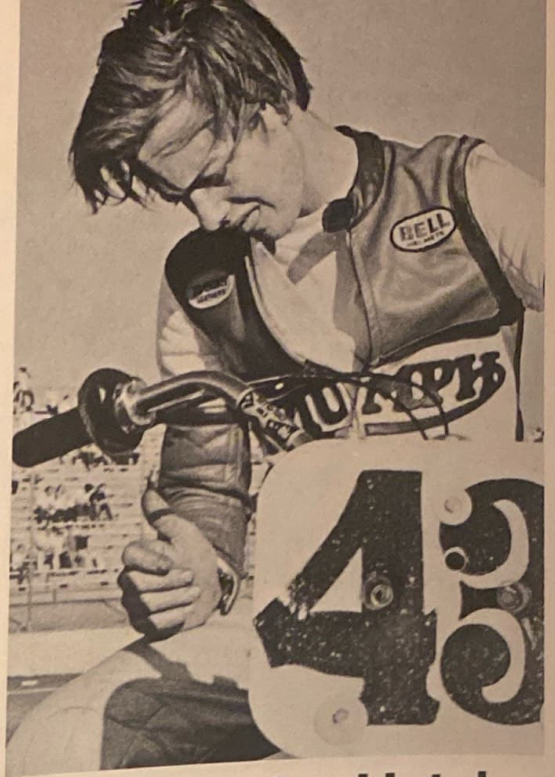
However, along the way, he sawed part of the cast off, giving him enough maneuverability to pilot his motorcycle and to pilot it very well. He roared to victory in 1969 in six Junior events.

Not infrequently, he and Aldana shared the 1-2 finishing positions.

His excellent work in the 1969 season won him a spot on the Triumph factory team and his aggressive riding in 1970 vaulted him to the fifth spot that year.

In 1971, Castro, on his Triumph, was a force to be reckoned with at every National he entered. His best finishes last year included a second at Columbus, Ohio, and Terre Haute, Indiana—both half-mile tracks.

He took a third at the Nazareth, Pennsylvania mile. He also finished in the eighth overall position at the prestigious 250-mile Ontario, California road race, to conclude the season with 479 points and ninth place.



## John Hateley

10

Rounding out the list of Top Ten riders for 1971 is a relative newcomer to the ranks of Expert riders, John Hateley of Van Nuys, Calif.

Last year, the tenth spot was held down by Gary Nixon of Phoenix, Maryland.

Hateley finished in only nine National events last year, but he piled up 452 points to make it into the Top Ten list.

Hateley demonstrated versatility, too, last year. He finished eighth in the Houston, Texas Indoor TT race. He wound up third at the Columbus, Ohio half-mile event. He finished second in the Castle Rock, Washington TT. At Ascot Park's night half-mile in California, he came in second, and, he had a seventh and an eighth on the Nazareth, Pennsylvania mile.

Hateley has been racing since 1962. His first areas of interest centered around Amateur moto-cross, scrambles and half-miles.

He turned "pro" in 1968, under his father's direction.



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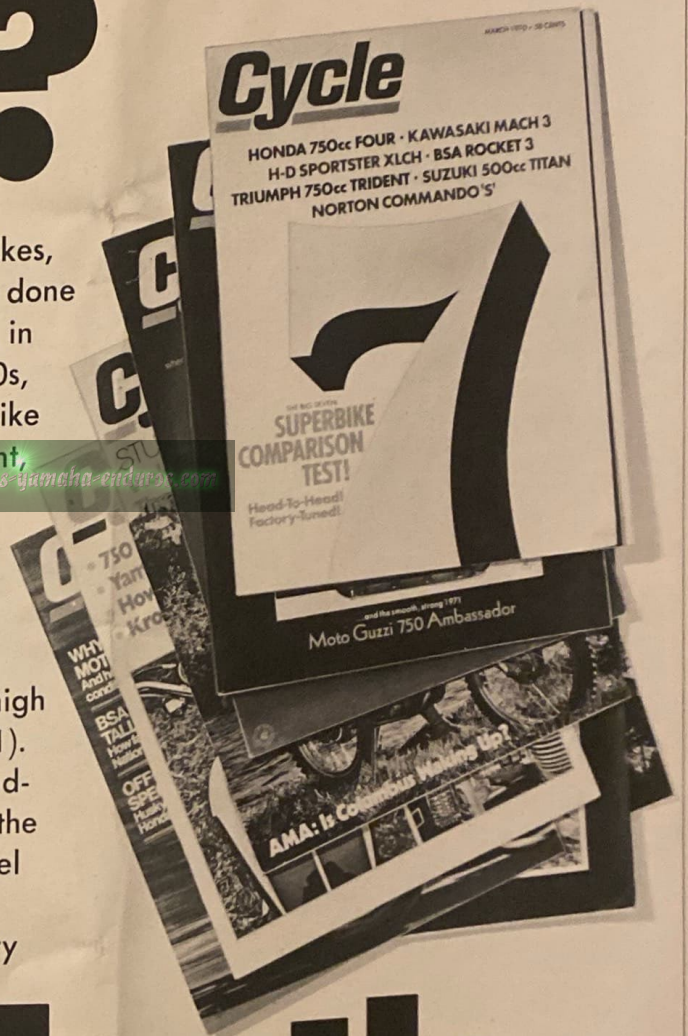
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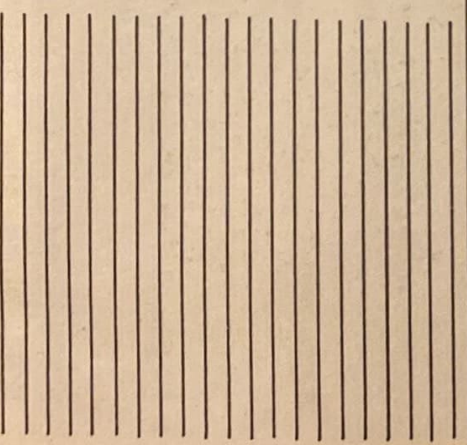
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If Yes—Brand preference \_\_\_\_\_

4. How did you hear about the Yamaha Cup Races? (Please check)  
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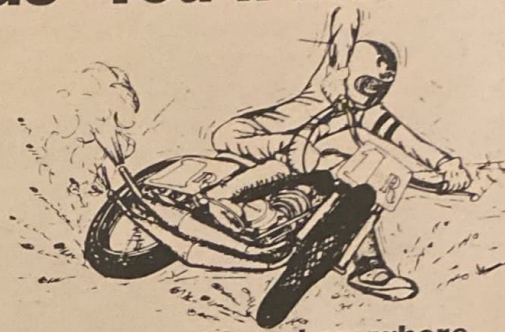
Jan. 24	Madison Square Garden	Indoor Silver Cup
July 9	Fairgrounds Salem, Oregon	National Championship Half Mile Gold Cup
July 29	Roosevelt Raceway Long Island, N.Y.	National Championship Half Mile Gold Cup
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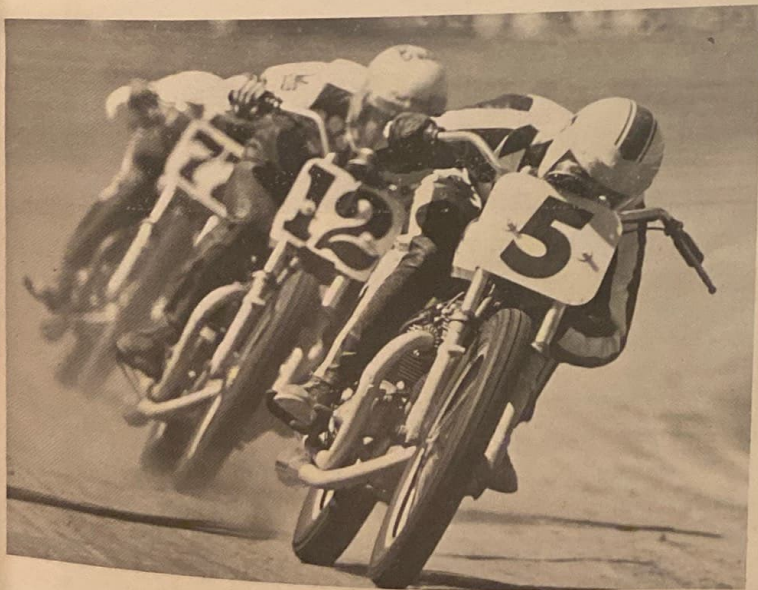


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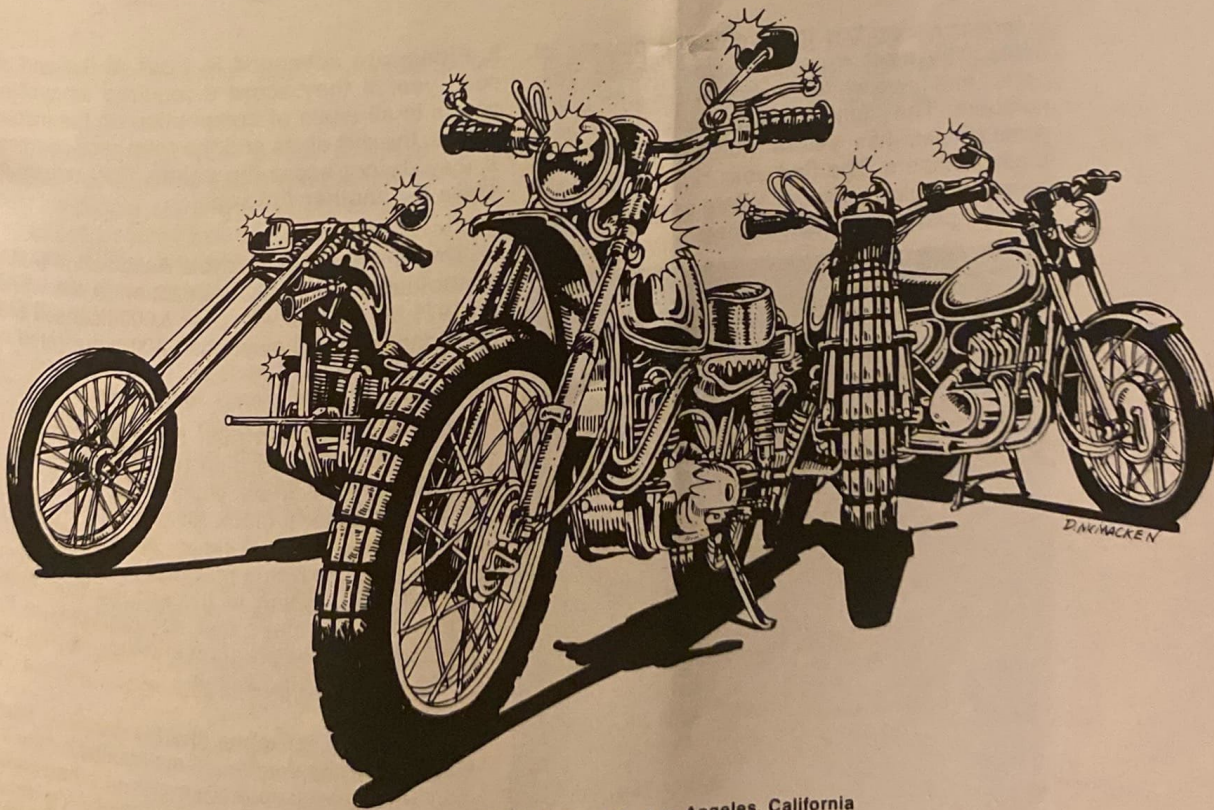
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## Facts about indoor cycle racing

1. Indoor racing has three different classes of riders. The most experienced are called "experts" and have white number plates with black numbers. The "junior" class, or second year professional, has yellow number plates with black numbers. The first year riders, or beginners, are called "novice" riders and have white number plates with red numbers.

2. Riders are advanced in class at the end of each year if they score a required amount of points in all types of competition on the indoor tracks, the dirt ovals and the road race courses. If they do not score the points, they remain in class for another full year.

3. The American Motorcycle Association (AMA) is the largest racing organization in the world. In 1971 there were well over 3,000 licensed professional riders. Fewer than 400 were rated as "expert."

4. The riders obtain their starting positions in the heat races according to the time they turn in during time trials which finds each rider racing the timer's clock for one lap. The riders that receive the best times will line up in the front rows. The riders that receive a slower time will take a position in the second row. Some riders will not make fast enough times in the trials to make the program and they will not ride in the actual racing events.

5. After the heat races, the frontrunning riders advance to the semi-main events and finally the Yamaha Silver Cup main event. In other words, indoor motorcycle racing is based on a series of eliminations, first in time trials, then in the heat races, then in the semis, and finally in the Silver







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Cup race, the one that pays the most purse money.

6. During any of the races, if the official "starter" determines that a rider is not trying to hold his proper starting position, or is attempting to get a "jump" on the actual drop of the flag, the starter may place the rider, or riders, on the row three penalty line. The decision rests with the starter.

7. Any event during the evening of racing may be stopped if the starter determines that a fallen rider, or riders, are creating a hazard on the track, or if more than one rider falls on the opening lap. He is not required to stop and then re-start any event but has the option if he so desires.

8. The current system of numbering riders has no bearing whatever on how good a rider may be at the present time, or in the past. Riders are simply assigned numbers. Only the No. 1 has any bearing on previous standings.

9. All of the novice and junior class riders have a letter behind their number. The letter designates the area, or state, in which he resides. Some of the expert class riders do not have a letter behind their number. If there is no letter the number assigned is a "national" number

that was awarded to the rider by the AMA for scoring in national events or riding in many non-national events in his area in 1971.

#### 10. The Flags

**Green:** Start of the race;

**White:** One more lap remaining;

**Checkered:** End of race;

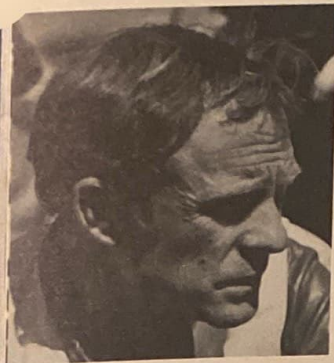
**Yellow:** Caution, some type of hazard on the track (does not mean slowdown);

**Black:** For an individual rider to stop and check with the officials;

**Red:** All riders stop due to hazard on the track that would make it unsafe to continue event.







Continued from page 14

the main thing.

"Lots of people don't feel that way about it; they get used to reading the newspapers and magazines and looking for results—and that's all they're interested in. I don't think that's what it's all about—it takes more than just a weekend's results to make you a motorcycle racer."

In Dick's way of thinking, you raced against yourself, in company with the best riders you could find. And if you had made up your mind to race, then by God you raced. If you were worn out or detuned or healing up, or your bike wasn't running right, or you didn't have much experience at that particular kind of racing—well, those were just obstacles to be overcome, and you did the very best you could. Determination—that was what made a racer. And it was a very personal and private matter. You didn't talk about the handicaps or any of the rest of it; you just kept score on yourself. If you talked about it, that would spoil the whole thing. It was awfully nice to win, and that helped pay the bills, but that wasn't what it was all about.

Dick sold his well-worn Bantam and bought a 350cc BSA. "I bought it from a guy who had blown it up. The local dealer in Richmond sort of gave me a hand putting it together again. I set it up the same way everybody I ran around with had their bikes fixed up—as an all-purpose machine. I rode it to school, delivered my papers on it, rode it in endurance runs, rode it in trials—just about everything you could do with a bike, I did with that one."

He started racing professionally in 1952. "My mother wouldn't sign my competition card until I was eighteen. I turned eighteen the June I graduated from high school, so I got my card, but I still didn't have a motorcycle to race—just my 350 BSA. Everytime they'd have a race at Belmont (the local dirt track) I'd take my 350 over there and sign up, just to get to ride the practice sessions. And I'd always time-trial, to get a couple of extra laps of experience. Then one night I timed fast enough to make the program, and that was my first race. A couple of weeks after that I scraped together enough money to buy myself a BSA 500 single. It wasn't much faster than the 350, but at least it was a 500."

As soon as he graduated from high school, Dick went to work for Standard Oil in Richmond. "They put me to work doing outside construction, and I really enjoyed that—I liked to build things. But a couple of months later they graduated me to inside work, pasting labels on cans, so I left.

"I went to work for Hap Alzina as a mechanic. He was quite a character; he'd been through the whole motorcycle thing, right from the 1910 days. He had been a racer, and later he sponsored a bunch of good riders. When I went to work for him, he was western distributor for BSA.

"Bud Hines, the foreman at Alzina's, taught me a lot. He was one of those old guys who could fix absolutely anything with absolutely nothing, and he taught me how to paint and stripe and do a lot of good things. If you were a mechanic in those days, you had to be able to fix a motorcycle—weld it, or straighten the frame,

or paint it—things that mechanics don't do nowadays.

"I worked for Alzina for three years, and then I left to work for the local BSA dealer in Richmond. That shop was run by Walt Kreft and Karl Huth. They had both worked for Hap Alzina before going into the retail business, and they taught me almost everything I ever learned about repairing things. They are both super-good mechanics, and Karl's a good machinist. Whatever I've learned about tuning, I picked up mostly from them, in no other way than that you had to do a good job mechanically before they'd let a bike out of their shop. You didn't have to learn anything special or know any super tricks, but the carburetion had to be right on, and the timing had to be sharp, and the clutch had to work smoothly, and stuff like that. If the basic stuff was right, then the motorcycle would be good. To me, that approach is much more important for working on racing bikes than any kind of trick porting I've ever learned anything about."

You can see it at the racetrack—particularly at a dirt track. Dick has never gone in for the latest super-go-fast engine-building gimmicks. Instead he goes for a mild tune—reliability—and sorting out the handling carefully. At the track during practice, he's all over the bike, constantly reading his sparkplugs and checking the small adjustments—brake linkage, throttle linkage, clutch linkage. Most riders, when they get ready to lay a wrench on the bike, hesitate fractionally; regardless of the hours they've spent working with the motorcycle, it's still an alien thing. But not Dick. He's sure. He puts a wrench on his bike like you put your toothbrush in your mouth.

During practice, Dick is taking lots of short rides. He is remembering just how much bite he was getting while accelerating out of each corner, and he's comparing that with a very shrewd estimate as to how much bite he *should* have been getting. The track surface is changing from minute to minute, requiring corresponding changes in tires and gearing to keep the optimum degree of traction and acceleration, so Dick is constantly changing rear tires and rear sprockets on his machine, and going out for another ride. Nothing flashy—just a tremendous amount of attention to the details that make the difference.

Except for roadracing, Dick has never been highly enthusiastic about being on a factory team. He figures that for dirt racing, the factory talent just can't help you all that much—it's mostly a matter of finding the right combination of tires and gearing for a particular track at a particular moment in time, and nobody else can do that for you—you have to learn how to do it yourself.

Dick Mann rode Novice in the last part of 1952 and in 1953. He was an Amateur (now called "Junior") in 1954; and he rode Expert for the first time in 1955. In those days, Nationals were few and far between, and it cost a lot of money to get there, so Dick concentrated upon the regional events, riding TT and short-track and half-mile and mile events. "They held one National out here, at Bay Meadows; we paid no attention to the rest of them, except to read about them in the magazines. It was several years before I be-



gan making the circuit.”

And it took a long time for racing to start paying off. “I raced in the summer and wrenched in the winter, and I guess about 1960 I was finally making as much racing as I was wrenching. I always had a job, because I couldn’t live off my winnings. The guys I worked for made it pretty easy for me. When it came time to go racing I loaded up my stuff and left, and they never said too much about it. When I got back I went to work for them again.”

In 1963, Dick became the AMA National Champion. He had arrived; everybody knew his name. He had devoted eleven years to pro racing, giving it all he had, and now it was time to start thinking about getting out and launching a business career. A couple of years later, a really good deal came along, and Dick left pro racing to open up a motorcycle dealership in Hawaii. He had followed The Rules, and now it was time to sit back and enjoy the Good Life. But there was a problem. He loved being a motorcycle mechanic, and he loved racing, but he found that he just did not enjoy running a motorcycle dealership.

You can get rich off a well-run (or even a poorly run) dealership. A lot of people work at jobs they don’t enjoy, for the money, but that’s not Dick’s bag. His work is a big part of his life, and you cannot take pride in doing work that you do not enjoy. So he split and came back Stateside to go racing again, and to get involved in a different kind of business.

Over the years, Dick has had an insatiable curiosity about every motorcycle ever manufactured, and he has always been willing to go far out of his way to try out every one that he could lay his hands on. One of his talents that he had honed during his years of racing was the ability to ride a motorcycle and tell whether or not it was handling right, and why: only a small handful of people are really good at that. Another special talent was the ability to store away in his memory the specifications and steering geometry and handling characteristics of all those motorcycles he had ridden at one time or another. So he decided to make use of those abilities by going into the frame-building business, to design and build custom frames for racers. It was a natural for him.

The frame business was just getting nicely off the ground when John Taylor at Yankee asked Dick to come to Schenectady and do prototype development on OSSA and Yankee motorcycles. To a certain kind of person, a job offer like that is almost irresistible, because it gives you the opportunity to learn things about motorcycles that you just can’t learn any other way, and such jobs are few and far between. So Dick closed down his frame business in California and moved to Schenectady. He worked steadily on prototype development and testing, stopping only to go racing. By so doing, he found himself in a predicament that few other top-flight racers have had to face.

Racing, like any other serious profession, is a jealous mistress. You just cannot hold a demanding job that you get all wrapped up in—thinking about it when you’re away from the factory—and at the same time carry on a successful

Continued on page 33

## Daring drivers, top bikes race in motorcycle competition



Motorcycles used in Professional and Sportsman racing must be current production models available in the United States in adequate quantities to supply the public. The engines and transmissions of the racing machines are the same as used for the highway motorcycles. Fine tuning of the motor and gearing techniques are allowed. Modifications to the standard road machine as applies to its frame, forks, brakes and suspension, is permitted upon AMA approval. All running lights are removed in Professional racing and for many of the Sportsman events.

Novice racers are restricted to the use of 250cc maximum. The Amateurs and Experts are allowed to ride all classification of machines including the heavyweights. Typical equipment used in National Championship races are: Yamaha, Triumph, Harley-Davidson, BSA, Norton, Matchless, Suzuki, Kawasaki, and others of up to 750cc displacement. Gasoline of not higher than 100 octane rating must be used in all Sportsman and Professional racing.

AMA safety precautions call for special requirements for such items as: Handlebar control levers, footrests, brakes, tires and rider apparel.

The rider is required to wear an AMA approved helmet, goggles, leather clothing, and the boots or shoes must meet certain specifications. A steel plate known as a skid shoe is worn over the sole of the left boot in dirt track racing. The racer uses his left leg as an outrigger to gain stability in the turns during dirt track events.



# Modern motorcycle developments ease thorny noise, pollution problems

By Dave Holeman

The modern day motorcycle is coming to be one of the better investments for the American sportsman.

The vaarroom, kaw-pow, smoking big beast of yesteryear has become a relic for the junk yard, an antique for the restorer and a source of amusement to the new motorcyclist. But much of its image still lingers in the mind of the man on the street. It's an image paralleling that of the hot rod of twenty years ago. The primitive hot rod era has passed, and its wave of popularity helped bring about the development of some of the safest passenger vehicles ever.

What will be the benefit to you in the development of the modern motorcycle? The races you will witness this evening are part of a development for better, safer and more reliable machines. Each of the racing engines can supply invaluable technical data for the street-oriented production machine.

Once the racing engine has been developed, the muffled, de-tuned production power plant can take shape. This is an engine that will provide maximum dependable power for street use with a minimum of side effects from a muffler. It's no longer practical or desirable to remove the muffler from a motorcycle in order to gain more power.

In fact, lately the muffler has proven to be a source of not only less exhaust noise, but a type of tuning device. Believe it or not, both factory engineers and professional motorcycle tuners are now building high performance engines with mufflers! The old proverb "silence is golden" has come to a position of importance with motorcyclists and ecologists alike. Proof of this has been shown in black and white on engine power rating devices (dynamometers).

The factories have been working on this power vs. noise problem for years. They have been so impressed with the results that most all new motorcycles are equipped with muffled exhaust systems that cannot be "gutted" without seriously affecting the tune and dependability of the engine. The open exhaust motorcycle is fast disappearing, not just from fear of the local gendarme, but rather from the resulting loss of performance and dependability.

## The enemy is noise

Noise has long been the single biggest enemy of the motorcycle. The modern-day bike, with its new tuned muffler, will shortly end the annoyance. The motorcycle engineers didn't just stop with the incorporation of acceptable silencing devices. For many years now any motorcycle taken off the paved road has encountered areas requiring "spark arrestors." Outdoor enforcement agencies have long thought that the motorcycle exhaust system, muffled or open, could be a source of possible fire hazard. This,

the experts claim, could come from the emitting of sparks or glowing particles of carbon from the exhaust.

The off-road motorcycle enthusiasts have been using specially approved spark arrestors for many years in areas requiring them. But this left the occasional off-road rider restricted to highway riding only with his standard muffler-equipped machine. In many cases, muffled motorcycles had been heavily fined for unintentionally riding in areas requiring the use of spark arrestors. A year ago most all motorcycles started to come equipped with U.S. Forest Service-approved spark arrestors incorporated in the muffler assembly. Though we have never heard of a motorcycle starting a forest or brush fire, this extra insurance solved another area of possible nuisance or danger.

The end result of the modern day muffler/spark arrestor for motorcycles has presented some problems, however. Only now the problems are how to silence further the mechanical engine noise. But now that the motorcycle's exhaust is so exceptionally quiet, the consumer is now demanding less valve and piston noise. Unlike the car engine with a noise absorbing water jacket, the motorcycle power plant is air cooled. Ecologists might find it hard to believe that a motorcycle owner would squabble over valve or piston noise, though.

## Cycles and air pollution

Probably the most sensitive area of ecology is air pollution. Doubtless the automotive engine has been one of the greatest sources of recent pollution. One of the largest manufacturing areas in Great Britain solved their air pollution problems about a year ago with strict enforcement of new laws. Japan's combined automotive manufacturers have formally announced that they will be producing pollution-free cars by 1975 at the latest. Oddly enough, both are prime importers and manufacturers of motorcycles for not just the United States, but the world. Japan alone produces over 75 per cent of the world's motorcycles. Therefore, its sensitivity to the air pollution problem and motorcycles are hand in hand.

For many years the two-stroke motorcycle engine posed visible emission problems. Its mechanical makeup is just like an outboard boat engine that requires burning a gasoline and oil mixture. This "premix" fuel system was costly, messy and smoky, an unpleasant problem at best. Rather than let the lightweight, high-performance, two-stroke motorcycle engine go amiss, Yamaha's engineers developed a device called "Autolube" back in the middle 60's. The Autolube oil injection system has proven to be nothing short of a life-saver for the two-stroke motorcycle. This innovation is simply an oil pump that precisely meters just the proper amount of lubricant needed. The Autolube oil injection was not only cheaper and cleaner, but virtually eliminated the smoky two-stroke motorcycle. So successful was the oil injection that virtually all production two-strokes from Japan now use it. And in recent years the oil industry has developed two-stroke motorcycle oils that are cleaner and approaching the "non-smoking" stage.

Dave Holeman is managing editor of Cycle Guide Magazine.





## Those two-wheeled screamers on the Garden floor aren't quite your everyday motorcycles

The motorcycles growling and snapping around Madison Square Garden this evening are as similar to normal, everyday street motorcycles as Ferraris are to Chevrolets. Look closely: the engines are hot, intense, radical. Everything necessary to produce the kind of horsepower needed for indoor motorcycle racing has been incorporated into these 250cc (cubic centimeters; about 15 cubic inches) screamers; everything superfluous to the bike's single objective has been stripped and discarded. The machines have no lights, no horns, no turn signals; most have no front fenders, no generators, and no air cleaners. The construction of their custom frames has produced weight distribution properties that permit the bike to achieve maximum traction on the straightways and maximum stability in the corners. They're as single-purposed as a rifle, and just about as comfortable to ride.

Most of the bikes have transmissions; few use them. For a track as short as this one, the bikes can roar around in one gear—the same gear used for starting—and that one gear per-

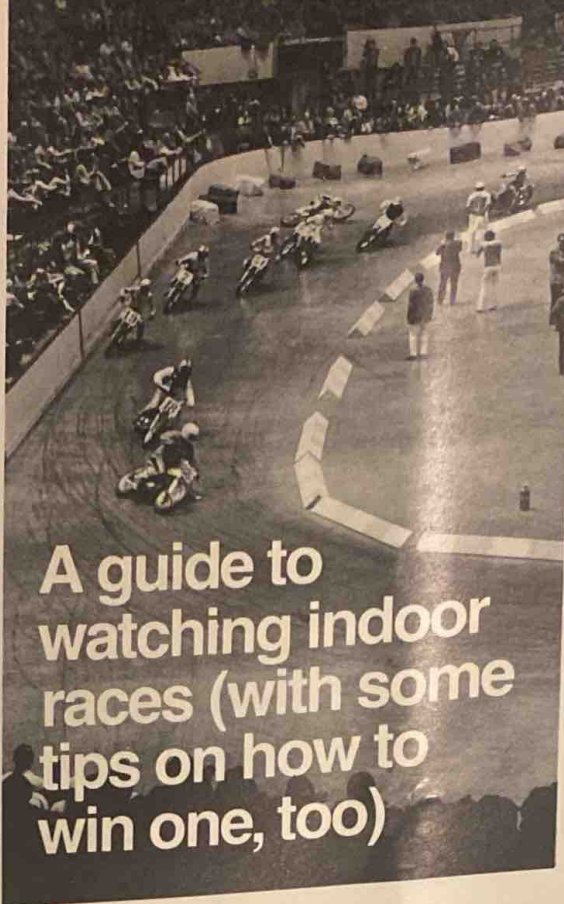
mits a top speed of about 50 mph. The engines are capable of propelling the motorcycles along at 110 mph or better, but for indoor racing, top speed has been sacrificed for acceleration; the bikes have to be able to virtually leap out of the corners.

Indoor racing demands maximum traction for success; in fact traction is the most important element (aside from rider ability). If you happen to get a chance to observe the action in the pits, you will see a lot of riders and mechanics working on the tires, and everybody applies different approaches. An example: some riders first soften the rubber by treating it with ether, and then coat it with liquid resin. Between heats the tires are attacked with wood rasps to make sure they are perfectly smooth and uniform. The tires, like the rest of the machine, receive constant and worried attention. Racing, after all, is a full-time occupation for this country's top riders, and the instruments of their profession are just as important to them as drills to a dentist.



"The attraction of indoor racing is its immediacy.

The races are short, intense, and brutal; there isn't much time for strategy, and passing is difficult due to the character of the track."



## A guide to watching indoor races (with some tips on how to win one, too)

By Cook Neilson

"The thing to watch for most of all, I suppose, is the really aggressive rider," Mark Brelsford said recently.

"In this kind of competition, the guy that charges the hardest, the guy that is willing to take the most chances, is the guy who's going to make out all right."

Mark Brelsford. From California. Twenty-one years old, and already acknowledged to be the best indoor motorcycle racer in the country, and, potentially, one of the greatest all-around racers in the world.

"The only way you can pass in an indoor race is to drop down inside the guy in front of you, show him your front wheel, let him know you're there, maybe give him a jolt to get him out of the way."

Brelsford should know. In one recent year, Mark won 10 indoor races out of 12 starts. ("In one of the races I lost I had some engine troubles. In the other, it was because of the handicap. The promoter figured that it'd make better watching if he made me start from the back of the pack, and I just couldn't catch up in time.")

The attraction of indoor racing is its immediacy. The races are short, intense, and brutal; there isn't much time for strategy, and passing is supremely difficult due to the character of the track. The plan is to go as hard as you can without looking up—or back. It's absolutely merciless, too, which separates it from most other forms of motorcycle competition. Competing on a half-mile or mile oval, the racers had better know where they are and who's around them, who's likely to get into trouble, who's likely to get them into trouble. Because of the speeds they're traveling, the racers have to look after one another; because of the length of the races and the width of the track, it is relatively easy to avoid contact; and there is ample room for passing and ample time for strategy.

### More bumping, physical contact

"There's no love lost between the racers in an indoor shorttrack," Brelsford said. "If a guy's in front of you you've got to get past him, and you've got to do it now—right away, and whatever it takes is OK. So there's a lot more bumping, physical contact, in an indoor race than anywhere else. It's mean, and you've got to be a little mean to be good."

Next to being willing to charge no matter what the consequences, the most important aspect of indoor racing is the start. Passing is tough to do; in a field of competent, mean professionals, the start is 75 percent of the whole race. Which means that the good racers will spend a lot of time simply studying the starter, trying to pick up his timing, searching for mannerisms that will telegraph the exact time the flag moves. Different riders use different techniques. Some bring the engines up to peak rpm, lean forward, and release the clutch. Two things can happen: the bike can spin its rear tire for a split second before moving, or it can do a wheelstand. Brelsford prefers to use a different technique. "I just bring the engine up and release the clutch slowly—just like driving a car with a stick-shift. That way the bike won't wheelie itself out of control, and it won't spin the tire either. It seems to work best for me."

"If you really want to know about indoor shorttrack," Brelsford continued, "you have to understand the importance of the heat races. How you finish in your heat determines whether or not you'll start in the main event, of course. But there's more. There are only a limited number of slots in the main, and the officials use the speed of each heat to determine exactly which slot you're put in. If you're the winner of the fastest heat, then you get the pole position (inside slot, front row). And, like I said, how you get off determines to a great extent how you'll do. So the heats are critical."

### The Universal Psyche

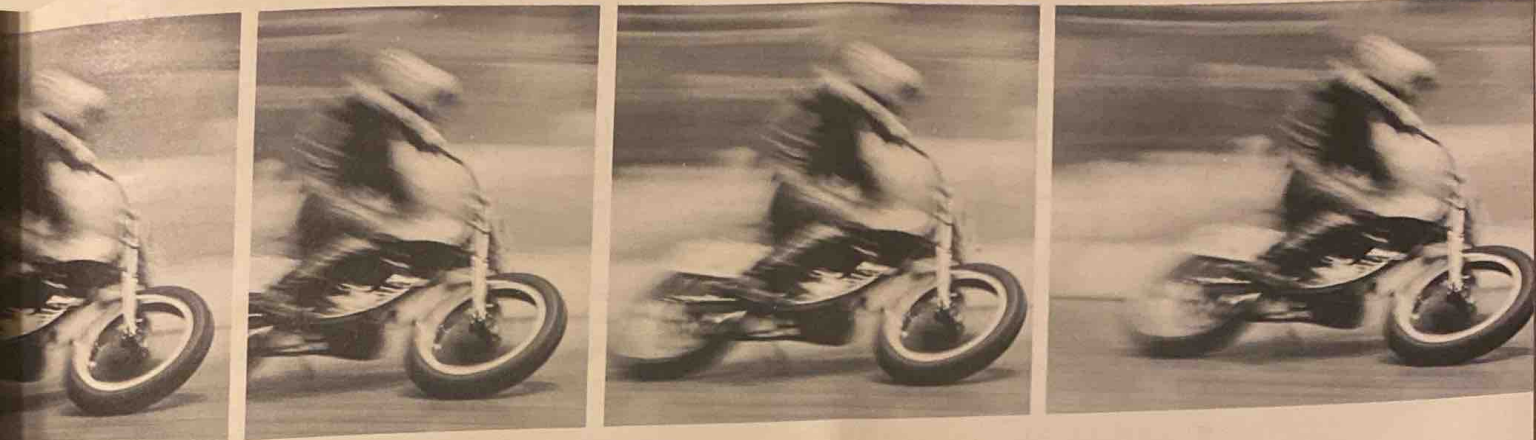
There's another element—not nearly as easy to observe as the rider's courage or his ability on the starting line—and that is the universal psyche, inherited, for example, by Muhammad Ali from Sonny Liston, and used by every competitor in every conceivable event. Motorcycle racers use it. Brelsford uses it. "Last year the old psyche started really working well. A guy would be in front of me. He'd know—he'd just know—that I was behind him, and he'd know that I was coming through, sooner or later, no matter what. After a while, getting by became a lot easier. Pressure. It's a pressure sport, and the more pressure you can use on everybody else, the better you'll do."

So pay attention. Watch the star. Look for the chargers, those at the front of the pack and those going through it like hot lead through a blanket. Pay attention to the contact, especially in the corners. And keep your eyes peeled for Mark Brelsford, one of the young masters of this particular trade. He should be close—very close—to the front.

Cook Neilson is editor of Cycle Magazine



# National AMA championship events for 1972



Date	Event	Location	Purse
Jan. 28	T. T.	Houston, Texas	\$10,000
Jan. 29	Short Track	Houston, Texas	\$10,000
Mar. 12	200 Mi. Road Race	Daytona, Florida	\$43,000
Apr. 16	125 Mi. Road Race	Gainesville, Georgia	\$20,000
May 6	T. T.	Gardena, California	\$10,000
May 21	Mile	San Jose, California	\$12,000
May 27	Mile	Los Alamitos, California	\$10,000
June 4	100 Mi. Road Race	Loudon, New Hampshire	\$25,000
June 10	Half Mile	Louisville, Kentucky	\$10,000
June 18	125 Mi. Road Race	Indianapolis, Indiana	\$20,000
June 25	Half Mile	Columbus, Ohio	\$12,000
July 2	Half Mile	San Jose, California	\$10,000
July 9	Half Mile (Yamaha Cup)	Salem, Oregon	\$12,000
July 15	T. T.	Castle Rock, Washington	\$12,000
July 23	125 Mi. Road Race	Monterey, California	\$20,000
July 29	Half Mile (Yamaha Cup)	Long Island, New York	\$15,000
Aug. 5	Mile	Homewood, Illinois	\$12,000
Aug. 6	Class A Hillclimb	Norton Shores, Michigan	\$ 5,000
Aug. 11	Short Track	Hinsdale, Illinois	\$12,000
Aug. 13	T. T.	Peoria, Illinois	\$12,000
Aug. 26	Mile	Indianapolis, Indiana	\$12,000
Sept. 3	200 Mi. Road Race	Talladega, Alabama	\$21,500
Sept. 9	Mile (Yamaha Cup)	Arlington Heights, Illinois	\$15,000
Sept. 17	Mile	Nazareth, Pennsylvania	\$12,000
Sept. 23	Half Mile	Gardena, California	\$10,000
Oct. 1	250 Mi. Road Race	Ontario, California	\$53,100



# Yamaha Silver Cup Racing Program

HEAT NO. 1	HEAT NO. 2	HEAT NO. 3	HEAT NO. 4
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HEAT NO. 5	HEAT NO. 6	HEAT NO. 7	HEAT NO. 8
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7 _____	_____	_____	_____
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10 _____	_____	_____	_____

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SEMI		
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January 24, 1972

# List of Events

## CONSOLATION

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|---------|----------|
| 1 _____ | 6 _____  |
| 2 _____ | 7 _____  |
| 3 _____ | 8 _____  |
| 4 _____ | 9 _____  |
| 5 _____ | 10 _____ |

## TROPHY DASH

## SILVER CUP RACE

- |          |       |
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| 2 _____  | _____ |
| 3 _____  | _____ |
| 4 _____  | _____ |
| 5 _____  | _____ |
| 6 _____  | _____ |
| 7 _____  | _____ |
| 8 _____  | _____ |
| 9 _____  | _____ |
| 10 _____ | _____ |

[www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com)





# Where to buy better machines.

## (A list of Yamaha motorcycle dealers in the Northeast)

### Connecticut

Libbys Sales & Service  
New Haven  
Ralph Strong Motorcycles, Inc.  
Waterford  
Richards Triumph Sales  
Fairfield  
Seymour Motorsports, Inc.  
Manchester  
Sherwood Service, Inc.  
Plainville  
Sports World, Inc.  
Glastonbury  
Thames Hardware Company  
Norwich

### Delaware

Triple B Cycle Center  
Laurel  
Delmet T. Van Sice Company  
Wilmington  
S & N Cycles, Inc.  
Dover  
S & N Cycles, Inc.  
Newark

### Maine

C. Doors Outdoor Equipment Co.  
North Windham  
Holland Enterprises  
Brewer  
Leadbetters  
Camden  
Lyons Cycle  
Skowhegan  
Mar-Scot Enterprises  
Augusta  
Petes Sports Machines  
Topsham  
Sams Toyland  
Caribou  
A. D. Soucy Company  
Fort Kent  
Valhalla Sales  
Bristol  
Woodmans Sport Cycles  
South Portland  
Woodmans Sport Cycles  
Sanford

### Maryland

Boutwells Cycle Center  
Baltimore  
Frankie & Johnnie Inc.  
Baltimore  
Boutwells of Cockeysville  
Cockeysville  
Edgewood Motorcycle Shop  
Edgewood  
Twigg Cycles Inc.  
Hagerstown  
Chuck Lea Motorcycle  
Lexington Park  
Petes Cycle Company, Inc.  
Severna Park  
Blalock Cycle Co., Inc.  
Wheaton

Petes Cycle Co., Inc.  
Baltimore  
Schwiens Garage, Inc.  
Brandywine  
Duncan Cycle Shop  
Cumberland  
Yamaha of Frederick  
Frederick  
Heyser Honda Sales  
Laurel  
Hersons, Inc.  
Rockville  
Cycle City, Inc.  
Suitland

### Massachusetts

Ronnie's Cycle Sales, Inc.  
Adams  
Ronald A. Farmer  
Bellingham  
Boston Cycles  
Boston  
Frank's Cycle Service  
Hudson  
Sun & Snow Products, Inc.  
Lowell  
Spooner's Garage  
N. Hanover  
Archie's Motorcycle Sales  
Shrewsbury  
AAA Cycletown  
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Pittsfield

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Amesbury  
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Beverly  
Ray's Cycle Center  
Greenfield  
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Carl's Motorcycle Shop  
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Don's Cycles  
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Brooklyn  
Village Yamaha  
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Camrod Corporation  
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Troy  
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Utica  
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Morra Cycle Center  
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Clarion  
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Dallas  
Blackman's Cycle Shop  
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Peter Jacobs  
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Wexford  
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- AMA national championships
- Inter-Am motocross events
- Trans AMA motocross events
- Local events that mean the most to me
- Calendar of coming events
- Want ad section
- Dealer & Service Directory
- Home Work Shop (technical tips)
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Continued from page 31

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| Lyndon Cycle Shop          | Dockum Power Equipment       |
| Lyndonville                | N. Springfield               |
| Western Auto               | Scott's Electric             |
| Newport                    | Newport                      |



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93	11E	Ronnie Butler	Union Lake, Michigan	13
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95	10X	Johnny Isaacs	Riverside, California	10
96	77X	Bob Bailey	Carson, California	10

Continued from page 23

racing career part-time. The one conflicts with the other, leaving you uptight and miserable. To a man who loves racing, that's the most frustrating situation that can arise. So Dick went back to racing fulltime, spending only the winter months doing prototype work for Yankee.

In 1971, Dick signed a contract with BSA two weeks before Houston, which left him no time to prep the bikes before the beginning of the season. "Once the season starts, you just don't have the time to sort them out and get them right; about all you can hope to do is repair them. So if they haven't been sorted out beforehand, you're always behind, fixing broken things that shouldn't have broken."

Dick broke parts or finished well or won races through the season, and at the next-to-last National—Nazareth—he was leading Gene Romero in the point standings for the championship. But Romero could still win it. Dick and Gene both made it to the finals at Nazareth. The night-time feature got underway on that horrorshow race-track (one rider called it "a 140-mph TT track"). About two thirds of the way through the event it began to rain, and the track got greasy and a rider got off, and they decided to call the race. The rider who had fallen was Dick Mann, and he had been in second place behind Gene Romero on the lap before he had fallen, the one that counted as the last lap of the race. That gave Dick enough points so that Gene would have to pass a miracle at the final event—the 250 Mile National at Ontario—to win the championship. Sheer luck had determined the outcome at Nazareth, not riding ability. Although neither had much to say about it, you didn't have to be much

of a mindreader to know that both Gene and Dick were unhappy about the way things were happening.

Dick had cracked a bunch of ribs in his spill at Nazareth. Cracked ribs don't hurt constantly—only when you laugh or sneeze or try to move around. Or race a motorcycle. Then the pain becomes excruciating.

The 250 Mile National was split into two 125-mile segments, with a 45-minute breather in between. Gene Romero fell off during the first segment, and that ended his chance at the 1972 Championship. In the meantime, Dick wore all the tread off his rear tire, and for the last ten laps he was just wishing his bike through the corners and mentally crossing his fingers.

In the second segment of the race, Gene did some fantastic riding. Dick was one of the unlucky riders who hit the oil slick in Turn Nine. He went on his ass, and his engine ate enough thick dust so that the throttle slide in one of his carburetors jammed open, making for some interesting cornering. Nevertheless, he finished and he won the championship. He was not very enthusiastic about it. True, being National Champion makes it easier to get a good sponsored ride, but Dick still judges himself by his own hard standards, not by how many points he has accumulated. And he thought it had been a mediocre season.

Whether Dick Mann hangs up his helmet next year or keeps charging for another ten years; whether he keeps on winning or he loses steadily; for as long as he goes racing, Dick will be on the starting line for one reason and one reason only: because he loves to race motorcycles.





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