

YAMAHA SILVER CUP MADISON SQUARE GARDEN JANUARY 25-8PM

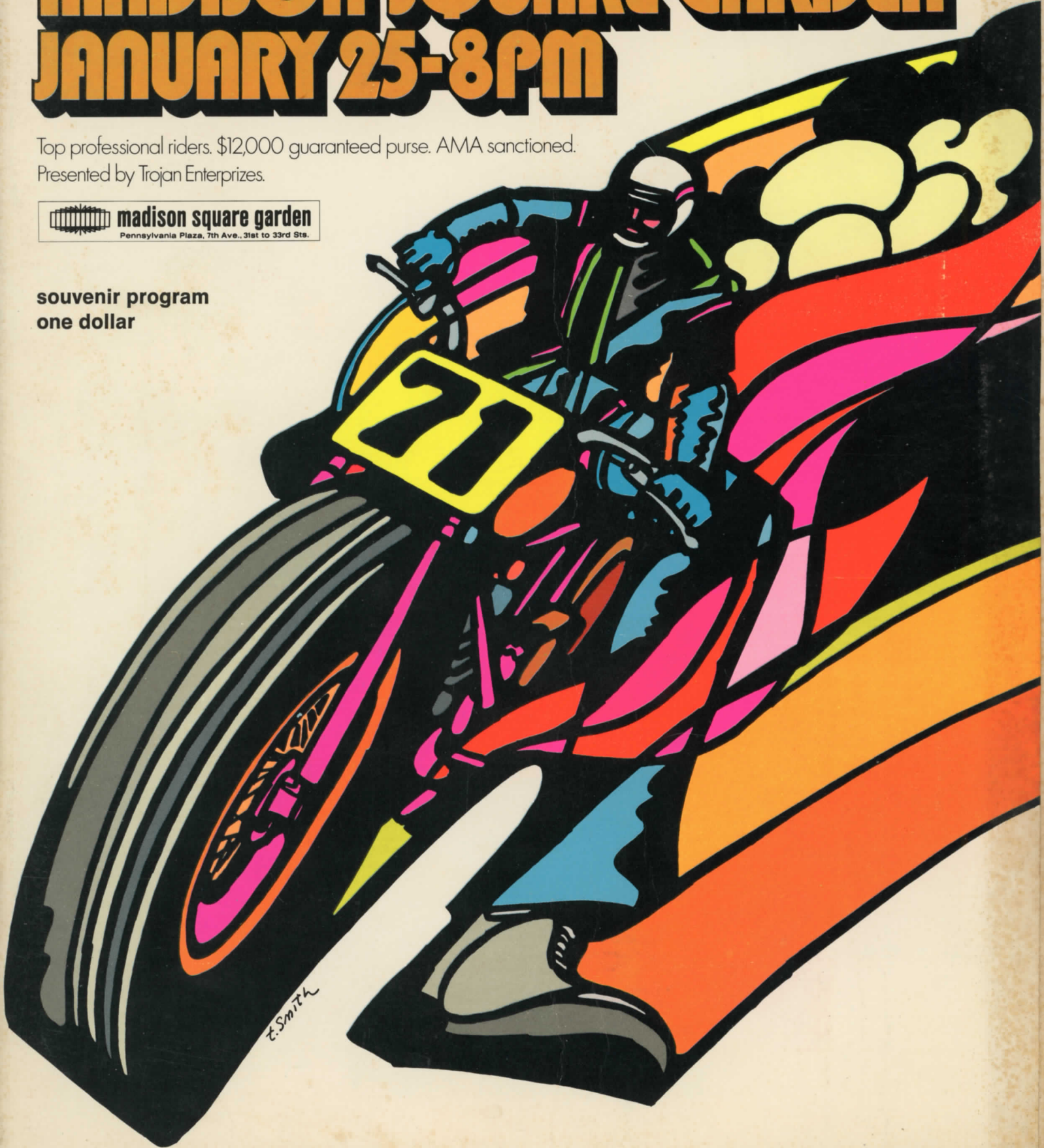
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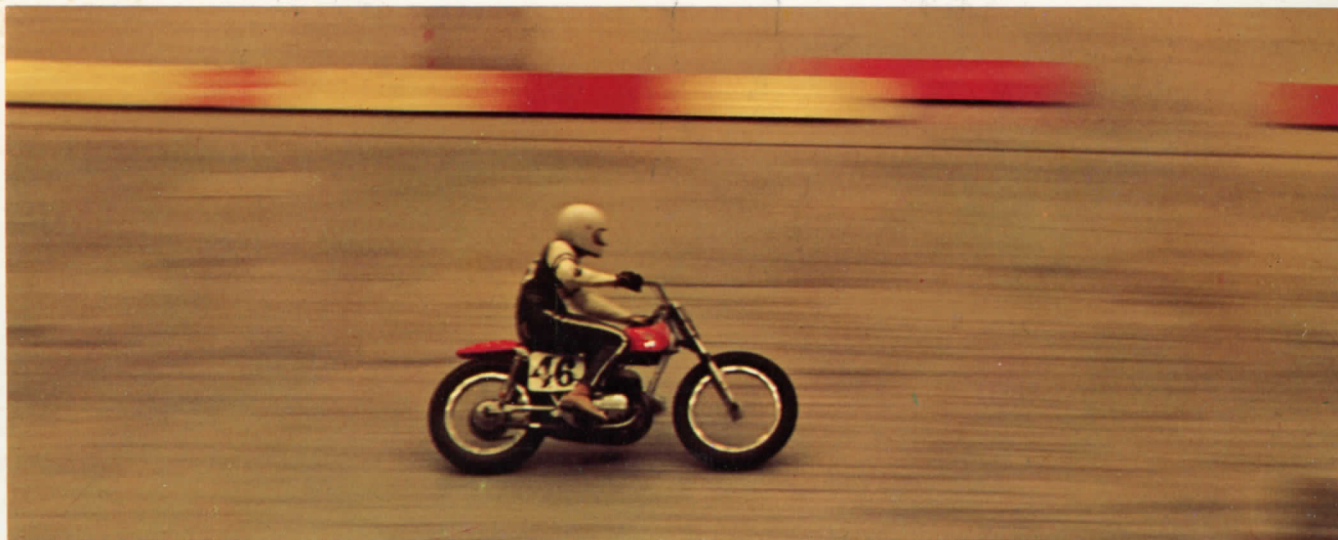


madison square garden

Pennsylvania Plaza, 7th Ave., 31st to 33rd Sts.

**souvenir program
one dollar**

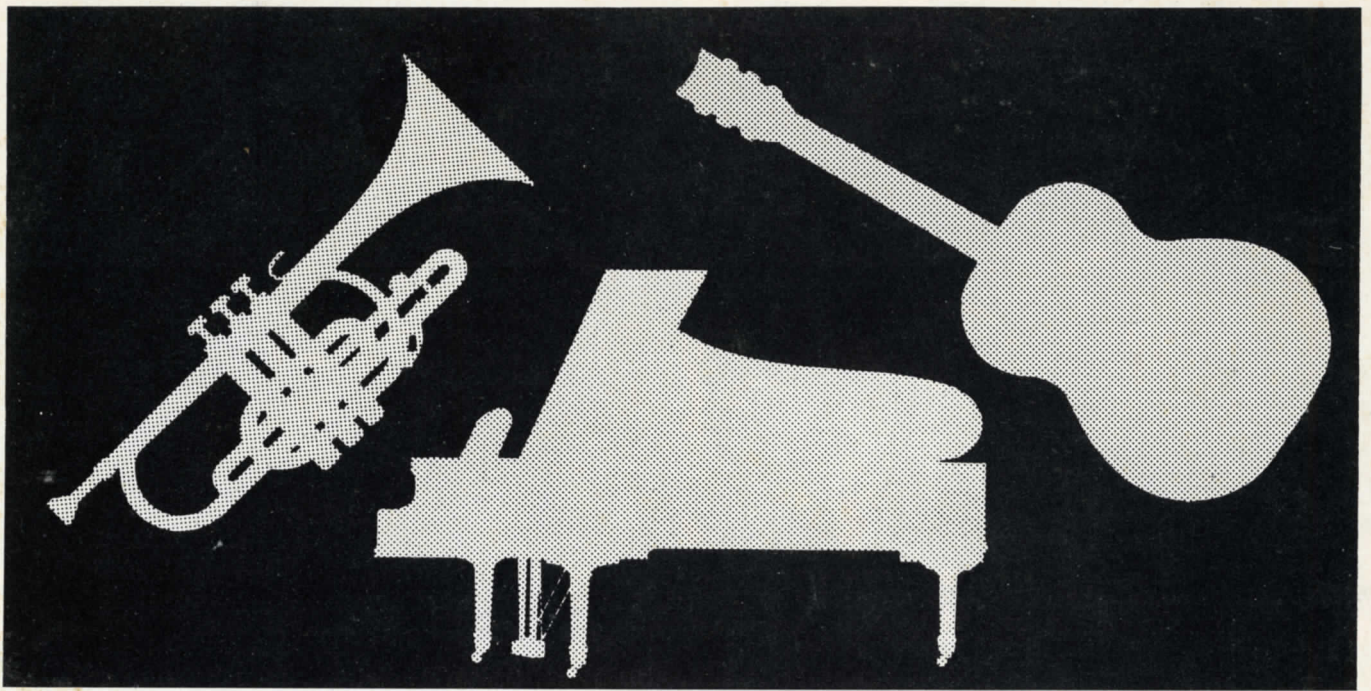




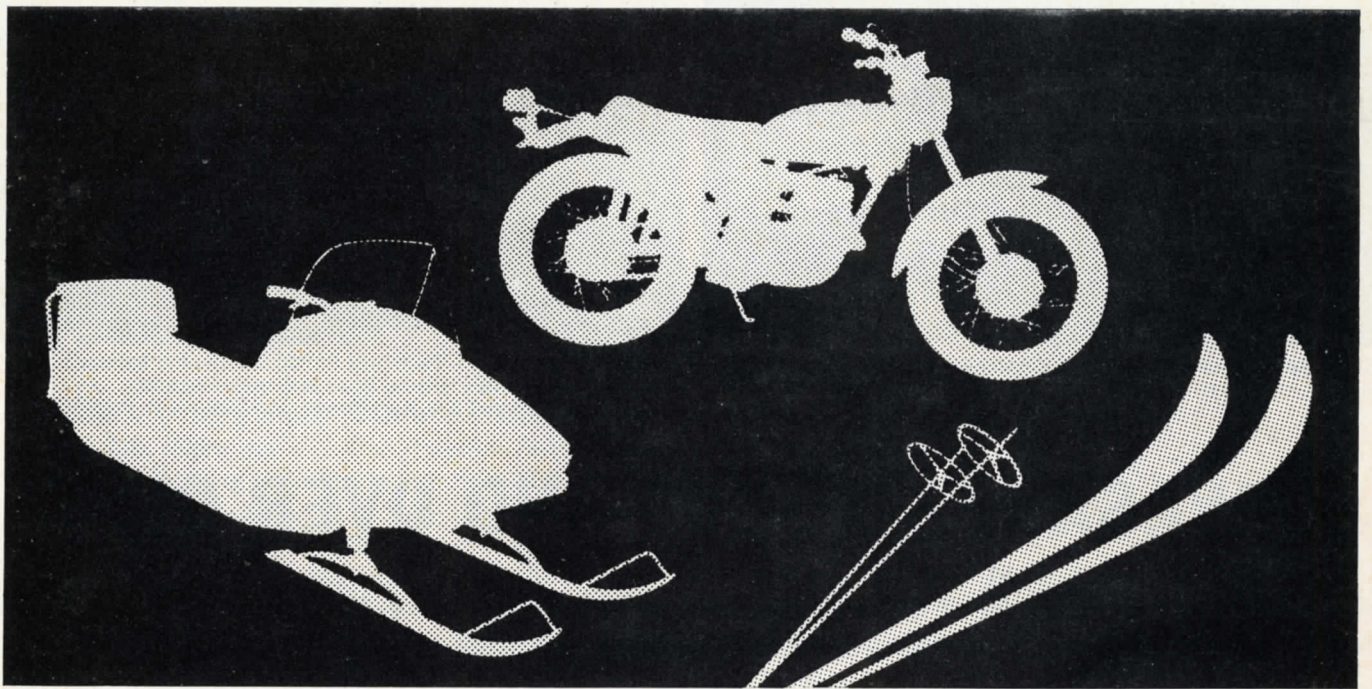
**Capturing
the color
of racing**

Some heady scenes from the
Yamaha Silver Cup races
held in December at Long
Beach, California.





Fun things

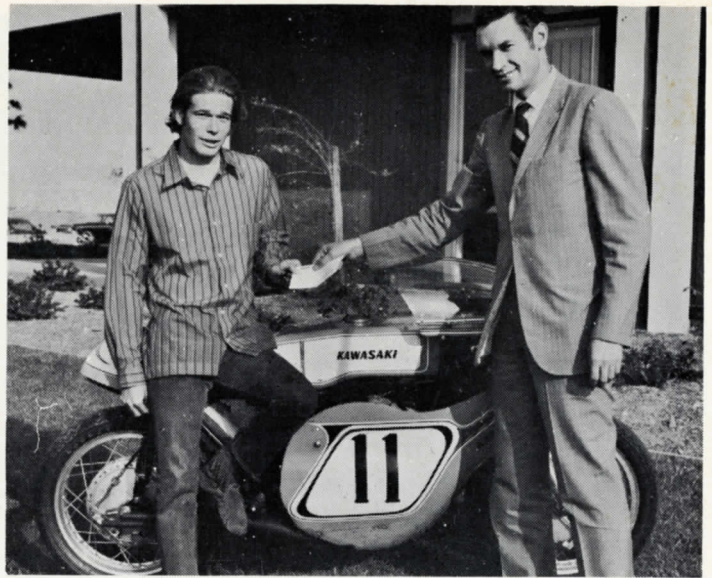


Fast things

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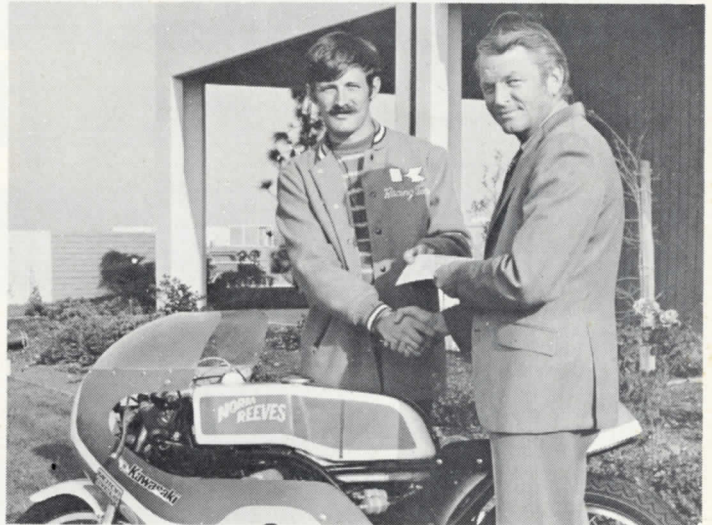
RUSTY BRADLEY — Winner of 3 major races — Daytona, Laconia, and Talledega — for a total of \$10,000.



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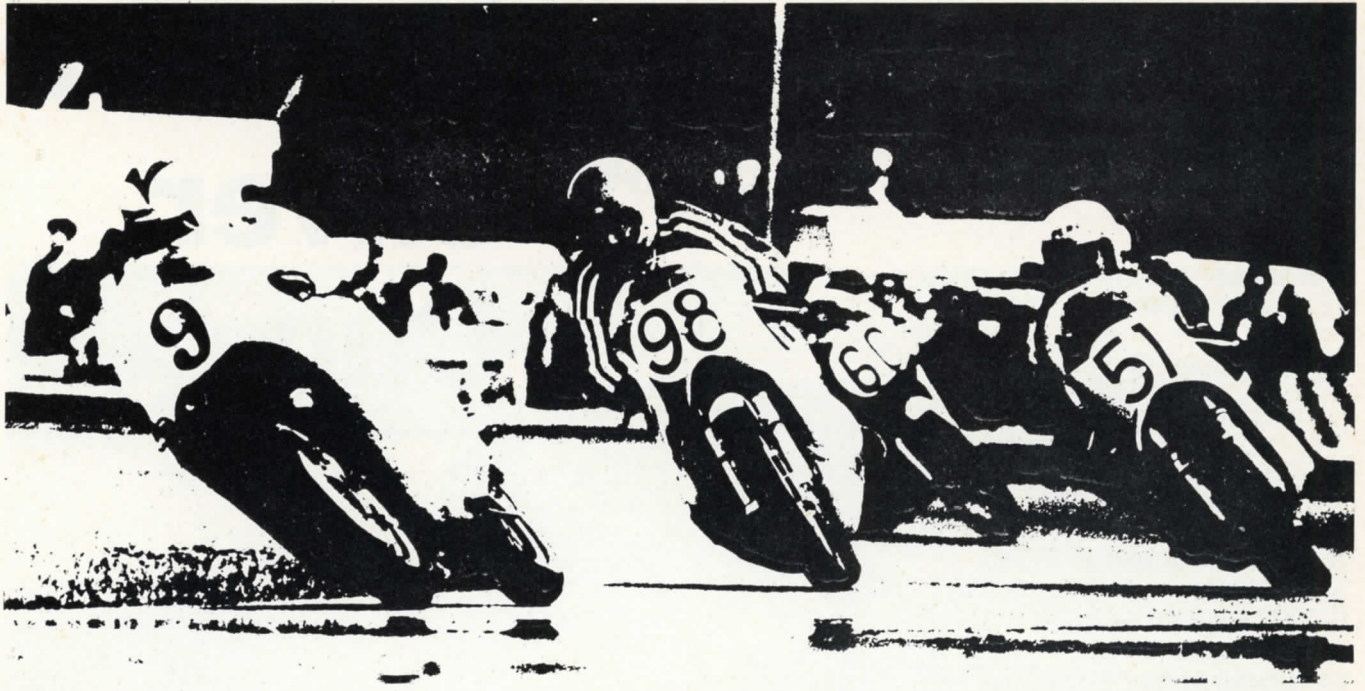
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YAMAHA SILVER CUP

MADISON SQUARE GARDEN

JANUARY 25, 1971

Welcome to Madison Square Garden

The program that you are about to witness is truly a "first" — a milestone for both motorcycling and the Garden. This event is the first motorcycle competition program ever to appear under this roof, and possibly the first officially sanctioned all-out race within the City of New York.

Racing under a roof is not new to competition riders of the American Motorcycle Association. Similar events have been held at Cincinnati, Jacksonville and Long Beach, California. Other indoor racing has taken place at the Houston Astrodome. In fact, following this first event for 1971 on the AMA's professional racing calendar, these riders will head for Houston, where they will compete next Friday and Saturday nights. But, the distinction of racing in the Garden has to be without parallel. We hope that this will be the first of many such events here.

If you're a newcomer to our sport, the names of the riders in the program may not mean much to you. The men that you will see in action are motorcycling's cream of the crop here in the United States. Even though you may question this after witnessing a few spills this evening — as a result of the slick surface of the concrete — these riders are seasoned veterans in most types of motorcycle competition. We are rightfully proud of them, and trust that you will be, too. Many great names in automobile racing, such as Ralph Hepburn, Paul Goldsmith, Joe Weatherly and Joe Leonard, got

their start in motorcycle racing, becoming champions in the two-wheeled sport before entering auto racing. Without question, motorcycling — whether on the street or track — develops a keen set of reflexes in the rider, making him a better driver (on two wheels or four) than many of the motorists on the roads today.

Again, welcome to the Garden!

—**William M. Bagnall**

President, American Motorcycle Assn.



William M. "Bill" Bagnall is the seventh president in the near-50-year history of the American Motorcycle Association, and the first man from the West to hold such an office in the AMA. He is presently winding up his third one-year term.

Bagnall, who resides in Sierra Madre, California, has been an avid motorcyclist for almost a quarter-century. His wife, Shirlee, is a second generation rider, with her father, the late Hap Alzina, having been involved in the two-wheeled sport (first as a rider and then as a businessman) for 56 years. Together, Bill and Shirlee publish and edit MOTORCYCLIST Magazine, the oldest publication in the field dating back to 1912.

Yamaha Silver Cup

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7:45 p.m. Opening Ceremonies

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Intermission

Trophy Dash

Yamaha Silver Cup Race

Silver Cup Presentation

Officials of the Race

Regional Referee: Charles Watson; District Referee: Al Knapp; Starter: Duke Pennell; Assistant Starter: Al Wilcox; Pit Steward: Bill Turnbull; Clerk: John Genise; Flagmen and Track Crew: Courtesy of KMA Promotions; Presented by: Trojan Enterprizes, Don Brymer.

Officers of the AMA

President: William M. Bagnall; Vice President: Michael F. Bondy; Secretary: John E. Harley; Treasurer: Lawrence Wise; Assistant Treasurer: Jess Thomas.

Staff of the AMA

Executive Director: Russell E. March; Director of Professional Racing: Tom Clark; Director of Amateur Activities: Michael Vancil; Managing Editor, AMA News: Ed Youngblood.

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How to Watch Races

“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.”

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

Cook Neilson is editor of Cycle Magazine.

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. Last 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

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ecology and the motorcycle

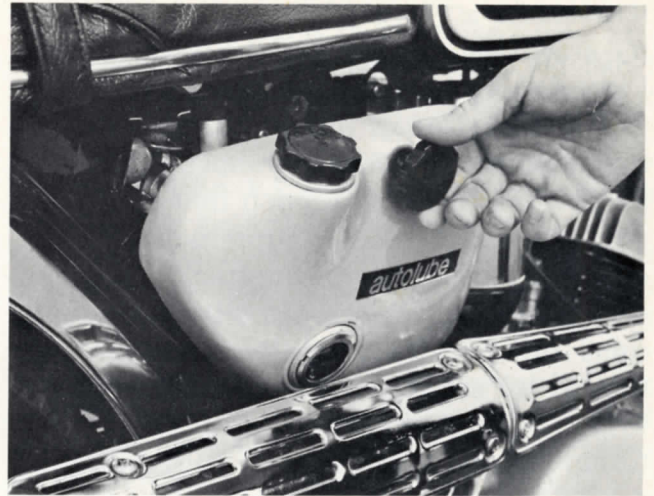
By Dave Holeman

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 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. 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 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

Dave Holeman is managing editor of Cycle Guide magazine.



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 "guttled" 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, 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 arres-

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"The open exhaust motorcycle is fast disappearing, not just from the fear of the local gendarme, but rather from the resulting less performance and dependability."

(Continued from Page 6)

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 Muhammed 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 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.

Robert Metz is a mild-mannered financial columnist for The New York Times. And, then, one day...



“I Could Almost Blow My Mind”

By Robert Metz

I suppose I should have realized that I couldn't bring it off. There I was standing like a dum dum next to that powerful bike revving it up like I knew what I was doing and looking up that 50-foot driveway.

I had conned a friend of mine — the only bona fide motorcyclist I knew — into riding it to the mountains for me, I not having a license.

I'm rather short — being in the altitude of 5 feet 5 inches — and when I mounted, my feet barely touched the ground. I tried to explain to my friend that my only experience on the infernal things was a two-hour ride on a minibike in Arizona, but he still believed my original story in which I hinted that I was just short of being a competition enduro rider and a tag-along friend of Gary Nixon.

Anyway, I released the clutch and that damn thing charged up the hill like a tank, me easing back the throttle 'til the bike wobbled and nearly spilled, then pouring it on to catch balance. At one point, I nearly toppled that 400 pound machine right into my lap in a hole full of boulders — and me without a helmet.

A moment later I made the crest of the hill and then dropped the bike, laying a few scratches on the shiny new machine and a couple on myself. I bled the most, but the bike screamed a lot. Finally, I found the kill button and silence reigned in the Poconos once again.

Mounting the monster again

My friend who represented a major bike maker in real life ran up the hill white as snow. I broke up just looking at his face and then, with more bravery than I really felt, insisted on mounting the monster again so that I wouldn't clutch for good.

Thus, inauspiciously and with great misgivings, I entered the world of motorcycling at the advanced age of 40.

I was soon zipping through the woods over trails frequented by horses, deer and in winter, an occasional snowmobile — usually with a passenger on the back. The Poconos were a great plus for me as a neophyte. I still don't understand how anybody gets enough practice to pass the New York State test unless he has dozens of friends with bikes. In New York, someone with a motorcycle license has to be within a quarter mile of where you are practicing at all times.

As long as I stayed on the 4000-acre Hemlock Farms development, I needed neither license nor learner's permit and I had a ball.

About those passengers. I could walk out of the house in solitude, throw my leg over the saddle, reach back immediately and contact flesh almost every time.

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You may like riding alone, but if there is a half-grown child, a teener or a babysitter within half a mile, you'll find you generally have company. Those first 500 miles over hill and down dale were among the most challenging I've known since I started motorcycling last summer. While I was learning to ride, someone, it seemed, was learning to hang on.

My licensing was uneventful. Aside from hauling the cycle in a pick-up truck 50 miles to a small town in upper New York State — the only station that would test me immediately after I bit the bullet and decided to take a crack at it — there were no particular problems.

I arrived at the test site in a business suit on a warm July day and watched several nervous teen drivers snap back the head of the examiner while waiting my turn on the road test.

Ape hanger handlebars

As luck would have it, there was another cyclist waiting to take the test that day, but having no sense at 18, he affected a black leather jacket and barely-legal ape hanger handlebars on his chopper.

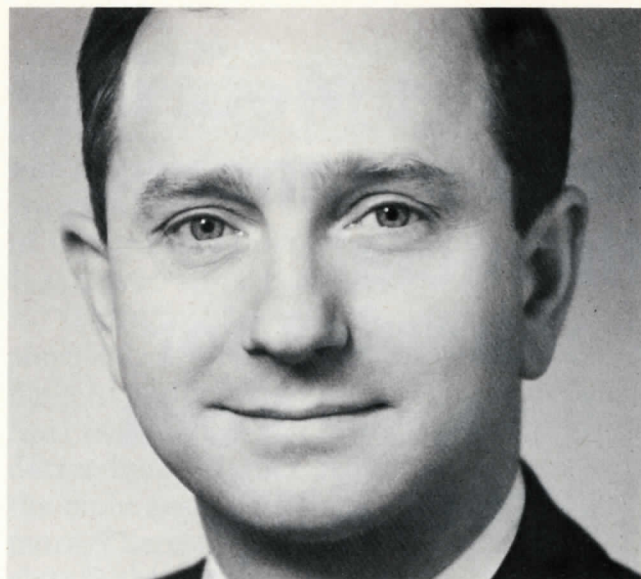
In this game, protective coloration is all important and my business suit must be regarded as eminently sensible. The inspector was courteous but businesslike. I had heard that they don't like to give out motorcycle licenses but wasn't particularly worried. I knew that they could be rough and had flunked an ex-state trooper and an executive whose cycle was incapable of making circles as small as the inspector dictated even with the forks locked.

I performed for him well, I thought, and seemed to please him with my circles and figure eights. On the other hand, when he left me to pick up chopper his smile became a little tight-lipped. When the young man started revving his cycle past the red line, I could see the inspector's mental wheels turning. I bet that fellow doesn't have his license yet.

In due course I learned that I had passed and it was with relief that I began riding the cycle to the gasoline instead of carrying gasoline to the cycle.

My first trip to New York City, where I was to keep the cycle a week at a time, was a revelation. I didn't mind the traffic coming in, though it was clear to me why many cyclists won't go near Gotham. There is a theory that motorists aren't really hostile to cyclists — you just don't register with them. They see you but they don't see you!

Whether it's true or not — and it is certainly true for some — it's best to ride like you were



Lamont Cranston known only to the beautiful Margo Lane as the Shadow. You'll stay out of trouble that way — if some cretin doesn't slip up behind you and nudge you into the next world.

What really surprised me, though, wasn't the traffic, but the potholes. There it was late August, the winds beginning to get blustery and Fun City was still an obstacle course. Those first two or three jolts sent me a foot off the seat and raised the hair on my neck.

But there were lots of city delights ahead of me. I found that I could dart through midtown traffic — legally — and make time like never before. Garaging in midtown carried another pleasant surprise. Some of them at least charge only half normal fare for parking. There is motorcycle service galore in a score or more dealer outlets of various types in Manhattan and a handful of guys parked out front to share your problems and stories.

If you're uptight at midnight after a trying day at the office, mount the Green Hornet and buzz the bricks. The East and West Side Drives make great runways in the wee hours.

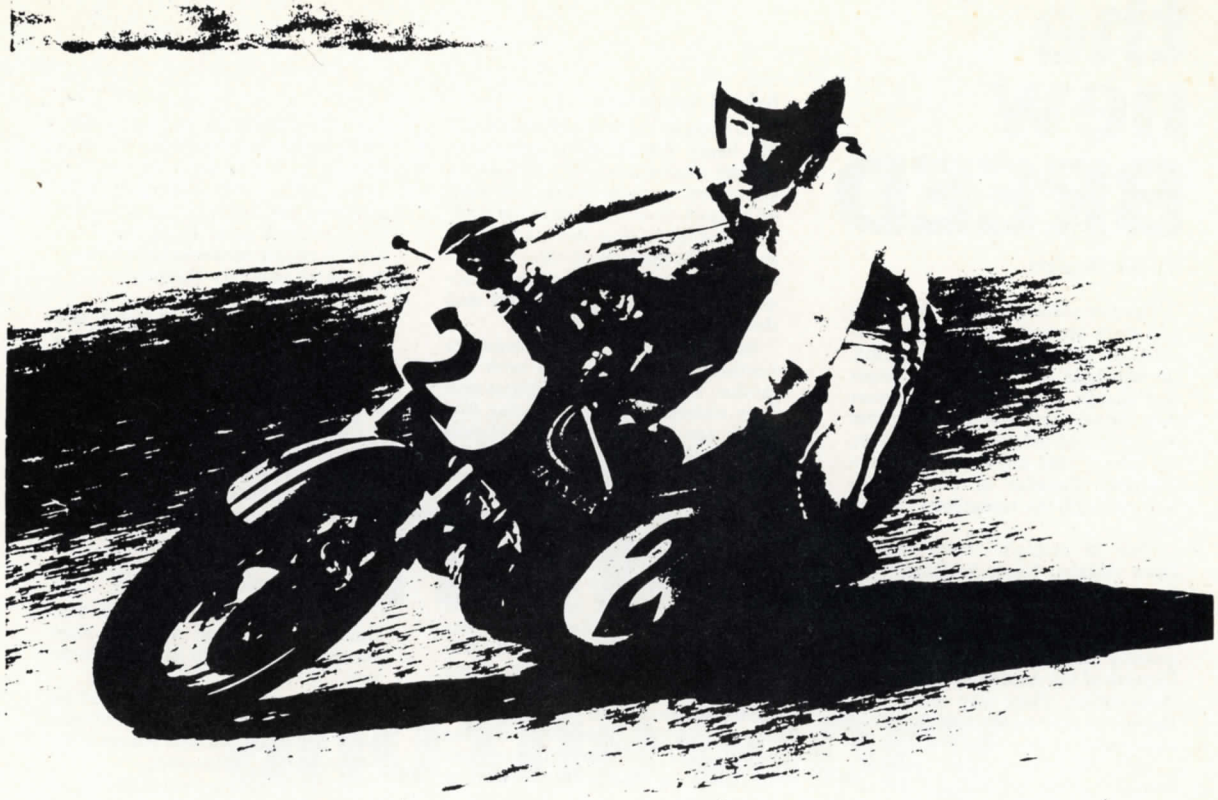
Something about those wheels

I'm no motorcycle nut, but there's something about having those fleet wheels tucked into the garage under the apartment building, ready to go whenever.

If you ride one of these things, you already know the thrill of blasting away from a stoplight, the wonderful sense of freedom you feel when you zip ahead of all comers — except maybe that dingbat on the chopper in the next lane.

Some fellow wrote The New York Times suggesting that if Mayor Lindsay's love affair for the bicycle could be broadened to include motorcycles,

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Those two-wheeled screamers you see out there are not 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 bikes 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 permits 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 or revolvers to a gunfighter.

— **COOK NEILSON**
Editor, *Cycle Magazine*

the new BREED

By Joe Scalzo

The hot shoe youngling takes no guff from anybody. Lacking experience, he compensates with daring. He will hold the throttle on longer and plunge deeper into the corner than the wise veteran, gambling that his nerve and reflexes will save him. He rides — and often spills — spectacularly. Because of this, people push through the turnstiles to watch him.

This is racing's "New Breed." Dave Aldana, Mark Brelsford, Jim Rice, and Don Castro are the latest in a long line. Mere boys, they already are jousting with, and frequently beating, the wise veteran Experts of the American Motorcycle Association. They may make it to the top, or they may burn themselves out trying. It can take years to develop the control and patience needed to win on the AMA pro circuit. Presently all four seem flawed: Aldana appears imprudent; Brelsford seems to need more confidence; Rice lacks road racing experience; Castro needs more luck.

The Banzai kid

Dave Aldana falls down too much. But he also wins lots of races.

At Sacramento early this year Aldana startled the large crowd by crashing through the deep ruts and sending dirt flying over the walls, and onto every lap. He and Dick Mann dueled at breakneck pitch. Eventually Alana beat Mann, a veteran of some 16 years his senior, by weaving around and effectively blocking him as they shot under the checkered flag with engines roaring.

Dave Aldana's style is simply to ride as fast as he can at all times. He refuses to pamper his equipment, and at Sacramento had his 650-cc BSA screaming as he opened up a huge lead. He could have slowed down, as he had the race in his pocket, but he continued to torture the engine. At the start of a race he will jam on too much throttle, and his front wheel will leap into the air. He power-shifts through the gears brutally. In the corners, burning tread off his tires, he will nudge slower riders out of the way.

Like Brelsford, Rice and Castro he is single. He just turned 20 and seems shy, even suspicious, of strangers. When asked a question he will answer politely but curtly, never saying more than is absolutely necessary. Aldana does not impress one as having much of a personality.

"He's not a smart rider now," says an observer. "He rides with the throttle. He doesn't use his head." But Dick Mann says, "There is no doubt he is good."

Behind a calm face . . .

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 very fast and does not have to work at it.

Brelsford, from San Bruno in northern California, lives with his mother, stepfather, two brothers and four sisters. He started racing five years ago, thrashing a tiny Honda in scrambles races. Finding these too easy, he bought a professional license. He displayed a talent for jumping into the lead, then crashing. He would not slow up for corners.

He toured and palled around with Mert Lawwill. Only 19 and still an Amateur, Brelsford was in awe of Lawwill and the other veteran Experts. He thought he could gain favor by mimicking their riding styles, and at Louisville, Kentucky, he willed himself to gun around the corners without shutting off the throttle, just like Lawwill. Mark was leading his heat race with ease when he crashed.

Lawwill coached him for the rest of the season and loaned him factory Harley-Davidsons. Mark paid him half of any prize money he won. He won so many Amateur races that he was named "rider of the year."

But in 1969, now an Expert himself and still Lawwill's riding partner, all Brelsford could seem to do was crash. At the Daytona short-track a rider fell in front of him, and Mark rode up and over his fallen bike like a ramp. He was catapulted high in the air and slammed into the brick crashwall.

Almost as soon as he started racing again, he won his first National, the night TT steeplechase race at Ascot Park.

"Who?" the crowd asked

When Jim Rice won his first National last year, the crowd asked, "Who?"

Before the season was over Rice had added National wins at Sedalia, Mo., on the long, fast mile track, and later at Oklahoma City, a dry, slick half mile. At Sedalia, Rice had had to thread his way gingerly through a fire and a seven-rider pile-up directly in front of him.

He opened the 1970 season recently by easily winning the TT steeplechase National inside the Astrodome. In April he was again making news; this time he won the 20-lap dirt track National at Palmetto, Ga.

After he won his first National at San Jose, Rice says veteran Experts "began to know I was around." Not that they were impressed. At the Sacramento 25-mile National, Chuck Palmgren moved up behind Rice and began prodding him with his front wheel. Rice nearly lost control in

the corner, slid wide, and was passed by Palmgren on the inside. "He kept getting in my way," Palmgren explained afterwards, cheerfully. Rice accepted this tough justice and went home to work more speed out of his bike. A couple of weeks later he won the Oklahoma City National.

He is 22 years old, 6 feet 1, and weighs 160 lb., a lot of weight for a motorcycle racer to pack. Jim believes it gives him an advantage when accelerating off the corners.

From past performances Rice has shown himself to be determined to excel in whatever he does. But then he becomes bored and disinterested and moves on to something new, another challenge.

. . . A bad luck boy

Without luck, no rider can win. Don Castro, of all the hot shoe younglings, seems to be the unluckiest.

He roared into 1969, announced by rave reviews. He and Dave Aldana were rated the two best Amateur division racers in America.

The fiery Aldana immediately polished off five straight races — Cumberland, Terre Haute, Nazareth, Reading, and Santa Fe. Castro, meanwhile, watched miserably from the sidelines. He had a broken ankle.

But Castro, though only 20, is practical. Today he looks upon this convalescence period as being good for him: "Just sitting back watching, not being able to ride, made me all the more anxious and determined to race again."

Finally the torture became too great; he couldn't wait any longer. He took a saw and sliced off half the cast so that he could wiggle his ankle. It felt fine. Racing this way, with half a cast, he won six Nationals to his bitter rival, Aldana's, none.

The last National of the year was at Ascot in Los Angeles.

As the contest started, Castro snatched the lead. An accident on the first lap brought out the black flag. On the re-start, Castro led again, with Aldana a menacing second. Castro reached up to quickly brush some dirt off his goggles and inadvertently pulled them off. Dirt and rocks were swirling through the air, and it was impossible to see without goggles. Castro had to stop.

Asked if he thought he could win No. 1 in his first year as an Expert, the bashfulness came through: "Gee, it would be kind of fantastic. There are a lot of races still to go." But he was not ruling out the idea completely.

Then, like a thunderclap, came news of Castro's latest bad luck. He was to receive his induction papers from the Army, and it appeared he might have to quit racing for an indefinite period. "I'm pretty worried about it," was all he would say. •

The Dust and the Glory

A survey of the 1970 series competition for the Grand National Championship

By William Ogburn

At Oklahoma City, October 4th, the American Motorcycle Association's series competition for the 1970 Grand National Championship came to an end, and a new top ten riders emerged. This year's motorcycle racing elite includes experience ranging from first-year Experts to one of the most veteran riders on the circuit, but with the exception of two, Californians dominate the standings.

Grand National Champion and recipient of the prestigious AMA Number One plate is Gene Romero, 23, of San Luis Obispo, California, ending the season with 667 points and three Championship wins.

Following Gene with 574 points is the sensation of the season, second-year Expert Jim Rice, 23, of Palo Alto, California, finishing the season with no less than 6 Championship wins.

David Aldana, 20, of Santa Ana, California, turned in a 1970 performance that earned him the title, "Super Rookie," collecting 459 points and winning three Championships.

Dick Mann, 36, the most experienced and versatile rider on the professional circuit, rallied throughout 1970 and ended a season shortened by injuries with a total of 412 points. Mann won three Championships, including the famous Daytona 200 mile road race.

First-year Expert Don Castro, 20, of Hollister, California, failed to win a Championship event, but his consistent and aggressive performance moved him into fifth overall with 392 points.

Mert Lawwill, 30, of San Francisco, dropped to sixth position this year, having held the Grand Na-

(Continued on Page 44)

NATIONAL AMA EVENTS FOR 1971

January 29	Indoor TT	Houston, Texas
January 30	Indoor Short Track	Houston, Texas
March 8-14	200 Mile Road Race	Daytona, Florida
April 24-25	100 Mile Road Race	Atlanta, Georgia
May 2	Half Mile	Cumberland, Maryland
June 5 (Nite)	Half Mile	Louisville, Kentucky
June 12-13	100 Mile Road Race	Laconia, New Hampshire
June 20	Half Mile	Terre Haute, Indiana
June 27	Half Mile	Columbus, Ohio
July 5	Half Mile	San Jose, California
July 10-11	100 Mile Road Race	Kent, Washington
July 16-17	TT	Castlerock, Washington
July 24	TT	Gardena, California
July 31	Half Mile	Corona, California
August 8	Mile (20 Lap)	Livonia, Michigan
August 13 (Nite)	Short Track	Hinsdale, Illinois
August 15	Half Mile	Jennerstown, Pennsylvania
August 21-22	100 Mile Road Race	Mount Pocono, Pennsylvania
Sept. 3-5	200 Mile Road Race	Talladega, Alabama
Sept. 12	Mile (50 Lap)	Nazareth, Pennsylvania
Sept. 19	Mile (25 Lap)	Sacramento, California
Sept. 25 (Nite)	Half Mile	Gardena, California
October 3	Half Mile	Oklahoma City, Oklahoma
October 15-17	200 Mile Road Race	Ontario, California



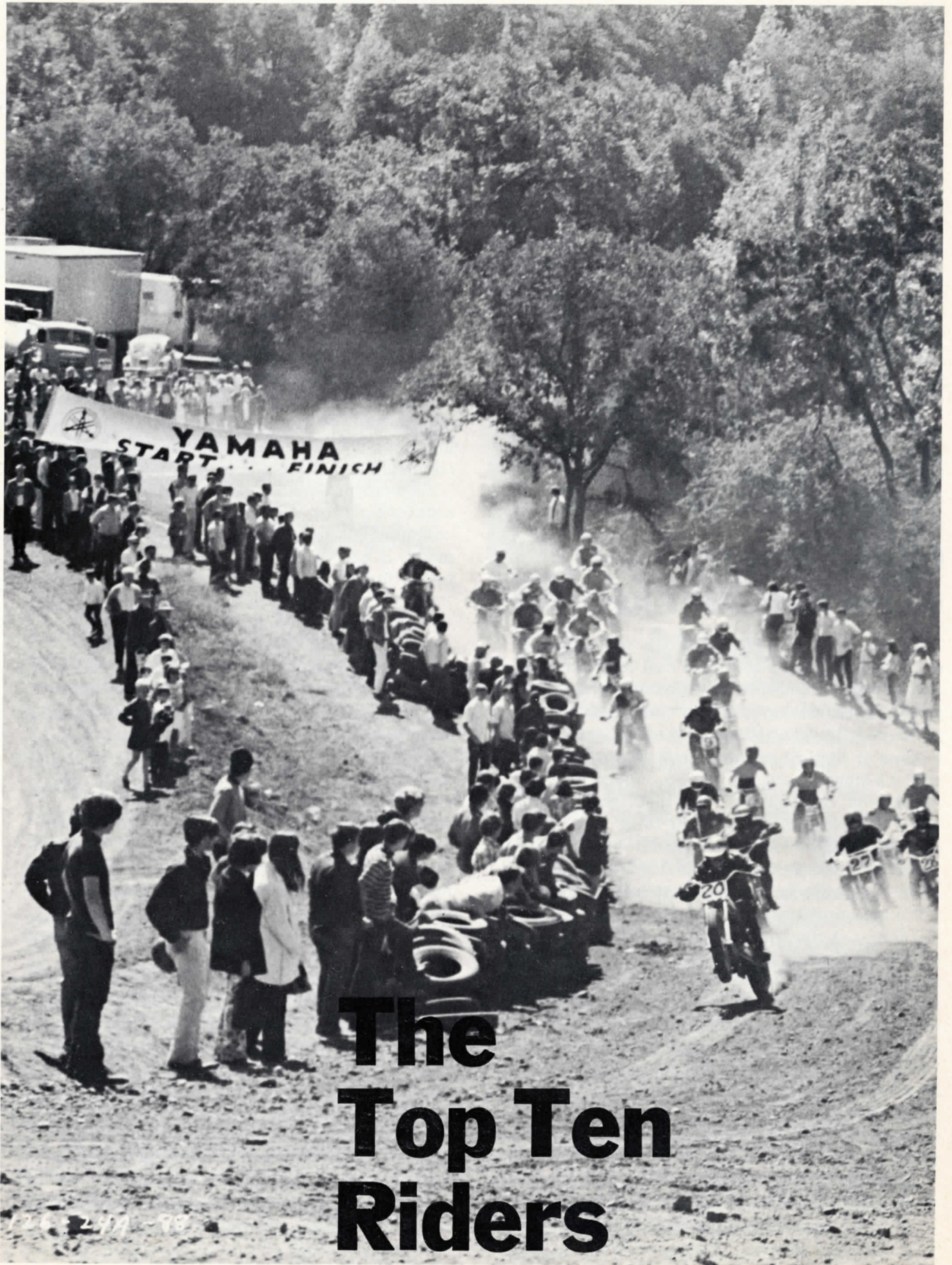
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The Top Ten Riders



Gene Romero Grand National Champion

Sunday afternoon, September 13, with two championship meets still to be run, Gene Romero clinched the Grand National Championship on the Sacramento mile, winning the 50 lap event in the process. Consistency, has been Gene's method of capturing professional motorcycle racing's highest honor in the U.S. In fact, the Sacramento championship was just Gene's second win for the season, and only the third championship victory of his career.

At 23, he was riding only his third full season as an expert. Gene, who was born in Martinez, California, now resides in San Luis Obispo, California, is single and earns his living as a professional racer, participating in woods riding to maintain his physical condition. Gene started scrambling in 1963, entered his first professional event in 1964, claiming that he did it on a dare and that it turned out to be to his liking. He quickly moved up through the ranks to amateur, learning his trade at the famous Ascot tracks, but in February of 1965 his career was temporarily halted by a crash that resulted in a broken collar bone.

Returning from the spill, Gene mounted the white number plates bearing the National Number 20 in 1967, but another crash halted his progress, this time more seriously. May 13, 1967 Gene crashed at the Tulare, California half mile, badly

breaking his left leg.

In 1968, he again returned to the circuit, somewhat uncertain of his ability to rebound from the severe crash. However, this is the period when Gene's steady rise to the top began. His falls had taught him care and a studied approach to racing, and he doggedly pursued the circuit from coast to coast, and near the end of the season he won his first National Championship at Lincoln, Nebraska. It actually had been his first year as an expert and the result was impressive with one National win and a final position of seventh in the point standings.

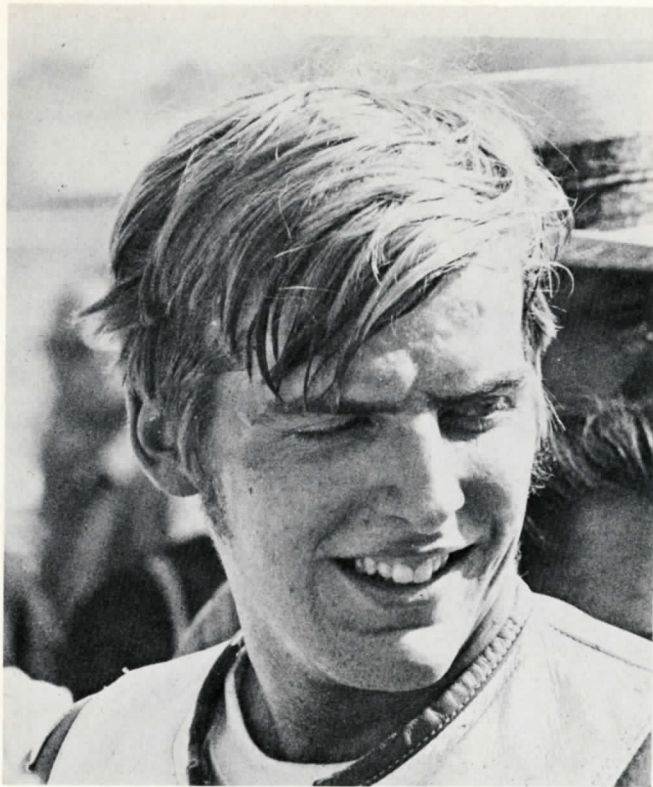
The National Number 20, now holding a position on the Triumph team as a result of his 1968 performance, turned in an even more consistent season in 1969, though he failed to win a single National Championship event. However, 20 finishes out of 25 tries, including four third-place finishes and five second-place finishes, placed him in the runner-up position right behind the new Grand National Champion, Mert Lawwill.

As a result, Gene was granted a more prestigious number for 1970, and the new National Number 3 continued his steady style by finishing in the money in seventeen out of the twenty-two events held prior to his Sacramento victory.

1970 began somewhat disappointingly, though, with unsuccessful performances at the two Astrodome races. Things began to brighten, however, as Gene blasted his team Triumph to a new one lap qualifying record of 157.342 miles per hour at Daytona, almost 4 and a half miles per hour faster than Mark Brelsford's next best qualifying time. Following this speedy performance came a second place finish in the 200 mile road race, planting Gene in second in the point standings. From there on the season progressed with Gene maintaining his remarkable consistency, rarely excelling but seldom failing to finish. For example, at Kent, Washington he finished seventh in the 125 mile road race; at Palmetto, Ga., he finished tenth; at Cumberland, tenth; at Talladega, sixth; at Loudon, ninth; at Louisville, seventh; at Columbus, fifth; and so on.

In short, for Romero it appeared to be a repeat of the 1969 season, but in late August he finally broke his string of points-building finishes with a smashing win on the mile track at Sedalia, Missouri. Then, with Jim Rice crashing once and suffering mechanical failure twice in a row, Romero closed in and seized the championship with his win on the Sacramento mile.

Gene Romero's 667 points places him 93 points ahead of Jim Rice, the nearest competitor. Romero has repainted his number plates for the 1971 season.



Jim Rice

1970's Number Two rider is another 23 year old Californian, Jim Rice. His season total was an impressive 574 points. Rice began his professional racing career only four years earlier. He served a two-year Junior apprenticeship before joining the Expert class. By the conclusion of the 1969 circuit, Rice had attained 11th overall ranking, with National wins on the San Jose and Oklahoma City half miles as well as a winning performance on the Sedalia mile track. His 1970 season of six National victories began with the season's opener at the Houston T.T. course. He took top honors at three half mile events (Atlanta, Reading, Pa., and San Jose), a mile test (Santa Rosa, Calif.) and an outdoor T.T. (Peoria, Ill.). During the early part of the season Rice and Dick Mann vied for the Number One spot. The position saw-sawed back and forth between the two men a number of times. Eventually, however, both Rice and Mann fell out of real contention for the lead.



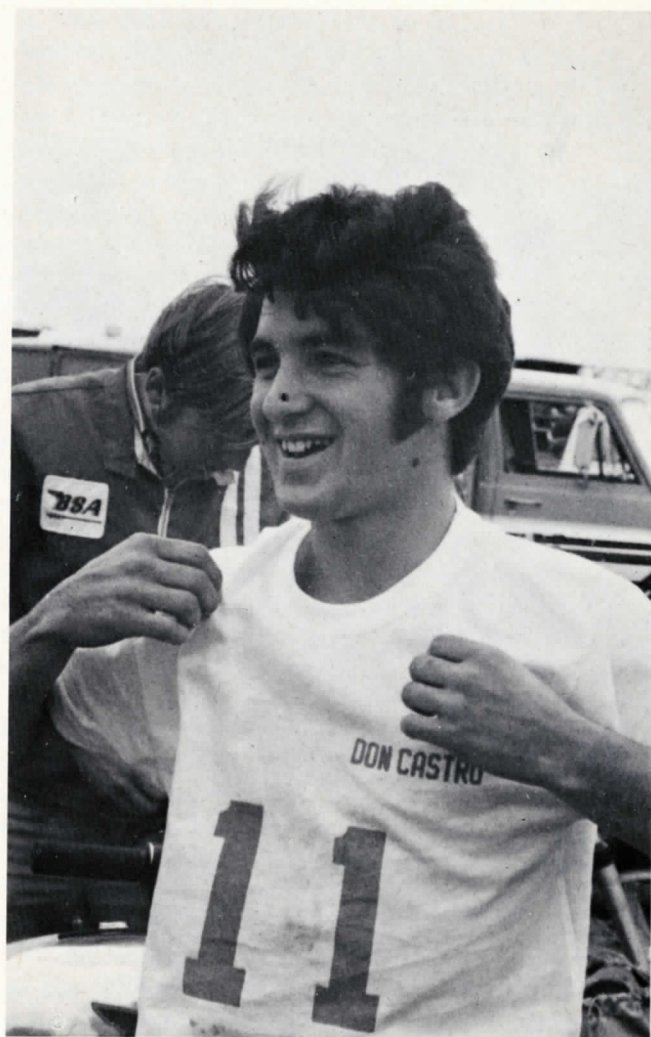
Dave Aldana

Dave Aldana's spectacular riding earned him the "Super Rookie" of the year title, as well as the designation as National Number Three. Only 20 years old, Aldana began his professional career one year earlier. As a Junior, he clinched seven events and was named top AMA Amateur for 1969. A spirited, competitive hard-rider, Aldana made an easy transition to the Expert class in 1970. His first season win came at the Talladega 200 road race, which, it should be noted, was only the fourth road race he had ever competed in. In addition, he posted wins on the Terre Haute, Ind. half mile and the Indianapolis mile. His versatility was vividly demonstrated 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. He ended the 1970 season with 459 points and the third place title.



Dick Mann

Fourth place for 1970 went to the AMA circuit's most versatile professional rider — Dick Mann, of Richmond, California. Mann began his consistently successful professional motorcycle racing career in 1954. It was in 1957 that his name first appeared in the top ten point standings and, since then, except for 1966, he has held a top ten position each year. The winner of 19 National Championships, Dick Mann captured the Number One place in 1963. The 35-year-old veteran began the 1970 season by winning the prestigious Daytona 200 mile road race. The event marked his first road race victory since 1965 and catapulted him solidly into first place. Mann suffered a broken ankle late in the season and saw his chance for the top spot severely diminished. He ended the season with a Championship victory at the Castle Rock, Washington T.T. The injured ankle also limited his participation in an area of the sport where he excels, the Trans-AMA Moto-cross Series.



Don Castro

The 1970 point race was marked with an abundance of first year Expert riders. Hollister, California resident Don Castro was one of these racers. The 20 year old failed to win a championship, but his consistently aggressive performance clinched a fifth place in the standings with 392 total points. In 1968, Castro started racing in AMA professional events. During his 1969 season he proved to be Dave Aldana's toughest competition and, not infrequently, Castro and Aldana shared the 1-2 finishing positions. Castro captured six Junior wins in 1969, earning a spot with former Grand National Champion Gary Nixon and current Grand National Champion Gene Romero on the Triumph factory racing team.



Mert Lawwill

San Francisco, California resident Mert Lawwill dropped to sixth position in the 1970 National standings. Lawwill was the 1969 Grand National Champion, but his 1970 ranking suffered greatly due to the mechanical problems which continually plagued him. The 30 year old rider began his professional career in 1962 and moved into the Expert ranks almost immediately. Lawwill's name has appeared in the National top ten standings every year since 1964. Since then, he has won a total of eleven National events. He earned 323 points with wins at the Houston, Texas short track; the Cumberland, Maryland half mile; and the Gardena, California T.T.



Mark Brelsford

Seventh place was clinched by 21 year old Mark Brelsford. The San Bruno, California racer proved to be a tough competitor throughout the 1970 circuit, but he was hampered by engine troubles. Brelsford turned professional in 1967. During his 1968 season, he earned the Motor Sports Press Association's award of "Motorcycle Rider of the Year." In 1969, he advanced to the Expert class, gained a post on the Harley-Davidson team, and finished eighth in the final standings with a win at the Gardena, California T.T. Always considered a top contender, Brelsford won only one National this year — the Oklahoma City half mile — and finished with 317 points.



Chuck Palmgren

Yamaha team leader, Chuck Palmgren, 25, a resident of Freehold, N. J. placed eighth overall in the 1970 season. He finished with one championship win on the Nazareth, Pennsylvania mile and 303 total points. In 1964, he took to the National circuit. Two years later, Palmgren earned his Expert ranking. He finished the 1969 season in fifth place after capturing two victories on mile ovals at Santa Rosa, California and Sacramento, California.



Tom Rockwood

Talented young rider Tom Rockwood, the 19 year old racer from Gardena, California rode aggressively throughout the season, but failed to win a championship event. He finished the year with 300 points and ninth place. He began competing in professional events in 1967 and, in 1969 he became an Expert rider. During the 1969 season he took a seventh place at Daytona and two fifth places at the Gardena half mile and the Gardena T.T.



Gary Nixon

The 1970 top ten is rounded out by Gary Nixon, 29, of Phoenix, Maryland. The season was painful for Nixon, as he was recovering from a serious crash on the Santa Rosa mile in 1969. He turned professional in 1958 and made the transition to Expert in 1960. Nixon has consistently appeared in the top ten since 1963 and he has won a lifetime total of 15 championship events. In addition, he is a two-time winner of the Grand National Championship title (1967 and 1968). Nixon won the Loudon, N. H. road race this year on a Triumph, the brand by which he is sponsored. He finished the season with 271 points.

In addition to the top ten riders, there were four professional racers finishing lower in the points standings who earned National Championship wins in 1970.

Dave Sehl of Water Down, Ontario, Canada won National Championships during 1970 on the half mile tracks at Louisville, Kentucky and Columbus, Ohio. Sehl distinguished himself in 1969 on a privately owned Triumph, earning a position on the factory Harley-Davidson team for 1970. Dave, 24, finished sixteenth in the standings this year.

Twentieth in the standings this year was Eddie Mulder, 27, the colorful T.T. specialist from Burbank, California. Mulder has ridden in professional competition for eight years, doing his best work on all types of dirt tracks. During 1970 he won the National Championship T.T. on a Triumph at Santa Fe Park near Hinsdale, Illinois.

1970 was the first time in several years that Flint, Michigan racer Bart Markel, 35, finished out of the top ten. Bart won a Championship at the Santa Fe Short Track this year, finishing thirty-second in the overall points race. He has held the Grand National Championship title three times (1962, 1966, and 1967) and is tied with Joe Leonard for total Championship wins with twenty-seven. Bart rides a Harley-Davidson.

Ron Grant, 31, from London, England, currently resides in Brisbane, California. He is a road racing specialist and won a Championship victory on the paved course at Kent, Washington this year. Grant rode a Suzuki throughout the season and finished forty-second in the Championship standings.

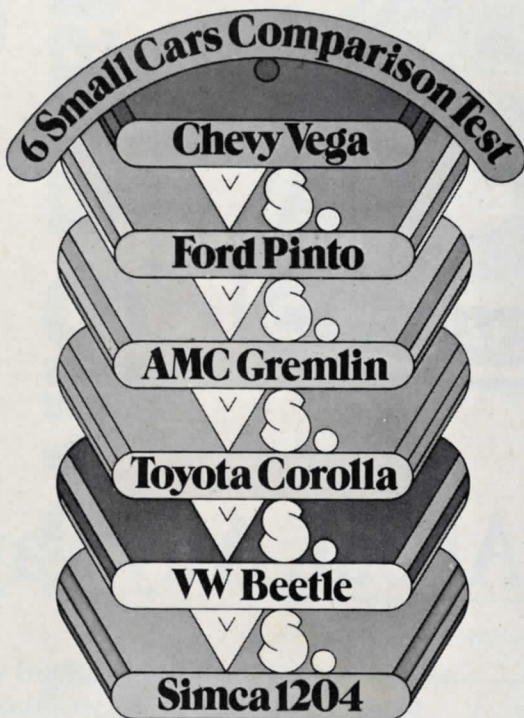
AMA National Numbers for 1971

1. Gene Romero
2. James Rice
3. Dave Aldana
4. Dick Mann
5. Don Castro
6. Mert Lawwill
7. Mark Brelsford
8. Charles Palmgren
9. Tom Rockwood
10. Gary Nixon
11. Yvon Duhamel
12. Larry Palmgren
14. Cal Rayborn
15. Dave Smith
16. Dave Sehl
17. Walt Fulton
18. James Odom
19. Keith Mashburn
20. Eddie Mulder
21. Russell Coppage
22. Frank Gillespie
23. Jody Nicholas
24. Art Baumann
25. Don Emde
26. Ed Wirth
27. Larry Darr
28. Royal Sherbet
29. Lloyd Houchins
30. Ronnie Rall
31. Gordon VanLeeuwen
32. Bart Markel
33. Frank Camillieri
34. Geoff Perry
35. Rick Deane
36. Ken Molyneux
37. Ron Pierce
38. Dallas Baker
39. Ginger Molloy
40. Dan Haaby
41. Mark Williams
42. Ron Grant
43. Robert Bulmer
44. Al Gaskill
45. Buddy Elmore
46. Paul Bostrom
47. Ralph White
48. R. G. Seabourne
49. Larry Stone
50. Nat Williams
51. Hurley Wilvert
52. John Weaver
53. Larry Schafer
54. Dave Hansen
55. Neil Keen
56. Phil Cullum
57. Jess Thomas
58. Leonard Fortune
59. John Klaus
60. Ed Varnes
61. Jim Maness
62. Bill Eves
63. Mark Mayer
64. Rod Pink
65. Jack Warren
66. Ralph Waldman
67. Mike Meyer
68. Jack Forester
69. Carl Williamson
70. Earl Lout
71. Earl Myers
72. Norm Robinson
73. Lewis Burren
74. W. T. Ruffner
75. Bill O'Brien
76. Charles Seale
77. Bob Bailey
78. Roger Reiman
79. Jerry Stokes
80. John Black
81. Gary Boyce
82. Phil Hawk
83. Glen Adams
84. Charles Chapple
85. Bill Lloyd
86. Bill Elder
87. Jim Corpe
88. Ray Little
89. Steve Lathrop
90. Mel Lacher
91. Richard Scott
92. Joe Barringer
93. Mike Dottley
94. George Longabaugh
95. Ed Moran
96. George Roeder

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Doctors Are AMA Members

(and so are grocers, lawyers, models, students, physicists, housewives, salesmen and pizza bakers).



What's It All About, Anyway?

By Long John Nebel

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. representation 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.

(Continued on overleaf)

Events

HEAT NO. 1

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HEAT NO. 3

HEAT NO. 4

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HEAT NO. 7

HEAT NO. 8

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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.

What the flags mean



WHITE — Start of the race.

YELLOW — One lap to go to finish. When the white and yellow flags are held together in a cross position this signals the half-way point in the race.

RED — Danger on track, but does not mean hold position.

WHITE with RED CROSS — Ambulance flag — indicates that an ambulance is on the track or course, does not mean hold position.

WHITE with BLACK CENTER — Move over, another rider trying to pass.

BLACK with 1" WHITE BORDER — Disqualification or stopping of race—report to referee at once.

BLACK & WHITE CHECKERED — Finish, end of race.

From pianos to motorcycles

THE YAMAHA STORY

By Donald J. Day

**Manager, Public Relations and Advertising
Yamaha International Corporation**

In America—as well as in 83 nations throughout the world—the word Yamaha has become synonymous with leisure-time activities. Motorcycles—the most complete line in international distribution. Pianos—Yamaha is the world's largest manufacturer. A complete line of band instruments—brass, woodwinds, percussion. Electronic organs. High-fidelity stereo speakers and components. A full line of fiberglass skis. Archery sets. Snowmobiles. Plus a wide recognition in education circles for the unique Yamaha Music School.

The Yamaha success story begins back in 1887 when a young craftsman named Torakusu Yamaha was summoned to repair an American-made organ used at the Hamamatsu primary school in Japan. He was so intrigued by the organ that he formed a small company to produce reed organs and, following rapid expansion, reorganized it under its present name, Nippon Gakki Company, Limited.

In 1900, Nippon Gakki expanded operations to include the manufacture of pianos. From this modest beginning, the firm rose to its present stature of world's largest piano manufacturer. Today, more than 120,000 pianos are produced annually.

In 1955 the company began producing motorcycles through a newly established subsidiary, Yamaha Motor Company, Limited. Since 1960, these lightweight motorcycles have been marketed in the U.S. by Yamaha International Corporation, also a subsidiary of Nippon Gakki. Today, Yamaha is one of the world's largest and fastest-growing manufacturers of lightweight motorcycles. Best known for the Enduro, or trail type motorcycle, Yamaha is currently marketing more than five "Street" machines, as well as the newly popular Moto-cross models.

To maintain their position of leadership, Nippon Gakki and Yamaha Motor Company operate an extensive Research and Development Division. The aim of this creative "think shop" is to provide Yamaha engineers, already graduates of leading

universities around the world, the opportunity to further develop their technical knowledge. The sole function of the more than 600 employees of the R & D Division is to devise new methods, new materials, new processes and new products that can enhance Yamaha's reputation for quality in everything it manufactures and markets.

Yamaha's phenomenal performance in motorcycle racing has also been highly significant in the remarkable growth of the company. Yamaha has dominated the biggest races all over the country for a number of years, including the most important races in North America—Daytona Beach, Florida. At Daytona, in 1965, Yamaha swept 8 out of the first 10 places in the 250cc class. In 1966 Yamaha incredibly repeated this record. In 1967 it was 7 out of 10; in 1968 it was 7 out of the first 10 again; in 1969, 8 of the first 10; and, amazingly in 1970, 9 out of the first 10. In all these years Yamaha always took first place. This six-year record has never been approached by any other manufacturer. In 1968 also, Yamaha 350cc machines, with revolutionary 5-port power, took 2nd and 3rd in the big bike race, defeating machines more than twice their size.

Land speed records have also been established by Yamaha. More records were set at Bonneville, Utah, by Yamaha in 1970 than any other motorcycle company. Endurance runs have also been won: The grueling Mint 400—1969 and 1970. In November of 1970, a new record of 18 hours, 30 minutes was set by a Yamaha RT-1 360 at the Mexican 1000 (Baja race).

In order to accommodate the growing work force at the headquarters of Yamaha International Corporation in California, a million-dollar building was constructed in Montebello in 1964. Just a 20-minute drive from downtown Los Angeles, the original 53,000 square foot structure was enlarged by an additional 30,000 square feet in 1965. Late in 1970 Yamaha began construction of an even larger facility in Buena Park, California, that will house the company on or about March 1, 1971.

She Asks No Quarter On the Eighth Mile



Sammie Dunn prepares her cycle as her children watch.

What's so unusual for a woman to want to ride with the big guys? Sammie Dunn just likes to compete.

By Steve Elliott

What makes Sammie run?

I don't know. I'm only a man, and Sammie — Sammie Dunn is an attractive, 24-year-old mother of two, who just happens to spend her off hours racing cycles, trail-riding, and topping hills that no man in his right mind would dream of attempting. Why?

Who knows? All I can tell you is what Sammie says.

"I like competing, that's all. If somebody tells me there is something that no other woman has done, I want to do it."

It was that kind of thinking that led Sammie to California's Saddleback Park in Irvine last year. She was working as a secretary at Long Beach's McDonnell Douglas Aircraft when one day a friend of hers shouted a challenge across the dining room: "Hey Sammie, Saddleback is giving \$100 to the first woman who can go over the top of the Matterhorn." Now, to Sammie a challenge is not something to take lightly.

The Matterhorn, to the uninitiated, is a hill that goes straight

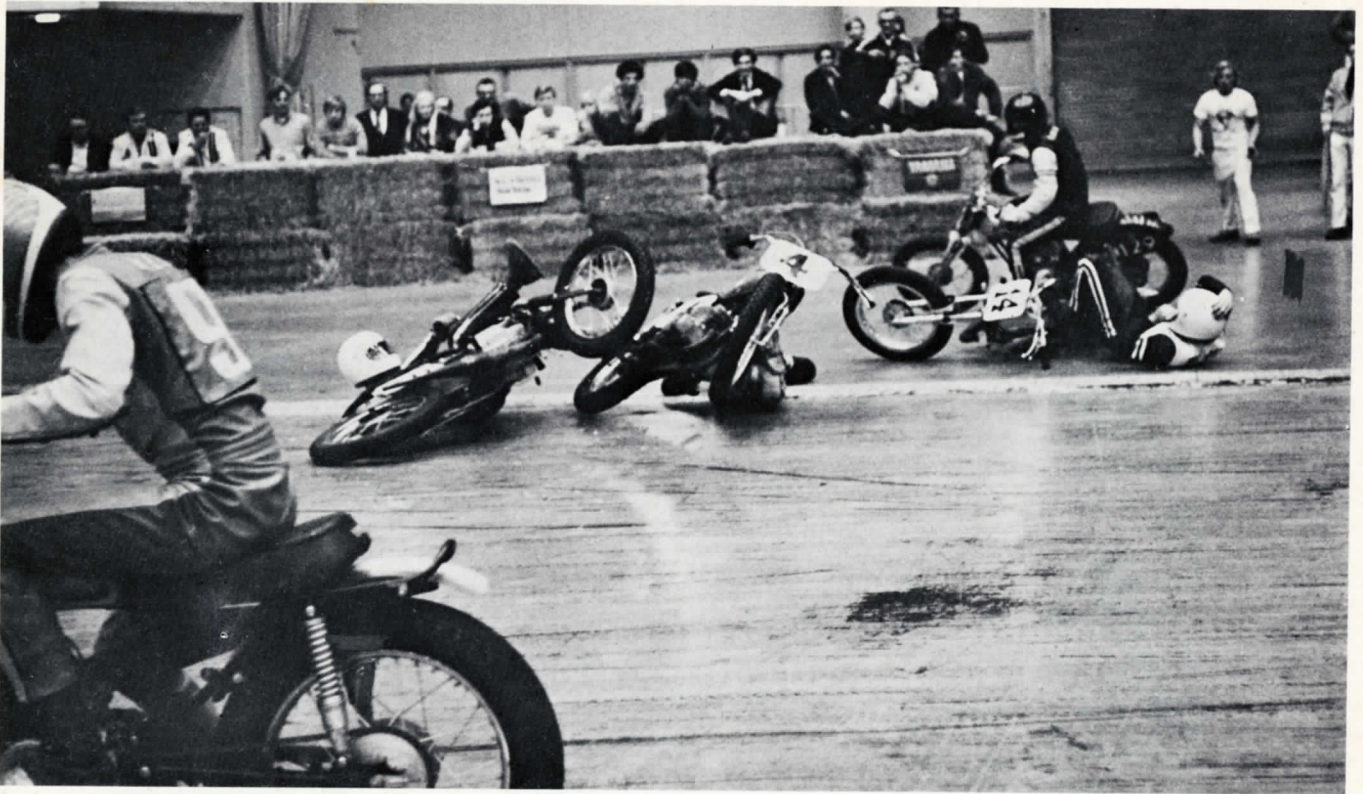
up for more than 2,500 feet, and the only way to get a bike over the top is to whale out full throttle and keep it there. If the bike fails, then you lose a bike, because a bike falling 2,500 feet tends to get a little bent up. And so do you.

So, Sammie went full throttle, and — Sammie won \$100.

"I was a little anxious at first, but not scared. If you get scared, you might hurt yourself." Now there is an understatement!

Sammie started trail riding four years ago near her home in Westminster, Calif. She found out in record time that few women could ride with her, and that led

(Continued on Page 43)



Make Your Race Photo a Winner.

The shutterbug with the best color or black-and-white print taken of motorcycle action in the Garden tonight will win a \$100 cash prize from Yamaha plus a Konica Auto Reflex A camera from Willoughby-Peerless.

Second Prize: \$50
Third Prize: \$30
Fourth Prize: \$20

IMPORTANT: All pictures must be taken from your seat. You may submit as many prints as you wish. Winning photos become the property of Yamaha International Corp. No entries will be returned unless accompanied by a stamped, self-addressed envelope.

To compete, simply mail your entries and the coupon. All entries must be received before March 1, 1971. Decision of the judges is final.



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The experts from Kodak tell you how you can capture racing action without ultra-expensive equipment.

All of the roaring excitement of international motorcycle champs primed to their competitive best — plus the added significance of a genuine sports “first” — make the first motorcycle races ever staged at Madison Square Garden a photo event for camera and cycle enthusiasts alike.

From the 8 p.m. starting time to the presentation ceremonies after the big race, there will be countless picture opportunities for fans with automatic or adjustable cameras. Whether you are aiming at the action on the track or the reaction in the stands, a few tips from professionals will help you capture the color of the motorcycle races in pictures.

“Fast” is the byword for camera users as well as racers in the garden. Kodak experts suggest a fast lens — at least $f/2.8$ — and a fast film for best results. Kodak Tri-X Pan (in cartridges or rolls) or Royal-X Pan film (in rolls) are fast black-and-white films. For color pictures with natural color rendition, high speed Ektachrome film (Tungsten) with push-processing by Kodak (KODAK Special Processing Envelope, ESP-1) will allow those with adjustable cameras to use the fastest shutter speed possible. The push-processing increases the speed of Kodak high speed Ektachrome film $2\frac{1}{2}$ times — from ASA 125 to ASA 320 — so you can expose your film at a higher speed. Daylight-type films, such as Kodacolor-X, will produce pictures more orange or “warm” in color.

A certain amount of blur

Although a certain amount of blur can be artistic and indicate the terrific speed of the event — racers can complete one lap of the 8th-of-a-mile track in less than 10 seconds — you may also want to try techniques that will tend to stop the action, especially for the featured Yamaha Silver Cup Race. One of the best times to take pictures of any sports activity is when the action is temporarily halted or slowed. The tear-drop shape of the indoor motor-

cycle track provides for two such slow-up points. Some racers will take the track's pointed turn with ease and slow slightly for the rounded turn; others will do the reverse. The benefit for the photographer is the possibility of freezing the slowed racers at either turn, while the blur of the other racers indicates their great speed.

Wherever you are seated, you will find that action moving directly toward or away from you is easier to stop. Higher shutter speeds will be needed to “freeze” the motorcycles passing at a right angle to your camera. The farther away you are from the track, on the other hand, the easier it will be to stop the action, because distance from your camera to the action is also a factor.


Try “panning” your camera

Another way to capture the feeling of motion and yet take a sharp picture of one of the racers is to “pan” your camera. Move the camera smoothly, keeping a motorcycle centered in your viewfinder, and then squeeze your shutter release for an excellent picture of the action. The motorcycle you choose to follow will be in sharp focus and the background will be blurred.

Throughout the evening, watch for interesting spectator candids and humorous incidents on the sidelines to fill out your photo coverage of the races. If another fan seems to be in your way when you're taking pictures of the track, consider including his silhouette as an interesting and logical “frame.”

“Sweet victory” might be the title of the photo you snap during the presentation ceremonies after the featured race. Instead of taking just one picture, however, it is suggested that you take several, as the No. 1 of the best racers is awarded a handsome silver cup donated by YAMAHA.

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That little restaurant on 49th street understands Daytona and LeMans as well as caneton roti aux cerises

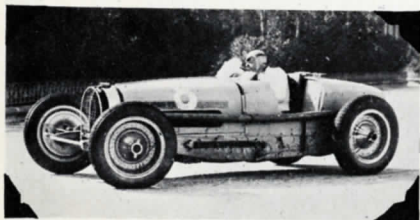
By Bob Cochnar



René and Maurice in the early days



The Brothers at their New York restaurant nearly 40 years later



René at Monaco in his Bugatti

It may be Joe's Joint in South Bend. Or Artie's Famous Drive-In in Walla Walla. Or the Grease Pit in Muskogee. Wherever there is motor racing — regardless of how many wheels are involved — there has got to be one establishment which is specifically interested in the people who make the sport happen.

And New York is, of course, no exception. But because this metropolis has a certain tradition and image to uphold, the establishment just happens to be an excellent French restaurant. It is called Le Chanteclair, at 18 East 49th Street.

Now one would think that a restaurant which caters to the racing crowd might properly carry a name which suggests the reputation. You know, like "The Grand Prix," or "Wheel In" or, ugh, "Pit Stop." But no. The proprietors, Rene and Maurice Dreyfus, are first restaurateurs and, second, devotees of motor racing.

It is not especially surprising to find this combination in the heart of New York City. Rene used to be a racing driver. As Beverley Rae Kimes once

wrote in *Automotive Quarterly*, "To be accurate, one should add that Le Chanteclair's gracious co-owner is a former champion driver of France, a veteran of 100,000 racing miles across three continents, a participant in more than 200 races and winner of 106 prizes, including 36 checkered flags, 19 second and 17 third place finishes.

"From racing driver to restaurateur was not an illogical progression. In fourteen years of participation in European racing, the Dreyfus brothers sampled the finest culinary wares of Europe's best hostelrys, and they developed a fastidious and demanding palate. Such gourmet qualifications would be a natural lure into the very competitive world of restaurant ownership. And it has been said that the Dreyfus skill and accomplishment in motor sport lies behind the thriving success that Le Chanteclair enjoys today. For with either cars or cuisine, the brothers' pursuit has always been excellence."

The brothers Dreyfus have

(Continued on Page 43)

Yamaha Silver Cup Prize Money and Contingencies

Semi-main Events
(awarded for each race)

PLACE	AWARD
1	\$180
2	130
3	90
4	55
5	40
6	35
7	30
8	25
9	20
10	15

Trophy Dash

1	\$200
2	150
3	100
4	50

(Leader of first lap wins \$10)

Consolation Race

1	\$35
2	30
3	25
4	20
5	15
6	15
7-10	10

Silver Cup Race

Silver Cup Race	Yamaha Bonus Money
1	\$2,000
2	1,380
3	1,035
4	620
5	480
6	415
7	345
8	275
9	210
10	140

Other Awards

Triple A Accessories:	\$500 on Main Event
American Industrial Manufacturing Co., Inc.	\$1,000 on Main Event (contingent)
Kawasaki Motor Co.	\$7,500 on Main Event (contingent)
Champion Spark Plugs	\$450 on Main Event (contingent)

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Complete camping outfit to
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Note: Contingency money is awarded only to the riders who are using or wearing products of the appropriate manufacturers.

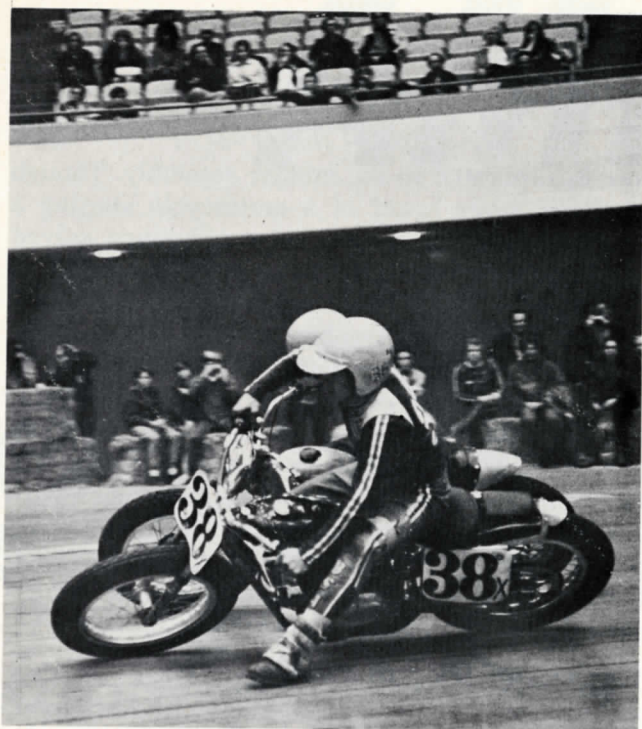


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What kind of bikes?

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: Triumph, Harley-Davidson, BSA, Norton, Yamaha, 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.

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 displacement 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 competition other than Hillclimb, 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						

Ecology and the motorcycle

(Continued from Page 7)

tors 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 motorcycles 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

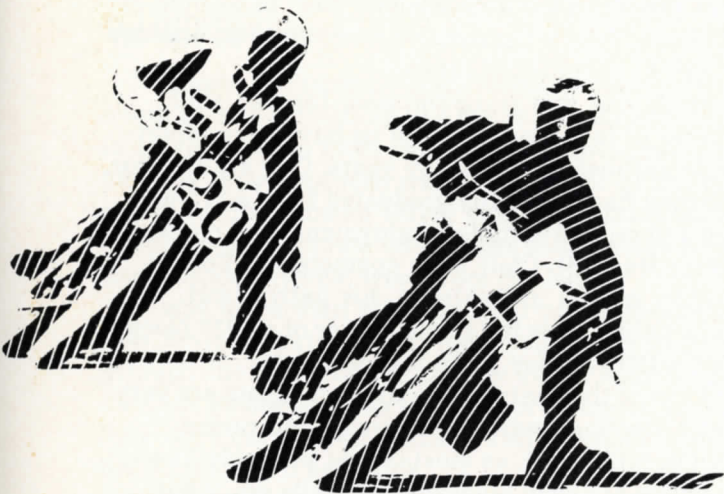
Probably the most sensitive area of world ecology is air pollution. Doubtlessly the automotive engine has been one of the greatest sources of recent pollution. One of the large manufacturing areas in Great Britain solved their air pollution problems about a year ago with strict enforcement of new laws. 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 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. •

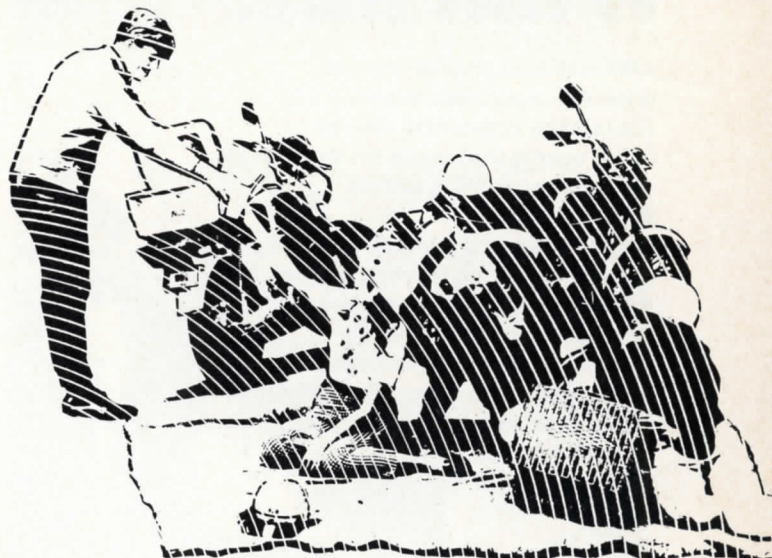
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Publisher's Page

Since the Yamaha Silver Cup race is the first motorcycle event ever to be held in Madison Square Garden and probably (although we haven't checked) on Manhattan Island as well, it follows that you are reading the first souvenir program ever produced for a motorcycle race to be held in Madison Square Garden. So hang on to it; one day it will be a collector's item.

Producing this program was, for our staff, a labor of love since most of us have been motorcycle enthusiasts for many years. Our art director, Johanna Bach, recently graduated from a 275 to a 350 and reports complete enjoyment. And managing editor Hugh St. Clair once competed in Tourist Trophy events in Australia, his native land. Your publisher is the proud owner of a 1927 Norton and a 1931 Harley, both lovely beasts.

Most of the contributors to the program are very much involved with motorcycles and racing. COOK NEILSON, as most of you probably know, is editor of Cycle Magazine and tells you what to look for in the races this evening. DAVE HOLEMAN, who reports on ecology and the motorcycle, is managing editor of Cycle Guide. ROBERT METZ, cyclist extraordinaire, is financial columnist for The New York Times and a most interested spectator this evening. WILLIAM OGBURN, a freelance writer and superb technician, has been around motorcycles for most of his life. And LONG JOHN NEBEL, perhaps better known as a veteran broadcaster for WNBC radio, has been actively involved in motorcycling for the past decade. He has contributed a piece on one of his favorite organizations, the American Motorcycle Association. DONALD J. DAY is manager, public relations and advertising, for the Yamaha International Corporation and an authentic expert in his field. STEVE ELLIOTT, a former newspaperman, is a frequent contributor on motorcycle subjects. BOB COCHNAR, noted New York gourmet, writes a syndicated motorsports column for 550 daily newspapers. BILL SPENCER is a staff writer for Cycle News and CLAUDIA CAGAN, mother of twin daughters, is a freelance writer and the wife of a prominent New York composer. JOE SCALZO, a freelance writer, is a contributor to Cycle World magazine and other noted publications. BOB HICKS is editor and publisher of both New England Trail Rider and Cycle Sport magazines.

It's an impressive list, I think you'll agree. We hope it complements what is bound to be an impressive series of racing events.

Sanford Teller

Sanford Teller
Publisher

Jim Odom snares Yamaha cup at Long Beach

By Bill Spencer

Northern California's crack indoor riders weren't about to let a little thing like the West's worst storm in 14 years, keep them from coming down and devastating their Southern rivals. Seven out of the ten racers in the Yamaha Silver Cup short track main event, on the concrete floor of the snug indoor Long Beach Sports Arena, were from the North.

It was more than the purse put up by promoter Don Brymer that inspired the Northerners to fight through the snow-closed passes. After dominating the Cow Palace and San Jose indoor series for years, they were out to steal Yamaha's silver chalice from the South's own bailiwick.

San Francisco's Jim Odom passed Joe Henry of Sacramento with but three to go of the 15-lap main event, to take home Yamaha's Silver Cup and a very healthy share of the purse 'in excess of \$1,000'. Odom also captured the trophy dash.

Odom's pass wasn't as easy as it sounds. Henry was on the pole and the only other Amateur, Al Kenyon, was second. Henry had set a very fast and smooth semi to capture the pole and led off the 15-laps with a fine lead over a faltering Kenyon. Dave Hansen and Odom. Odom's pass came when Joe lost the front end just slightly so that he slid out wide enough for Odom to get a good drive through.

Kenyon's mechanical ills were a tough break, for his efforts were no less than great. He gained a berth in the dash, a heat win and a semi win. In the final race he may have finished last, but his earlier rides were much better.

In back of the Odom/Henry duel came Dave Hansen and Ralph Waldman, with "Rapid Ralph" coming on very strong at the end. Fifth spot went to Dallas Baker on an Ossa with Butch Corder having a heap of bad luck in sixth.

It wasn't all bad for Corder though. He had qualified only as first alternate for the main, but when Mark Brelsford couldn't make it, Butch was in. Mike Yarn brought up seventh on Dick Steinke's Bultaco followed by Bob Bailey and Grand National Champion, Gene Romero.

Heat race winners were Odom, Brelsford, Yarn, Keith Mashburn, Henry and Kenyon. Mashburn, on a Yamaha, was eliminated in the semi by Yarn when Keith left Yarn just a little room to get a wheel underneath his, and then pushed him out and Keith bailed off. That was Yamaha's only chance for getting a bike in the main as the Yamaha regulars Cop-



Like a wolf on the fold, Jim Odom relieved the So. Cal. locals of the Yamaha cup.

page, Palmgren and Haaby had been eliminated in the heats.

The Joe Henry heat was a thriller as Joe got a straight-up jump on the field, followed closely by Butch Corder. At the end, Corder tried to pass but bounced back off and then took another bump from Dave Aldana, who was also working hard to pass.

The sportsman final was a satisfactory one for Yamaha as Scott Smith led wire to wire on his K&N racing team Yamaha. Second went to Dan White on a Sherpa Bultaco and third to Phil McDougal on a Honda who gave chase to White throughout.

In the mini-enduro race, Rex Beauchamp won for John Dellinplane of Bakersfield.

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Daytona 200: Dick Mann in an NGK
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A Canadian Adventure

The Corduroy

By Bob Hicks

Ah, the Cord Run! Fond memories of a weekend ride 600 miles from New England, in the empty country north of Toronto, Ontario, a place known as the Haliburton Highlands. Every year a handful of New Englanders would disappear in early September, to return later with nothing but enthusiasm for what they had experienced. Succumbing to this siren song, we rode the Cord in 1968. We too came home as fervent fans, for it was a fabulous weekend.

Then, in 1969 there was no Cord. After lonely years of doing much of the work, Ron Jackson simply had no time to put it together once again. Appalled by this realization that they had been letting this one man carry the burden, members of Canada's CMA pledged to work the 1970 Cord, and so, once again, this past September, 20 or 30 New Englanders travelled once again to Coboconk, Ontario for the famous Corduroy International Trial.

Corduroy country is rolling, there are no big mountains, but the roads, dirt ones, are really a thrill, winding over the land, following all the undulations, you spend a lot of time in the air topping those many small rises, and more time wrestling your bike around those sudden right angle turns. The Cord uses a lot of those dirt roads, they lead into logging areas. With 209 miles on Saturday, and 186 on Sunday, it's a long ride, and even dirt roads get to keep you busy.

The Corduroy is sort of a half and half event, it uses conventional enduro scoring, where your points are carried on with you, accumulating, but you are not penalized for early arrival. And there are special tests. The cross country speed test was a beaut.

A rather good log road grew tighter and tighter, and finally the route burst out alongside a beaver pond. Over jumbled boulders it went skirting the water, then through a cutover grove of trees that must have grown 6 inches apart, with 10 inch high stumps still in place. Into a stream with a steep slippery rooty way out, and so it went. You were supposed to set a fast time but most of us found it quite enough to just get through it.

The high point of the two day ride has got to be the Peterson trail. Coming right after lunch stop on Sunday, this is an unrelieved 20 miles of tight trail, with but one tiny section of dirt road midway. The

approach to the Peterson over a 7-mile dirt road used to feature signs offering grave advice. Riders were warned to save their strength, to buddy up with another, to prepare themselves for a supreme effort. Facing the check at the start of the Peterson, those who had not experienced it were filled with foreboding. Parts of the route follow an abandoned 100-year-old stage route, but then things go awry, the trail exists only in the minds of the layout man, early riders mark the way with their tires. Wandering through the woods, crossing steep sided narrow brook beds, climbing greasy hillsides, busting through brush around giant trail blocking blow-downs, the Peterson keeps you busy. You are due at the far end, 20 miles away, in one hour. You'll never make it!

At long, long last, the trail opens out, sunlight filters in, and the route becomes a rough log road, gradually growing more graded as it heads down a long hill. A final bend on good dirt now, and there is the check with a huge crowd of onlookers. A desperate glance at the time written on your card, how late are you?

Late Sunday after the Peterson, a lot of fast road was a break, but then it was onto the hydro lines (powerlines in Canada) and adjacent woods roads. The wandering, partly overgrown ruts of the service road double back and forth over the rolling terrain, skirting rocky ledges and it was hard to make fast time with all the switchbacks. Partway through came the detour into the woods for the monorail, and then back into the late afternoon light for the final five or six miles along the hydro line, stretching away ahead as far as the eye could see. Not really tight at all, but not easy to go fast on either, the hydro line was the final challenge.

Then ahead against a rocky ridge silhouetted against the sky, now grown gray and overcast, was a column of smoke. A burning bike? A logging trash fire? Slowly we came closer, and at last there it was at our left, a long rocky ridge towering some 75 feet or so over the trail ahead. And on the ridge, the Lorelei, singing their own Canadian version of a siren song, consisting of wild hoots and waving beer cans. It was the layout crew, perched like so many vultures along the ridge, indulging in good Canadian beer and a warm campfire, as they watched the strugglers below wending their weary way to the finish check, only a couple of miles ahead. •



Barry Briggs adjusts footgear for Editor Gavin Tripp (top left). Briggs steadies Tripp and motorcycle as the editor tries his luck (bottom left). The British champion seems at home on his Yamaha (right).

Barry Briggs of Britain: Four-time Champion

Barry Briggs is a four-time world speedway champion and has won the British championship six times in a row, which is a feat unlikely to be matched. Speedway in Europe is a major sport and is run like football here, with teams from every big city in England competing in two leagues — first and second division. Not only that, but Russia, Sweden and every European country has national teams.

Briggs has been top of the tree for fifteen years, ever since he arrived in England from his native New Zealand. To be top of that

tree in Speedway is a hard task. Men like Briggs compete in up to 100 races per season on the dirt quarter-mile oval tracks. The fuel-burning 60 hp JAP and ESO machines which weigh under 200 lb., are pretty equal and on a track with two turns and two straightaways, it is man against man with the best man being a finely honed combination of skill and daring.

Barry Briggs has made a deep impression on U.S. fans since his first appearance two years ago. Riding American style is strange to him, but Briggs is a determined man has not been put off by

failure. He has only ridden on polished concrete once before, but is determined to beat the Americans at their own game.

While you watch him battle it out U.S. style, here is the story of what it is like to ride "Briggs style" on one of those spindly speedway fuelers. Barry Briggs is the tutor — a man who has competed in every country in Europe including Russia, for honors and world titles. Gavin Tripp is the pupil, a friend of Barry and editorial director of the Californian-based weekly newspaper, Motor Cycle Weekly.

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Photo by Bill Delaney

Motorcycle's magical mystique

By Claudia Cagan

There is a chap of some renown in this city called J. Edward Jones who by day is a mild-mannered vice president of a New York brokerage house.

Jones is a slight, pleasant fellow of distinguished mien, favoring the button-down raiment of his Wall Street colleagues.

On weekends, however, this quiet soul repairs to his country home in Pennsylvania not for a round of croquet on the lawn, not for a sail on the lake, not even to take his ease with his devoted wife and loving children. J. Edward Jones owns — and evidently loves — a motorcycle.

"I've wanted to own one for years," he says, as his eyes glaze and his voice changes to the rhapsodic sing-song of a possessed man. "While I was in college I traveled everywhere on my thumb. This bike is a good approximation of that sense of adventure and pure freedom.

"It's an extension of the cowboy spirit, a release from everything. You hit that throttle and roar forward with an incredible sense of power and exhilaration." Yes, he has seen "Easy Rider" three times. "The film does capture the feeling," he says.

Jones is by no means alone in his lust. There are more than 2.2 million motorcycles now registered in the United States. In 1969, bikes were estimated to be a \$500 million business and according to

Peter Thornton, president of the Birmingham Small Arms Company, U.S. (BSA, Triumph), "If the industry maintains the present growth rate, sales may well approach the \$1 billion mark in 1970."

And the industry need no longer apologize for the Hell's Angels types who happen to like bikes. Thornton points out that the average owner of a Triumph motorcycle is 27 and makes \$14,000.

Thornton is an MIT graduate, former automobile executive and professional manager who does not have engine grease under his nails, thus blunting another image. "Motorcycles are not simply another means of transportation," he says. "There is something strangely hypnotic about them, something like skiing or surfing."

BSA's Thornton easily credits the Japanese for creating an entire generation of motorcycle enthusiasts in the United States. The boom began in 1960 when some 60,000 lightweight, inexpensive bikes were sold, he says. People, especially young ones, soon learned how much fun bike riding was. The British eventually noticed what was happening in the states and dusted off their heavier, more powerful motorcycles.

"Today, the average purchaser buys his second bike less than a year after he buys his first one, always trading up into more powerful equipment, of course."

According to a recent story in a financial paper, the increased business appears to have come from the middle-aged executive who is using his motorcycle instead of a car to get to work. "Motorcycling seems to be almost socially acceptable," Thornton observes.

BSA is, of course, interested in broadening the market and figures that racing is a good attraction. "We'll be spending about \$400,000 on our racing program this year," the chief executive notes, "which we think is a good investment. I've noticed a lot of solid-looking citizens at the race tracks."

J. Edward Jones disclaims interest in competition but adds shyly that he is "thinking about a bigger bike. I'd like more power."

(Continued from Page 10)

the city would be freer of traffic. I don't believe that, but I do know that as more and more try it, the cycle population grows and grows.

I'd be glad to discuss it with you personally if the bug is biting, but don't call after midnight. I may be out flying the East or West Side Drive — oblivious to the city, the world. I could almost blow my mind.

The brothers Dreyfus

(Continued from Page 31)

deliberately avoided recreating a race track in their restaurant. Old Grand Prix cars do not hang from the rafters, nor do race flags festoon the bar. The decor is, in fact, quietly reserved and very French — even to the pleasant murals of the Place de la Concorde on the walls.

However, the first-time patron will know immediately that the restaurant exudes the racing mystique. The walls near the bar area are covered with inscribed photos of drivers, journalists, promoters, manufacturers, car owners and others of like persuasion. Rare radiator badges form interesting designs over the bar.

And the rack near the men's room door is filled with current periodicals devoted to racing. Ask Maurice and Rene what's happening with the sport and they are sure to know.

Then, too, a fair percentage of Le Chanteclair's patrons are very much connected with the sport. Recently, Rene let it be known that Jack Brabham, the three-time World Driving Champion, stopped by en route to Australia. And then a reunion of sorts for a Lotus racing team (star driver: Walter Cronkite) took place just the night before.

When Ford won LeMans some years back, where do you suppose the victory dinner was held? When top drivers are in town, where do you suppose they have lunch or dinner?

Interestingly, racing people visit Le Chanteclair not only for the heady ambiance, but also for the food. Which is very nice to know.

And, again, the Dreyfus brothers offer no Sebring

Specials or Daytona Delights on their menu, which changes daily. The cuisine is authentic French, good enough to merit two stars from The New York Times, good enough to attract Francophiles who wouldn't know a Matra from a Maserati. Seasoned patrons know the Coquille Chanteclair, a scallop-mushroom wine-cream hors d'oeuvre, is the best in town. The sole, trout and pompano are lovingly prepared and served and the meat dishes are equally good.

Here's one restaurant where the proprietors genuinely care about their clients. Rene and Maurice do want to know if the food and service are satisfactory, and they are always ready for (necessarily hurried) conversations.

Since Le Chanteclair also gets a fair amount of the theater trade, the brothers decided to open daily for dinner at 5 p.m. to accommodate the new 7:30 curtain time in town. The restaurant is open six days a week, Monday through Saturday. Sunday, naturally, Maurice and Rene are off to the races.

What makes Sammie run?

(Continued from Page 27)

to competing with men. A brief history:

It started with a series of scrambles a year ago outside Encinada, Calif. "A couple of Mexican friends of mine laid out their own dirt track, and I wanted to try it. I loved it!"

Then, last November, she lined up for the Mexican 1,000 — 832 miles of the toughest terrain imaginable, and her bike blew up barely a mile outside Baja California, Mexico. Undaunted, she now plans to try her luck next March in the Mint 400, a grueling

off-road desert run south of Las Vegas, Nevada.

The latest idea is to test the men on the indoor eighth of a mile. So, last November, she hopped aboard a 125cc in the Long Beach Arena, and promptly wiped out all the sportsmen running against her. But had there been money on the line, the gentlemen might well have taken off their kid gloves.

"There are a lot of things that I think men should do that women shouldn't," says Sammie, "but I happen to enjoy competition, and there's just very few women to compete against in this sport."

Sammie was in New York this week to do some demonstration riding for Yamaha. You won't see her racing here tonight since she isn't yet a qualified AMA professional, but judging from her determination, her day is coming.

As she says, "I like the feeling of being the first." And maybe that's what makes Sammie run.



The Dust & the Glory

(Continued from Page 13)

tional Championship plate from the 1969 season. Mert was plagued with motor trouble throughout the season, but persistence earned him 323 points and three Championship wins.

Mark Brelsford, 21, of San Bruno, California is regarded as the hard luck rider of 1970, being the man to beat at many races, but often succumbing to mechanical problems. Mark, however, gained seventh overall through hard-charging consistency, and brightened an otherwise frustrating season by winning the final Championship at Oklahoma City. Mark has 317 points.

Chuck Palmgren, 25, of Freehold, New Jersey, holds eighth position this year with one Championship win and 303 points.

Like fellow Californian Castro, Gardena's Tom Rockwood, 22, failed to win a Championship event, but his ability in all types of AMA racing planted him in ninth spot with 300 points.

Rounding out the top ten riders in America is Gary Nixon, 29, twice Grand National Champion. Gary's drive to tenth with 271 points was an uphill struggle, for he had to return from a severely broken leg suffered in a crash late in 1969. With his endurance down, Gary concentrated on road racing, earning his points on pavement, and took one Championship event.

These ten and many other American Motorcycle Association professionals raced for a quarter-million dollars in prize money on the Championship circuit during 1970. In addition, contingencies and bonuses were earned. For example, Dave Aldana received \$5,000 from BSA for his Talladega win, and Gene Romero pocketed a bonus of \$10,000 for his Grand National Championship for Triumph.

The total of twenty-five National Championship events beginning in February and ending in October, included four road races, nine half-mile races, two short track races, five T.T. races, and five mile track races. Two Championships, a half-mile and road race, were cancelled.

The season began February 6 where an indoor T.T. race was held in the Astrodome. Jim Rice (BSA) won, followed by Paul Bostrom (Triumph) and Skip Van Leeuwen (Triumph). The following evening Mert Lawwill won the indoor short track Championship for Harley-Davidson. Dick Mann powered an Ossa to second, and James Odom (Bultaco) of Freemont, California placed third.

Next on the agenda was the prestigious 200 mile Daytona road race in March. Dick Mann won it aboard a four-cylinder 750cc Honda, setting a new average speed of 102.691 miles per hour in the process. Top qualifier Gene Romero placed second on a Triumph, and his teammate Don Castro fin-

ished third. Daytona, rich in points, put Mann into the lead with 122. Romero and Castro trailed with 91 and 82 respectively.

April 6 the AMA pros were near Seattle, Washington for another Championship road race. Ron Grant won it for Suzuki followed by the Yamaha of Canadian Yvon DuHamel. Gary Nixon (Triumph) finished third.

The ever-popular series of races on half-mile dirt tracks began at Palmetto, Georgia, April 19. Jim Rice (BSA) won the event, followed by Dick Mann (BSA) and Jack Warren (Norton).

Half-mile Championship racing continued at Cumberland, Maryland, May 3 with Harley-Davidson's Mert Lawwill winning the event. Dave Aldana finished second (BSA) and Larry Palmgren, Chuck Palmgren's brother, powered his Triumph to third. Mann's margin had grown to 48 points over the 117 gained in road racing by Canadian Yvon DuHamel. Mert appeared likely to bid for a second Grand National Championship with 110, and Rice was making his presence known with 106.

Next on the schedule was another super road race, this time at Talladega, Alabama, and Dave Aldana captured it for BSA at an average speed of 104.589 miles per hour. Following were Jody Nicholas (Suzuki) and Jim Rice (BSA). The win rocketed young Aldana into the second points position with 205, less than thirty behind Mann.

The month of May ended with Jim Rice (BSA) winning the Championship event held on the Reading, Pennsylvania half-mile fairgrounds track. Larry Palmgren (Triumph) was second, and Dick Mann (BSA) was third. The win bumped Rice up to second but consistent Dick Mann still commanded, now with 245 points.

Half-mile Championship racing continued in June on the beautiful horse track at Louisville Downs. Canadian Dave Sehl won that event for Harley-Davidson, followed by teammate Calvin Rayborn and Triumph's Larry Palmgren.

June 14 the champions arrived at Loudon, New Hampshire on road racing machinery, and Gary Nixon won the big-purse event on a Triumph. Dave Smith of Lakewood, California was second on a Kawasaki, and Yamaha-mounted Don Emde finished third. The following week the Heidelberg, Pennsylvania mini-road race was cancelled due to rain.

The first outdoor T.T. Championship event of 1970 was held at Santa Fe Park near Chicago, and California T.T. specialists dominated with Eddie Mulder taking first and Skip Van Leeuwen following. Both were on Triumphs. Yamaha's Chuck Palmgren finished third. The points standings established late in May remained unchanged. It was a BSA sweep with Mann followed by Rice and Aldana.

Two days later the pros were at Columbus for the famous Charity Newsies National Championship. Louisville winner Sehl repeated for Harley-Davidson, and Ohio favorite Ronnie Rall (BSA) was second. Larry Palmgren (Triumph) finished third. Rice's sixth place moved him ahead of Mann, holding a slim margin of three points.

Then the circuit swung to the west coast, opening at San Jose on July 5 where Jim Rice won the half-mile event aboard his BSA. Jim Odom (Triumph) was second and Yamaha's Chuck Palmgren again captured a third. Rice now was asserting himself with a lead of 28 points over Mann's 292.

The following Saturday evening was the date for the T.T. race at Castle Rock, Washington. It was BSA again, this time with Dick Mann in the saddle. Triumph mounted Don Castro was second followed by Mark Brelsford on a Harley-Davidson. Suddenly Rice's lead turned to a deficit of 25 points, Mann had 345, and Romero had bumped Aldana out of third.

July 18 T.T. racing continued at Ascot Park, Gardena, California. Mert Lawwill (Harley-Davidson) won that event and Gene Romero (Triumph) finished second. Californian Dallas Baker (BSA) was third. The top three were building a broad points gulf between themselves and the rest of the National Numbers, and Mann remained in control.

The first Championship on a mile track took place at Santa Rosa, California July 26. 1969 Santa Rosa mile winner Jim Rice made it a victory for BSA, with Jim Odom (Triumph) and Chuck Palmgren (Yamaha) following.

August 1 the half-mile race scheduled at Tulare, California was cancelled due to unsatisfactory track conditions. With the riders' safety in mind, the AMA closed its summer west coast leg of the Championship circuit.

As the circuit moved east again, racing resumed on the half-mile track at Terre Haute, Indiana, August 16. Rookie David Aldana won that event on a BSA with teammate Jim Rice following. Third was Yamaha-mounted Keith Mashburn.

Friday night, August 21, three-times Grand National Champion, Bart Markel, won his only 1970 victory on the short track at Santa Fe Park, equaling Joe Leonard for all time Championship wins with a total of 27. Bart rode a Harley-Davidson. Next were Jim Rice (BSA) and Neil Keen (Yamaha). The second place moved Rice into the points lead again. Now it was Rice, 397; Mann, 389; Romero, 332; and Aldana, 295.

The famous Peoria T.T. was run the following Sunday, and high-flying Jim Rice (BSA) won his sixth race of the season. Teammate Dave Aldana followed Rice and Gene Romero (Triumph) was

third. Rice now had a whopping lead of 60 points over Mann, but it was still anyone's game, and Gene Romero would soon emphasize that fact.

Romero's first 1970 Championship win came August 30 on the mile track at Sedalia, Missouri. The Triumph rider led teammate Don Castro to the line, and third was taken by BSA's Rice. Rice still held his number one position, but Romero's win moved him into the runner-up slot. Mann held third with 390, but his chances at the title were over, for a tangle on the track with Rice and Chuck Palmgren had sidelined him with a broken leg.

Mile racing continued September 6 at Nazareth, Pennsylvania, where Chuck Palmgren took his only 1970 win for Yamaha on the huge one and one-eighth mile dirt track. Triumph team riders Gary Nixon and Don Castro were second and third.

The following evening Championship competition reconvened at Indianapolis, Indiana where the state fair closed with AMA professional mile racing. Dave Aldana won and powered his BSA to a new track record in the process. Tom Rockwood (Triumph) made his best showing for the season, and Larry Palmgren (Triumph) finished third. Aldana's win moved him into fourth in the standings.

As the end of the season neared, the circuit moved west for the fall leg where the famous big-purse mile at Sacramento was the location of the next event. Gene Romero turned in a sterling performance and captured the Grand National Championship for himself and Triumph by taking the win. Tom Rockwood, also on a Triumph, was second and Harley-Davidson's Cal Rayborn finished third. September 13, with only two races remaining, Romero had 622 points to Rice's 565. It was mathematically impossible for Rice to recapture the lead that he had held for most of the season.

However, to frost the cake, Romero triumphed again the following week on the half-mile at Gardena, California. Mark Brelsford moved himself up in the standings with a second for Harley-Davidson, and Lloyd Houchins took his Triumph to third.

October 4, 1970 the seasonal Championship series came to a close as Mark Brelsford won the final event for Harley-Davidson at Oklahoma City's fairgrounds half-mile. Romero earned a second on his Triumph, and teammate Larry Palmgren finished third.

1970 was the safest and wealthiest year yet for the AMA Championship Professionals. Strict standards set by the Professional Racing Department insured that tracks were properly prepared and that the purses were worthwhile. It was a high plateau in the history of motorcycle racing in the United States, but only a prelude to the prestigious, exciting, and prosperous Championships to follow in 1971 and the future.



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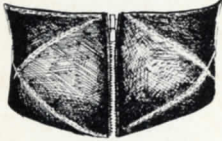
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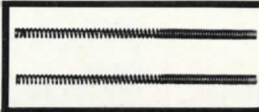


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SL 292



A powerful single cylinder with 292 cc developing 20 horsepower. It has a 15" track, weighs 310 pounds and has a standard disc brake and combination brake/tail light. Speedometer and electric starter optional.

GP 396



Twin cylinders with twin carburetors, 396 cc and 28 horsepower. 15" track. Disc brake, tachometer and speedometer are standard. Combination brake and tail light is optional.

SS 433



Twin cylinders with twin carburetors. It has 433 cc, develops 40 horsepower and weighs 353 pounds. 15" track, disc brake, tachometer and speedometer are standard equipment.

SW 396



A 396 cc twin with 27 horsepower and a wide 18" track. It weighs 379 pounds and comes with a disc brake and combination brake and tail light. Optional equipment includes a speedometer, tachometer and electric starter.

SL 338B



Twin cylinders with 338 cc and 24 horsepower. It weighs 348 pounds, has a 15" track and comes with a disc brake and brake/tail light combination.

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650 XS-1B

Different strokes for different folks.

Better on the street. The XS-1B is our biggest better street machine. This mighty 4-stroke twin is the only 650 around with a single overhead cam. Rev it up. You'll see why it was the winner of the 1970 Nazareth National.

Better in the rough. The DT-1E is the "winningest" member of our Enduro[®] family. Our most popular off-road bike, and winner of the grueling Mint 400 two years in a row. It's another better bundle of dynamite, and a middleweight trail boss second to none.

250 DT-1E

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