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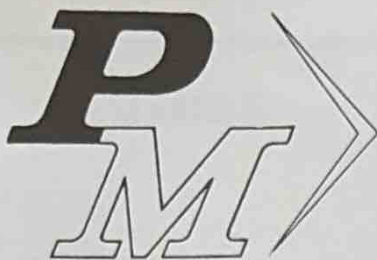
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A Welcome from PACE

We, the staff of PACE Management, are pleased to present the exciting Sixth Annual National Indoor Motorcycle Championship Races in the world-famous Astrodome.

This event has become an established attraction; not only for Houston fans, but also for an ever-growing number of visitors from other cities and states. We can only guarantee the thrills, chills and spills that are associated with the fast pace demanded by this sport.

To those of you who are new to this event, the competitors are from both the junior and expert classes. Some are old timers to the "Astrotrack" and some will be facing it for the very first time. The competition will feature the top ten drivers in the American Motorcycle Association's Grand National Tour. It all adds up to an exciting evening of entertainment calculated to keep you on the edges of your seats.

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Again, we thank you for attending the National Indoor Motorcycle Championships, brought to you under the PACE banner for the sixth consecutive year.

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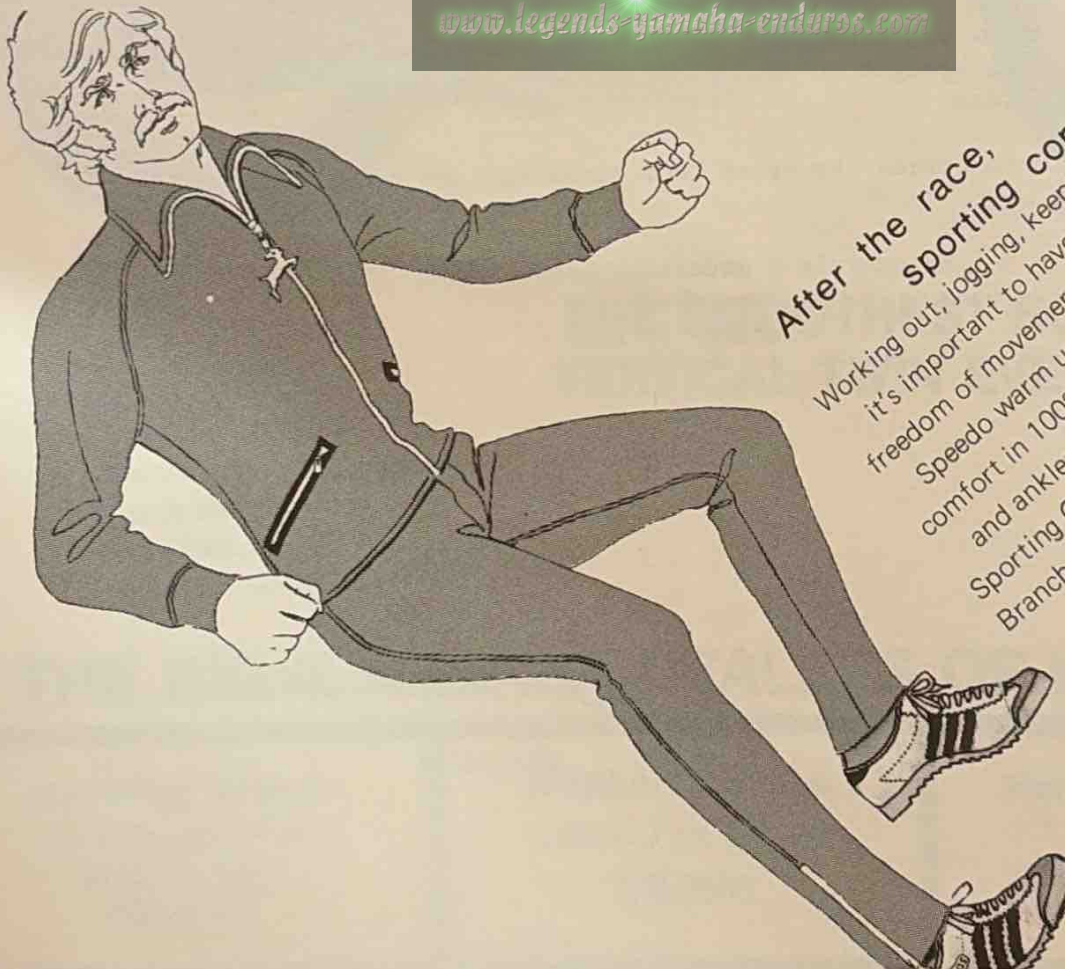
Allen J. Becker
President

CONTENTS

AMA Officials	4 - 5
1972 National Racing Highlights	7
1972 Grand National Champion—Mark Brelsford	9
Top Ten Drivers	10 - 13
1972 Final Results (Top 20)	15
Past National Champions	15
Houston History	16
1972 Results (Individual Events)	19
National Numbers	20 - 21
Types of AMA Sanctioned Motorcycle Competition	23
1973 Entrants	29 & 31
Score Sheet	32 - 33
Trade Show Exhibitors	36
Former Houston Winners	38
Glossary of Terms	42
The Motorcycle, Power and Ecology — Balanced Harmony	44 - 45
Yamaha Motorcycle Literature	47

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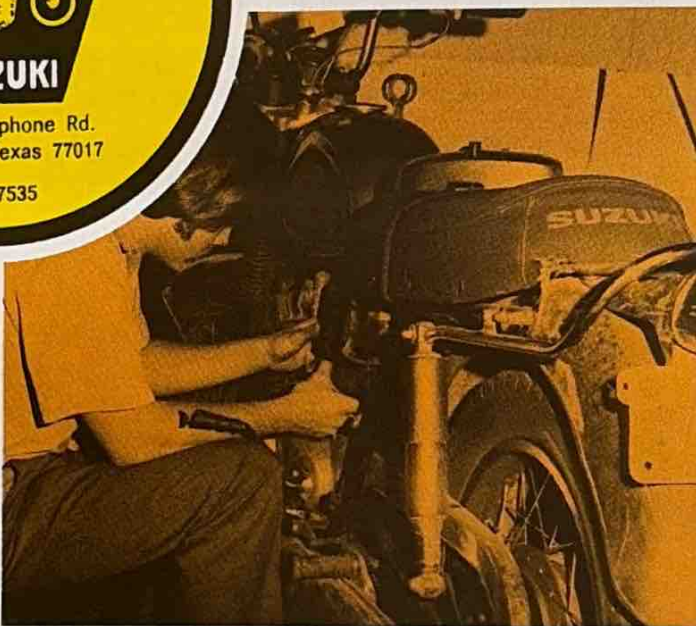
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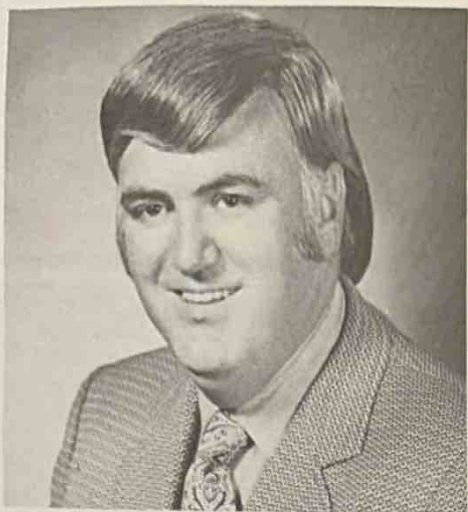


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AMA OFFICIALS



RUSS MARCH
EXECUTIVE DIRECTOR

Heading the American Motorcycle Association's motorsport team is Executive Director Russell E. March, 35, entering his third year in this position.

Born in Pottstown, Pennsylvania and reared in Connecticut, March was an outstanding school athlete, winning letters in football, baseball and track.

While serving in the Armed Forces and stationed in Germany he took up the sport of motorcycling and has continued to be an active rider.

March is a graduate of the University of Connecticut and has held managerial positions at Standard Oil Company of Ohio, American Honda Motor Company and American Safety Equipment Corporation, the makers of the "Bucco" line of helmets.

March has also been a member of the board of trustees of the AMA and also a member of the executive committee.

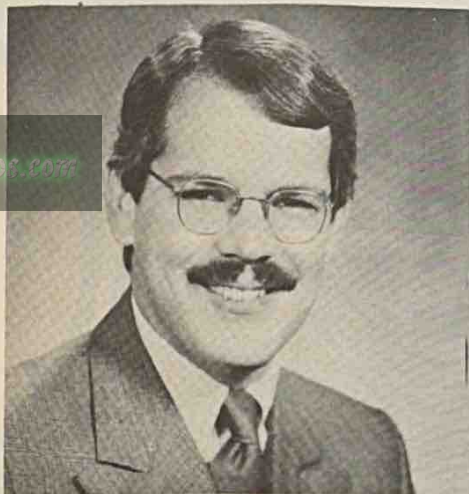
ED YOUNGBLOOD
ASSOCIATE DIRECTOR

Ed Youngblood, Associate Director of the American Motorcycle Association, is responsible for public relations, the AMA news service, the monthly magazine and other non-competitive activities.

Youngblood came to the AMA in September of 1970 when he was appointed managing editor of the AMA magazine. At that time he was also placed in charge of AMA publicity and public relations.

Prior to coming to AMA, Youngblood worked for C and S Publishing as editor of its eastern edition of Cycle News.

Raised in Oklahoma, he received his Bachelor of Arts degree in English Literature at Oklahoma State University, completed a Master of Arts at Ohio University while teaching English composition and has completed course work toward a doctorate.



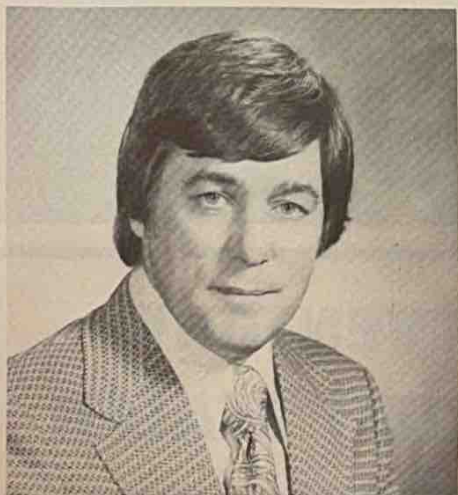
DON WOODS
DIRECTOR OF COMPETITION

Supervising both amateur and professional competition programs for the American Motorcycle Association is Don Woods, 35, formerly of Atlanta, Georgia.

Woods, a native of Georgia, lived most of his life in Atlanta with the exception of two years he spent in California. He has been an active motorcyclist since 1953 and has 15 years' membership in the AMA. In addition to his personal involvement, he has been professionally active in the motorcycle industry since 1965.

Woods, prior to assuming his post of Director of Competition with the AMA in April of 1972, was the Eastern Regional Director.

Woods oversees and co-ordinates the work of Bill Boyce, professional competition manager, and Dave Welch, amateur competition manager.



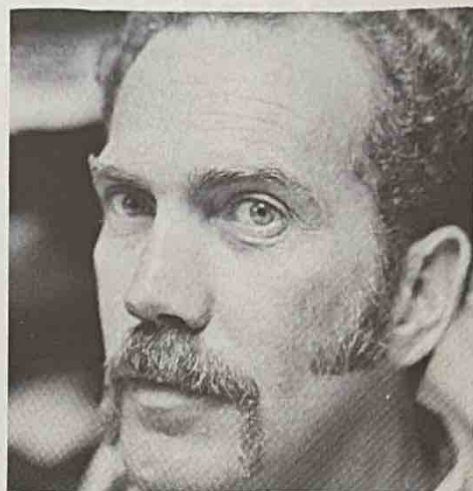
AMA OFFICIALS

RUSS COE **CO-ORDINATOR OF PROFESSIONAL COMPETITION**

Russ Coe, Co-ordinator of Professional Competition, 33, came to the American Motorcycle Association in June of 1972 and his chief duties include the professional motocross circuit, professional hill climb and the contingency program for all phases of motorcycle racing sanctioned by the AMA.

A former promoter of both indoor short track events and motocross events in Orlando, Florida, Coe and his wife toured Europe for 21 days in 1969 on a motorcycle, taking in the International Six-Days Trial.

A bike rider for the last 10 years, Coe also rode the AMA's professional motocross circuit in 1971, giving him excellent experience which he brings to his job.



BILL BOYCE **PROFESSIONAL COMPETITION MANAGER**

Heading up the American Motorcycle Association's professional competition team is Bill Boyce, 49, manager of professional competition.

Boyce came to the AMA in March of 1970 and took over as manager of the professional department in June, 1971. His association with the professional department, however, dates back to 1946 when he began racing professionally. In 1965 he was awarded his 25-year AMA life membership pin.

He raced on the professional circuit for eight years and held the professional number 8F, racing mostly in Ohio.

After retiring from competition, he became active in officiating with the Dayton Motorcycle Club of Ohio and in 1965 was named District Seven referee.

Boyce is in charge of the National Championship circuit, including road racing and dirt track competition.

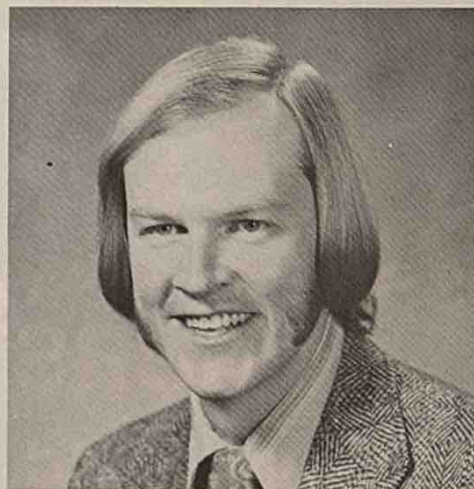


DAVE DESPAIN **RACING PUBLICITY MANAGER**

Newest addition to the American Motorcycle Association's Professional Competition Department is Dave Despain, an electronic media expert, who will have the title of Racing Publicity Manager.

Despain, 26, who comes to the AMA from KMCD radio in Fairfield, Iowa, will concentrate on pre and post-race publicity for the national championship events and coordinate staff activity with the work being done by Motorsport Public Relations and Marketing, the AMA's public relations firm.

Despain brings both a fine media background and also experience as a rider. He has been an avid rider since 1964 and raced two years in sportsman competition and more recently raced an occasional half-mile as a novice.



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1972 NATIONAL RACING

HIGHLIGHTS

Welcome to the sixth annual Astrodome AMA national races. What started out as a guess and a gamble six years ago, this weekend has now become the largest drawing card in professional motorcycle racing.

The past five years have found the crowds increasing each and every time for the twin national races.

The famous Astrodome is the only location that is yearly granted two national point events for the same weekend, or within a twenty four hour span. The reasons are obvious. No weather problems, excellent seating, ideal viewing conditions and most of all, every ranking professional rider for the type of events run.

History will again be made each night as for the first time in national competition the events will be for experts only. This means more experts, better racing and more prize money to lure the best there is.

But there is more. The Astrodome sponsors, PACE Management, has also added special events each night for some of the nation's outstanding Junior class riders who are at least a year from joining the Expert ranks.

This gives you the chance to see the future national stars, riders who have been invited to compete based on their individual racing efforts from last season.

This entirely new first time program will be the best ever presented at the Dome and will be the format used by many other promoters of national events later this year.

In the national division the California riders will be the ones to beat. They have won all but two of the previous nine main events run since 1968. Their undefeated string now stands at seven in a row, in-

cluding all of the TT's and the last three short tracks.

The Californians won sixteen of the twenty-two national races last year and all of those riders from the West are here for one or both of the twin opening season national races at the Dome.

Again this year both nights of national racing will find the younger riders trying to upset the better known stars of professional racing. Last year was the first time the young ones won out. A pair of twenty-year-old riders, John Hateley and Kenny Roberts, topped the field. It was the first time that any rider too young to vote had ever won here at the Dome. Hateley was starting only his second season as an expert, Roberts was a first time rookie.

It's the start of a new season — a season that will find the riders who follow the national circuit traveling seventy to eighty thousand miles before it is all over. The new Grand National Champion, Mark Brelsford, won only three races last year to again prove that AMA professional cycle racing — and winning — is the most difficult of all racing.

The last five years have produced a different champion each season. The only thing that is certain tonight is that you will be watching the start of it all for another year. The Champ at the end of this season is here for both events. He may or may not ride and win in each of the two national finals — but he is here.

Enjoy the races and be sure and stop at the Motorcycle Show that is located right here in the Dome for the first time. Show hours are before and after the races both nights. It's the biggest and best show of the entire year.



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1972 GRAND NATIONAL CHAMPION MARK BRELSFORD

Mark Brelsford had a feeling at the start of the 1972 American Motorcycle Association's Championship circuit that he could win the Grand National Championship.

That feeling turned out to be more than true — with two races left in the 1972 season, Brelsford had already wrapped up the title.

After placing fourth in the Houston, Texas TT, he didn't make the finals of the short track event and then missed the first two road race events allowing front running Kenny Roberts a sizeable point lead.

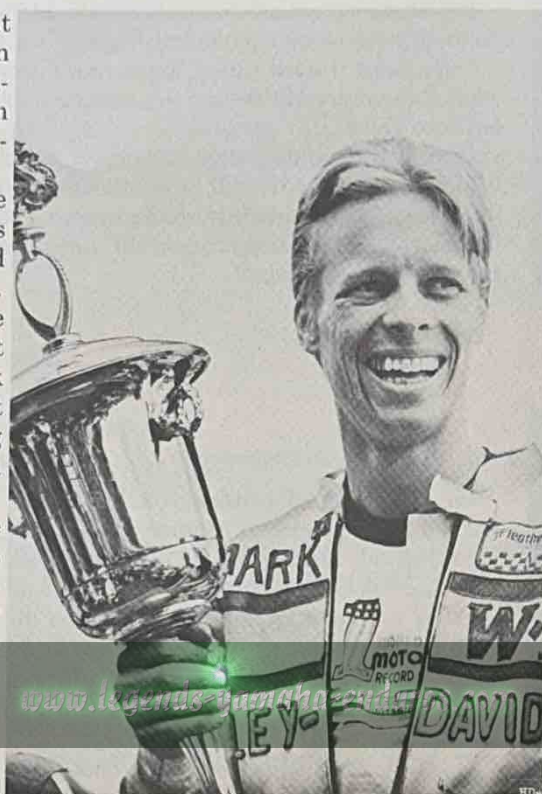
When Brelsford returned to the race for the national title, Roberts had a 210 point lead. The Harley-Davidson factory team rider noted, "I had my doubts at that time, but I thought all I could do was try my hardest and whatever happened happened."

Brelsford came back in fine style finishing second at Colorado Springs, and then followed that up with his first of three national wins during the year. The win at the Ascot TT in Gardena, California pulled him within 41 points of Roberts.

His second win of the year, at the Louisville, Kentucky Mile pulled him within 11 points of the faltering Roberts, and that was followed by a second place finish at the Loudon, New Hampshire 100-mile Road Race, and a third at the San Jose Half-Mile. With his third win of the season, Brelsford had not only overhauled Roberts, who had dropped back to third place, but had also taken a 160 point lead over his nearest competitor, Gary Scott.

Brelsford noted, "After Loudon, I thought I had the riding ability to be number one, it was just a matter of the breaks going my way. I didn't get hurt, and the bike stayed together enough for me to finish."

Brelsford calls his win at Ascot his most perfect race.



"I had won the race the last two years in a row and was favored to win this year. There was a lot of pressure on me and I was pretty excited going into it."

But Brelsford came through like the champion he is, winning all heats and leading on all laps of the main heat.

"I couldn't have ridden a more perfect race," he said.

Brelsford began his professional career in 1967 after competing in just about every type of amateur event he could find. He rode enduros, motocross, scrambles, desert events — anything he could find.

During the 1968 season, he earned the Motor Sports Press Association's Award of "Motorcycle Rider of the Year." He advanced

to Expert in 1969 and gained a post with the Harley-Davidson team, finishing eighth in the final standings.

In 1970, he finished seventh and followed that with another seventh place finish in 1971 even though he was plagued by mechanical problems throughout the season.

A master of all types of riding, Brelsford says he "likes them all, but I like road racing over all others."

"The road races are usually a three-day affair and I like the relative relaxed atmosphere of them," he said.

Looking to the 1973 season, Brelsford notes, "I think there will be more pressure on me when I ride. Wearing the number one plate will push the other riders to get me."

"I think the number one plate gives them that much more incentive to try harder," he stated.

Talking about defending his title, Brelsford adds, "There was a lot of luck involved in becoming number one — getting a good start, no one falling down in front of you, and keeping the bike together."

"Last season, especially towards the end, I wasn't enjoying it too much. I wanted the championship very badly and it didn't seem to matter what I did to relax, all I could think about was the bike."

"Most of the pressure is off now. I had to put everything into getting number one and now I have a good idea of what it takes and I hope I can use that information to my best advantage."

In the off season, Brelsford keeps busy with several hobbies including fishing, snorkeling and surfing. He says he particularly likes to go to Hawaii for the winter to surf.

"And then there is always motorcycle riding — that's my favorite by far, no comparison."



NO. 2 — GARY SCOTT

What is the difference between being number one and number two?

Gary Scott, last year a first year expert, has some inside information on the subject since he finished in the runner-up spot behind Grand National Champion Mark Brelsford in the American Motorcycle Association's National Championship circuit.

Scott, 20, from West Covina, California, thinks a spill he took at the Roosevelt, New York Half-Mile might have cost him a chance for the Championship.

Brelsford won the national title with 1483 points while Scott garnered 1105 points for his second place finish.

Gary Scott started riding sportsman events at the age of 13 and turned pro when he was 18. He is married, and he and his wife Donna have a one-year-old son, Dave.

Last year Triumph took an interest in helping Scott shoot for the national title and this year he will be on the Triumph team.

"I'm looking forward to a very hard and successful season. I'd like to shoot for the top and see where I end up. I'm going to make a number one effort for the number one plate."



NO. 3 — GENE ROMERO

One of the most consistent riders, Gene Romero, the number three rated rider on the American Motorcycle Association's Grand National circuit last year, has not finished below third in the point standing in the last four years. And he was Grand National Champion in 1970.

After a slow start in 1972, where he didn't score a point until the fourth race of the season with a third place at the Atlanta, Georgia 125 mile Road Race, Romero picked up the pace sufficiently for a third place overall finish. He edged Kenny Roberts for the third place spot on the point ladder by six points, scoring 877 to Roberts' 871.

Two years ago Romero and Dick Mann put on a furious fight for the national title which Romero held at the time. Coming down to the last event, only 78 points separated the two, but Mann finished well ahead of Romero for the 1971 title.

Romero's career began in 1963 in the amateur scrambles events. The following year he moved into the Expert class where he has demonstrated his ability for the last six seasons.



NO. 4 — KENNY ROBERTS

"There's always next year."

That's the feeling of Kenny Roberts, a first year Expert in 1972 who finished fourth in the AMA's Grand National circuit after leading the pack for almost half of the season.

Roberts opened the season spectacularly, taking a third place in the Houston, Texas TT and then winning the Short Track event the next night to vault into the national point lead.

That was to be Kenny's only win of the season, but he kept the rest of the riders at bay for half the season by finishing consistently in the top five in national events.

Roberts, who began riding when he was 14, started his competition career in the amateur scrambles and sportsman events.

He turned professional when he was 18 and that year he was the number one novice in the nation. As a Junior, he drew sponsorship from Yamaha and became the number one Junior in the nation, setting a season mark with 10 wins.

Roberts predicted the 1973 season will be a good year for him, "I'm looking forward to it. I think I will have a good shot at number one."

NO. 5 — CHUCK PALMGREN

After a disappointing 18th place finish in national standings in 1971, Chuck Palmgren returned to the top 10 in 1972, earning a fifth place on the point ladder with wins at the Roosevelt, New York Half-Mile and the Indianapolis, Indiana Mile.

Palmgren noted that he was slowed a great deal in the 1971 season, the first time he had been out of the top 10 since 1968, by breaking his collar bone twice during the year.

Of all the professional riders on the American Motorcycle Association's Grand National Tour, Palmgren has possibly one of the most unique sponsors, All-American Racers, the Dan Gurney-owned company, more famous for its front-running Indianapolis 500 race cars.

Chuck Palmgren began his professional career in 1964 and two years later advanced to the Expert rank. In 1968, he broke into the top 10 for the first time, finishing as the seventh ranked rider and then followed that performance with a fifth place finish in 1969. In 1970, he was eighth.

Although he lists Freehold, New Jersey as his home, he has been living most of the off season in the Los Angeles, California area.



NO. 6 (tie) — JIM RICE

California rancher Jim Rice was the only self-sponsored rider on the American Motorcycle Association's Grand National Tour to finish in the top 10 in 1972.

Reflecting on the past year, Rice, of Portola Valley, California, notes, "Things went well for me last year. I picked the nationals I wanted to ride and won two."

The number three ranked rider the previous season, Jim Rice finished 1972 with wins at the 25-lap Colorado Springs Mile and the 25-lap San Jose Mile. He ended the season tied with Dick Mann in sixth position.

His racing career began in 1965 with amateur scrambles and TT events. In 1966, he entered the professional ranks, and after a two-year Junior apprenticeship entered the Expert class.

In 1970, as a member of the BSA factory team, Rice stormed to six National wins, setting the most brilliant single-season record since the late Fred Nix won six Mile Nationals in 1968.

Rice and his wife have a small five-acre ranch in Portola Valley which keeps him busy in the off season. He is working toward raising horses in the future when he decides to retire from active competition.



NO. 6 (tie) — DICK MANN

After carrying the number one plate for the past season, veteran rider Dick Mann dropped into a tie with Jim Rice for sixth in the 1972 AMA Grand National Circuit.

Mann, who was also the Grand National Champion in 1963, went through a very slow first half of the season as he had accumulated only 408 points after the Castle Rock, Washington TT and had yet to win a race.

Following the Castle Rock event, however, Mann got hot, taking both the Homewood, Illinois Mile Dirt Track and the Peoria, Illinois TT just eight days later.

Dick Mann began riding professionally in 1954, and his name first appeared in the top 10 of the point standings in 1957. Since that time, he has held a place in the top 10 every year except 1963.

Mann has won 24 national championships in his lifetime and is closing in on Bart Markel's record of 28.

With his win at Homewood last year, Mann is the only rider to win national championship events in all five types of competition: Road Race, Mile, Half-Mile, Short Track and TT.

Mann says he hopes to have a good year in 1973: "There isn't that much difference between the top eight or ten riders in skill. Any one of them could have been number one with any kind of mechanical luck."



ACTION! SPILLS! THRILLS!



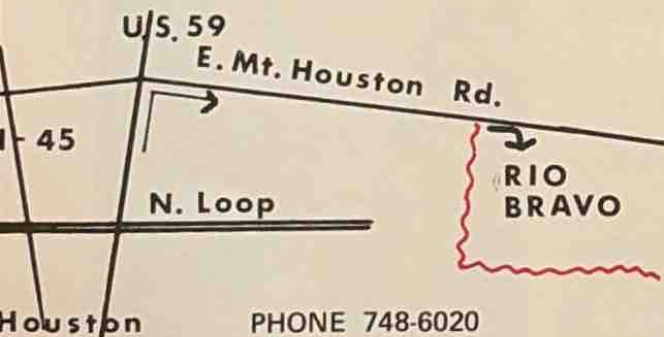
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Harris race Motocross in all
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NO. 8 — MERT LAWVILL

Mert Lawwill begins his 10th season with the Harley-Davidson factory team as the number eight rated rider on the American Motorcycle Association's Grand National Tour, but he is possibly the most optimistic of those in the top 10.

"I'm looking forward to a repeat of number one," the former Grand National Champion stated, "The year I carried the number one plate I had a lot of mechanical failures which I don't expect this year."

Lawwill, who finished just 11 points behind Dick Mann and Jim Rice, was AMA Grand National Champion in 1969, but he ran into bad luck defending his title in 1970 and suffered several serious accidents in 1971 before working his way back into the top 10 in 1972.

Lawwill began his professional career in 1962 and moved into the Expert ranks quickly. His name has appeared in the top 10 standings every year since 1964 with the exception of 1971 when he was injured.

Mert Lawwill lists no hobbies outside of motorcycles, adding, "Everything I do is geared around motorcycles. It is my total life."



NO. 9 — CAL RAYBORN

Cal Rayborn would rather not talk about the 1972 season even though the Harley-Davidson rider finished in ninth place in the AMA Grand National Tour.

"I just couldn't keep a motor together. I led in all the road races I was in and in many of the other races, but something always went sour. It was just many little things which I hope will be rectified for the 1973 season," he said.

Rayborn added, "But it wasn't a matter of bad luck — You make your own luck."

Possibly the best road racer in the United States and certainly one of the best in the world, both of Rayborn's national wins in 1972 were road races.

A plumber and auto mechanic before he became a professional rider, Rayborn almost didn't turn professional.

He began riding motorcycles competitively in 1958, participating in the scrambles and TT. In an amateur road race at Riverside he got hurt and quit for two years. But then in 1961 he signed up as a Novice and made Expert in 1964.

Cal Rayborn is married and he and his wife Jackie have two sons, Calvin III and Jack, ages 13 and 9 respectively.



NO. 10 — DAVE SEHL

Although he finished the season as the number ten ranked rider in the AMA Grand National Championship Point Standings, Canadian Harley-Davidson rider Dave Sehl has plans for doing as well on the circuit in 1973 as he did in the latter part of 1972.

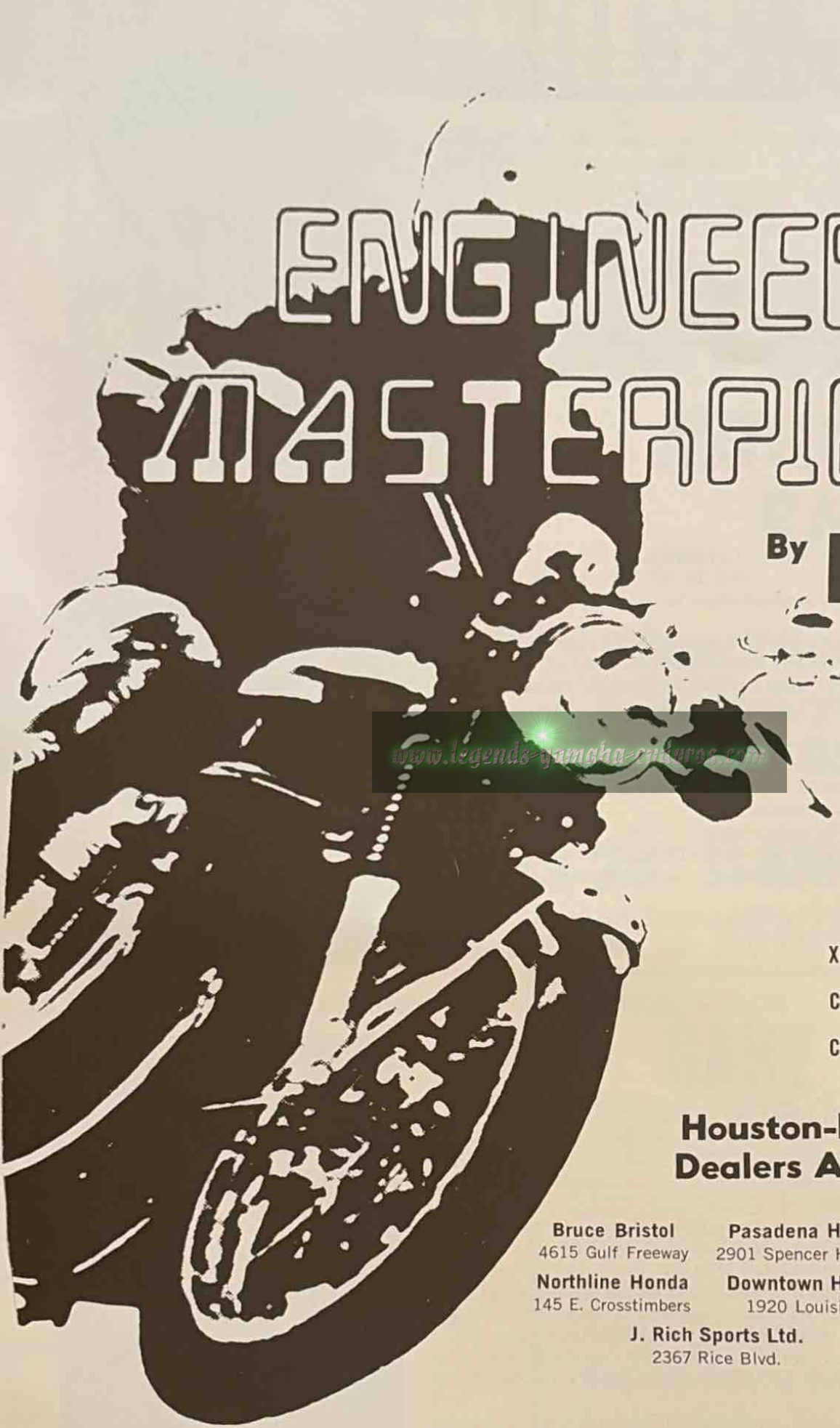
Sehl, who finished with 629 points (more than he scored last year for his fifth place ranking), chalked up more than half of his season's total in his last three finishes. He won the Atlanta 25-lap Mile Dirt Track, finished second at the 25-lap Indianapolis Mile and was fifth at the 20-lap Ascot Half-Mile.

Sehl, who has been "fiddling" with motorcycles since he was 12 years old, answered why he races, "I like what I'm doing and besides I can't play golf."

Dave Sehl began competing in Canadian Motorcycle Association scrambles events in 1959. In 1967 he turned professional and found dirt ovals to his liking.

In the 1973 season Sehl will again chauffeur a Harley-Davidson and hopes to get off to a better start.





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1972 FINAL RESULTS

TOP TWENTY RIDERS

1. Mark Brelsford	1483
2. Gary Scott	1105
3. Gene Romero	877
4. Ken Roberts	871
5. Chuck Palmgren	841
6. Dick Mann	776
6. Jim Rice	776
8. Mert Lawwill	765
9. Cal Rayborn	660
10. Dave Sehl	629
11. Rex Beauchamp	506
12. Don Castro	461
13. John Hateley	436
14. Yvon Duhamel	420
15. Eddie Mulder	391
16. Gary Fisher	384
17. Mike Kidd	273
18. Mark Williams	213
19. Don Emde	189
20. Frank Gillespie	187

MANUFACTURER'S POINTS

1. Harley-Davidson	2397
2. Yamaha	2181
3. Triumph	1963
4. BSA	1523
5. Kawasaki	943
6. Suzuki	399
7. Norton	251
8. OSSA	200
9. Bultaco	90
10. Honda	64
11. BMW	10

GRAND NATIONAL CHAMPIONS

1946	Chet Dykgraaf	NOR		Title and No. 1 Plate won at Springfield, Ill.
1947	Jimmy Chann	H-D		
1948	Jimmy Chann	H-D		
1949	Jimmy Chann	H-D		
1950	Larry Headrick	H-D		
1951	Bobby Hill	IND		
1952	Bobby Hill	IND		
1953	Bill Tuman	IND		
1954	Joe Leonard	H-D	76 pts.	Accumulated championship points determined champion.
1955	Brad Andres	H-D	80	
1956	Joe Leonard	H-D	32	
1957	Joe Leonard	H-D	41	
1958	Carroll Resweber	H-D	36	
1959	Carroll Resweber	H-D	52	
1960	Carroll Resweber	H-D	49	
1961	Carroll Resweber	H-D	62	
1962	Bart Markel	H-D	58	
1963	Dick Mann	BSA-MAT	114	
1964	Roger Reiman	H-D	503	
1965	Bart Markel	H-D	620	
1966	Bart Markel	H-D	434	
1967	Gary Nixon	TRI	508	
1968	Gary Nixon	TRI	622	
1969	Mert Lawwill	H-D	672	
1970	Gene Romero	TRI	667	
1971	Dick Mann	BSA	1054	
1972	Mark Brelsford	H-D	1483	

HOUSTON HISTORY

Houston's Astrodome, eighth wonder of the world, is the home of many professional sports: football, basketball, and baseball and this year, as it has for the last four seasons, the Astrodome will once again house one of the fastest growing professional sports in the United States, professional motorcycle racing.

And the two-day race at the Astrodome, which sees a 25-lap TT Friday night and a 20-lap short track event Saturday evening, is one of the most important to riders.

The two-day event, which has become the traditional starting event for the American Motorcycle Association's Grand National Championship circuit, is one of the most important two days on the circuit to riders, just for that reason.

For one thing, a double win, which has never been accomplished, would give a rider 300 points on his way to the Grand National Championship.

Additionally, the winner of the first two events of the season can get a psychological advantage over the rest of his competitors.

And just as important as the 300 points and a psychological advantage that a rider might be able to obtain with a double win is the \$24,000 in purses which are being offered for the two days of racing.

Winning the national championship is worth \$2,250. In addition, a rider gets \$10 per lap he is in the lead and \$100 for the fastest time trial. Winner of the trophy race will earn \$625. Additionally, the National winner will also receive contingencies each night.

Last year a record-breaking crowd of 37,000 looked on as Kenny Roberts on his Yamaha led from start-to-finish to capture the short track championship.

Texans, however, were rooting for favorite son, Mike Kidd, of Hurst, Texas. Kidd managed a second place on his Yamaha while another rider who excels in the short track event, Dave Hansen, from Hayward, California, was third.

The win provided Roberts with the overall lead in the national point race as Friday night he had placed third in the TT.

John Hatley, however, put on a masterful performance on the tight corners and spectacular jump of the TT course aboard his Triumph for the victory. Eddie Mulder, also on a Triumph, was second.

The initial success of Roberts was good enough to give him the point lead for the better part of half the season until mechanical troubles and bad luck allowed a hot-riding Mark Brelsford to overtake him for the national championship. Roberts, a first year expert, finished fourth in the point race.

Last year Brelsford finished fourth in the TT event, but was shut out of the short track event where he failed to make finals.

National Championship motorcycle racing first appeared under American Motorcycle Association sanction in the Astrodome in 1968 when Gary Nixon, then Grand National Champion, was winner of the short track event. That year there was just one night of racing.

The following year was the first year there were two nights of racing back-to-back as Ronnie Rall captured the short track championship and Gordon Van Leeuwen was the victor in the inaugural running of the TT.

In 1970, Jim Rice was winner of the TT competition while Mert Lawwill, who had just won the Grand National Championship the year before, was the winner of the short track.

Two years ago, Jim Odom finished in the winner's circle in the short track event while Dick Mann, on his way to his second Grand National Championship, grabbed the victory trophy in the TT event.

This year, there is something new added to the two nights of racing, — the Gulf State Junior Invitational Championship. There will be one Gulf State Junior Invitational run each night; a short track event will be run when the experts are running the TT on Friday night and a TT will be run while the experts are running a short track Saturday night.

Although it is nearly impossible to pin-point a favorite, especially early in the season, Grand National Champion Mark Brelsford, based on his impressive overall performance last year would have to rate as the early choice of the odds-makers.

However, on the Grand National circuit, on a given day, any one of 50 different riders has the ability to be a winner. And that's the sign of a true professional sport.



Thanks to Texas Fire & Safety Equipment Company personnel, this rider escaped injury and minimal damage to his racing machine here at the races last year. Our hats off to those men for a job well done.

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National 1972 Results (First Three Places)

Houston, T.T.	Jan. 28	Salem Half Mile Dirt Track	July 9
John Hatley	TRI	Mark Brelsford	H-D
Eddie Mulder	TRI	Jim Rice	BSA
Ken Roberts	YAM	Gary Scott	TRI
Houston, Short Track	Jan. 29	Castle Rock, T.T.	July 9
Ken Roberts	YAM	Gary Scott	TRI
Mike Kidd	YAM	Jim Rice	BSA
Dave Hansen	SUZ	Mark Williams	TRI
Daytona, 200 Mile Road Race	March 12	Laguna Seca Road Race	July 23
Don Emde	YAM	Cal Rayborn	H-D
Ray Hempstead	YAM	Gene Romero	TRI
Dave Smith	YAM	Ken Roberts	YAM
Atlanta, 125-Mile Road Race	April 16	Roosevelt Raceway Half Mile D.T.	July 31
Yvon Duhamel	KAW	Chuck Palmgren	YAM
Paul Smart	KAW	Mert Lawwill	H-D
Gene Romero	TRI	Rex Beauchamp	H-D
Colorado Springs, 25-Mile Dirt Track	April 30	Homewood, Mile Dirt Track	August 5
Jim Rice	BSA	Dick Mann	BSA
Mark Brelsford	H-D	Mark Brelsford	H-D
Ken Roberts	YAM	Rex Beauchamp	H-D
Gardena	May 6	Peoria, T.T.	August 13
Mark Brelsford	H-D	Dick Mann	BSA
Gary Scott	TRI	Sonny Burres	TRI
John Hateley	TRI	Mert Lawwill	H-D
San Jose, Mile Dirt Track	May 21	Santa Fe Short Track	August 18
Jim Rice	BSA	Barry Gerald	OSSA
Ken Roberts	YAM	Don Castro	YAM
Dick Mann	BSA	Darryl Hurst	OSSA
Louisville, Half Mile Dirt Track	June 4	Indianapolis, Mile Dirt Track	August 25
Mark Brelsford	H-D	Chuck Palmgren	YAM
Dave Sehl	H-D	Dave Sehl	H-D
Gary Scott	TRI	Cal Rayborn	H-D
Loudon 100 Mile Road Race	June 11	Talledega, 200 Mile	September 3
Gary Fisher	YAM	Yvon Duhamel	KAW
Mark Brelsford	H-D	Gary Nixon	KAW
Gene Romero	TRI	Art Bauman	SUZ
Indiana 125-Mile Road Race	June 18	Atlanta, Mile Dirt Track	September 10
Cal Rayborn	H-D	Dave Sehl	H-D
Yvon Duhamel	KAW	Rex Beauchamp	H-D
Gene Romero	TRI	Don Castro	YAM
Columbus, Half Mile Dirt Track	June 25	Gardena, Half Mile Dirt Track	September 23
Mert Lawwill	H-D	Gary Scott	TRI
Gary Scott	TRI	Tom Rockwood	TRI
Chuck Palmgren	YAM	Mert Lawwill	H-D
San Jose, Half Mile Dirt Track	July 2	Ontario, Road Race	October 1
Gene Romero	TRI	Paul Smart	KAW
Chuck Palmgren	YAM	Geoff Perry	SUZ
Mark Brelsford	H-D	Renzo Pasolini	H-D

NUMBERS

Being Number One has a special meaning in every sport and motorcycle racing is no exception.

During 1973, Mark Brelsford will ride the machine with the number one plate, signifying that he was the top rider for the previous year.

Brelsford won the plate by scoring more points in the event circuit than any other rider last season. Now he must defend that title during the coming season.

Points are awarded on the following basis:

1st - 150	6th - 50	11th - 10	16th - 5
2nd - 120	7th - 40	12th - 9	17th - 4
3rd - 100	8th - 30	13th - 8	18th - 3
4th - 80	9th - 20	14th - 7	19th - 2
5th - 60	10th - 15	15th - 6	20th - 1

The above point schedule will be multiplied as below according to the prize money offered for the event. Prize money for this purpose will consist only of the official purse paid in the expert portion of the National Championship program for the event in question, and will exclude any manufacturers' contingency or donated lap money.

Min. to \$14,000	1.0
\$15,000 to 24,999	1.1
\$25,000 to 39,999	1.2
\$40,000 to 59,999	1.3
\$60,000 and above	1.4

A manufacturer's high point award is also presented annually and last year, the first year it was contested, Harley-Davidson was the winner. Points for the manufacturer's high point trophy are awarded to only the highest finishing position of each manufacturer.

By scoring the highest number of points last season, Brelsford earned the Number One plate for this season.

National numbers are given out by AMA under the following set of rules:

- Once a rider earns a national number, he may keep that same number from year to year, providing he fulfills any one of the following:
 - Finish among the top sixty-five riders in national points.
 - Finish among the top twenty-five riders in combined points for all non-national Class C (professional) races.
 - Riders qualified in A and B above have a choice by finish position to choose any vacant number.
 - A rider among the top ten in national points the previous year may maintain his number without fulfilling A or B above, providing he was injured for at least one half of the year.
- All previous Number One riders still active will be given one digit numbers contingent upon their fulfilling their requirements for retaining a national number.
- Any numbers not accounted for under one and two above will be considered vacant and assigned as follows:
 - The top ten finishers in national points will be given their choice, in order, of any of the vacant numbers, or they may elect to keep their old number.
 - Two-thirds of the remaining vacant numbers will be assigned to national point finishers not already having a national number, in order, with the highest placed rider receiving the lowest number, etc.
 - The remaining vacant numbers will go to the riders with the highest number of points for all non-national Class C races, who do not already have a national number.

Non-national numbers can be distinguished from national numbers in that the number carries a letter with it. The letter refers to a specific region the rider is from. It is also found on junior and novice numbers.

Letters correspond with the following regions:

- B-U Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, New York, Pennsylvania, New Jersey and Connecticut.
- C-D Delaware, Maryland, Washington, D.C., Virginia, West Virginia, North Carolina, South Carolina, Georgia and Florida.
- E Michigan
- F Ohio
- G Wisconsin
- H Indiana
- S-P Illinois
- K-J Iowa, Minnesota, Missouri, North Dakota, South Dakota and Nebraska.
- L Kentucky, Tennessee, Alabama, Mississippi, Arkansas and Louisiana
- M-N Colorado, New Mexico, Arizona, Kansas, Oklahoma, Texas
- Q Montana, Idaho, Wyoming, Utah, Nevada and Oregon
- W-V Washington
- T Canada, and foreign countries
- X-R Southern California
- Z-Y Northern California

NATIONAL NUMBERS

FOR 1973

- 1 Mark Brelsford, Woodside, California
- 2 Dick Mann, Richmond, California
- 3 Gene Romero, San Luis Obispo, California
- 4 Bart Markel, Flint, Michigan
- 5 Roger Reiman, Kewanee, Illinois
- 6 Not issued
- 7 Mert Lawwill, San Francisco, California
- 8 Not issued
- 9 Gary Nixon, Phoenix, Maryland
- 10 Neil Keen, St. Louis, Missouri
- 11 Don Castro, Hollister, California
- 12 Eddie Mulder, Burbank, California
- 13 Dave Aldana, Santa Ana, California
- 14 Cal Rayborn, Spring Valley, California
- 15 Barry Gerald, Baton Rouge, Louisiana
- 16 Dave Sehl, Waterdown, Ontario, Canada
- 17 Yvon DuHamel, LaSalle, Quebec, Canada
- 18 Jim Odom, Fremont, California
- 19 Keith Mashburn, Santa Susana, California
- 20 Dave Smith, Lakewood, California
- 21 Gary Fisher, Parkesburg, Pennsylvania
- 22 Terry Dorsch, Granada Hills, California
- 23 Dave Hansen, Hayward, California
- 24 Jim Rice, Palo Alto, California
- 25 Don Emde, San Diego, California
- 26 Cliff Carr, Watertown, Massachusetts
- 27 Duane McDaniels, Milford, Michigan
- 28 Conrad Urbanowski, Miramar, Florida
- 29 Larry Palmgren, Freehold, New Jersey
- 30 Art Baumann, Brisbane, California
- 31 Rex Beauchamp, Drayton Plains, Michigan
- 32 Dusty Coppage, Beaverton, Oregon
- 33 Tod Sloan, Fresno, California
- 34 Darrel Hurst, Houston, Texas
- 35 Randy Skiver, Everett, Washington
- 36 Charles Chapple, Flint, Michigan
- 37 Ron Moore, San Bernardino, California
- 38 Chuck Palmgren, Freehold, New Jersey
- 39 Brad Lackey, Pinole, California
- 40 Ted Newton, Pontiac, Michigan
- 41 William Eves, Phoenixville, Pennsylvania
- 42 Fred Guttner, Detroit, Michigan
- 43 Johnny Lane, Bakersfield, California
- 44 Hurshel Keeter, Ojai, California
- 45 Doug Sehl, Waterdown, Ontario, Canada
- 46 Paul Bostrom, San Ramon, California
- 47 Charles Seale, Letana, Florida
- 48 Allen Kenyon, Cupertino, California
- 49 Dennis Palmgren, Freehold, New Jersey
- 50 Randy Scott, Philomath, Oregon
- 51 George Kerker, Glendale, California
- 52 Ronnie Rall, Mansfield, Ohio
- 53 Bob Bailey, Gardena, California
- 54 Robert Lee, Ft. Worth, Texas
- 55 James Jones, Kirkland, Washington
- 56 Marty Lunde, Hermosa Beach, California
- 57 Edward Hermann, Milwaukie, Oregon
- 58 Richard Schroder, Falls Church, Virginia
- 59 Skip VanLeeuwen, Hollywood, California
- 60 Charles Joyner, Oregon City, Oregon
- 61 Ron Grant, Brisbane, California
- 62 Clifford Keener, Goodrich, Michigan
- 63 Walt Fulton, Santa Ana, California
- 64 Gary Scott, West Covina, California
- 65 Jim Weinert, Middletown, New York
- 66 John Skinner, Auburn, Alabama
- 67 Patrick Marinacci, Seattle, Washington
- 68 Wyman Priddy, Ft. Worth, Texas
- 69 Sonny Burres, Portland, Oregon
- 70 Mark Williams, Springfield, Oregon
- 71 James Maness, Augusta, Georgia
- 72 Mike Kidd, Hurst, Texas
- 73 Kel Carruthers, El Cajon, California
- 74 Paul Pressgrove, Tecumseh, Kansas
- 75 James Dunn, Everett, Washington
- 76 Frank Gillespie, Berkeley, California
- 77 Carl LeBlanc, Elyria, Ohio
- 78 Ron Wakefield, Indianapolis, Indiana
- 79 Lloyd Houchins, LaCrescenta, California
- 80 Ken Roberts, Lower Lake, California
- 81 Gordon Dusenbery, Wichita, Kansas
- 82 Jack Warren, Millington, Michigan
- 83 Steve McLaughlin, Duarte, California
- 84 Gary L. Bailey, Clovis, New Mexico
- 85 Richard Wascher, Renton, Washington
- 86 Keith Ulicki, Kenosha, Wisconsin
- 87 HOLD
- 88 Tom Rockwood, Gardena, California
- 89 Gary Jones, Hacienda Heights, California
- 90 Gilbert Reed, Salem, Oregon
- 91 Michael Haney, Inglewood, California
- 92 Gunner Lindstrom, S. Plainsfield, New Jersey
- 93 Gregory Edmunds, Onon Hill, Maryland
- 94 Larry Darr, Mansfield, Ohio
- 95 Michael Ninci, Kansas City, Missouri
- 96 Edward Varnes, Cochranville, Pennsylvania
- 97 Ron Pierce, Bakersfield, California
- 98 John Hateley, Van Nuys, California
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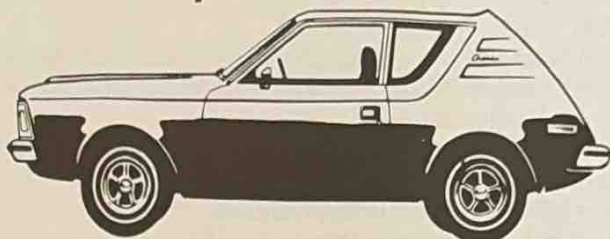
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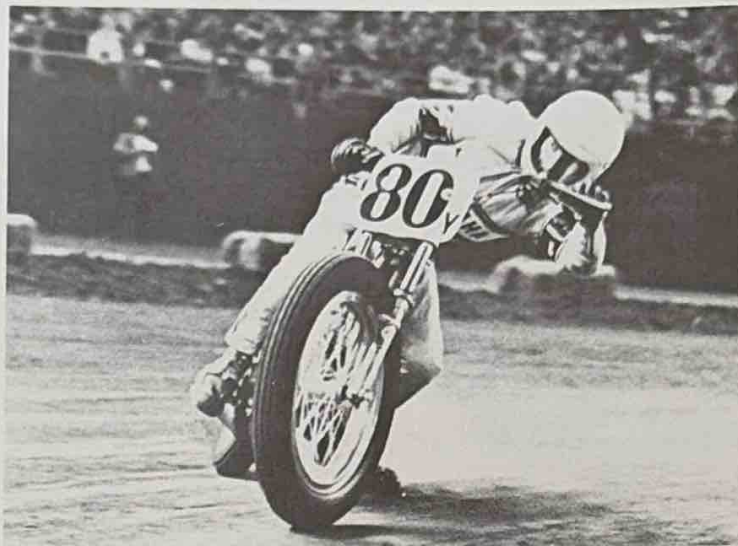
TYPES OF AMA SANCTIONED MOTORCYCLE COMPETITION

SHORT TRACK

Short track races are held on specially prepared tracks less than 2250 feet in circumference measured 18 inches from the pole. These tracks may be dirt or pavement and are often held indoors. All short track equipment must be muffled to 92 decibels on the "A" scale at 50 feet.

Maximum piston displacement for all classes of riders is 250cc for all two stroke multi-cylinder engines and 360cc for all other types of engines.

Motorcycles must be equipped with transmissions having a maximum of five speeds, except that motorcycles of 100cc and less shall be limited to a maximum of six speeds.



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TT (TOURIST TROPHY)

TT races are held on a prepared course, no part of which can be traveled road, and which is irregular so that both right and left hand turns must be negotiated. If possible, a hill is included. The course necessitates 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 Junior classed riders is 900cc. Novice riders are restricted to equipment with maximum piston displacement of 250cc for two-stroke multi-cylinder engines and 360cc for all other types of engines.

Events for Experts and Juniors 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.

(continued on page 27)

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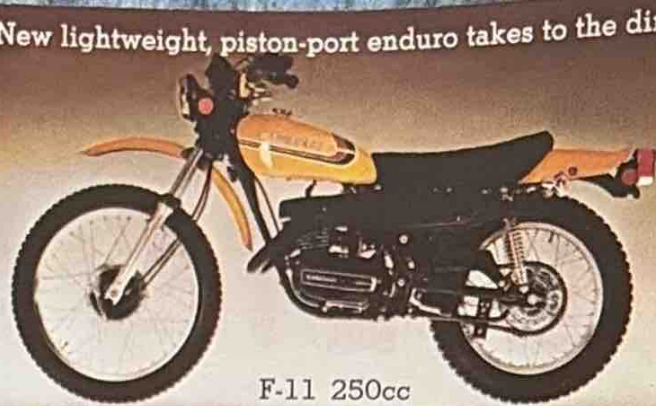
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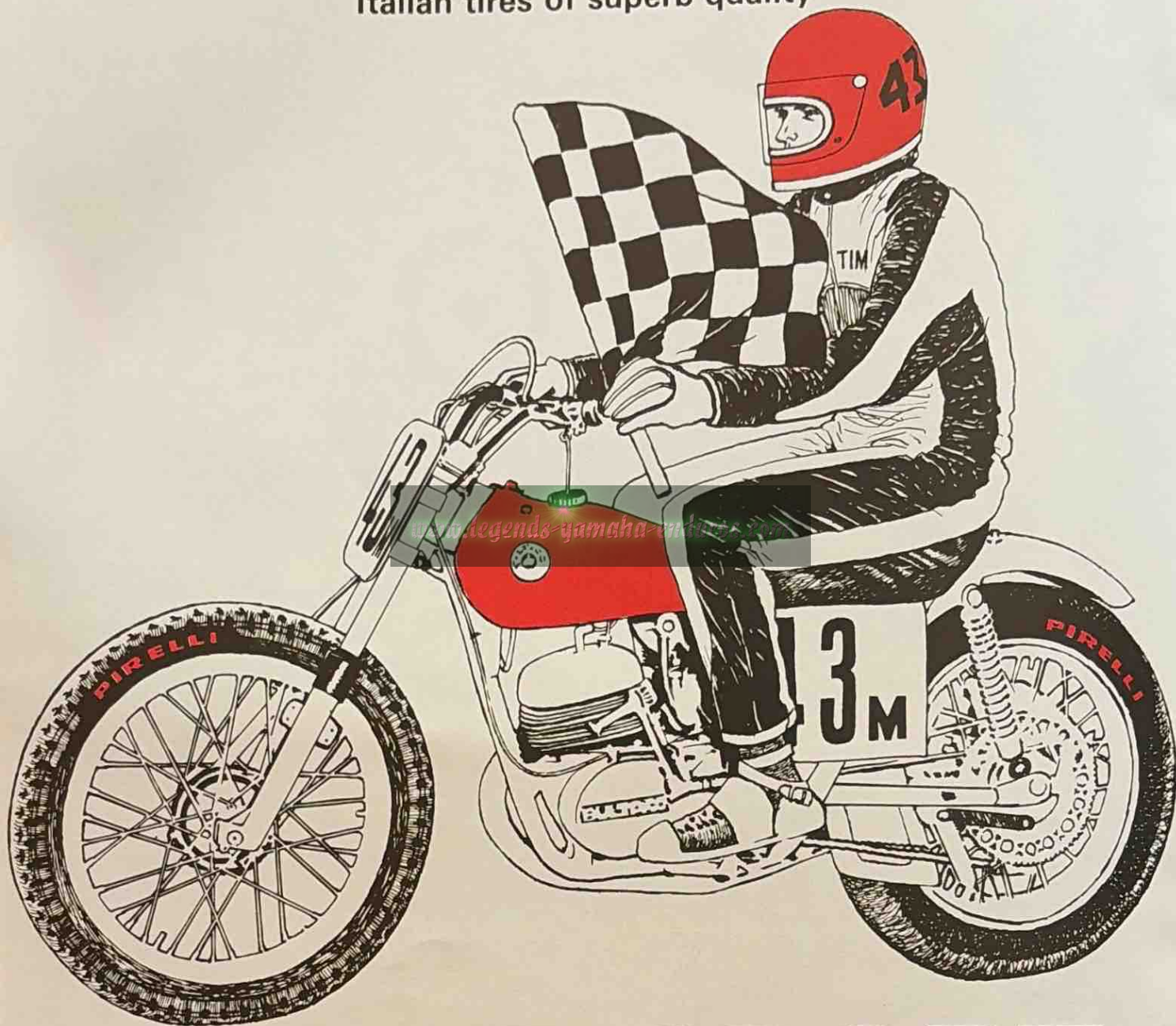
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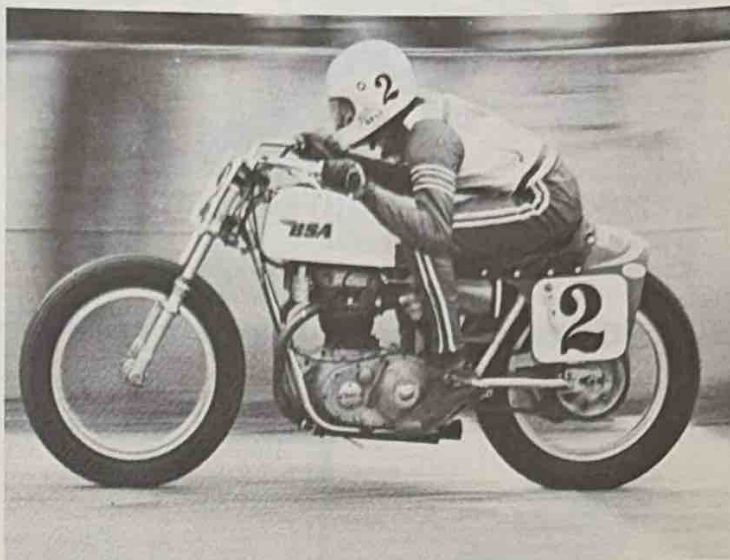
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DIRT TRACK

Dirt track races are held on specially prepared tracks of one half-mile or more in circumference. 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 10-mile final and five-mile heats for national championships. All one-mile dirt track final events shall be no less than 20 laps nor more than 50 laps.

Expert and Junior 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 piston displacement of 250cc for two stroke multi-cylinder engines and 360cc for all other types of engines. All Novice equipment must be muffled to 92 decibels on the "A" scale at 50 feet.



(continued on page 28)

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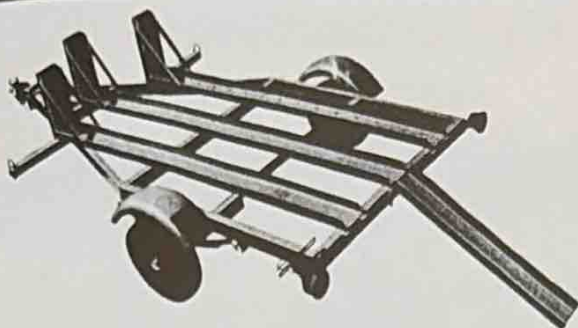


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Clint Hackney
Kevin Brown
Cecile Hanna
Dottie Hanna

(continued from page 27)

ROAD RACE

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

These races may be: heavy-weight for Expert and Junior riders with minimum piston displacement of 251cc and maximum displacement of 750cc. The lightweight class is limited to maximum displacement of 250cc for two stroke twin cylinder en-

gines, 360cc for two stroke single cylinder engines, and for four stroke twin as well as single cylinder the maximum displacement is 360cc. A combined entry of Expert and Junior riders is permitted in the lightweight class. Novice racers are restricted to this class. Equipment in the lightweight class must be muffled to 92 decibels on the "A" scale at 50 feet.

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MOTO-CROSS

A moto-cross is conducted on a closed course over completely natural terrain, a minimum of 1/2 mile in a maximum of 1-1/2 miles in length. Riders compete in lightweight (0 to 250cc) or heavy-weight classes (251cc and up) and earn points in timed heat races called motos.

HILLCLIMB

A hillclimb is a trial against time and distance on a steep hill

especially prepared for the purpose. Professional hillclimbers are classified as Novice or Expert riders. Motorcycles may use fuel of higher than 100 octane in professional hillclimbs.

Beginning January 1, 1974, all motorcycles, including 750cc class professional motorcycles, must have an exhaust system meeting 92 decibels on the "A" scale measured at 50 feet. There is no decibel rating for hillclimbs or the Bonneville speed runs.

20 LAP INDOOR TT NATIONAL CHAMPIONSHIP

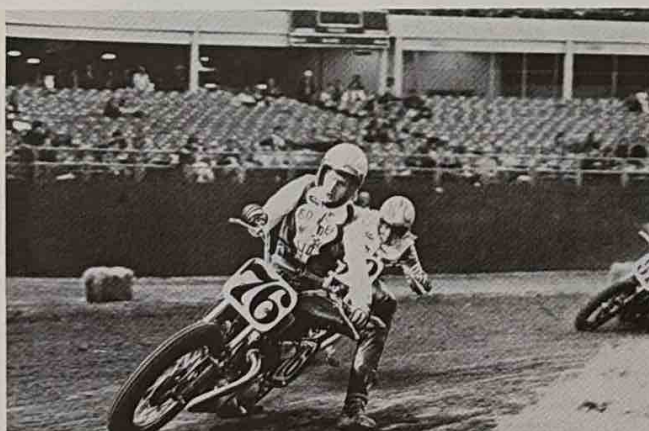
ASTRODOME, HOUSTON, TEXAS

JANUARY 26, 1973

No.	Rider	City & State	Sponsor	Mach. Make	No.	Rider	City & State	Sponsor	Mach. Make
1	Mark Brelsford	Woodside, Ca	J. Belland & HD Mtr.	HD	43M	Tim Buckles	Houston, Tx	Cycle Sport	BUL
2	Dick Mann	Richmond, Ca	Tri. Mtr.	TRI	43N	John W. Klaus	Houston, Tx	Southwest Honda	HON
2G	Ronald Kieper	Milwaukee, Wi	Kieper Dist.	BUL	44	DeWayne Keeter	Ojai, Ca	Ventura HD	HD
3	Gene Romero	San Luis Obispo, Ca	Tri. Mtr.	TRI	47	Charles Seale	Lantana, Fl	Self	BSA
7	Mert Lawwill	San Francisco, Ca	Perkins HD	HD	48Y	Pat McCaul	San Jose, Ca	Borch Rac. Frames	TRI
9	Gary Nixon	Cockeysville, Md	G. Nixon Ent.	TRI	49D	Gary McGoron	Miami, Fl	Yam. Dade Jr.	YAM
9H	Donald Beasley	Evansville, In	Self	OSSA	50	Randy Scott	Philomath, Or	Trico Ent. & Fred's Dist.	TRI
11	Don Castro	Hollister, Ca	Yam. Int.	YAM	52	Ronnie Rall	Mansfield, Oh	Elyria Tri.	TRI
11N	Phillip Darcy	Beaumont, Tx	Action Sup.	YAM	54	Robert Lee	Ft. Worth, Tx	B. Kennedy	TRI
12	Eddie Mulder	Burbank, Ca	Self	TRI	57	Ed Hermann	Milwaukee, Or	Yankee & Ossa	YAN
12N	Michael Odem	Garland, Tx	Garland Cy.	YAM	60	Chuck Joyner	Oregon City, Or	Fred's Dist.	TRI
13	Dave Aldana	Santa Ana, Ca	Nor.	NOR	64	Gary Scott	West Covina, Ca	Tm. Oregon Guys	YAM
14	Cal Rayborn	Spring Valley, Ca	HD Mtr. & San Diego HD	HD	66	John Skinner	Auburn, Al	Tri. Mtr.	TRI
14D	Joe Winston	Miami, Fl	Miami Cy. City	NOR	66C	Steve Dalgarno	Baltimore, Md	Self	BSA
15	Barry Gerald	Baton Rouge, La	Yankee Mtr.	YAN	69H	Mike Bechelli	Elizabethtown, In	G. Nixon Ent.	TRI
15H	Larry Charlton	Evansville, In	Tri-State M/C	YAM	70	Mark Williams	Springfield, Or	Bechelli Cy.	TRI
15X	Richard S. Scott	Arteta, Ca	Bul.	BUL	70Z	Terrence Sage	Stockton, Ca	Self	TRI
16	Dave Sehl	Waterdown, Ont. Can.	HD Mtr.	HD	71	Jimmy Maness	Augusta, Ga	Self	HD
16H	Gary Horton	South Bend, In	Honda Michiana	TRI	71Z	Robert Scally	Mt. View, Ca	Self	TRI
16M	Michael Collins	Albuquerque, NM	Self	BSA	72	Mike Kidd	Hurst, Tx	Big D Tri.	TRI
18	Jim Odom	Fremont, Ca	A & A Mfg.	YAM	72P	Larry Vetter	Princeton, Il	Self	HD
18H	Buddy L. Powell	Noblesville, In	Self	TRI	72U	Norm Robinson	Himrod, NY	Pomaripes Engr.	KAW
18L	Fred W. Smith	Memphis, Tn	Self	YAM	74	Paul Pressgrove	Tecumseh, Ks	Wilson & Waters	BSA
18X	Grant Brown	Chula Vista, Ca	Self	YAM	75K	Tom Horton	Lancaster, Ca	Racers Infinity	TRI
19	Keith Mashburn	Simi Valley, Ca	Mashburn & Hammond Racing	TRI	75Z	Michael O'Brien	Danville, Ca	Matco Racing	BSA
19B	James Christiano	Syosset, NY	Self	BUL	80	Frank Gillespie	Van Nuys, Ca	Bob Donabedion	TRI
19Z	Joseph Brown	Paso Robles, Ca	Brown's Yam.	YAM	81	Kenny Roberts	Los Altos, Ca	Yam. Int.	YAM
21	Gary Fisher	Parkesburg, Pa	Yam. Int.	YAM	81	Gordon Dusenbery	Wichita, Ks	Self	BSA
22	Terry Dorsch	Granada Hills, Ca	Self	TRI	82N	Barry Patrick	Garland, Tx	Storm's Cy. Center	NOR
23	Dave Hansen	Hayward, Ca	Cycle Imports	TRI	84	Gary Bailey	Clovis, NM	K & N Yam.	YAM
23H	Jerry Powell	Noblesville, In	Self	BSA	84X	Eddie Wirth	Dana Point, Ca	Shell Rac. Spec.	YAM
23Z	Rick Newby	Bakersfield, Ca	Custom Engr. Sports World	TRI	84Y	Scott Brelsford	San Bruno, Ca	HD Fac.	HD
24	Jim Rice	Portola Valley, Ca	Bul.	BUL	89M	David Lawson	Yukon, Ok	Mike's Marine	TRI
31	Rex Beauchamp	Milford, Mi	HD Fac.	HD	90Y	Steve Foster	Sunnyvale, Ca	E. J. Rac. Frames	BUL
31X	Ronald Powell	Palmdale, Ca	Self	TRI	91	Mike Haney	Torrance, Ca	Foster Tri.	TRI
33	Tod Sloan	Fresno, Ca	E. Mulder, Ltd.	TRI	94	Larry Darr	Mansfield, Oh	Edgar Fuhr	HD
34	Darryl Hurst	Houston, Tx	Hurst Supply	YAM	94E	Mike Johnson	Flint, Mi	Delbert Bushe	BSA
38	Chuck Palmgren	Freehold, NJ	Dan Gurney's All American Racers	YAM	98	John Hateley	Van Nuys, Ca	Trackmaster Rac. Frames	TRI
40X	Brian LaPlante	Tustin, Ca	Self	TRI	*	James Berry	Newport Beach, Ca	Trackmaster Frame & John's Cycles	TRI
41N	James Rawls	Grande Prairie, Tx	Self	TRI	*	Michael Caves	Peoria, Il	Smitty's Tri.	TRI
42R	Tom White	Huntington Beach, Ca	Posa Fuel	TRI	*	Jim Crenshaw	Davis, Ca	Self	NOR
42N	Teddy Poovey	Garland, Tx	Texas Cy. Supply	HD	*	Steve Droste	Waterloo, Ia	Self	HD
43H	Michael Vails	Columbus, In	Self	TRI	*	Michael Van Bibber	Albuquerque, NM	Mike's Kaw.	KAW

* — No number assigned yet.

* — No number assigned yet.



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Kenny Roberts wins on a Yamaha.
He took the 1972 Golden
State Championship, on a
Racing Version of the
Yamaha TX 650.



25 LAP INDOOR SHORT TRACK NATIONAL CHAMPIONSHIP ASTRODOME, HOUSTON, TEXAS JANUARY 27, 1973

No.	Rider	City & State	Sponsor	Mach. Make	No.	Rider	City & State	Sponsor	Mach. Make
1	Mark Brelsford	Woodside, Ca	J. Belland & HD Mtr.	43H	Michael Vails	Columbus, In	Self	OSSA	
2	Dick Mann	Richmond, Ca	BSA M/C	HD 43M	Tim Buckles	Houston, Tx	Cycle Sport	BUL	
2G	Ronald Kieper	Milwaukee, Wis.	Kieper Dist.	BSA 43N	John Klaus	Houston, Tx	Southwest Honda	HON	
3	Gene Romero	San Luis Obispo, Ca	Tri. M/C	BUL 44	DeWayne Keeter	Ojai, Ca	Ventura HD	HD	
7	Mert Lawwill	San Francisco, Ca	Perkins HD	RICK 47	Charles Seale	Lantana, Fl	Self	YAM	
9	Gary Nixon	Cockeysville, MD	Bul.	HD 48E	Dale Furst	Sanford, Mi	Self	OSSA	
9H	Donald Beasley	Evansville, In	Self	BUL 48Y	Pat McCaul	San Jose, Ca	Borch Rac. Frames	OSSA	
9M	William Canfield	Albuquerque, NM	Fastrac Rac. Frames	OSSA 49D	Gary McGoron	Miami, Fl	Yam. Dade Jr.	YAM	
				YAM or 50	Randy Scott	Philomath, Or	Fred's Dist. & Trico Ent.	KAW	
				SUZ					
11	Don Castro	Hollister, Ca	Yam. Int.	YAM 52	Ronnie Rall	Mansfield, Oh	Elyria Tri. & B. Kennedy	YAM	
11N	Phillip Darcy	Beaumont, Tx	Self	BUL					
12	Eddie Mulder	Burbank, Ca	Self	BUL 54	Robert E. Lee	Ft. Worth, Tx	Ossa & Yankee	OSSA	
12N	Michael Odem	Garland, Tx	Garland Cy. Center	YAM 54K	Gene Reed	St. Louis, Mo	Town & Country Suz.	SUZ	
13	Dave Aldana	Santa Ana, Ca	Nor.	NOR 55C	Joe Barringer	Lenoir, NC	Self	OSSA	
14	Cal Rayborn	Spring Valley, Ca	San Diego HD & HD Mtr.	HD 57	Greg Morse	Putnam, Il	Grayboy	OSSA	
			Miami Cy. City	HD 57	Ed Herrmann	Milwaukie, Or	St. John's Yam	KAW	
14D	Joe Winston	Miami, Fl		YAM or 60	Chuck Joyner	Oregon City, Or	Tm. Oregon Guys	TRI	
				KAW 62	Cliff Keener	Goodrich, Mi	Self	YAM	
15	Barry Gerald	Baton Rouge, La	Yankee Mtr.	OSSA 64	Gary Scott	West Covina, Ca	Tri. Mtr.	RICK	
15H	Larry Charlton	Evansville, In	Tri-State M/C	OSSA 66	John Skinner	Auburn, Al	Bill & Betty Kite	BUL	
15X	Richard Scott	Arlita, Ca	Guy Louis M/C	BUL 66C	Steve Dalgarno	Baltimore, Md	G. Nixon Ent.	BUL	
16	Dave Sehl	Waterdown, Ont. Can	HD Mtr.	HD 69H	Mike Bechelli	Elizabethtown, In	Bechelli's Cy.	BUL	
16H	Gary Horton	South Bend, In	Honda Michiana	YAM 70	Mark Williams	Springfield, Or	Self	KAW	
16M	Michael Collins	Albuquerque, NM	Alcon's Ossa & HD	OSSA 70Y	Gary Lozano	Stockton, Ca	Self	BUL	
18	Jim Odom	Fremont, Ca	A & A Mfg.	YAM 70Z	Terrence Sage	Stockton, Ca	Self	BUL	
18H	Buddy L. Powell	Noblesville, In	Self	YAM 71	Jimmy Maness	Augusta, Ga	Self	HD	
18L	Fred W. Smith	Memphis, Tn	Self	YAM 71Z	Robert Scally	Mt. View, Ca	Self	BUL	
18X	Grant Brown	Chula Vista, Ca	Self	YAM 72	Mike Kidd	Hurst, Tx	Tm. Bul.		
19	Keith Mashburn	Simi Valley, Ca	Mashburn & Hammond Racing	YAM 72P	Larry Vetter	Princeton, Il	Pioneer Eqp.	BUL	
			Self	BUL 72U	Norm Robinson	Himrod, NY	Self	KAW	
19B	James Christiano	Syosset, NY	Brown's Yam.	YAM 74	Paul Pressgrove	Tecumseh, Ks	Pomaripes Engr.	KAW	
19Z	Joseph Brown	Paso Robles, Ca	Yam. Int.	YAM 75X	Tom Horton	Lancaster, Ca	Wilson & Waters	BUL	
21	Gary Fisher	Parkesburg, Pa	Self	BUL 75Z	Michael O'Brien	Danville, Ca	Racers Infinity	BUL	
22	Terry Dorsch	Granada Hills, Ca	Cycle Imports	HUS 76	Frank Gillespie	Danville, Ca	Matco Racing Ent.	BUL	
23	Dave Hansen	Hayward, Ca	Custom Engr.	80	Kenny Roberts	Van Nuys, Ca	Moto Villa Mtr.		
23Z	Rick Newby	Bakersfield, Ca	Sports World	SUZ 81	Gordon Dusenbery	Los Altos, Ca	Yam. Int.	YAM	
			Bul.	BUL 82N	Barry Patrick	Wichita, Ks	Self	BUL	
24	Jim Rice	Portola Valley, Ca	Lloyd Funchess	OSSA 84	Gary Bailey	Garland, Tx	Self	BUL	
24L	Ben Payne	Baton Rouge, La	HD Fac.	HD 84X	Eddie Wirth	Clovis, NM	K & N Yam.	YAM	
31	Rex Beauchamp	Milford, Mi	Self	BUL 84Y	Scott Brelsford	Dana Point, Ca	Shell Rac. Spec.	YAM	
31X	Ronald Powell	Palmdale, Ca	E. Mulder Ltd.	BUL 89M	David Lawson	San Bruno, Ca	HD Fac.	HD	
33	Tod Sloan	Fresno, Ca	Cycle Parts Unlim.	BUL 90Y	Steve Foster	Yukon, Ok	Don Butler	KAW	
33N	Terence Deatherage	Wichita, Ks	Yan. Mtr. & Hurst Supply	BUL 91	Mike Haney	Sunnyvale, Ca	E.J. Rac. Frames	BUL	
34	Darryl Hurst	Houston, Tx	Self	OSSA 94	Larry Darr	Torrance, Ca	Foster Tri.	TRI	
			Allied Custom Cy.	BUL 94E	Mike Johnson	Mansfield, Oh	Edgar Fuhr	HD	
36E	John Zwerican	Clio, Mi	Comp. Cy. Engr.	BUL 98	John Hateley	Flint, Mi	Yankee Mtr.	OSSA	
37D	Albert Grande	Richmond, Va	M/C Supply	KAW 98C	Mike Sponseller	Van Nuys, Ca	Self	BUL	
37L	Floyd Tapp	Huntsville, Al	Dan Gurney's,	YAM	James Berry	Phoenix, Md	M/S Dist.	KAW	
37M	Bruce Townsend	Oklahoma City, Ok	All Amer. Racers	YAM		Newport Beach, Ca	Trackmaster Frames		
38	Chuck Palmgren	Freehold, NJ	Bill Cross Rac.	BUL	Michael Caves	Peoria, Il	& John's Cy.	BUL	
			Self	BUL	Jim Crenshaw	Davis, Ca	Miller's Yam.	YAM	
40X	Brian LaPlante	Tustin, Ca	Posa Fuel	BUL	Steve Droste	Waterloo, Ia	Self	YAM	
41N	James Rawls	Grande Prairie, Tx	Dallas Bul. Sales	MON			Self	YAM	
42R	Tom White	Huntington Beach, Ca		BUL	Michael Van Bibber	Albuquerque, NM	Mike's Kaw.	KAW	
42N	Teddy Poovey	Garland, Tx		BUL	—Number not assigned yet.				

—Number not assigned yet.

EXPERT TT HEAT RACE NO. 1

No.	Rider	No.	Rider

Winner Min. Sec.

EXPERT TT HEAT RACE NO. 2

No.	Rider	No.	Rider

Winner Min. Sec.

EXPERT TT HEAT RACE NO. 3

No.	Rider	No.	Rider

Winner Min. Sec.

EXPERT TT HEAT RACE NO. 4

No.	Rider	No.	Rider

Winner Min. Sec.

EXPERT TT SEMI-MAIN NO. 1

No.	Rider	No.	Rider

Winner Min. Sec.

EXPERT TT SEMI-MAIN NO. 2

No.	Rider	No.	Rider

Winner Min. Sec.

TT NATIONAL

No.	Rider	No.	Rider

Winner Min. Sec.

TEXAS JUNIOR SHORT TRACK INVITATIONAL

No.	Rider	No.	Rider

Winner Min. Sec.

LOUISIANA JUNIOR SHORT TRACK INVITATIONAL

No.	Rider	No.	Rider

Winner Min. Sec.

GULFCOAST JUNIOR SHORT TRACK INVITATIONAL CHAMPIONSHIP

No.	Rider	No.	Rider

Winner Min. Sec.

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SATURDAY, JANUARY 27

EXPERT SHORT TRACK HEAT RACE NO. 1

No.	Rider	No.	Rider

Winner Min. Sec.

EXPERT SHORT TRACK HEAT RACE NO. 2

No.	Rider	No.	Rider

Winner Min. Sec.

EXPERT SHORT TRACK HEAT RACE NO. 3

No.	Rider	No.	Rider

Winner Min. Sec.

EXPERT SHORT TRACK HEAT RACE NO. 4

No.	Rider	No.	Rider

Winner Min. Sec.

EXPERT SHORT TRACK SEMI-MAIN NO. 1

No.	Rider	No.	Rider

Winner Min. Sec.

EXPERT SHORT TRACK SEMI-MAIN NO. 2

No.	Rider	No.	Rider

Winner Min. Sec.

SHORT TRACK NATIONAL

No.	Rider	No.	Rider

Winner Min. Sec.

TEXAS JUNIOR TT INVITATIONAL

No.	Rider	No.	Rider

Winner Min. Sec.

LOUISIANA JUNIOR TT INVITATIONAL

No.	Rider	No.	Rider

Winner Min. Sec.

GULFCOAST JUNIOR TT INVITATIONAL CHAMPIONSHIP

No.	Rider	No.	Rider

Winner Min. Sec.

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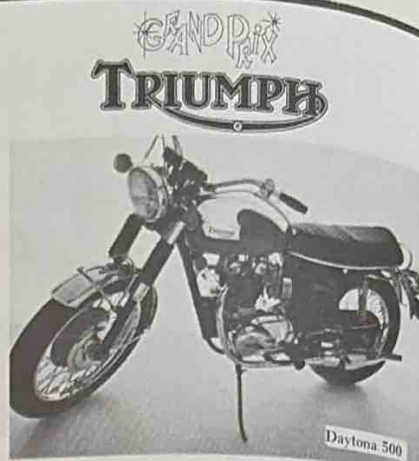
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1970	JIM RICE	BSA	PALO ALTO, CALIF.
1971	DICK MANN	BSA	RICHMOND, CALIF.
1972	JOHN HATELEY	TRIUMPH	VAN NUYS, CALIF.

SHORT TRACK

1968	GARY NIXON	TRIUMPH	BALTIMORE MD.
1969	RONNIE RALL	BULTACO	MANSFIELD, OHIO
1970	MERT LAWWILL	HARLEY-DAVIDSON	SAN FRANCISCO, CALIF.
1971	JIMMY ODOM	BULTACO	FREMONT, CALIF.
1972	KENNY ROBERTS	YAMAHA	MODESTO, CALIF.



WHAT THE FLAGS MEAN

- GREEN — Start of the race.
- WHITE — ONE lap to go to finish. When the white and green flags are held together in a cross position this signals the half-way point of the race.
- YELLOW — Danger on the track, but does not mean hold position.
- WHITE with RED — Ambulance flag — indicates that an ambulance is on the track or course, does not mean hold position.
- BLUE — Move over, another rider trying to pass.
- BLACK with 1" WHITE BORDER — Disqualification of an individual rider — report to referee at once.
- RED — Stop race — field report to starting line at once.
- BLACK & WHITE CHECKERED — Finish, end of contest.
- YELLOW with RED STRIPES — Indicates oil on track.

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Most riders fall into the category of enthusiasts. They love motorcycles. They're knowledgeable about machines and they're usually good riders.

The expert is something more. Something special. Through his experience and dedication he has learned the difference between a good motorcycle and a great one.

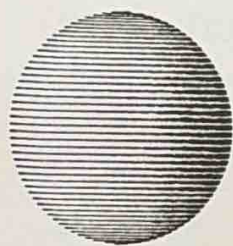
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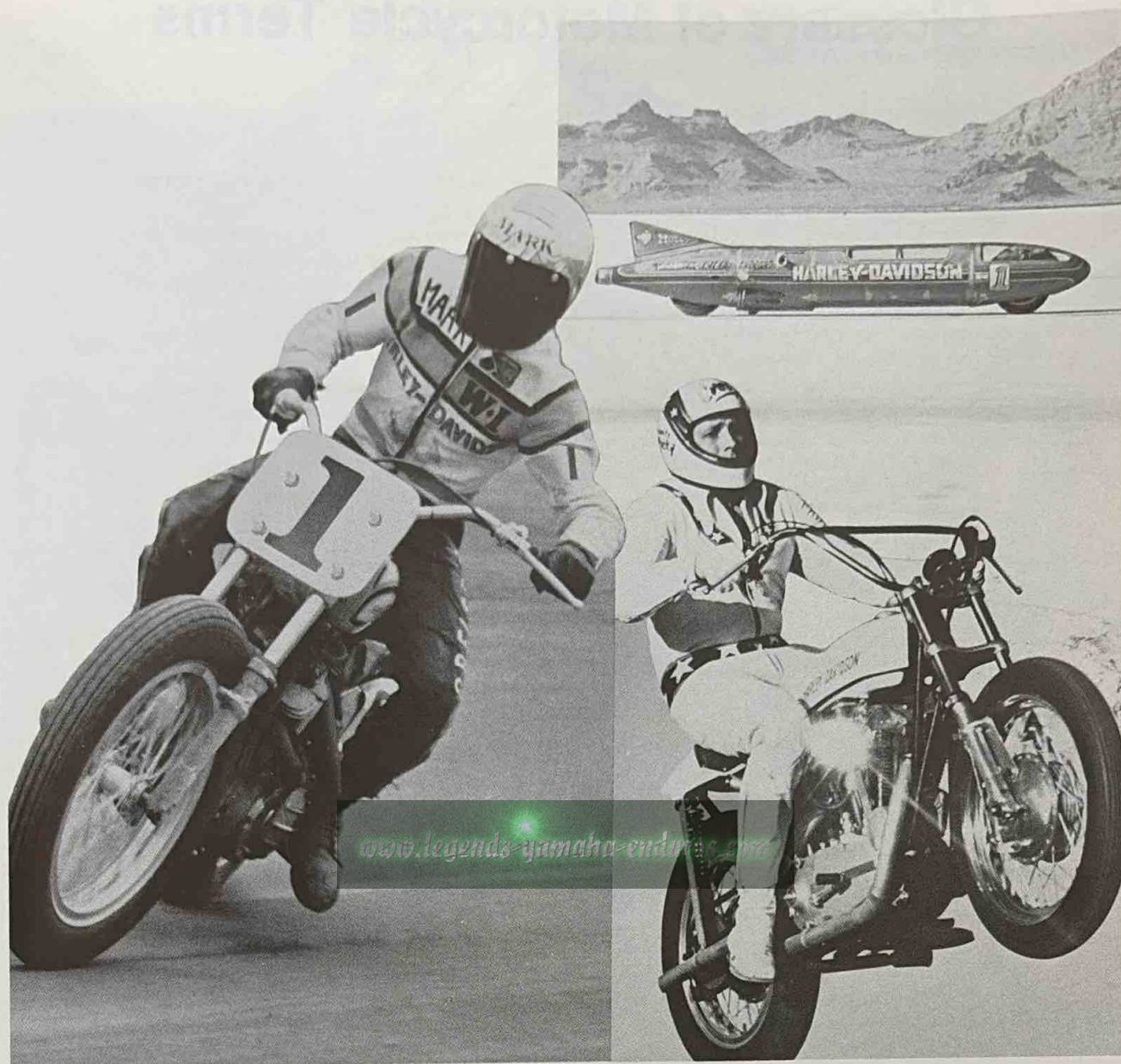
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Glossary of Motorcycle Terms

- AMA** — American Motorcycle Association.
- berm** — A pile of dirt formed on the outside of a turn on a dirt track.
- bike** — Slang for motorcycle.
- binders** — Brakes.
- boonies** — An isolated riding area.
- bore** — Cylinder diameter.
- bored** — An engine increased in size by enlarging cylinders and pistons.
- colors** — Term signifying brand color such as Yamaha team riders in yellow and black leather.
- Enduro** — The model name given to Yamaha's combination dirt and street motorcycles.
- expansion chamber** — A specially designed exhaust pipe for two-stroke engines.
- expert class** — The highest division of AMA professional motorcycle racing.
- fairing** — A fiberglass shell used on road-racing bikes for streamlining purposes. Can add several MPH to the top speed.
- flat track** — Round or oval shaped dirt tracks one-quarter to one mile around.
- fork boots** — A rubber fitting used to keep dirt out of front forks.
- fork brace** — A heavy aluminum brace designed to keep forks in line under hard use.
- hare & hound** — Desert race of 60 to 100 miles where several hundred riders (hounds) give chase to one rider (hare).
- heat race** — A race used to choose finalists for a main event.
- junior class** — Middle division racer, has not accumulated enough points to move into expert division.
- kidney belt** — Worn by many professionals to prevent internal injuries caused by vibration or jarring.
- knobbies** — Special tire with large rubber cleats provides excellent traction on dirt.
- leathers** — A protective racing suit made of leather.
- motocross** — A marked course consisting of treacherous natural and man-made obstacles.
- MIC** — Motorcycle Industry Council.
- novice class** — Beginning division of motorcycling competition.
- on the pipe** — An engine running at peak power.
- oversquare** — An engine with its bore larger than its stroke.
- peaky** — An engine with a limited range of power.
- pillion** — Small seat on rear fender of racing machine.
- pinging** — Engine clatter caused by pre-ignition or low octane fuel.
- power band** — Efficiency range of engine.
- red line** — point of maximum engine efficiency.
- rigid frame** — A bike without rear suspension.
- rim lock** — Keeps tire from rotating on rim.
- RPM** — Revolutions Per Minute of engine crankshaft.
- scrambles** — Planned course racing over rough terrain.
- seize** — An engine lock up.
- short track** — Closed dirt track course of less than a half mile.
- shrouds** — Dust protectors for levers.
- shut the door** — To cut someone off.
- skins** — Tires or leather clothing.
- stinger** — Rear portion of expansion chamber.
- stroke** — Distance piston travels.
- swing arm** — Rear suspension arm.
- thumper** — Single cylinder four-stroke motorcycle.
- tickle** — The deliberate priming of an engine to facilitate starting.
- trials** — Competition with emphasis on skill over rough terrain.
- triple clamp** — Secures forks to pivot.
- T.T. (Steeplechase)** : Closed dirt track course with several right and left turns and a jump.
- two-stroke** — A motorcycle which has a power stroke with each revolution of the engine.
- undersquare** — Engine with stroke larger than bore.
- whoop-de-doo** — A continuous series of dips and rises in rapid succession.
- wrench** — A mechanic or pit crew member.
- Yamaha Bee** — Yamaha Racing team mascot decal or good luck charm.

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THE MOTORCYCLE, POWER AND ECOLOGY— BALANCED HARMONY

By Dave Holeman

Once thought to be a toy of the daredevil, the modern-day motorcycle is coming to be one of the better investments for the American sportsman. The noisy smoking 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. An image paralleling the hot rod of twenty years ago. The primitive hot rod era has passed, and in its wave of popularity brought about the development of the greatest and safest passenger vehicles ever.

What has and will be the benefit to you in the development of the modern day motorcycle? The races you will witness today are a 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, produc-

tion 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 less 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, 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 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 world ecology is air pollution. Doubtlessly the automotive engine has been one of the greatest sources of recent pollution. One of the large manufacturing areas in Great Britain solved their air pollution problems about a year ago with strict enforcement of new laws. Just the other day Japan's combined automotive field 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 was just like an outboard boat engine that required burning a gasoline and oil mixture. This "pre-mix" fuel system was costly, messy

and smokey, 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 smokey two-stroke motorcycle. And, in recent years, the oil industry has developed two-stroke motorcycle oils that are cleaner and approaching the "non-smoking" stage. With engineering strides such as these we can rest assured that motorcycling will have a bright future.

Dave Holeman is feature editor for Motorcyclist Magazine.



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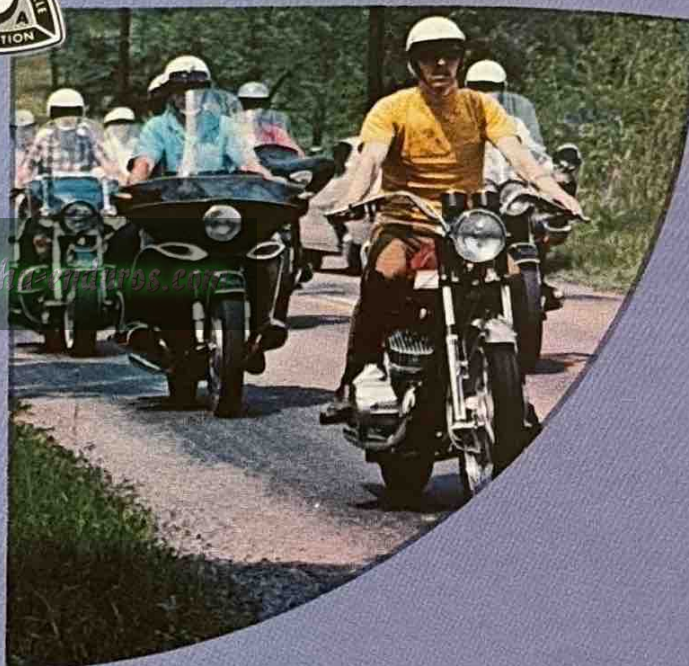
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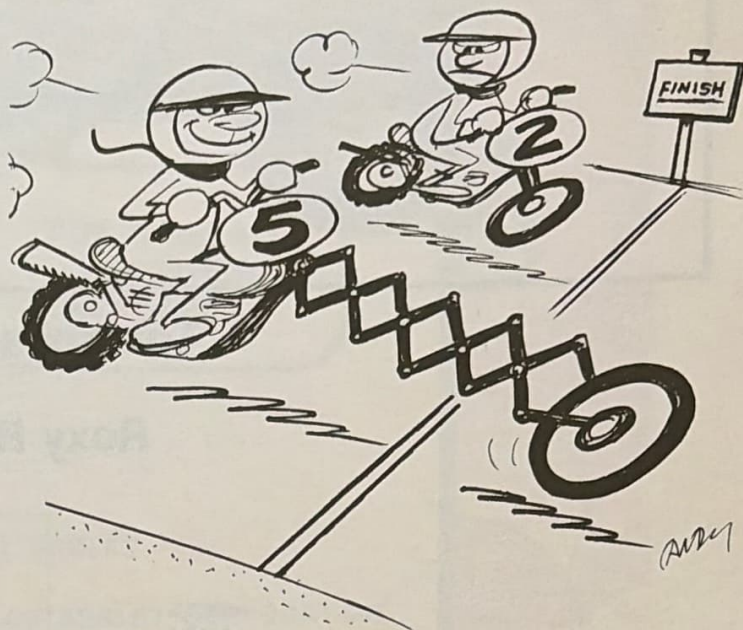
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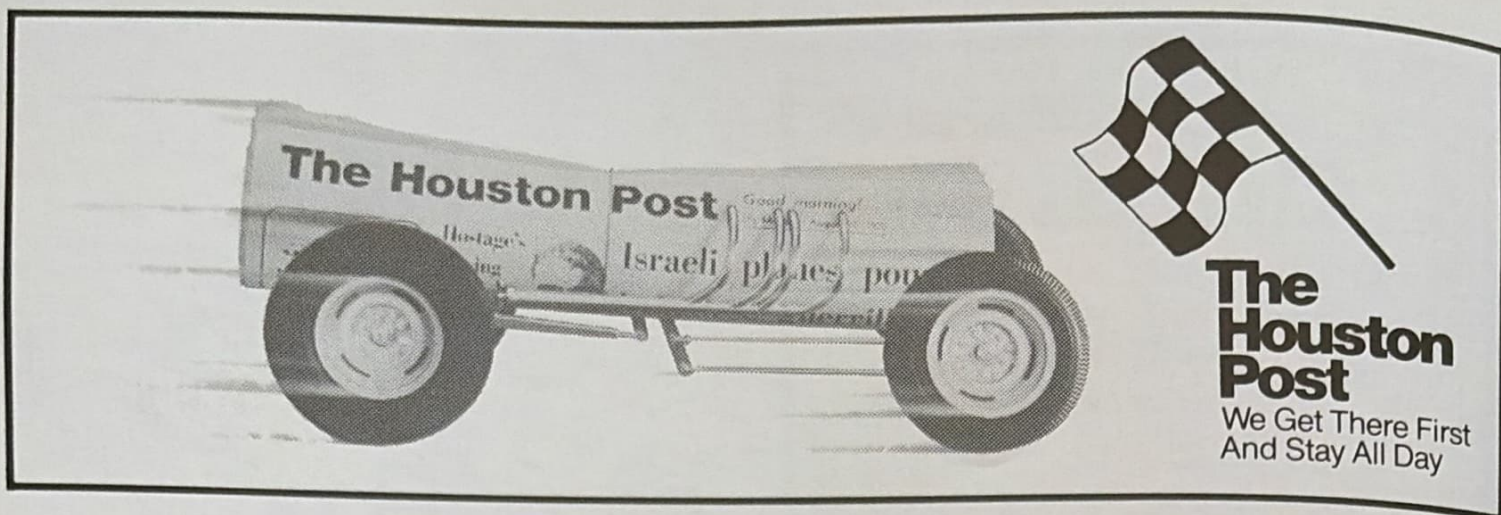
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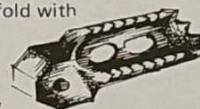
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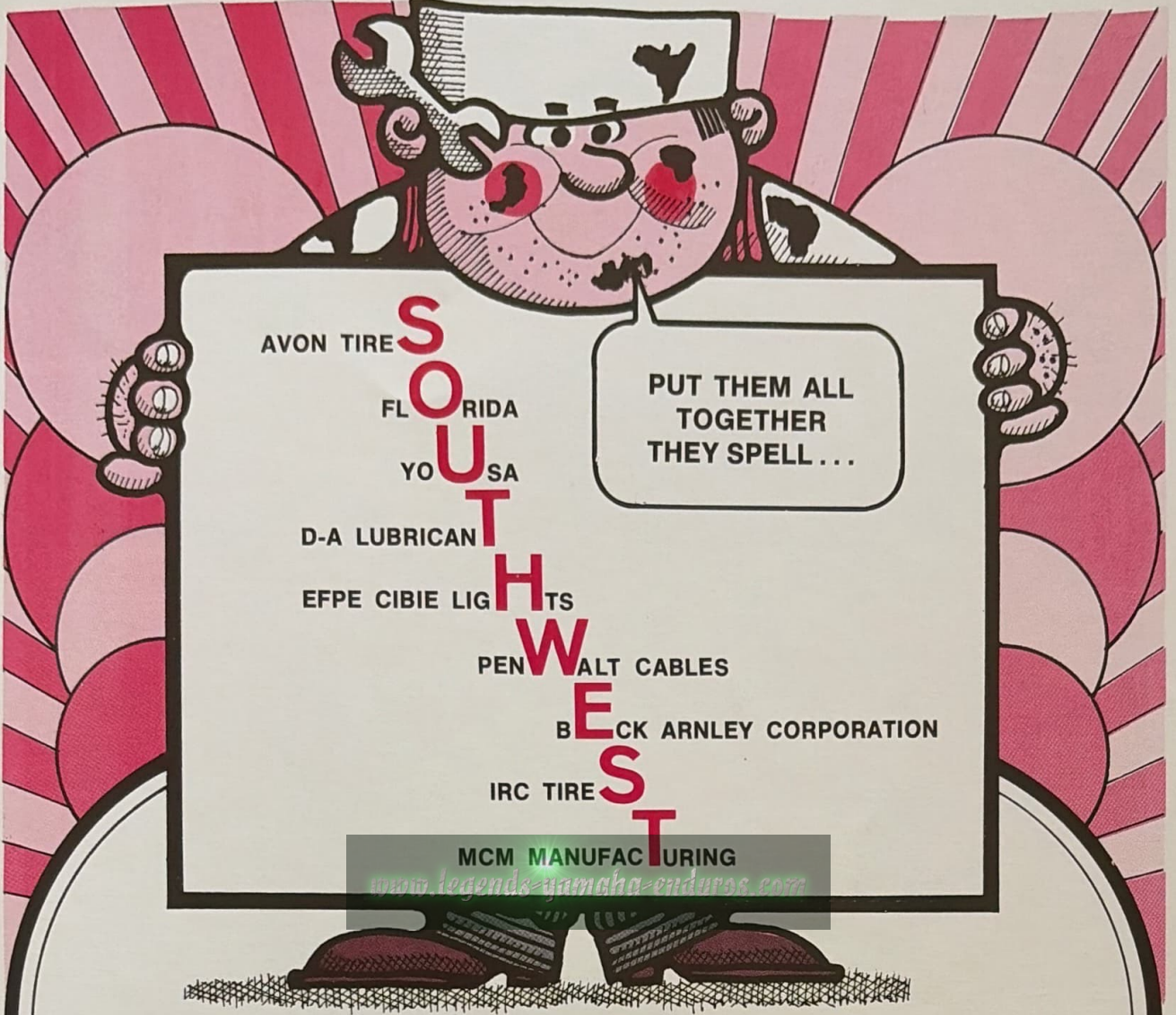
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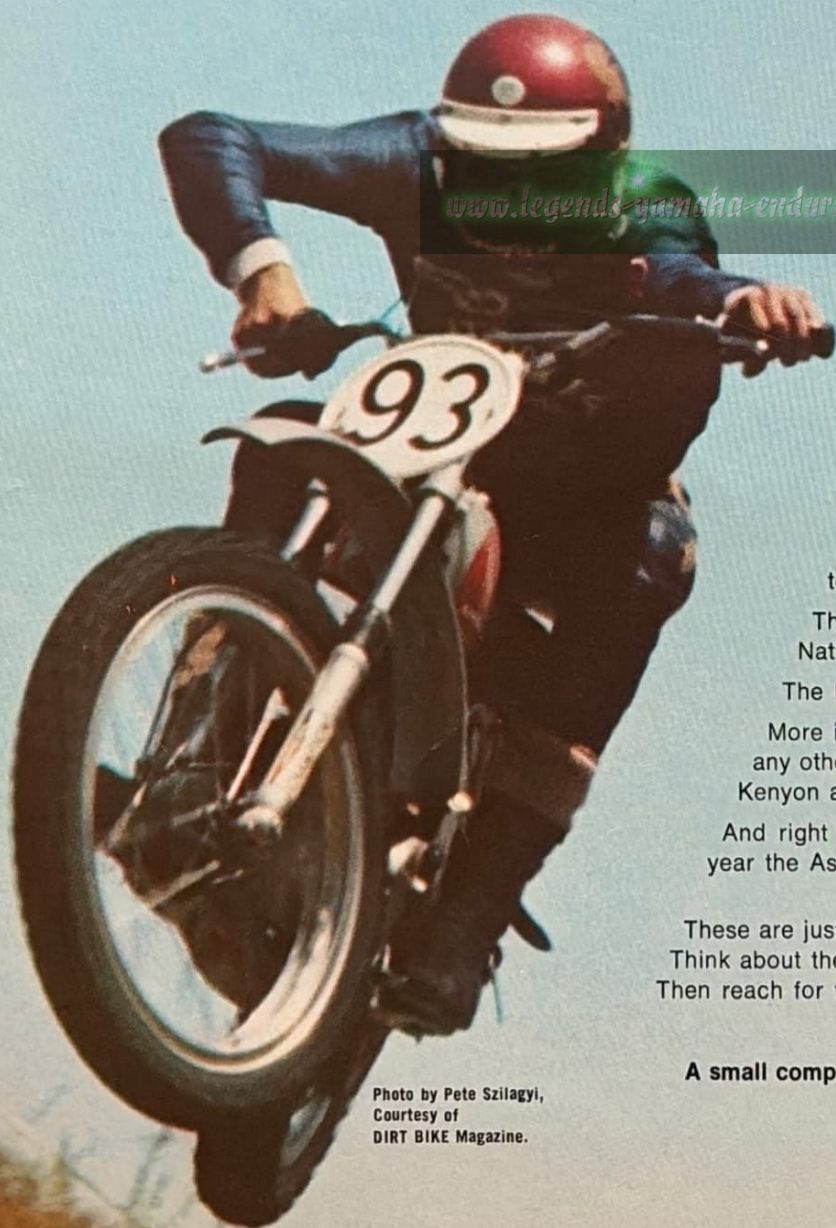
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