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NATIONAL MOTORCYCLE RACES

JUNE 15th-16th, 1974

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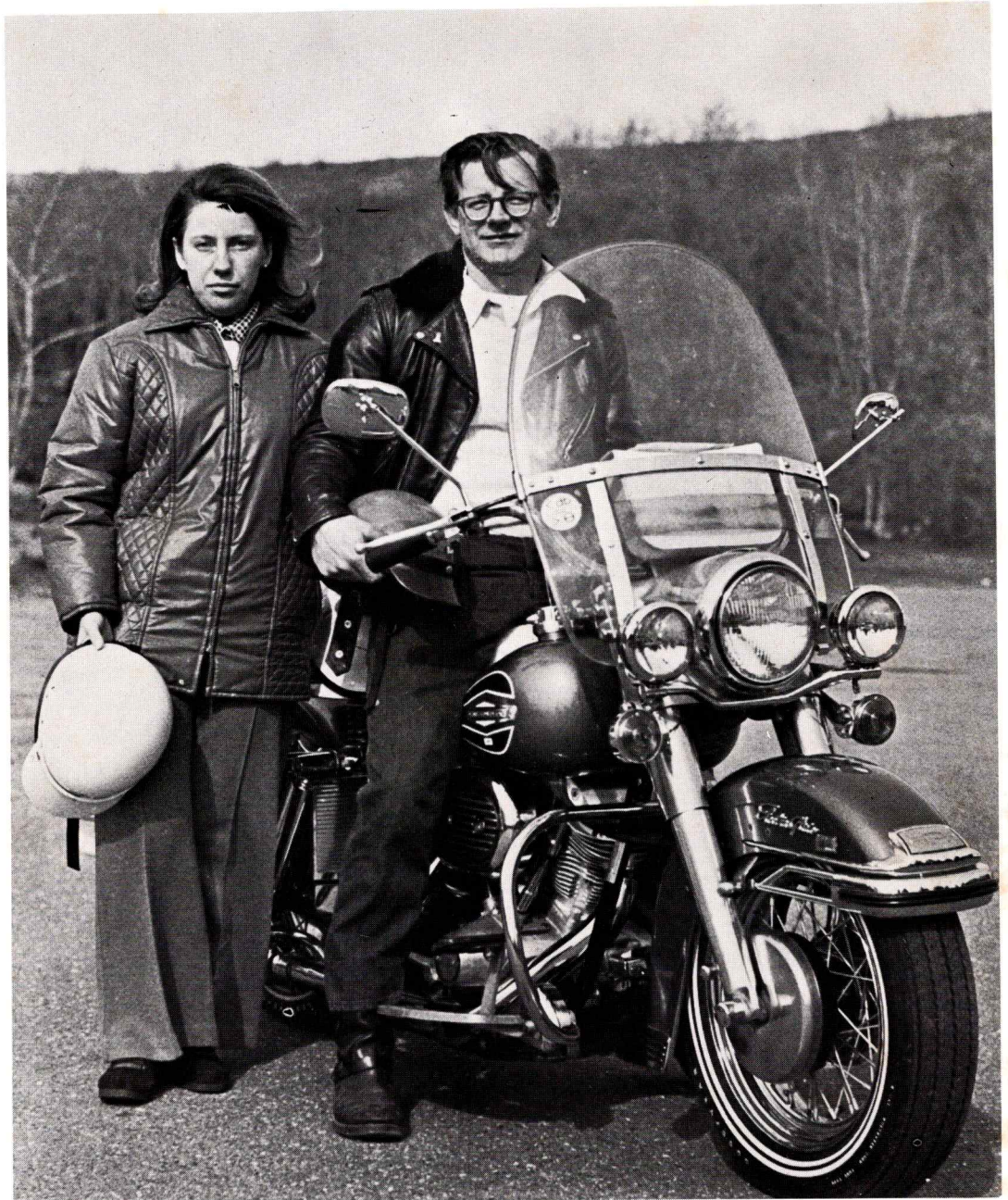
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WELCOME TO OUR NATIONAL



William W. Atwood

**From the President of the New England
Motorcycle Dealers Ass'n.**

"This year, 1974, marks our tenth anniversary of racing at Bryar Motorsport Track, here on the Loudon - Canterbury, N.H. town lines."

"Many of the veteran motorcycle riders and enthusiasts who's memory goes back before the previous decade will remember our races that were held in the Belknap Recreation Area in Gilford, before Keith Bryar built his 1.6-mile paved track to ensure that motorcyclé racing would remain in the New England area."

"Our feature event on Sunday will again be a 75-mile final, followed by three semi-final, 20-mile shorter elimination heats. The regular "Ed Gallagher" Junior race will open the program on Sunday and Saturday's program of the Novice and Combined 250cc Amateur-Expert race be held."

"Again, for the third year, we will pay a total purse of \$25,000 for the winners and this amount is exceeded by Daytona's 200-miler held last March and the proposed 250-miler set for Ontario, Calif. this fall."

"Since we are all guests of the people in the Laconia-Loudon-Weirs Beach area, I urge everyone to act in a manner which will bring credit to the good side of our sport and to ensure our return to New Hampshire in the future years."

"Have a good time, please drive and ride safely and enjoy yourself."

"Thanks for coming."

**COMPLETE ENTRIES
ON PAGES
14 - 22 - 34 - 48**

COVER PHOTO: Taken by Dick Owens expressly for the New England Motorcycle Dealers' Assn. Air photo in center-fold also by Dick Owens for New England Motorcycle Dealers' Assn. All rights reserved on both photos, reproductions are forbidden without written permission.



KENNY ROBERTS - AMA'S GRAND NATIONAL CHAMP - 1973

Destined to become king of the motorcycle racers! That was the forecast for Kenny Roberts when he was little more than 18 years old.

Now, champion he is ... ruler of the most competitive form of motor sports competition in existence - the American Motorcycle Association's demanding Grand National circuit. And he achieved the exalted station last season at the ripe "old" age of 21!

His record speaks for itself. His 2,014 points comprised a new all-time high total in AMA annals as he out-distanced good friend and arch rival Gary Scott by 773 markers.

His three wins in '73 were scored on a different variety of dirt surfaces - a short track at Houston's Astrodome, on the mile at Colorado Springs and on the half-mile at Ascot Park in Gardena, Calif.

His record for consistency was nothing short of miraculous as he brought his assortment of Yamaha machines in to the top 10 in 19 of the 24 races. Besides his three wins, a figure matched only by Gary Nixon who scored all of his on road courses, Roberts collected six seconds, four thirds, a pair of fourths and a fifth.

Only once, briefly in the early season, did he surrender the lead in AMA point standings.

The pattern of success, however, was not totally unexpected around the motorcycle racing realm. Kenny had been considered a "natural" almost from the moment he turned professional in 1970.

That year he collected AMA National Novice honors and repeated the following year as Junior class champion, both times at the expense of Scott.

In 1972, his first as an Expert rider, Roberts also won the short track National in the Astrodome and vaulted atop the standings, a position he maintained for half the season. Experiencing a variety of mechanical misfortunes, he wound up in fourth position, behind Mark Brelsford, Scott and present teammate Gene Romero. He was a mere six points behind the third-place Romero at the finish.

"The big difference," Kenny says of '73, "was the plan Pete Schick at Yamaha came up with. Where we'd always had to do our own mechanical work and van the motorcycles those great distances between races, he came up with contractors (Shell Thuet for the dirt racers; Kel Carruthers for the road racing models) to handle all that.

"All I had to do was show up and ride and maybe do a little advance public relations work. It was like lifting the weight of the world off your back. It meant a lot, let me tell you."

Estimates are that Roberts earned upwards of \$125,000 for his championship season. Except for a trail riding injury that hampered his performance in the Daytona Beach (Fla.) 200 - motorcycling's largest and richest classic - it was, indeed, a year of splendor.

Kenny's wife, Pat, presented him with his first child, Kenneth Lee, in mid-July. They also moved into their swank new home in Woodside, Calif.

"It was a great year all the way around," says the product of Modesto, Calif. "I had a lot of good fortune."

The question as the versatile Yamaha ace prepared to make his first title defense was not: will he repeat? Among students of the game, it was more like: how often?

Age: 22

Born: Modesto, California, December 31, 1951

Height: 5' 6"

Weight: 135 pounds

Residence: Woodside, California

Hobbies: Trail riding, fishing, horsemanship

Family: Wife (Pat); son (Kenneth Lee) 1

New Front Mount Oil Cooler from Lockhart means longer engine life for your Electraglide

Sustained freeway driving, fully loaded bikes, high performance engine modifications, stop and go riding, emission control devices and retarded timing all contribute to excessive high oil temperatures. Any one of these things can increase your oil temperature 30 to 50 degrees. When they occur in combination it's enough to drive your oil temperature needle right off the peg.

High oil temperature is evidenced by excessive oil consumption, premature engine wear, piston seizure, scoring and galling, and bearing failure.

Extensive oil temperature tests by leading petroleum companies show that oil additives (oxidation inhibitors) begin to break down when oil temperatures exceed 200 degrees F. When oil temperatures reach 240 degrees, the additives actually separate from the oil to form gum, resins, and sludge. No engine can take much of that and your Electraglide is in expensive trouble.

Lockhart Industries to the rescue with the HA-201 ... a front mount cooler kit designed specifically for Electraglides! The Lockhart Cooler is the most thermodynamically efficient cooler on the market. Designed to reduce oil temperatures 30 to 70 degrees F., the Lockhart Cooler is ruggedly constructed of high strength, heat treated aluminium alloys and the only cooler fully dip brazed for a life-time of use.

The kit comes with special reinforced oil hose, mounting bracket, hose splice and the necessary clamps, hose ties, etc. to make installation quick and simple.

Do you have the earlier crash bar mounted unit on your Electraglide? A Front Mount Conversion Kit (HA-211) will convert your unit to the more efficient front mount position.



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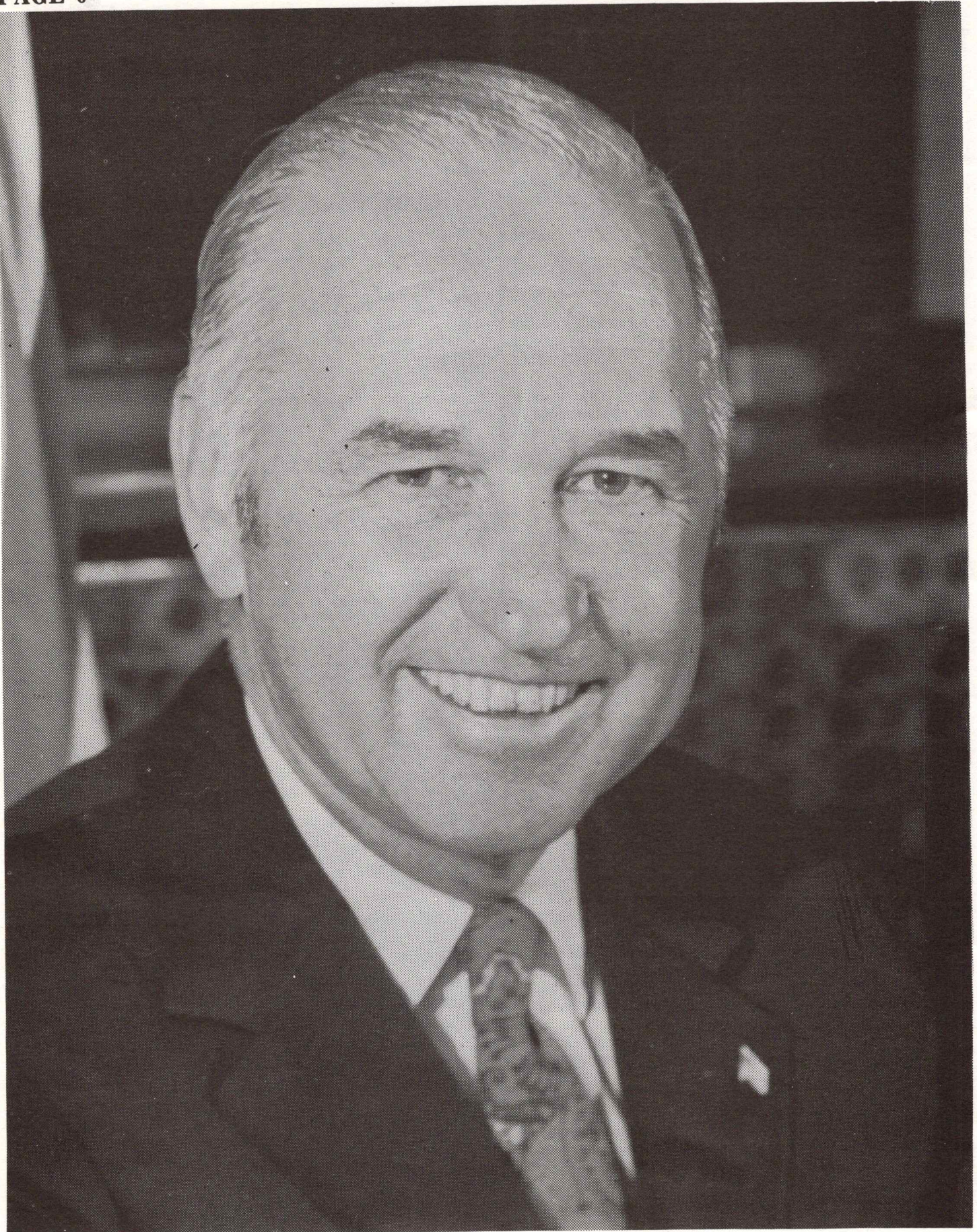
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MELDRIM THOMSON, JR. - GOVERNOR OF NEW HAMPSHIRE



MELDRIM THOMSON, JR.
GOVERNOR

STATE OF NEW HAMPSHIRE

CONCORD 03301

May 24, 1974

Mr. William Atwood, President
New England Motorcycle Dealers
Association, Inc.
Everett, Massachusetts

Dear Bill,

I want to take this opportunity to welcome the New England Motorcycle Dealers Association members to New Hampshire and our beautiful Lakes Region.

As in the past Bryar Motorsport Park will host the 100-mile road race that has become so popular on the New England motorcycle circuit. I wish all the contestants the best of luck and I know the spectators will enjoy the thrills of the competition. As a special feature Miss New Hampshire will present the Governor's trophy to the winner.

Laconia is located in one of the States most naturally scenic areas and I'm sure your stay in this area of our State will be a most enjoyable one.

With warm personal regards,

Sincerely,

Meldrim Thomson, Jr.

MT/slm

SCHEDULE OF RACE EVENTS

FRIDAY, JUNE 14th

7:00 a.m. - 12:00 noon	Registration at Loudon Race Course Road racers, mechanics and officials
8:00 a.m. - 12:00 noon	Tech inspection
9:00 a.m. - 12:00 noon	Practice road racers, Expert, Juniors, Novices-alternating sessions
12:00 noon - 1:00 p.m.	REGISTRATION AND TRACK CLOSED-LUNCH
1:00 p.m. - 5:00 p.m.	Registration-road racers, mechanics and officials
1:00 p.m. - 4:30 p.m.	Tech inspection
1:00 p.m. - 5:00 p.m.	Practice road racers, Expert, Juniors, Novices - alternating sessions

ALL RIDERS AND MECHANICS MUST CLEAR THE PIT AREA BY 7:00 P.M. SHARP, AS THE TRACK IS CLOSED AND LOCKED AT 7:00 P.M. EACH NIGHT. THIS IS A MUST. THERE WILL BE NO EXCEPTIONS.

SATURDAY, JUNE 15th

8:00 a.m. - 12:00 noon	Registration - all riders and mechanics
8:00 a.m. - 12:00 noon	Tech inspection
8:30 a.m. - 9:10 a.m.	Expert-junior practice
9:10 a.m. - 9:30 a.m.	Novice practice
9:00 a.m.	CLOSE OF ALL LIGHTWEIGHT ENTRIES
9:30 a.m.	Riders meeting
9:30 a.m.	Final tech for novice qualifying heats.
	NOTE: All road races will be pre-gridded in staging area. Absolutely no one will be allowed to proceed to grid area until your checker has reported to the head scorer in the tower.
10:30 a.m.	Start first novice heat race (5 laps). You must attempt to run in heat to qualify for final, maximum 80 riders, qualify for final. When 1st novice heat starts, this is start of Tech for next heat. When checkered flag is given to first heat and last rider receives the flag, the 10 minute sign will go up - 5 minutes later your 5 minute sign goes up for the next race. This will be continued throughout the entire program.
Order of Events as Follows:	2nd Novice qualifying heat 1st Expert-Junior qualifying heat 2nd Expert-Junior qualifying heat
12:30 p.m.	Final tech for the Novice 50 mile race
1:00 p.m.	Novice 50 mile road race
2:30 p.m.	Final tech for Expert-Junior 50 mile road race
3:00 p.m.	Expert-Junior 50 mile road race Results will be posted on blackboard in the pit area one hour after each respective race. Official will be there during protest period.

SUNDAY, JUNE 16th

8:00 a.m. - 11:00 a.m.

8:00 a.m.
 8:30 a.m. - 9:30 a.m.
 9:00 a.m.
 9:30 a.m.
 9:45 a.m.

10:00 a.m.

Order of Events as Follows:

11:15 a.m.
 11:30 a.m.
 1:00 p.m.
 1:15 p.m.

Registration - Expert and Junior road racers, and mechanics
 Tech inspection opens
 Practice - Expert and Junior
CLOSE OF ALL EXPERT AND JUNIOR ENTRIES
 Riders meeting
 Final Tech for 1st Junior heat. NOTE: All road races will be pre-gridded in staging area. Absolutely no one will be allowed to proceed to grid area until your checker has reported to the head scorer in the tower.
 1st Junior qualifying heat. When 1st Junior heat starts this is the start of Tech for the next race. When checkered flag is given to the first race and last rider receives flag the 10 minute sign goes up - 5 minutes later your 5 minute sign goes up for the next race. This will be continued throughout the entire program.

Final tech for Expert heats
 1st Expert 20 mile heat race
 2nd Expert 20 mile heat race
 Final tech for Expert Semi-final
 Expert Semi-final 20 mile race
 Junior 50 mile road race final
 Expert 75 mile National final
 Results will be posted on blackboard in the pits one hour after each respective race. Official will be there during protest period.

ALL RIDERS AND MECHANICS MUST CLEAR THE PIT AREA BY 7:00 P.M. SHARP, AS THE TRACK IS CLOSED AND LOCKED AT 7:00 P.M. EACH NIGHT. THIS IS A MUST, THERE WILL BE NO EXCEPTIONS.

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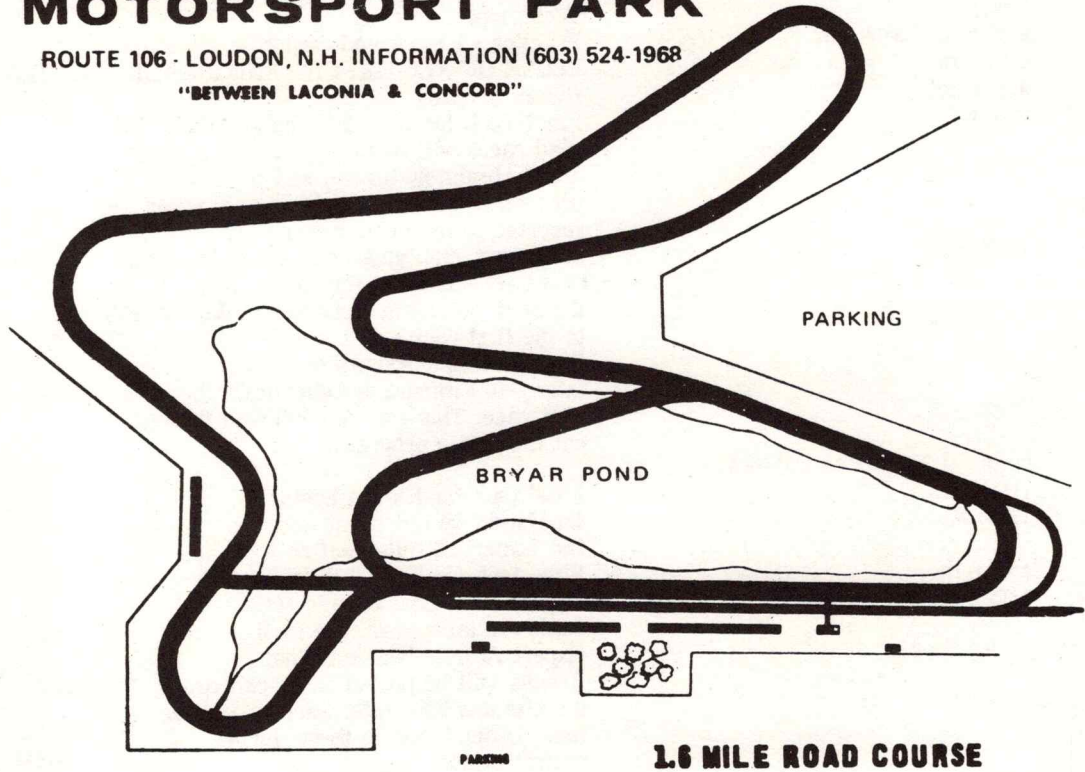
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BRYAR MOTORSPORT PARK

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70 " " Boston, Mass.

1½ hours from Providence, R. I.
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DESCRIPTION: Bryar looks like part of the spectacular New Hampshire scenery, which it is. The reason: nature laid out the course and Keith Bryar paved it. It's in the heart of the vacation country and easy to get to. Once there you'll see a neat course sprawled up a hillside, almost as if it were built on a stage.

FACILITIES: Excellent. Seven permanent concession stands and seats for 9,000. Camping is discouraged at the track, but there are ample facilities in the neighborhood. **PARKING:** Free parking for 15,000 cars plus.

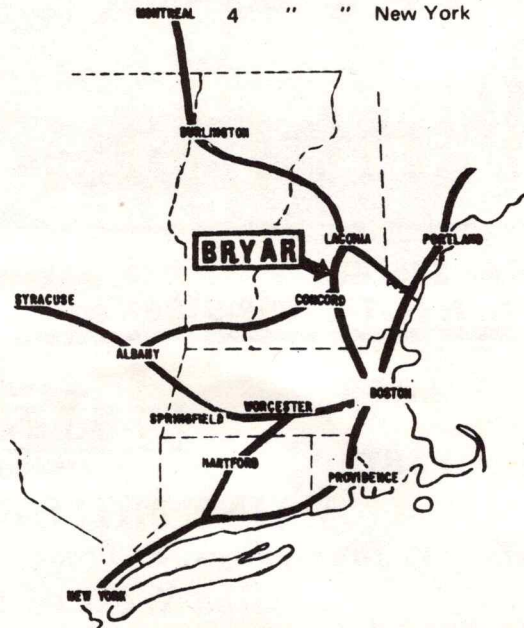
SPECTATOR AREAS: In this case try the grandstand and tower (seats 7,000). Because of Bryar's unique stage-like layout it's the best spot to see all the action, including the pits. Another good spot is the bleachers at the north end of the course. (Seats 2,000.) Infield areas are usually taken by car clubs and corrals.

LAKES REGION ACCOMMODATIONS

BRYAR Motorsport Park is centrally located in the famous Lakes Region resort area of New Hampshire. Here in an area of breath-taking natural beauty, crystal clear lakes, cool green forests and magnificent mountain scenery, outdoor living at its finest.

Accommodations are exceptional, new modern motels and relaxing country inns. Restaurants with fine continental cuisine and hearty New England specialties, Cocktail lounges and night-life, dancing to the music of famous bands. Broadway plays with Hollywood, TV and Broadway stars, Top movies, country fairs and children's recreational areas.

The Lakes Region of New Hampshire is a vacation paradise for the entire family.





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MISS NEW HAMPSHIRE - 1974

Miss Cynthia Dean Erb of Manchester, N.H. is this year's MISS NEW HSMPSHIRE, and she will present the winner of the National Race on Sunday with the Governor's Cup. She lives with her parents, Mr. and Mrs. Dean W. Erb at 990 Union St., Manchester.

The 18-year-old acrobatic dancer is 68" tall with dark brown hair and green eyes. She was graduated from Manchester's Central High School, Class of 1973, and presently is a Sophomore at the University of New Hampshire's School of Health Studies. Her hobbies are crocheting and sewing.

Her ambition is to earn a Bachelor of Science degree in Medical Technology.

Cynthia entered the Miss New Hampshire Pageant as Miss Manchester. She has had special gymnastic training and was on the gym team at Manchester High School. She also served as a varsity cheerleader and was a member of the National Honor Society her senior year. A gymnastic dance routine to the theme of "Midnight Cowboy" won Cynthia the award of Miss Talent in the Miss N.H. Scholarship Pageant.

She is sponsored by the Manchester Union-Leader Fund, Inc. of Manchester, under the directorship of Meg Geraghty, Woman's News Editor of the newspaper.

**NEW ENGLAND ENTRANTS
SUNDAY - NATIONAL**

NO.
122 Robert Pepper, Grafton, Ma. YAM

SUNDAY - JUNIOR

148 Jack Nash, No. Branford, Ct. YAM
170 Robert Nichols, Manchester, Ct. YAM
173 Ed Hansen, Bethel, Ct. YAM
221 William Payne, Framingham, Ma. YAM

SATURDAY - COMBINED

148 Jack Nash, No. Branford, Ct. YAM
161 Robert Coy, Richmond, N.H. YAM
170 Robert Nichols, Manchester, Ct. YAM
173 Ed Hansen, Bethel, Ct. YAM
221 William Payne, Framingham, Ma. YAM
222 Justus Taylor, Bennington, Vt. BMW
230 Pete Koehler, Rockville, Ct. TRI
694 Leon Cromer, Springfield, Ma. DUC

SATURDAY - NOVICE

320 Jay Lubker, Wellesley, Ma. YAM
338 David Roper, Groton, Ct. YAM
403 Fred Cerundolo, Everett, Ma. SUZ
446 Joseph Zeigler, Fitchburg, Ma. YAM
484 Raymond Bressette, Brimfield, Ma. YAM
499 Richard Stone, W. Cornwell, Ct. BUL
509 Robert Miller, New Haven, Ct. YAM
516 Ervin Lyskawa, Peace Dale, R.I. YAM
560 John Adams, Limerick, Me. YAM
585 Thomas Hull, Fitchburg, Ma. KAW
641 Dennis Phelan, New Haven, Ct. YAM
643 Gary Sullivan, Hamden, Ct. YAM
645 Nelson Lavelle, W. Springfield, Ma. YAM
670 Richard Schlachter, Old Lyme, Ct. YAM
675 Robert Johnson, Claremont, N.H. YAM
678 Robert Martin, Antrim, N.H. YAM
699 Alan Taylor, Hudson, N.H. SUZ
734 Donald Mei, No. Branford, Ct. YAM



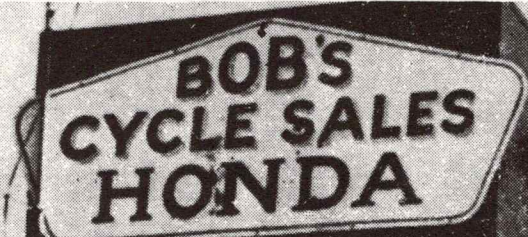
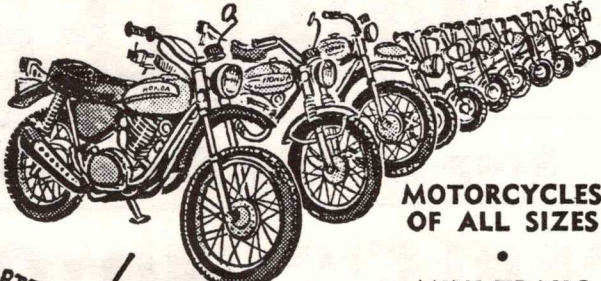
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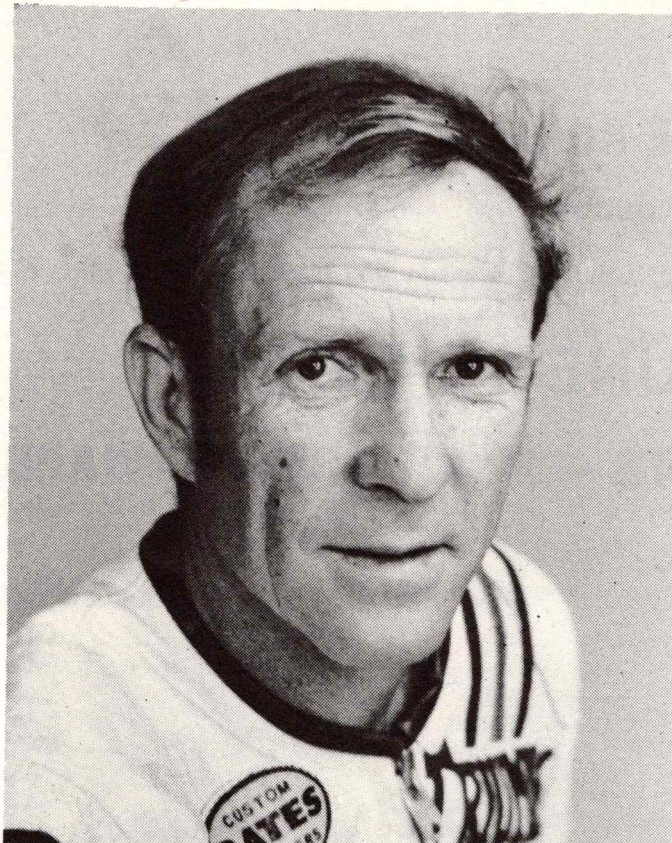
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Top
GEARAREA CODE 413
PHONE 783-6041**Dick Mann**

#2

tenth ranked rider
Richmond, California

While many of his fans may have been disappointed in the 10th place performance of two-time Grand National Champion Dick Mann during the 1973 season, the venerable "Old Man" of the Grand National circuit had a different perspective on his season.

After winning his second Grand National Championship in 1971 and garnering a sixth place finish in the standings the following year, Mann noted, "1973 didn't discourage me. If I had finished 19th for the past two years, people would have thought I had made a great comeback."

Mann said that 1973 was only a mediocre year, but qualified the statement, noting, "I changed brands, from the BSA which I have ridden in the past to Triumph this year. The Triumph is not a bad motorcycle, it just took a little time to get used to it. I had as good a year as possible considering the equipment I was on and I am looking forward to a much better year in 1974."

For Mann the season began on a sour note, as the first night at the Houston Astrodome, a minor accident caused him to drop out with a broken frame, while in the main event of the short track the following evening, a battery wire came loose on the second lap and Mann had to settle for 11th overall after running in second place early in the race.

At Daytona, however, things took a turn for the better as Mann guided the Triumph to fourth overall, one of the finishes Mann said he was most pleased with during the 1973 season.

A third at the Peoria, Illinois, TT was his best finish of the season, as it seemed that Lady Luck deserted Mann when he most needed her during the 1973 season. On at least two occasions he seemed ready for a win that never came.

Mann said he was disappointed at both the San Jose, California, and Colorado Springs, Colorado, miles where victory seemed almost certain.

Mann began riding professionally in 1954 and his name first appeared in the top 10 in 1957. Since that time he has held a place in the top 10 every year except 1966. He has won 24 National Championships in his lifetime and is closing in on Bart Markel's record. He garnered Grand National Championships in 1963 and 1971.

Mann has had several other close calls at winning the Grand National Championship since he began racing. In both 1964 and 1965 he finished second while in 1970 he seemed to be on his way to a title when he broke an ankle.

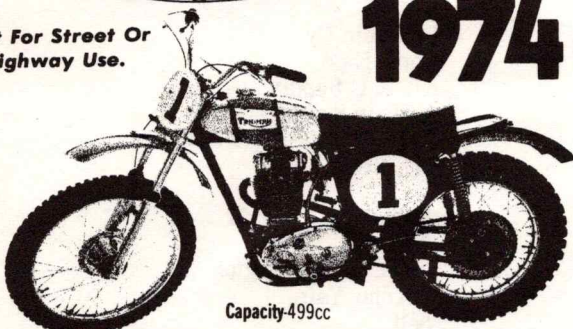
The veteran rider will be 40 in June of the 1974 season and is one of the more versatile riders on the circuit as he is at home on practically any kind of a machine or any kind of a track.

"I like all phases of racing equally well," says the Richmond, California, resident.

Not only is he accomplished at the five different types of racing on the Grand National circuit, but last year he also qualified for the grueling International Six Days Trial, sometimes called the Olympics of motorcycling and placed 12th overall in a support class race at one of the International Trans-AMA motocrosses.

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Promoted by: New England Motorcycle Dealers Assn., Inc., Leicester, Mass., under the rules and sanction of the American Motorcycle Association

SATURDAY, JUNE 15, 1974

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263 Erik Buell	Gibsonia, PA	Deringer Engr.	KAW
271 James Miller	Morristown, TN	Self	YAM
272 Skip Aksland	Manteca, CA	KRRC	YAM
273 Blake Gambrill	Glyndon, MD	Boutwell's, Inc.	YAM
278 Tommy Bright	San Francisco, CA	Self	YAM
296 Tim Newell	Ballston Lake, NY	Howard's Cy.	YAM
299 Chuck Jordan	Powell, OH	Motor Sports, KK Ins., Nasco Oil	YAM
301 Charles Coy	Richmond, NY	MC Ent.-Tri-Town Yam.	YAM
307 Gill Martin	Dallas, TX	Self	YAM
312 Nelson Pemberton	Arlington, VA	Self	YAM
316 Paul Martin	Morris Plains, NJ	No. Jersey Roofing	YAM
318 Bruce Osborn	Tampa, FL	Suz. of Tampa	YAM
320 Jay Lubker	Wellesley, MA	Self	YAM
328 Tom Fittante	Hamilton, Ont., Can.	Self	YAM
330 Gary Bade	Olympia, WA	Self	YAM
337 George Taylor	Maitland, FL	Taylor 'd Prod.	YAM
338 David Roper	Groton, CT	Self	YAM
350 Anthony Angioletti	Cresskill, NJ	Self	YAM
357 Richard Baumgartner	Ron Westmorland	Self	SUZ
360 William Harding	Gainesville, FL	Will Harding Rac.	YAM
366 Steven Bockelman	Dayton, OH	Anthony's Cy. Cent.	YAM
383 William Vickery	Denver, CO	Vickery Yam.	YAM
385 Bernie McHugh	Wilmington, DE	Howard Ash	YAM
386 Eric Paloheimo	San Jose, CA	Self	YAM
399 Jan Jolles	Ithaca, NY	Self	YAM
403 Fred Cerundolo	Everett, MA	Parkway Cy.	SUZ
416 Frank Cunningham	Marcellus, NY	Flummerfelt's, Inc.	YAM
438 Dieter Guttner	St. Clair Shores, MI	Self	YAM
439 Stephen Shaw	Detroit, MI	Cafe Racer Customs	YAM
441 Robb Garrett	Estil Spgs., TN	Self	YAM
442 Robert Dega	Berkley, MI	Dynamic Cy.	YAM
446 Joseph Zeigler	Fitchburg, MA	Yam. East	YAM
449 Patrick Kelley	Kettering, OH	KK M-C Supply	YAM
459 Lynn Amos	Raleigh, NC	Ourham Sportscycle	YAM
463 Dale Singleton	Dalton, GA.	Taylor White-Baltimore Cty. Trail Riders	YAM
468 John McNeely	Gainesville, FL	Boca Raton Honda	YAM
473 Frank Dellinger	Tampa, FL	Self	YAM
474 Michael Meszaros	Raleigh, NC	Yam. of Wilmington	YAM
483 Brad Marvel	Pocono Lake, PA	Pocono Yam.	YAM
484 Raymond Bressette	Brimfield, MA	Self	YAM
487 Richard Smith	Chillicothe, OH	Dick's Cy. Center	YAM
488 Bruce Hammer	Venice, CA	Malcolm Smith Ent.	YAM
494 Cliff Fatzinger	Bethlehem, PA	Self	YAM
497 Stephen Koontz	Upland, IN	Self	YAM
499 Richard Stone	W. Cornwall, CT	Hugh's Bultaco	BUL

504 David Gorgei	Tampa, FL	Tm. Gorgei's	KAW
508 Joe Valentine	Cheyenne, WY	Vickery Yam.	YAM
509 Robert Miller	New Haven, CT	Self	YAM
510 Ted Bay	Skaneateles, NY	Flummerfelt's Yam.	YAM
511 James Adamo	Glen Cove, NY	Self	KAW
515 Boyd Uzzell	Sebring, FL	Self	YAM
516 Ervin Lyskawa	Peace Dale, RI	Self	YAM
520 Dana Ward	Pittsburgh, PA	Self	YAM
522 John Blanton	Raleigh, NC	Yam. of Raleigh	YAM
528 Derald Bunnell	Ft. Bragg, NC	Yam. of Wilmington	YAM
530 John Guest	Cambridge, Ont., Can.	Popcorn Wizard	YAM
531 John Romine	Tulsa, OK	DeLucca's Cy.	YAM
535 John Volkman	Seal Beach, CA	Self	YAM
537 Gord Mackay	Whitby, Ont., Can.	Ab's MC-& Mi. Mouse R.	YAM
539 Brian Oakes	Milwaukie, OR	Milwaukie Yam.	YAM
542 Bruce Teague	Detroit, MI	Dick Green Yam.	YAM
545 Danny Ward	Palmyra, NY	Rochester Indian	TRI
547 Dana Dandeneau	Pleasant Valley, NY	Dandeneau Auto	YAM
550 Wayne Hucke	Silver Spring, MD	Self	YAM
558 Jim Coleman	Pensacola, FL	Self	YAM
559 Joseph Lachniet	Haslett, MI	Comp. Cy. Parts	YAM
560 John Adams	Limerick, ME	Southern Maine Eqp.	YAM
561 David McElyea	Ashville, NC	Suz. of Ashville	SUZ
563 James Hubbard	Miami, FL	Longevity	YAM
564 Arthur Kowitz	Gainesville, FL	Art's Kaw.	KAW
567 William Davis	Baltimore, MD	Boutwell's, Inc.	YAM
570 Grady Patman	Atlanta, GA	Pates Yam. & HD	YAM
572 David Holland	Halifax, N.S., Can.	Cycle World East	YAM
575 James Moore	Bedford, NY	Self	YAM
579 Jim Gill	Prescott, Ont., Can.	Self	YAM
581 Edward Hamada	Ocean City, NJ	Hamada Roofing	YAM
585 Thomas Hull	Fitchburg, MA	Megacy. & Kodiak Ent.	KAW
587 Peter LeoGrande	Totowa Bolo, NJ	Self	YAM
592 Kent Rockwell	Costa Mesa, CA	Rockwell Racing	YAM
604 Jim Fitzgerald	Toronto, Ont., Can.	Self	YAM
605 Hall Hadley	Vienna, VA	White's Truck Stop	YAM
612 Terry Parker	Leesburg, FL	Jim's Yam.	YAM
623 Harry Cooper	Dallas, PA	Jon's Cy.	YAM
634 Waldo Burdick	Pine City, NY	Self	YAM
636 Wayne Clukey	Silver Spring, MD	Clukey's Racing	YAM
638 David Bennett	Dearborn Hts., MI	Shores Nomex Suits	KAW
641 Dennis Phelan	New Haven, CT	Self	YAM
643 Gary Sullivan	Hamden, CT	Tm. Sullivan	YAM
645 Nelson Lavelle	W. Springfield, MA	Self	YAM
648 Douglas DeMille	Rochester, NY	Self	YAM
661 Mark Wulf	Victor, NY	Kaw. East	YAM
670 Richard Schlachter	Old Lyme, CT	Self	YAM
675 Robert Johnson	Claremont, NH	Self	YAM
678 Robert Martin	Antrim, NH	Self	YAM
681 Louis Russo	Macon, GA	Longevity	YAM
689 David Garoutte	Mill Valley, CA	Vanguard Engr.	HON
699 Alan Taylor	Hudson, NH	Self	SUZ
734 Donald Mei	No. Branford, CT	Davenport Realty	YAM

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2nd	160	50		50		150		25		150
3rd	125	25				100		10		100
4th	95									
5th	85			6th \$75	7th \$65	8th \$55	9th \$50	10th \$40		

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Scott Brelsford
#19
ninth ranked rider
Daly City, California

When your older brother is the defending Grand National Champion and you are beginning your first year as an Expert rated rider, there is a lot to live up to and Scott Brelsford was equal to the task in 1973, winning the ninth place spot in the Grand National Championship series and taking top rookie Expert honors.

But then that could be expected, as Brelsford was the top Novice and Junior rider during the preceding two-year period.

His older brother, Mark, who won his first Grand National Championship in 1972, made it through just two races before he was involved in a fiery two-bike crash at Daytona and was out for the season.

Unlike his older brother, Scott began riding motorcycles just a year before getting his Novice professional license in 1973, doing very little trail riding in the one-year period.

His main goal during the 1973 season was to win a National and on that basis he wasn't happy until the Atlanta mile, even then the win at Atlanta did little to satisfy his craving for a Grand National win.

Prior to Atlanta he had struggled through the season, taking a fifth at San Jose, California's mile; a third at the Colorado Springs, Colorado, mile; a fourth at the Ascot TT and a fifth at the Indianapolis mile.

At Indianapolis, Brelsford proved he was ready for a win, as he took the opening heat race with the fast time for the day, beating the likes of Mert Lawwill and the previous winner of the event, Dave Sehl. However, track conditions deteriorated during the day with the dust becoming so bad that the Expert Trophy Race was shortened to 10 laps.

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At the start of the National final, Brelsford broke to the front and, unhampered by the dust, began to build a lead over the rest of the pack.

On the fourth lap, veterans Dick Mann, Mert Lawwill, Dave Sehl and Jim Rice pulled off the track rather than risk the threat of crashing due to the dust. One lap later Cal Rayborn also pulled off and the red flag came out, signaling the shortened conclusion of the event.

Riders voted to pay off on the basis of positions on the fourth lap, and officials ruled that due to the shortness of the event, no National points would be paid.

Brelsford appealed the decision, and his appeal was upheld, giving him a pyrrhic victory over the Atlanta mile.

Scott hails from San Bruno, California, and is a bachelor. His hobbies include hunting and surfing in Hawaii.



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MANCHESTER - Fitzgerald Cycle, 782 Gold Street

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Scene at Chateau in Belknap Recreation area, Gilford, N.H. in June 1961 "Gypsy Tour." Big motorcycle show was held inside with barbecue tent to right. (Wilson photo.)

YESTERDAY'S TOUR

by RANDY WILSON

The first big motorcycle race to be held in New England after World War 2 ended was the 100 mile National Road Race at Belknap (in Gilford) N.H. on June 23, 1946. The track used was partly paved, but much was dirt. It was one mile long, and this was the 8th time the big race was held at Belknap Recreation Area in conjunction with the Annual New England Gypsy Tour (sponsored by the AMA and New Eng. Mcy. Dirs. Assoc.) On Sat. the 22nd, many road riders arrived in the area and were able to enter events held in the center of Laconia (at the Info. booth) such as slow races, etc. The day for races was Sunday, and a 25 mile Novice race was first, won by Sal Scirpo (Indian). The 100-mile race followed, and was won by Ed Kretz (Indian). Many motorcyclists and spectators were on hand to watch, happy to be back on the road after 4½ years of gas rationing and war-time moratorium on all motorized sport.

The next year (1947) was to see two days of racing, with a 50-mile Amateur race on Sat. and the 100-miler on Sunday. A total prize of \$1000.00 was put up, to be divided among all the winners of two days. The 50-mile race was won by 'Jackie' Armstrong from Springfield, Mass. (Indian) who was awarded \$200.00. Alli Quattrocchi won the 100-mile National (H.D.) and took home \$1000.00. Appx. 10,000 spectators were on hand to see Harley riders take 10 of the first 11 places. The only Indian was 2nd, with Ted Edwards riding. Carl Crannell was 17th on a BSA-the first English bike to finish. Events for road riders was planned after the Sat. race, and they competed in plank rides, slow races, etc. to win merchandise vouchers from various dealers.

The layout of the track at Laconia (actually it was in the Belknap Mt. recreation area in Gilford, N.H.) was appx. one mile per lap, and consisted of a start at the bottom of the hill (by the ski jump site). It was tar road here, and it swept around to

(Continued Next Page)



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the left and up the long uphill part to the top of the course, then a straight down grade for about 500 ft., with an abrupt 190 degree left turn. This ran along a dirt stretch for about 500 ft., then a sharp 90 degree rt. turn and a long downhill tar stretch (where high speeds prevailed) to a "hairpin" left at the bottom (that strained the brakes of all bikes to the nth degree). At this point was the flagman, and the course started around again from the finish - starting line here in front of the scorekeepers stand. The course was lined with shady pine trees, and spectators could almost touch the riders as they watched from various vantage points anywhere on the track. A unique and accurate check on each rider was made by volunteers in the raised stand at the line. Each rider had a lap scorer who would flip a card each time the rider passed.

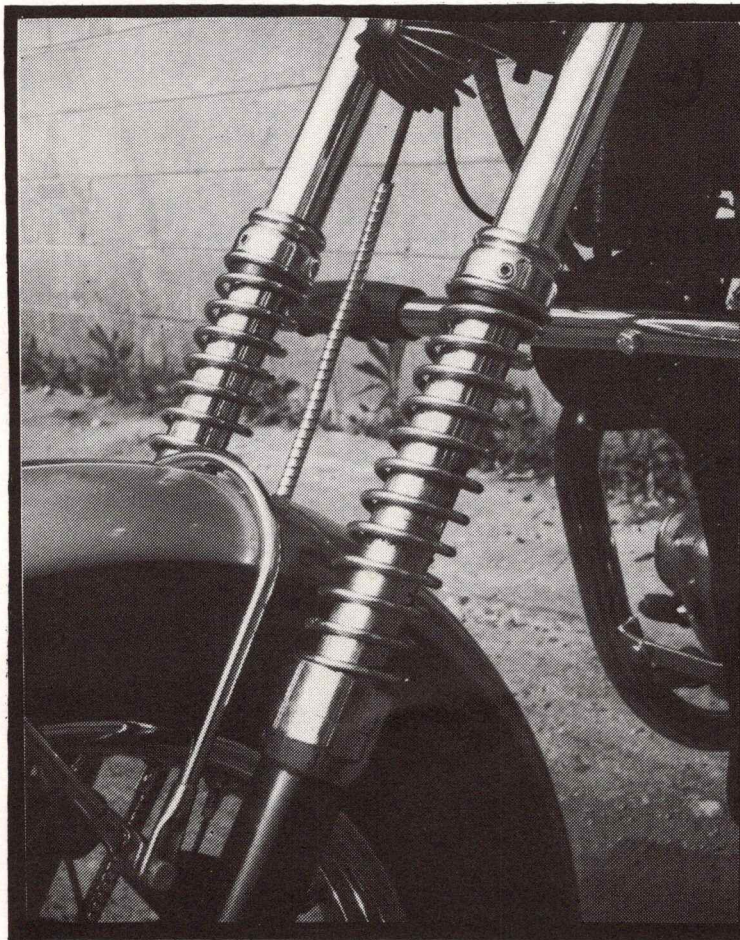
The 1948 Gypsy Tour was held at the same area on June 19-20th. Prize money was upped to \$4000.00, (for the complete weekend) and the races were as before-50 miler on Sat, (for Amateur class) and the 100 mile National Road Race on Sunday. Dick Klamforth on a Norton won the 50 miler, and Joe Weatherly on a H.D. won the 100 mile event. This was the 28th annual New England Gypsy Tour (not the 28th at Laconia, however) and was attended by 9000 riders. Spectators were allowed into the infield during the race, as underpasses had been built. The big Sat. afternoon and evening sports program was held, topped off with a big (free) dance in the pavillion Sat evening. to quote "This year the center of gravity of the Tour had definitely shifted to the Belknap Area in favor of the sports and festivities there instead of the old-fashioned hell-raising around town; as good a sign as we have seen that our sport has grown up". The police impounded 36 cycles for one reason or another. The Sunday race was preceded with a Motor Maid parade around the course, led by Dot and Betty Robinson. The big 100 mile National race started at 2 p.m., and there were 9 out of 10 finishers on Harley-Davidsons. Babe Tancrede From R.I. was 2nd.

(See Page 66)



FINAL BELKNAP WINNER

Jules 'Jody' Nicholas was the winner of the 100-miler at the last time it was held at the Belknap Recreation Area's track. Jody broke the record on his BSA in 1:35:47.77. He 'dropped' his bike during the final lap at the hairpin remounted and won. Flanking 'Jody' are co-chairman Bill Gregson, 'Bill' Schietinger and Fritzie Baer.



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Ace Moto-cross rider, Jimmy Ellis of Cobalt, Ct. rode his Boston Cycles' Yamaha in last year's Novice event.

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Boston Cycles' BILL PAYNE of Framingham, Ma. entered the 250cc Combined race last year with his Yamaha road racer.



THE YEAR "CAL" WON LOUDON'S CHECKERED FLAG
 Cal Rayborn won the Loudon National in 1968. This unused photo, found in the files of the Motorcyclist's Post, was taken by Willard Wolfe just as he got the Checkered Flag from AMA flagman 'Duke' Pennell.

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3 Gene Romero	San Luis Obispo, CA	Yam. Int.	YAM
6 Mark Brelsford	Anchorage, AK	HD Mtr. Co.	HD
9 Gary Nixon	Cockeysville, MD	Fisher Mtrs.	YAM
11 Don Castro	Gilroy, CA	Yam. Int.	YAM
17 Yvon Duhamel	Montreal, Que., Can.	Kaw. Mtr. Corp.	KAW
21 Gary Fisher	Parkesburg, PA	Ed Fisher	YAM
27 James Evans	San Bernardino, CA	Boston Cy. Yam.	YAM
30 Art Baumann	Brisbane, CA	U.S. Kaw.	KAW
32 Steve Baker	Bellingham, WA	Yam. Mtr. Canada	YAM
40 Doug Libby	Milford, MI	Self	YAM
53 Bart Myers	New Brunswick, NJ	Motion Enterprises	YAM
56 Marty Lunde	Manhattan Bch., CA	Al Godin	YAM
64 Gary Scott	Baldwin Park, CA	HD Mtr. Co.	HD
97 Ron Pierce	Bakersfield, CA	No. Chester M-C Pts.	YAM
98 John Hateley	Van Nuys, CA	Self	YAM
104 John Long	Miami Beach, FL	Longevity	YAM
110 Bob Endicott	Balboa, CA	Action Fours	YAM
112 Jim Allen	Angus, Ont., Can.	Yam. Mtr. Canada	YAM
116 Doug Teague	Detroit, MI	Self	YAM
123 Stan Friduss	Gainesville, FL	Will Harding Rac.	YAM
127 Mike Devlin	Manteca, CA	K.R.R.C.	YAM
128 Ted Henter	St. Petersburg, FL	Barney's Yam.	YAM
132 Len Fitch	Woodslee, Ont., Can.	Wheeler Spts.	YAM
139 Billy Labrie	St. Petersburg, FL	Alco Mtrs.	YAM
143 Michael Clarke	Downey, CA	James Clarke Rac.	YAM
144 Jim Graham	Toronto, Ont., Can	Self	YAM
147 Dennis Varnes	Christiana, PA	Kauffman's Yam.	YAM
148 Jack Nash	No. Branford, CT	Nash Bros.	YAM
150 Wes Cooley	Placentia, CA	Kestelyn, Cooley	YAM
155 Peter Chancey	Pte. Claire, Que., Can.	Turmac Industries	YAM
160 Eugene Brown	Portland, OR	Milwaukie Yam.	YAM
170 Robert Nichols	Manchester, CT	Boston Cy.	YAM
172 Larry Bleil	Delray Beach, FL	Pro-Moto Cy.	YAM
173 Ed Hansen	Bethel, CT	Self	YAM
180 Pat Hennen	San Mateo, CA	Ocelot ENgr.	YAM
181 David Watkins	Garland, TX	Carter's Yam.	YAM
182 Ed Eaton	Circleville, OH	Self	YAM
198 Gregg Bonelli	Gainesville, FL	Bonelli Engr.	YAM

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1973 'RUSTY' BRADLEY SCHOLARSHIP WINNER

Brian Dalgarno of Baltimore, Md. (2nd from left) accepts check from Joseph Bradley as the 3rd racer to win the Memorial Scholarship, established in memory of the late Joe 'Rusty' Bradley, who died from injuries suffered at the 1971 Daytona Beach, Fla. races. Also present for the ceremonies, at the completion of the 50-Mile Junior Race were Mrs. Bradley and the Bradley's daughter Beth and Boston Cycles' John Jacobson, who established the fund for his sponsored rider.

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ROBERT "ROB" FAIRBAIRN of Cambridge, Ma. (left) entered the 50-Mile Junior Race last year. He was sponsored by Boston Cycles'.

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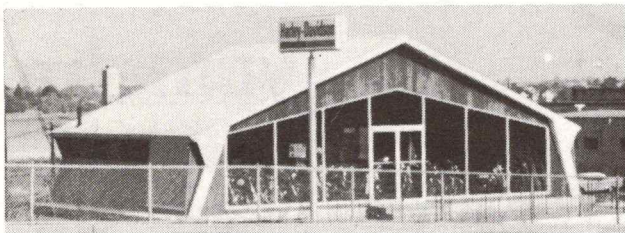
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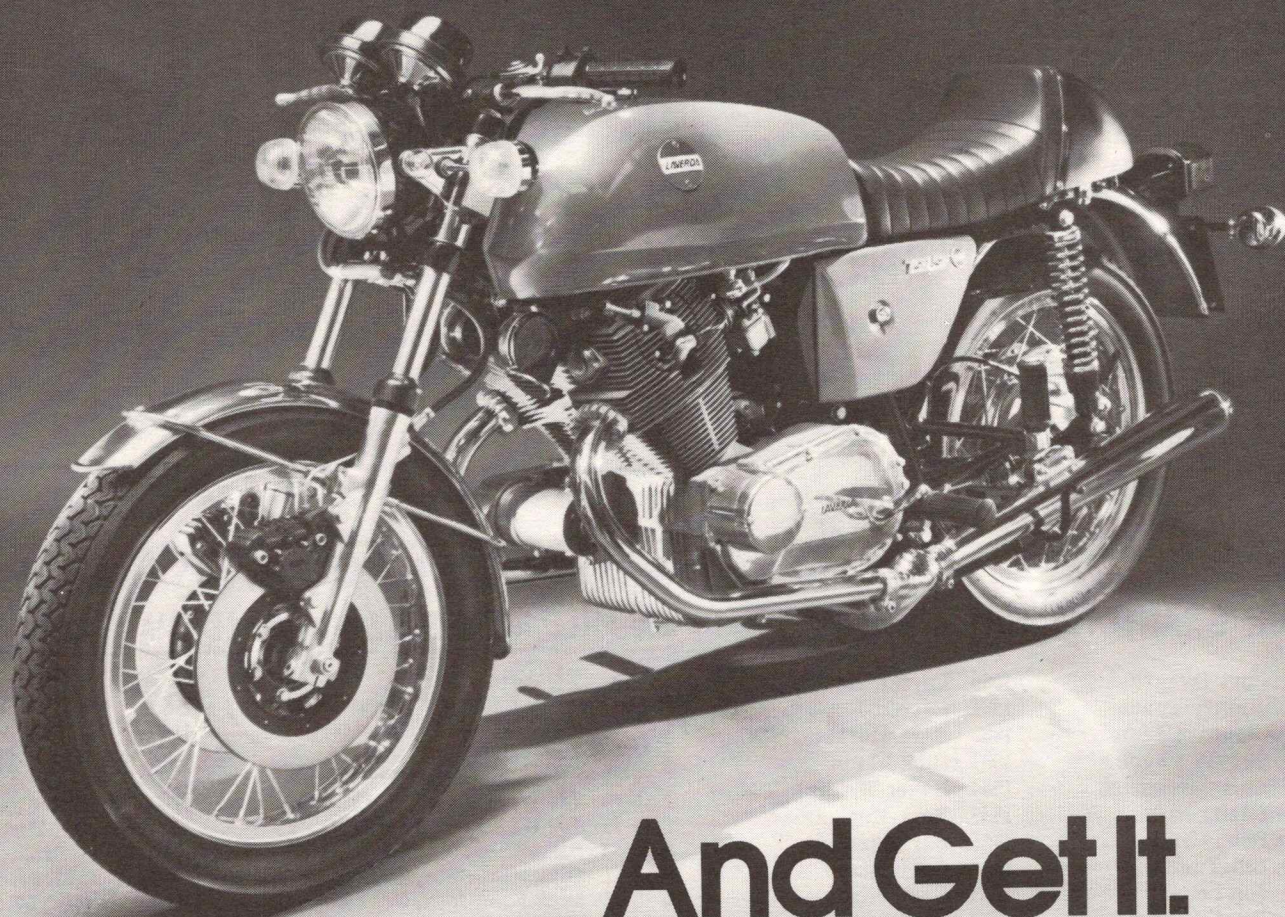
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Veteran New England racer, Leon Cromer (left) of Springfield, Ma. rode his Hamden Cycles' sponsored Kawasaki in the Ed Gallagher race last year.

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FINAL 1973 AMA NATIONAL POINTS

1. Kenny Roberts, Woodside, Calif.	2014
2. Gary Scott, Baldwin Park, Calif.	1241
3. Gary Nixon, Cockeysville, Md.	887
4. Mert Lawwill, San Francisco, Calif.	839
5. Don Castro, Gilroy, Calif.	812
6. Rex Beauchamp, Milford, Mich.	701
7. Gene Romero, San Luis Obispo, Calif.	584
8. Dave Aldana, Santa Ana, Calif.	546
9. Scott Brelsford, Daly City, Calif.	543
10. Dick Mann, Richmond, Calif.	504
11. Jim Rice, Portola Valley, Calif.	492
12. Kel Carruthers, San Diego, Calif.	489
13. Chuck Palmgren, Freehold, N.J.	437
14. Yvon DuHamel, LaSalle, Quebec	433
15. Jim Evans, San Bernardino, Calif.	395
16. Gary Fisher, Parkesburg, Pa.	391
17. Randy Scott, Portland, Ore.	375
18. Dave Sehl, Waterdown, Ontario	306
19. Steve Baker, Bellingham, Wash.	305
20. Terry Dorsch, Granada Hills, Calif.	258

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2. Triumph	1765
3. Harley-Davidson	1625
4. Kawasaki	1132
5. Suzuki	741
6. Norton	535
7. Rickman	120
8. Bultaco	100
9. Honda	68
10. BMW	30

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1947 Jimmy Chann	1961 Carroll Resweber
1948 Jimmy Chann	1962 Bart Markel
1949 Jimmy Chann	1963 Dick Mann
1950 Larry Headrick	1964 Roger Reiman
1951 Bobby Hill	1965 Bart Markel
1952 Bobby Hill	1966 Bart Markel
1953 Bill Tuman	1967 Gary Nixon
1954 Joe Leonard	1968 Gary Nixon
1955 Brad Andres	1969 Mert Lawwill
1956 Joe Leonard	1970 Gene Romeo
1957 Joe Leonard	1971 Dick Mann
1958 Carroll Resweber	1972 Mark Brelsford
1959 Carroll Resweber	1973 Kenny Roberts



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<u>DATE</u>	<u>RIDER</u>	<u>MACH</u>	<u>TIME</u>
6-30-40	Babe Tancrede, Woonsocket, R.I.	H-D	2:16:32.
6-29-41	June McCall, Charlotte, N.C.	H-D	2:07:36
6-23-46	Ed Kretz	IND	Not available
6-22-47	Ali Quatrocchi, Providence, R.I.	H-D	2:07:24
6-20-48	Joe Weatherly, Norfolk, Va.	H-D	2:03:06
6-19-49	Joe Weatherly, Norfolk, Va.	H-D	2:05:06.4
6-18-50	Bill Miller, Mountville, Pa.	H-D	1:56:22
6-17-51	Dick Klamfoth, Groveport, O.	NOR	1:57:54
6-15-52	Dick Klamfoth, Groveport, O.	NOR	1:57:57.44
6-21-53	Ed Fisher, Parkesburg, Pa.	TRI	1:53:51.57
6-20-54	Joe Leonard, San Jose, Calif.	H-D	1:51:03.91
6-19-55	Brad Andres, San Diego, Calif.	H-D	1:49:46.36
6-17-56	Brad Andres, San Diego, Calif.	H-D	1:43:05.36
6-23-57	Joe Leonard, San Jose, Calif.	H-D	1:44:12.50
6-29-58	Brad Andres, San Diego, Calif.	H-D	1:45:24.64
6-21-59	Brad Andres, San Diego, Calif.	H-D	1:42:57.49
6-19-60	Dick Mann, El Sobrante, Calif.	BSA	1:42:01.94
6-18-61	Joe Leonard, San Jose, Calif.	H-D	1:40:53.13
6-17-62	Dick Mann, El Sobrante, Calif.	MAT	1:36:15.12
6-23-63	Jody Nicholas, Nashville, Ten.	BSA	1:35:47.77
6-20-65	Ralph White, Lawndale, Calif.	MAT	1:54:16
6-18-67	Gary Nixon, Baltimore, Maryland	TRI	1:29:39
6-16-68	Calvin Rayborn, San Diego, Ca.	H-D	1:21:59.00
6-15-69	Fred Nix, Franksville, Wis.	H-D	No time
6-14-70	Gary Nixon, Phoenix, Md.	TRI	1:22:45.00
6-13-71	Mark Brelsford, San Bruno, Calif.	H-D	1:21:41
6-14-72	Gary Fisher, Parkesburg, Pa.	YAM	1:18:44
6-17-73	Gary Nixon, Cockeysville, Md.	KAW	0:58:51 (75-miles)

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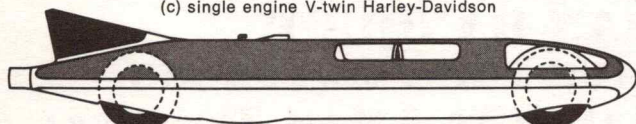
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A 5 minute Quiz between races

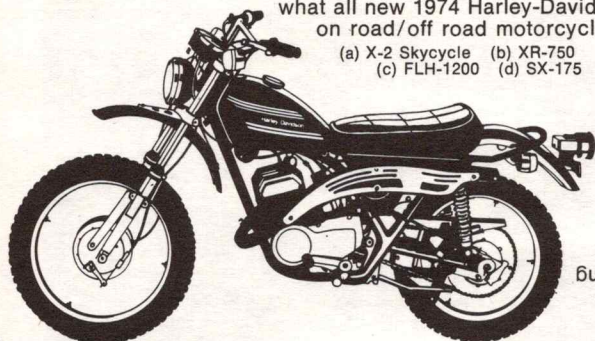
Get 'em all right, and you're a Grand National Champion motorcycle expert. Anything under 5 right answers—well, just call yourself a Novice because that's not bad either. Please disregard the logo while doing the quiz.

1 Who broke the 9-second quarter-mile drag speed record back in 1971?
(a) Al Smith (b) Joe Smith (c) Joe Namath

2 Over the years, records are made and broken. But, one world's speed record has stood since October 16, 1970. Cal Rayborn hit 265.492 mph on the Bonneville salt flats. What motorcycle was he riding?
(a) 4-cylinder Husqvarna (b) triple engine Ossa (c) single engine V-twin Harley-Davidson



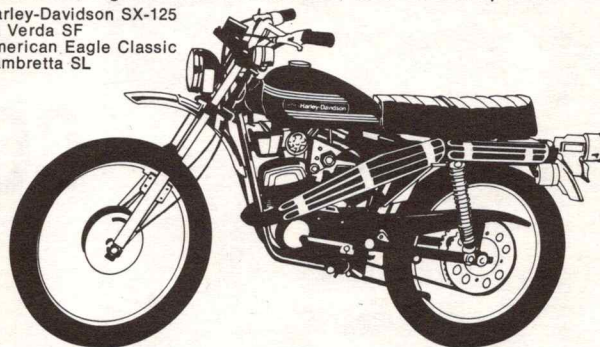
3 Oil injection, I.S.D.T. quick change rear wheel, chrome bore aluminum cylinder, in-frame oil reservoir, 5-speed tranny, C.D. ignition, speedo and tach. The preceding are features of what all new 1974 Harley-Davidson on road/off road motorcycle?
(a) X-2 Skycycle (b) XR-750 (c) FLH-1200 (d) SX-175



4 What motorcycle was ridden to the greatest number of AMA Grand National Championships in the 28 years they've been awarded?
(a) Harley-Davidson (b) Norton (c) Triumph (d) Indian

5 Almost as amazing a record, the Columbus, Ohio National Half mile has been won 18 times in the 21 years it's been held by what make motorcycle?
(a) MV Agusta (b) Harley-Davidson (c) Norton (d) Munch Mammoth

6 The _____ features street and trail versatility with directionals, dual rear sprockets, oil injection, 5-speed trans, concentric float bowl carb, braced bars, high fender and exhaust, and Borletti speedo.
(a) Harley-Davidson SX-125 (b) La Verda SF (c) American Eagle Classic (d) Lambretta SL



7 There are champs and there are Grand National Champs. What rider is the All-Time Grand National Champion with 28 AMA Championship race wins and three National Championships?
(a) Joe Leonard (b) Mark Brelsford (c) Bart Markel (d) Evel Knievel

8 Speaking of speed, super wrench Warner Riley rode a conventional Harley-Davidson Sportster to a record speed at the Bonneville salt flats in 1972. How fast did he go?
(a) 184.653 mph (b) 197.339 mph (c) 206.544 mph

9 What bike won more AMA dirt track Nationals in 1973 than any other?
(a) Excelsior (b) Yamaha (c) Harley-Davidson XR-750 (d) Suzuki



10 The first AMA Manufacturer's Cup ever awarded was in 1972. By now, you should be able to figure out who won it.
(a) Hodaka (b) Yankee (c) Harley-Davidson (d) Vespa



11 What famous Harley-Davidson high jumper can leap cars, trucks and canyons in a single bound?
(a) Speedy Gonzales (b) Evel Knievel (c) Kareem Abdul-Jabbar

ANSWERS:

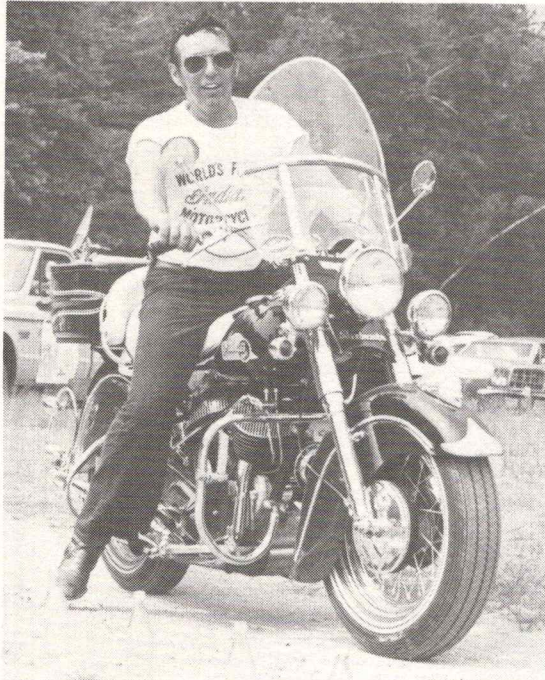
(1) Plain ole Joe Smith on a Harley-Davidson. (2) Many others have tried, but at least until this fall, that time belongs to the single engine. (3) All that and more on the SX-175. (4) It's not surprising that it's Harley-Davidson again. (5) It has to be a Harley-Davidson. (6) Aint' no other than the dual purpose SX-125. (7) Bart did it on Harley-Davidsons. (8) Warner flew one way 202.931 mph and returned at 210.157 mph to set the existing record (an average of the two runs) of 206.544. (9) Naturally, Harley-Davidson, with 6 wins. (10) Who but Harley-Davidson? (11) Not even Kareem can out-jump Evel and his Harley-Davidson XR-750.

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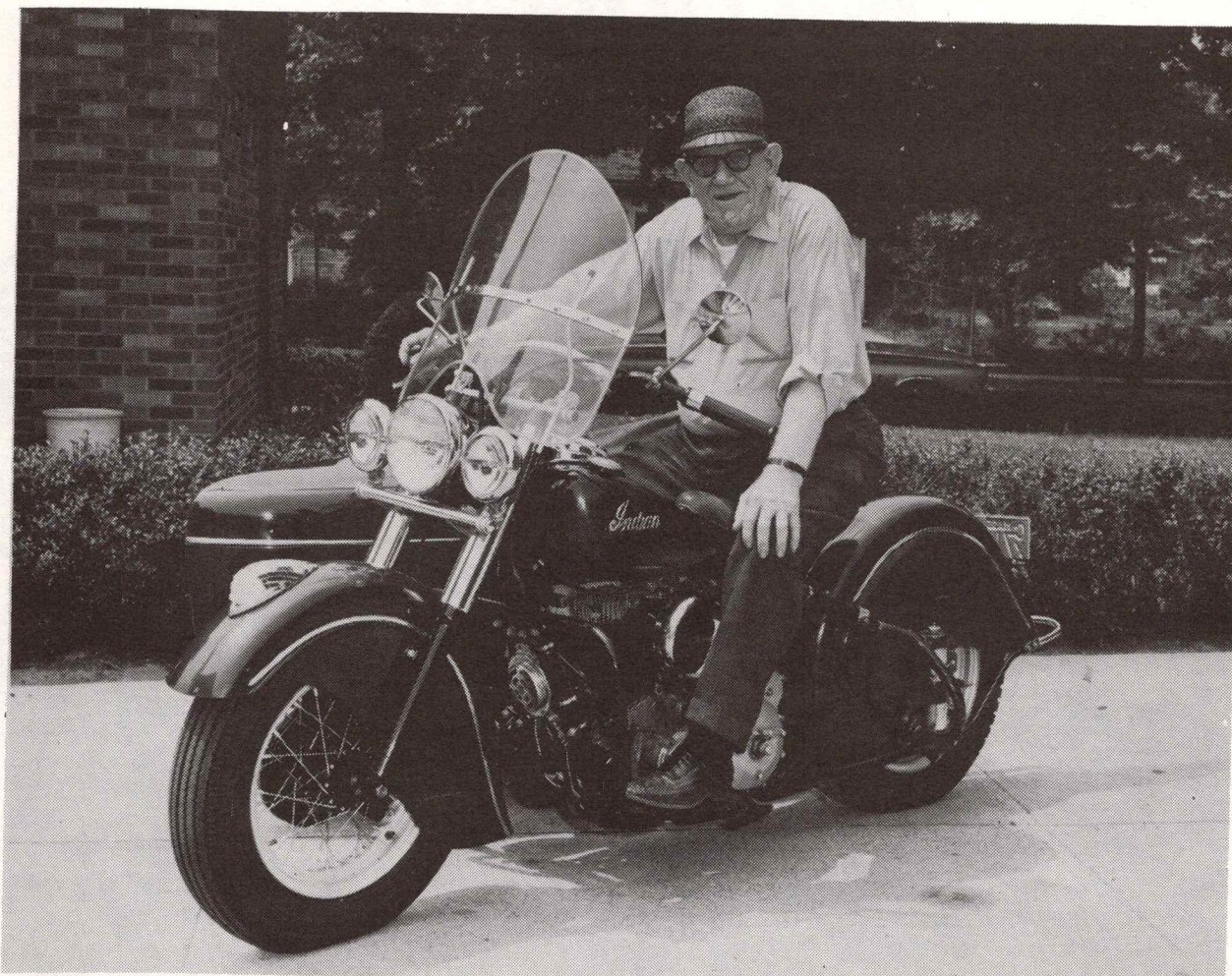
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ERLE W. "POP" ARMSTRONG

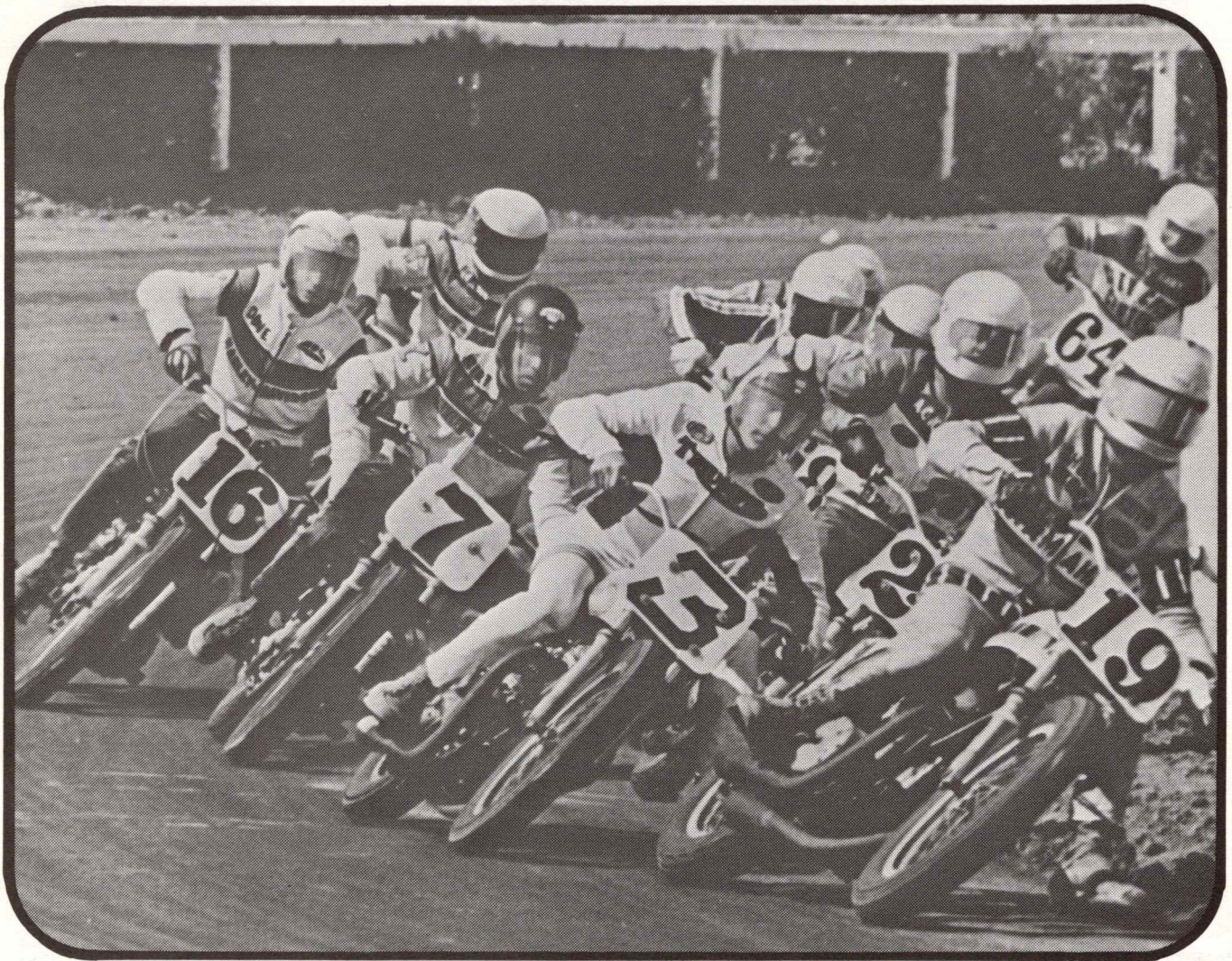
Unknown to many of today's riders and enthusiasts, "Pop" is by far "THE GREATEST LIVING MOTORCYCLIST IN THE COUNTRY TODAY." This quote was addressed to "Pop" by the late Floyd Clymer at a testimonial dinner in "Pop's" honor at Shrewsbury, Mass. in 1964. He's pictured above on the original 1950 Indian Chief as it was delivered from the former Indian factory 23 years ago. "Pop" owns a duplicate mount of the same vintage, and in the same mint condition as this one, owned by another rider. "Pop" started riding motorcycles in 1904 with the purchase of his first Indian Motorcycle in a small mid-western town where he was born. He did extensive road racing, covering the entire National circuits for Indian during the World War I era and up to the early 1920s. "Pop" is also credited with building the first "motor-drome" and doing stunt riding inside it. Names unfamiliar to today's cyclists such as Merkel, Thor, Reading, Standard, F.N. (Four-cylinder Belgium), Excelsior, Henderson and along with Indian, were common vehicles of the day at that time. "Pop" operated the Indian dealership for nearly two decades at Worcester, Mass., leaving in the late 1930s to assume an executive position with the Indian factory at Springfield. While in Worcester he formed the famous "Armstrong Roamers Motorcycle Club." "Pop" lives with his eldest son, Bill, at their home at 26 Buchholtz Street in Springfield, and he'd like to hear from any veteran riders who knew him.

Unfortunately, many of today's riders and enthusiasts don't know him or perhaps never heard of him. But he holds records from his racing days with Indian that have yet to be broken by present-day racers!

"Pop" is now nearing his 90th birthday, and in a day where the motorcycle has now become an accepted part of life with nearly 6 million registered on the American highways, the New England Motorcycle Dealers' Assn. is happy and privileged to publish the above photo of one of their early presidents.

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182 Ed Eaton	Circleville, OH	Self	YAM
198 Gregg Bonelli	Gainesville, FL	Bonelli Engr.	YAM
205 Kurt Lentz	Bloomsbury, NJ	Self	YAM
210 Ron Mass	Atlanta, GA	Cycle Habit	YAM
211 Randy Cleek	Shawnee, OK	Team K & N	YAM
212 Jay Levingston	Tampa, FL	Cahill's of N. Tampa	YAM
213 Larry Bishop	Mansfield, OH	Self	YAM
217 Richard Clutts	Miami, FL	Comp. Cy. Center	YAM
218 James Cotherman	Freeport, IL	C & D BMW	TRI
219 Steve Mallonee	Venice, CA	Self	YAM
221 William Payne	Framingham, MA	Boston Cy.	YAM
222 Justus Taylor	Bennington, VT	Butler & Smith	BMW
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Gene Romero

#3

seventh ranked rider

San Luis Obispo, California

He's the newest member of the Yamaha Racing Team but Gene Romero hardly is a stranger to the ever-mounting legion of motorcycle fans across the country.

The 1970 American Motorcycle Association Grand National champion ranks as one of the most consistent performers on the tour during the last half-dozen years.

In addition to his title, he was runnerup by a close margin to Mert Lawwill in 1969 and again to Dick Mann in '71; was third in '72 and seventh both in '69 and '73.

Despite the impressive station of last season, Romero terms it his worst ever.

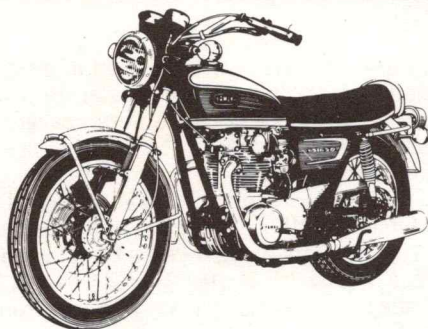
"I was my own tuner, mechanic, tire changer, transporter and rider," he sighs. "Nothing seemed to go right. That's why I'm happy to be a part of this Yamaha team. It's a first-class operation with its own crews and all that fine equipment."

Actually, '73 did have its bright moment. Romero collected his ninth AMA National career win in the 15-lap dirt race on the mile Santa Clara County Fairgrounds track in San Jose, Calif. He'd also had a pair of wins on the half-mile oval there in the past.

Not only does Gene have more than twice as many career wins as any other member of the Yamaha team, but he's also the



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tallest (5-9) and heaviest (at 160 pounds) representative.

Like defending AMA Grand National champion Kenny Roberts and Teammate Don Castro, Romero is scheduled to ride the full circuit of dirt and road races in 1974.

The handsome, well-spoken native of Martinez, Calif., has raced out of San Luis Obispo, Calif., for most of his career. He began riding professionally in 1964 and was rated as the top Tourist Trophy campaigner in his Novice and Junior seasons and hailed as "Rookie of the Year" for the Expert class in '66.

Besides his three wins at San Jose, he has scored victories on the half-miles at Ascot Park in Gardena, Calif., and Oklahoma City, Okla.; 1 mile at Sacramento, Calif., and Sedalia, Mo.; on the 1 1/8-mile course at Nazareth, Pa., and in TT competition at Lincoln, Neb.



Don Castro
#11
fifth ranked rider
Hollister, California

That first American Motorcycle Association Grand National win was a long time in coming for veteran Don Castro. Now that he's broken the dearth, victory could become a regular companion for the popular rider.

For his fourth season as an Expert campaigner on the AMA circuit, Castro joined the Yamaha team. He responded with an impressive performance.

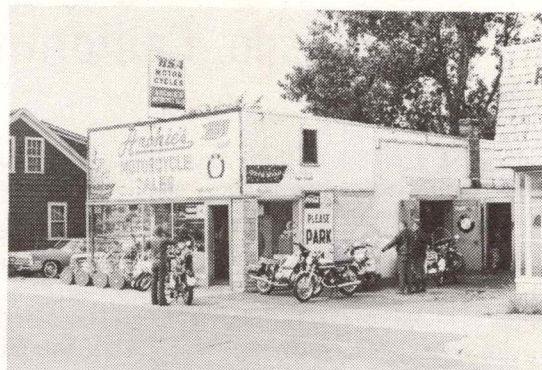
He finally collared that elusive first-ever in a 20-lap race on the half-mile dirt oval at the Santa Clara Country Fairgrounds in San Jose, Calif. He also was among the top 10 finishers in 12 of the 21 other events which he started.

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Castro's consistency kept him near the top of the point standings throughout the season. He finally wound up in fifth place, the second time the fiery charger from Hollister, Calif., achieved that ranking. In his four seasons, he's never been worse than 12th.

"With the team affiliation, it certainly was a great year beyond any other," Castro says. "Yamaha is tremendous in that respect. All those other years I had to van my equipment to each race, working on it when I could. Now, all I do is come to the race track ready to ride and everything is prepared and ready to go."

Castro probably is one of the best-recognized figures on the circuit. Well-groomed, soft-spoken and keenly intelligent, he is in great demand in advance public relations work along the national trail, where he impresses countless sports writers and newscasters with the merits of his profession.

Don began his riding career eight years ago at age 16, working quickly through the amateur and lesser professional ranks. He was gently nudged in that direction by parental influence, after his father discovered him drag racing in the streets.

"He explained to me that if I had to race that I'd better do it on the race track, instead of jeopardizing myself and everybody else by 'street racing,'" Castro recalls. "And when I did he was behind me all the way and has remained that way. What a great guy!"

Age: 24

Born: December 28, 1949; Hollister, California

Height: 5' 7"

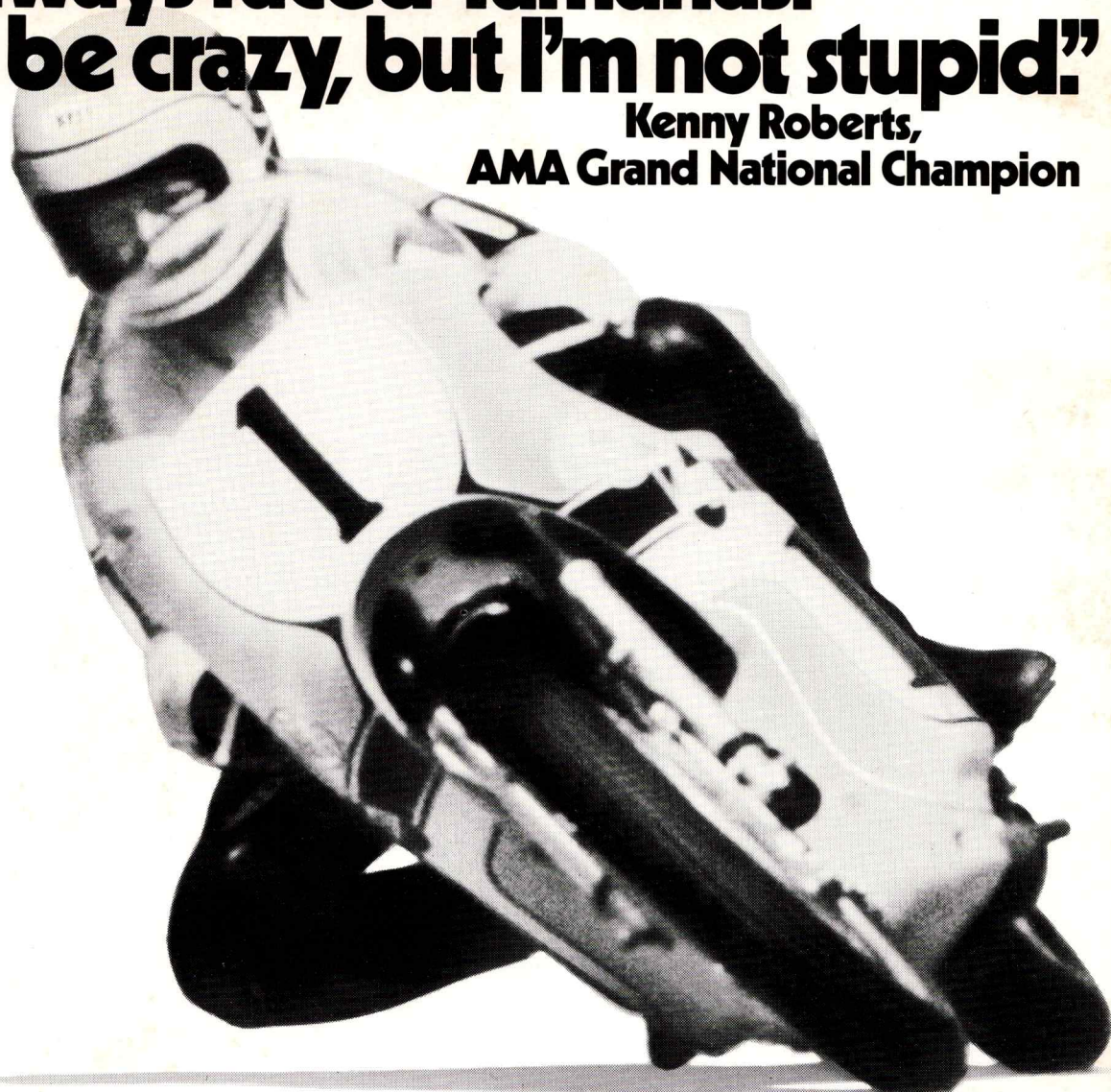
Weight: 135 pounds

Residence: Hollister, California

Hobbies: Hunting, fishing. (Also lettered in football, baseball, basketball at Hollister High School.)

"I've always raced Yamahas. I may be crazy, but I'm not stupid."

**Kenny Roberts,
AMA Grand National Champion**



"I don't have a death wish," says Kenny Roberts. "I have a wealth wish." Last year Kenny won more than \$130,000. As well as the Number One Plate awarded by the American Motorcycle Association to the country's best all-around motorcycle racer. He says it was just a matter of "going into the corners a little deeper and coming out a little faster."



When Kenny takes a corner at 140 mph, he leans his bike over so far, the pavement grinds the toes off his boots. The boy has a lot of nerve. And a lot of confidence in the machines he rides: Yamahas.

"You don't need the biggest bike to win," Kenny says. "Just the best bike. Last year when we raced our 350cc Yamahas against the 750cc machines at Daytona and Talladega, we swept the first three places. Simply because our Yamahas were the most reliable bikes on the track. If they weren't, I'd be stupid to ride the way I do."

This same reliability is built into all

Yamahas. For example, our RD350 street bike has the same basic frame, engine, transmission and suspension designs as the road racer Kenny's riding in the picture above. Which may be what prompted one motorcycle magazine to name it "The bike most likely to lose you your driver's license."

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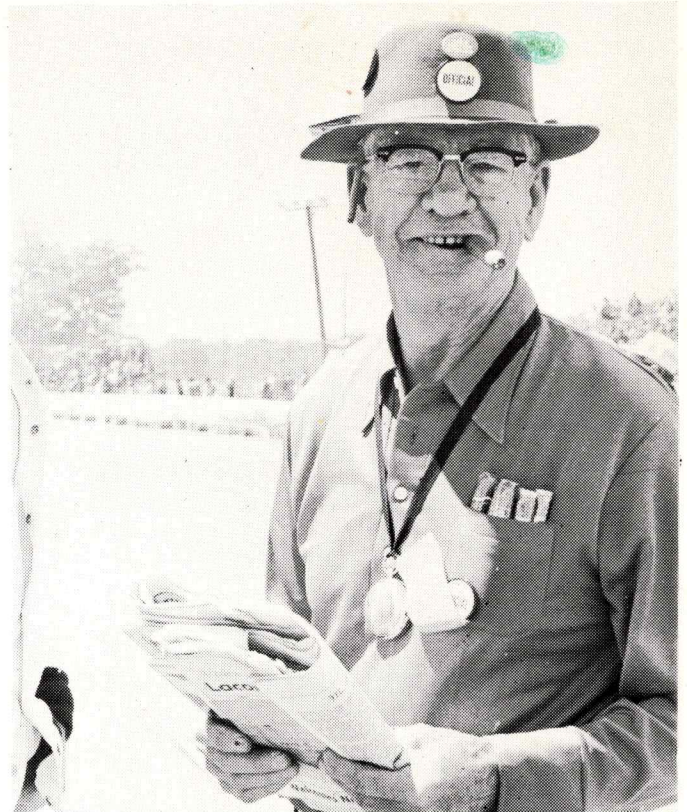
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Fritzie Baer, former official of the Indian Motorcycle Co., past president of the New England Motorcycle Dealers' Assn. and head of the Belknap Recreation Area where the races were held from 1938 through 1963, is still a prominent enthusiast and one of New Hampshire's best motorcycle boosters.



WALT & "THE BABE"

Veteran motorcycle enthusiast will no doubt remember Arthur "Babe" Tancrede, (right) who was a well-known New England flat tracker in the days of Stafford Springs, Dover and Keene. He's shown with another veteran motorcyclist Walter vonSchonfeld, who heads up the Koni Shocks advertising and works on the Pocono Raceway cycle races.

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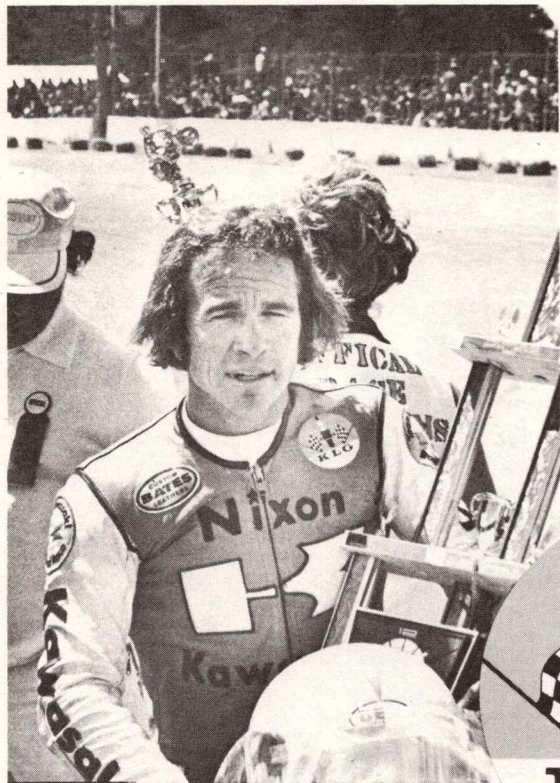
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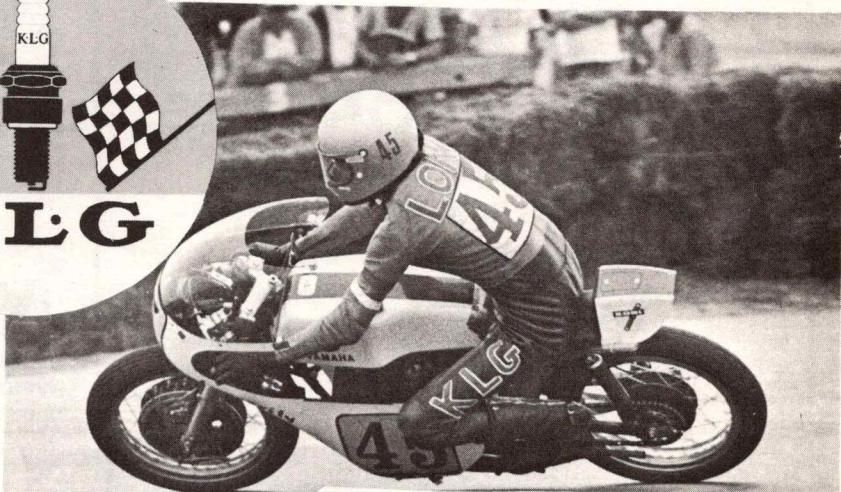
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ATLANTA, LACONIA, LAGUNA SECA & CHARLOTTE WINNER

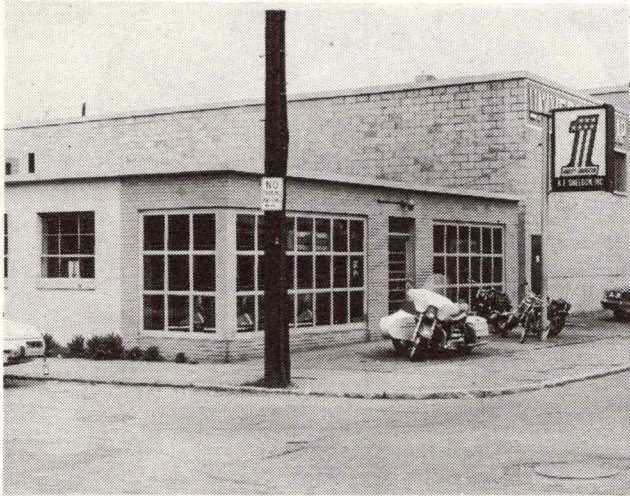
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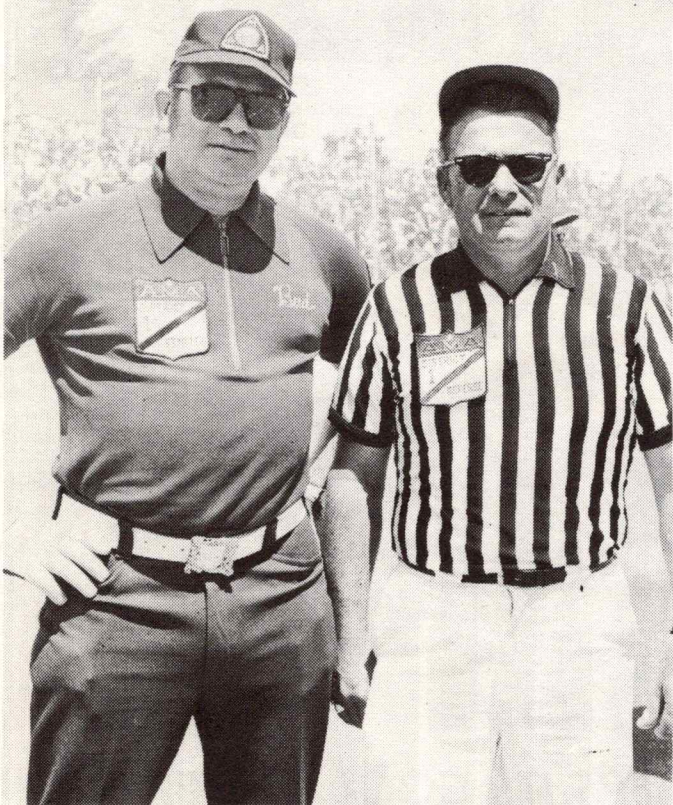
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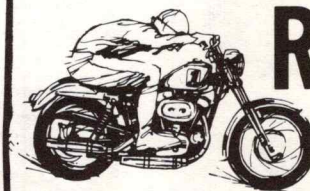
Albert "Al" Mackinaw of Brockton, Ma. has been the AMA pit steward for several years, and has full-charge of the pit area under AMA referee Charlie Watson.



NEW ENGLAND'S AMA RACE OFFICIALS

Merton "Bud" Chapin (left) and Leroy Shorette are the official AMA starter and referee for all American Motorcycle Assn. sanctioned events in New England. Both have officiated at the annual National Races for many years.

IN WOONSOCKET, R.I. IT'S



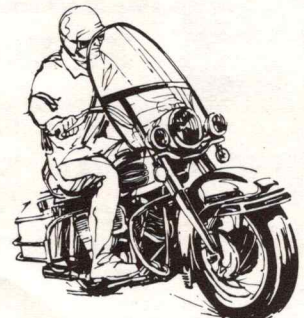
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P.O. Box 141, Westerville, Ohio 43081

I hereby make application for membership in the American Motorcycle Association, desiring to be eligible for all tangible and additional benefits connected herewith. I agree to comply with AMA rules and regulations for AMA Motorcycle Activities, and understand that all insurance benefits take effect upon receipt of my AMA membership card. Also, that \$1.00 of my enthusiast or competitor membership dues is used for my monthly AMA Report.

Name _____

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Mail this application with your remittance.



Rex Beauchamp

#31

sixth ranked rider
Milford, Michigan

Harley-Davidson factory rider Rex Beauchamp ended two years of frustration on the American Motorcycle Association's Grand National circuit in 1973 garnering his first National win

1974 To win.

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Rickman 125 Motocross (R125MX).

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(Scotty) DONALD J. SCOTT, PROP.

and also finishing in the sixth spot on the point ladder.

Beauchamp of Milford, Michigan, has been a favorite to win at many tracks, and in the past has been very close to winning a National. Up until the 1973 season, however, he had always come up just short of the winner's circle.

Last year didn't start off much better for Beauchamp, as he lost two mile Nationals by less than a bike length. At the hotly contested San Jose mile, Beauchamp led from the second lap on, but was pushed outside on the last lap and finished third behind Gene Romero and Gary Scott.

The following weekend at the Colorado Springs, Colorado, mile, Beauchamp led everywhere but where it counted — at the checkered flag, where Ken Roberts just nipped him at the line.

But all of Beauchamp's frustrations and disappointments ended at Terre Haute, Indiana's half mile when he took the lead from Dave Sehl on the 16th go-round and never looked back.

"Terre Haute was the highlight of the year for me. It represented one of my top goals," Beauchamp said.

But it seemed that Beauchamp was fated to win a National from the first time he threw a leg over a motorcycle. On his 14th birthday he got an 80cc Yamaha as a gift. Two days later he raced at a scrambles for the first time and won the race.

In August of 1968, Beauchamp turned 18 and received his Novice license. After riding two events, winning one and placing second in the other, he laid off professional competition until the following year.

"I wanted to make sure that I would have enough seasoning as a Novice before I got into the Junior ranks. At the end of the second race I was two points shy of transferring so I had to wait for the year," he said.

But 1969, his official Novice season, was really something, as the Michigan flash won all but one race he entered. He followed up that season by finishing as the top Junior rider in 1970 and also won four Nationals, prompting the interest by Harley-Davidson late in the season.

In addition to his win at Terre Haute and the two near misses at San Jose and Colorado Springs, Beauchamp also collected a third place finish at the Atlanta mile and fourth place finishes at the Louisville, Kentucky and Columbus, Ohio, half miles.

Beauchamp also won a Regional race at the Indianapolis mile, which he lists as his favorite track. At the National held there, however, Lady Luck again turned her back on him, as his engine soured on the starting line after running a close second to eventual winner Mert Lawwill in the heat race.

Not a road racer, Beauchamp notes, "I am going to try and be as close to Number One as I can. If they cut out more road races and I do a lot of winning on the dirt tracks I think I have a good chance," he said.

Beauchamp is married and he and his wife, Audrey, have two children. Beauchamp lists handball and racquetball as his chief hobbies.

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3	Gene Romero	San Luis Obispo, CA	Yam. Int.	YAM
6	Mark Brelsford	Anchorage, AK	HD Mtr. Co.	HD
9	Gary Nixon	Cockeysville, MD	U.S. Suz. Mtr. Corp.	SUZ
11	Don Castro	Gilroy, CA	Yam. Int.	YAM
13	Dave Aldana	Santa Ana, CA	Norton	NOR
17	Yvon Duhamel	Montreal, Que., Can.	Kaw. Mtr. Corp.	KAW
19	Scott Brelsford	Foster City, CA.	HD Mtr. Co.	HD
21	Gary Fisher	Parkesburg, PA	Ed Fisher	YAM
26	Cliff Carr	Santa Fe Spgs., CA	U.S. Suz. Mtr. Corp.	SUZ
27	James Evans	San Bernardino, CA	Boston Cy. Yam.	YAM
28	Conrad Urbanowski	Pembroke Pines, FL	Morristown Spd. & Spt.	YAM
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32	Steve Baker	Bellingham, WA	Yam. Mtr. Canada	YAM
33	Paul Smart	Santa Fe Spgs., CA	U.S. Suz. Mtr. Corp.	SUZ
39	Hurley Wilvert	Westminster, CA	Kaw. Mtr. Corp.	KAW
40	Doug Libby	Milford, MI	Self	YAM
53	Bart Myers	New Brunswick, N.J	Motion Enterprises	YAM
56	Marty Lunde	Manhattan Bch., CA	Don's Cy. Shop	YAM
63	Reg Pridmore	Goleta, CA	Butler & Smith	BMW
64	Gary Scott	Baldwin Park, CA	HD Mtr. Co.	HD
78	Robert Wakefield	Indianapolis, IN	Self	YAM
82	Harry Cone	Sherman, TX	Cone's M-C Sales	YAM
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3.	1,645	75		50	75	50		100	100	50				50	100			
4.	1,150																	
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6.	905				9.	\$660			12.	\$460				15.	\$410		18.	\$360
7.	825				10.	575			13.	445				16.	395		19.	345
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Cockeysville, Maryland

There is probably just one rider on the circuit who would not be satisfied with winning three National Championships — former two-time Grand National Champion Gary Nixon of Cockeysville, Maryland.

Nixon, winner of three consecutive road races and the only rider besides Grand National Champion Ken Roberts to win three Nationals, still wasn't happy with his performance.

"I wanted to win six of the nine road races, but I only won three — motor trouble got me while I was leading all of them."

But then that's Gary Nixon, a two-time winner of the Daytona 200 and one of the United States' foremost road racers, this year a third place finisher in the Grand National Championship series with 887 points.

After winning back-to-back Grand National titles in 1967 and 1968, Nixon fell prey to bad luck which left him with a broken left leg at the Santa Rosa mile in 1969, nevertheless he finished out the season in seventh position in the point standings.

In 1971 he rebroke the leg prior to Daytona, but still rode the race and was in fourth place before his motorcycle expired. He failed to finish in the top 10 in 1971 and again in 1972, but finally broke out of his slump in 1973.

His three road race wins at Loudon, New Hampshire; Laguna Seca and Pocono, plus second place finishes at Dallas and Ontario, gave Nixon the 1973 road race point title.

Not as well known for his dirt tracking, Nixon nevertheless



finished fourth at the Colorado Springs mile, 14th at the San Jose mile and 10th at the Atlanta mile.

Of the 1973 season, Nixon said his most memorable moment was after he took the checkered flag at the Pocono road race.

"I ran out of gas and the engine seized at 160 mph while I was trying to do a wheelie for the crowd," he said.

Although Nixon expected to be aboard a Kawasaki for the 1974 season, he was one of several riders axed by a Kawasaki budgetary cut and will now be riding for Team Suzuki on the road race circuit. On the dirt tracks he's not sure what he will be riding, probably a Yamaha.

Nixon will probably continue his relationship with Irv Kanemoto, who did all the mechanical work on his Kawasaki road racer last season.

Nixon began his professional career in 1958 and in 1960 moved into the Expert professional ranks. Three years later he made the top 10 for the first time and since then has been out of that select group just twice, 1971 and 1972.

Of the 1974 season Nixon notes, "I'd like to win four of the five road races and maybe try some competition in Europe. I'd like to go to Europe for the match races and help the U.S. win those for the first time — if the gas shortage doesn't curb all the racing. I'd also like to go to Monza and show the rest of the Europeans how to road race," Nixon said.

As far as making a run at the Grand National Championship in 1974, Nixon said, "It just depends on how good a dirt bike I have. If I've got a good dirt bike then I can do it," he said.

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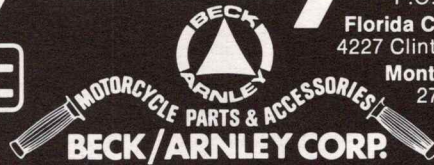
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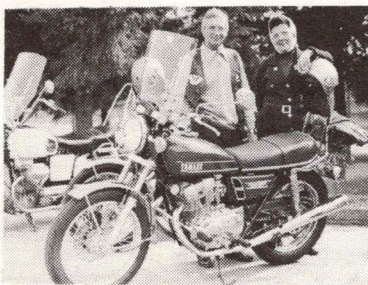


1973 CLUB CONTEST WINNERS

MANCHESTER MOTORCYCLE CLUB of Manchester, N.H. was the winner of the club contest held last year at Loudon Center. The event, sponsored by the New England Motorcycle Dealers' Assn. was directed by AMA Congressman Donald Kennedy. (Dick Owens photo)

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2ND PLACE CLUB WINNERS - 1973

The LUDLOW MOTORCYCLE CLUB of Ludlow, Ma. not only won second place in the uniform contest at Loudon Center last year, they also had members who copped the long distance award, best dressed couple prize and the youngest rider trophy. (Dick Owens photo)



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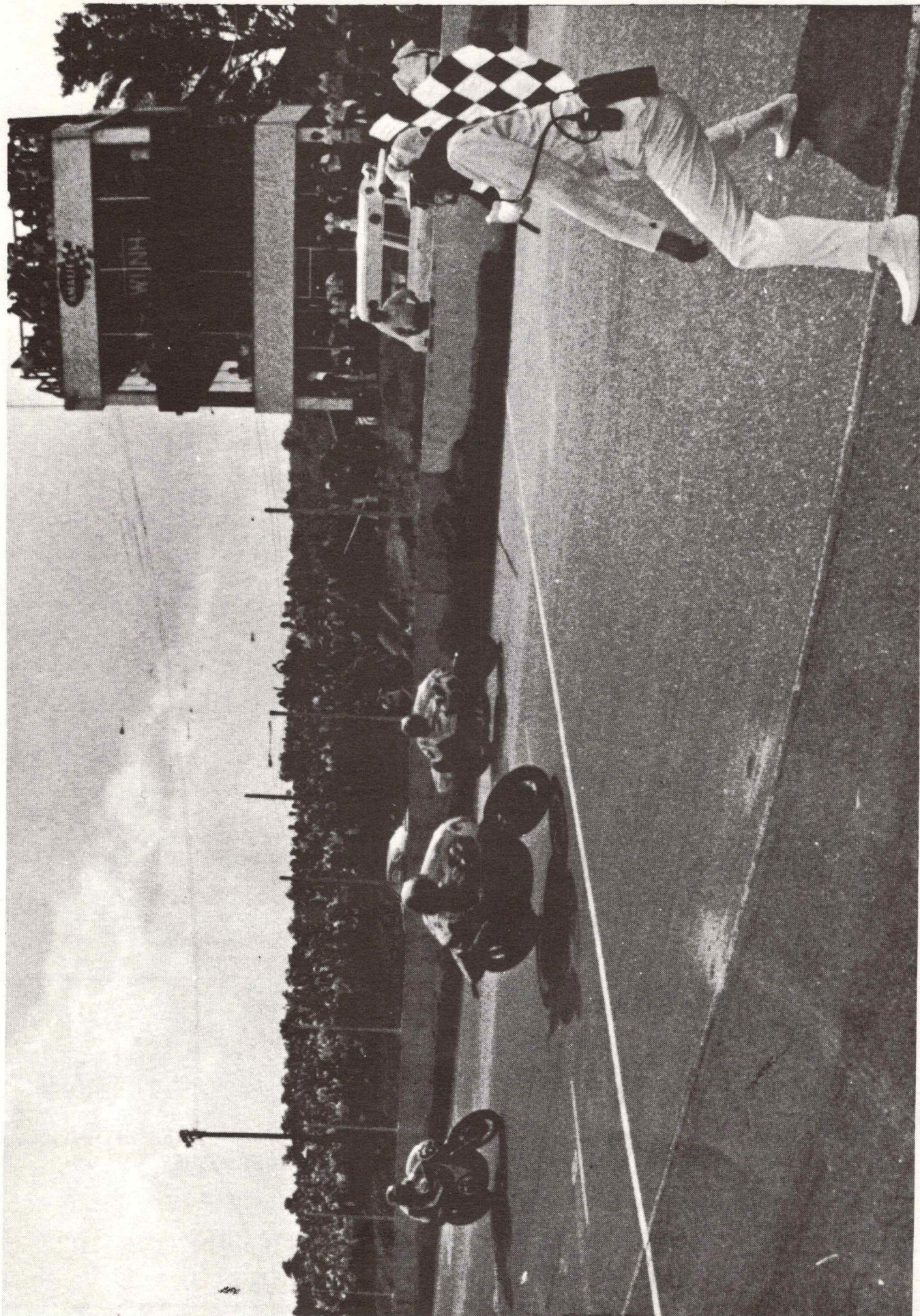
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1971 LOUDON NATIONAL 100-MILE WINNER
Harley-Davidson mounted Mark Belsford was caught in action by photographer Boyd Reynolds as he crossed the finish line to win the race. It was a photo-finish event, a surprise to the 15,000 watching.

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KING OF THE ROAD award was presented to Phil Roux, owner of the Christmas Island resort, last year by the New England Motorcycle Dealers' Assn. at a cocktail party in the convention room. Roux was honored because of his years of service as a host to the Dealers and his interest in the motorcycling sport. Toastmaster Edward "Ed" Hoagland of Weirs Beach predicted national and international honors would follow the king, as Bill Atwood, (left) president of the Dealers' group, congratulates Roux.



ATTENDING PHYSICIAN

Pierre Guibor, MD, PC, of New York City will be the official track Doctor for this year's Loudon National Race meet.

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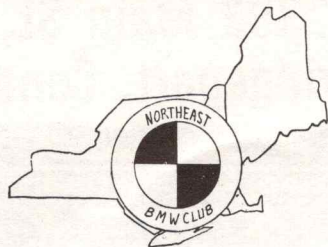
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Mert Lawwill
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Optimism is one thing Harley-Davidson factory rider Mert Lawwill has never been short on, and after finishing fourth in the 1973 Grand National series, Lawwill begins his 11th season with Harley-Davidson thinking that he has one of the best chances of his career for a second Grand National Championship.

Of last season, Lawwill notes, "It was both good and bad. Good considering I got such a late start in picking up points and still finished fourth, and bad because I began the season in the same slump which I was in during the last half of last season," he said.

It wasn't until the Louisville half mile that Lawwill broke into the champagne circle with a second place finish. He repeated second place finishes at the Charity Newsies half mile in Columbus and the Terra Haute, Indiana, half mile.

The former Grand National Champion was a winner at the Peoria TT and also at the Indianapolis mile, calling the Peoria TT win one of his most memorable of the season.

"Peoria is so demanding — it's a course that demands a completely different set-up than any other track. I was particularly pleased at this event in that I made some changes on the bike that make it run faster and handle better and that was the difference. I guess my age is beginning to pay off. I'm learning enough to be able to stack the deck now and then," he

said.

Although at presstime, Lawwill did not plan to be riding on the road race circuit, he notes, "I'm looking forward to 1974. I think I have a very good chance at National Number One, especially because I won't be road racing."

Lawwill explained that since he only earned 21 points in road races last year he would be freer to work on his dirt track equipment and keep it in better shape.

It's not that Lawwill doesn't enjoy road racing. On the contrary, he admits he has just started to do well in that phase of the sport.

"Road racing is the only AMA division of racing that I haven't won and it's the final nut I would like to crack," he said. Lawwill has been second five times in road races, including a second place at Daytona in 1965.

Lawwill won two Nationals in 1973 and thinks he might have been able to win a third if he hadn't made a mistake in picking the wrong tire combination for one main event, where he was second.

"It took a few laps for the tires to wear in and I think that if I had selected the correct tires, I could have won it," he said.

Lawwill was Grand National Champion in 1969 but ran into bad luck in defending his title in 1970. He was injured in 1971 earning just 102 points that season.

Lawwill began his professional career in 1962 and moved into the Expert ranks quickly. His name has appeared among the top 10 every year since 1964 with the exception of 1971 when he was injured. He won his first National in 1965 at the Sacramento mile.

Although Lawwill lists no hobbies outside of motorcycling, he has lately taken to dabbling in real estate, noting, "I'm just in the beginning stages. It's something I might want to do after I finish my racing career."

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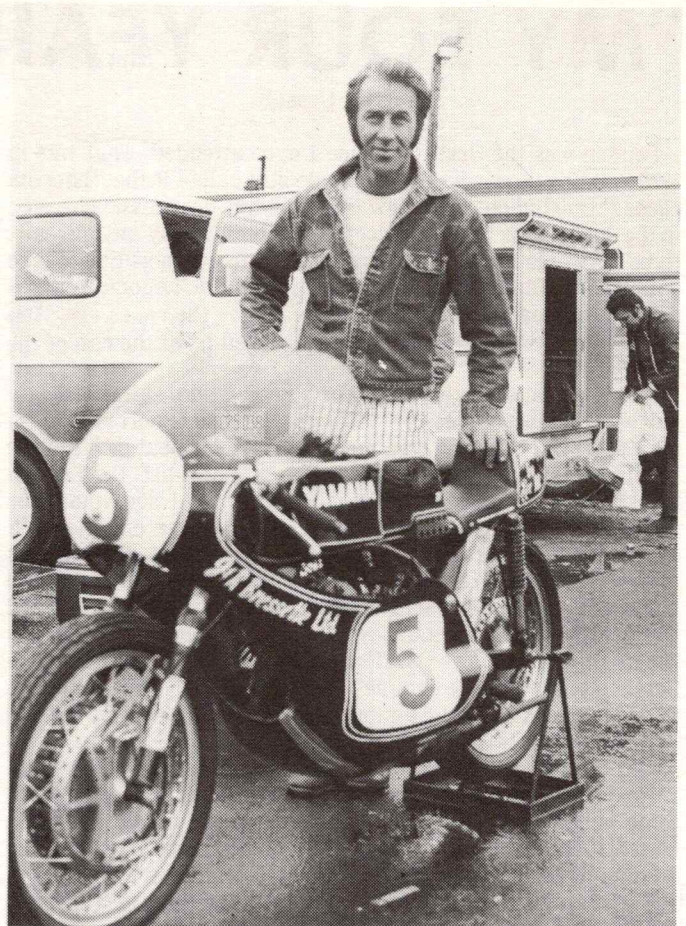
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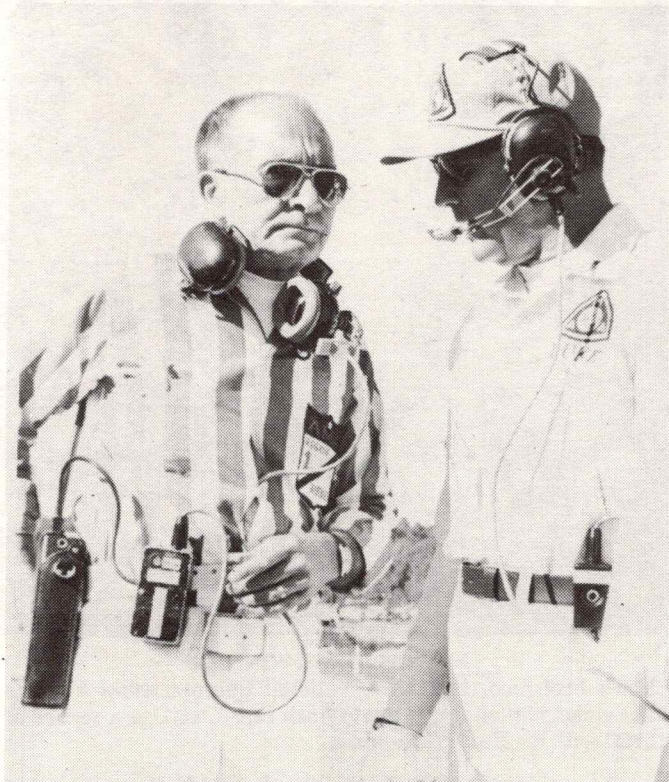
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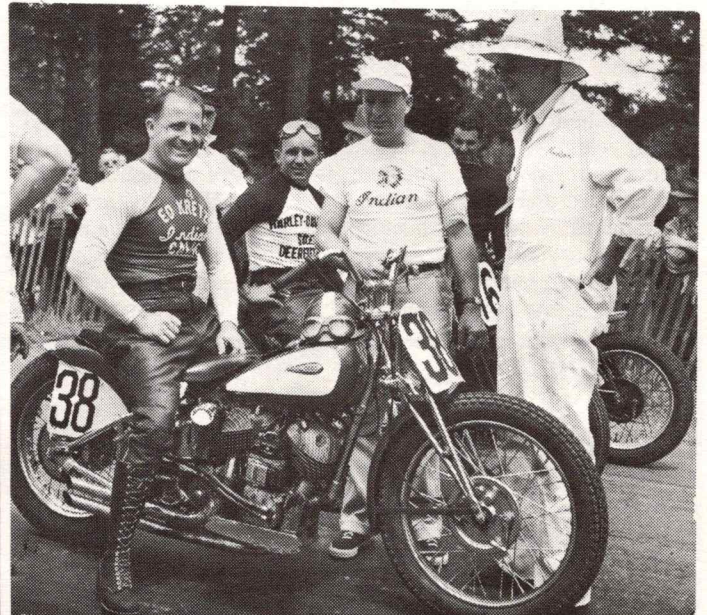


RAYMOND BRESSETTE of Brimfield, Ma., sponsored by J & R Bressette, rode the 50-Mile Novice event last year.



TOP RACE OFFICIALS

American Motorcycle Assn. Regional referee, Charlie Watson (left) and Starter "Duke" Pennell are the two leaders in the two days of Bryar racing.



LACONIA'S FIRST WINNER

Ed Kretz won the first race ever held in Laconia in 1938, when it was a 200-miler, and he won the 100-miler in 1946. Ed rode an Indian. The above photo was taken in 1946 and the other rider is Jimmy Chann. Standing are Jimmy Hill and Stu Watson, pit crew.

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"MY FOUR YEARS AT LOUDON..."

By Ernie Cassidy

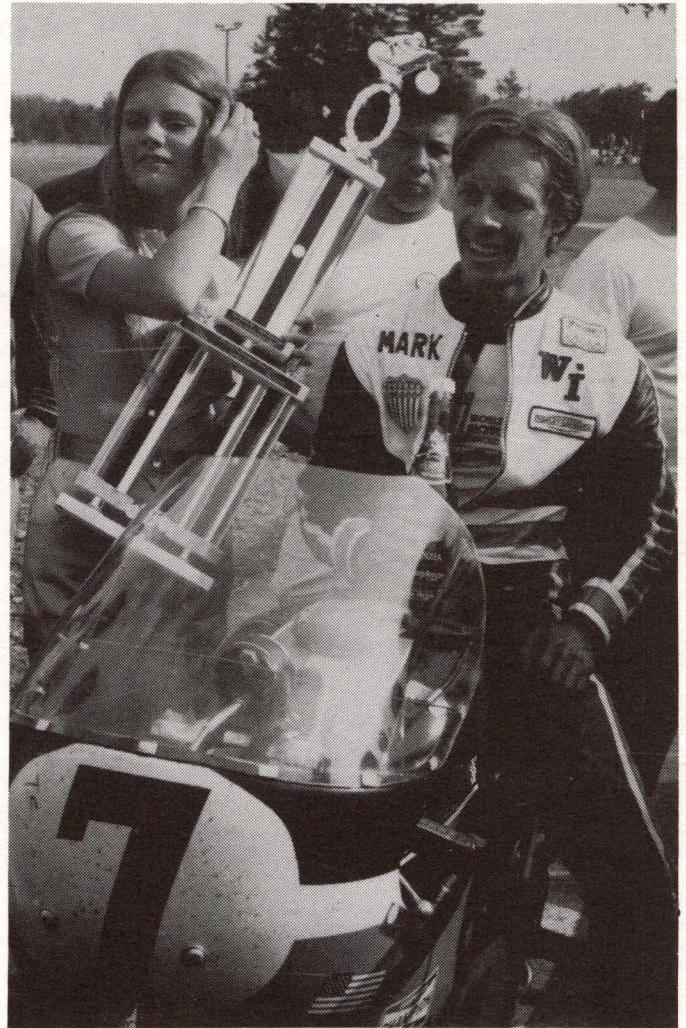
Loudon was the first road race I ever attended. That was in 1970 ... in the days when most people still called it the "Laconia races." One indication of how the sport has grown and changed in the succeeding four years is the fact that hardly anyone calls it the "Laconia races" anymore. A whole new generation of bike enthusiasts simply know it as Loudon. To them, Laconia is just a dull, sleepy town somewhere east of where the races are. And the Belknap Recreation area might as well be at the rim of the Arctic Circle.

It was a neat scene, in 1970. For a novice bike enthusiast ... a guy who had just traded in his first motorcycle (Sport 90 Honda) for a new one (Yamaha 175 Enduro) ... it was a neat look at "the big time." As a spectator, rather than a journalist, the Loudon track really impressed me because you could see what was going on. Everything that was going in! If you were in the right spot in the bleachers, you could see all of the track but one turn at the bottom of the back hill. If you went to the other end of the bleachers, you could no longer see the first and second turns, but the last turn was almost underneath you. If you were there, you might remember Yvon DuHamel tossing his Yamaha practically into the pit gate coming out of the last turn. I mean, it was so close that you could almost see the smoke coming off his leathers.

And the pits were right down in front of the bleachers then. Wow, you could practically talk to the riders. . . at least until some burley trooper encouraged you to move along. All these hero drivers right there in front of you, fiddling with their bikes, fiddling with their leathers, making small talk and trying not to look nervous. You could really see how a guy might get hooked on this stuff.

Gary Nixon won it in 1970. I knew Gary Nixon was a big deal hero driver then because the announcer kept saying so. So, like all glassy eyed new-comers, I was appropriately awed that this big deal guy won the race. He won it on a Triumph. That was also supposed to be a good thing; lot's of people said it was. Lot's of people still talked about those "dumb Japanese ring-dings" and how they would never get those cookie cutters to turn out "real motorcycles." That was a bit harder to appreciate. Here I was the proud owner of my first new motorcycle (the Sport 90 was used when I'd bought it in 1967) and both it and my first ever motorcycle had been made in Japan. It took something like a year of heavy involvement in the sport to discover that "real motorcycles" were overweight, underpowered, archaically engineered dinosaurs. But then, things were changing.

Things were changing for me too. When 1971 rolled around I was a full time motorsports journalist. After a year and a half of scrubbing around as a freelance photographer and photojournalist, doing everything from college catalogues to race reporting, I finally landed a steady gig with this obscure New



1971 NATIONAL WINNER

Mark Brelsford, 1972 AMA National Championship won the 1971 Loudon National in a photo-flash finish, setting a record of 1:21:41 with his Harley-Davidson.

England magazine, CYCLE SPORT, who's publisher seemed to have had a finger in every pie around at one time or another. I had been to Daytona that year, covering for THE MOTORCYCLIST'S POST, another New England publication, and had covered some international motocross events. So the big time was becoming a bit more familiar.

With the journalist's ground level view of Daytona, I really began to appreciate the unique quality of the Loudon track. For the grandstand spectator at Daytona, being there was what it was all about. Most of the time, the bikes were so far away from the spectators that even the colors of the machines tended to get lost in the blur. And when they got anywhere near the grandstand the bikes were going so fast that you could barely pick out the brand of machine, let alone which hero driver was in the saddle. For the hard core road racing enthusiast; Daytona struck me as an exercise in futility for anyone who couldn't get an infield pass.

So when the road racers came back to Loudon in 1972, it was really neat. The track looked better than ever from my newly acquired privileged vantage point. But it was also nice to know that the spectator who really wanted to see what was going on could come to Loudon and see it. The grandstand offered a majestic view of the whole proceedings, or the really hard core

(Continued Next Page)

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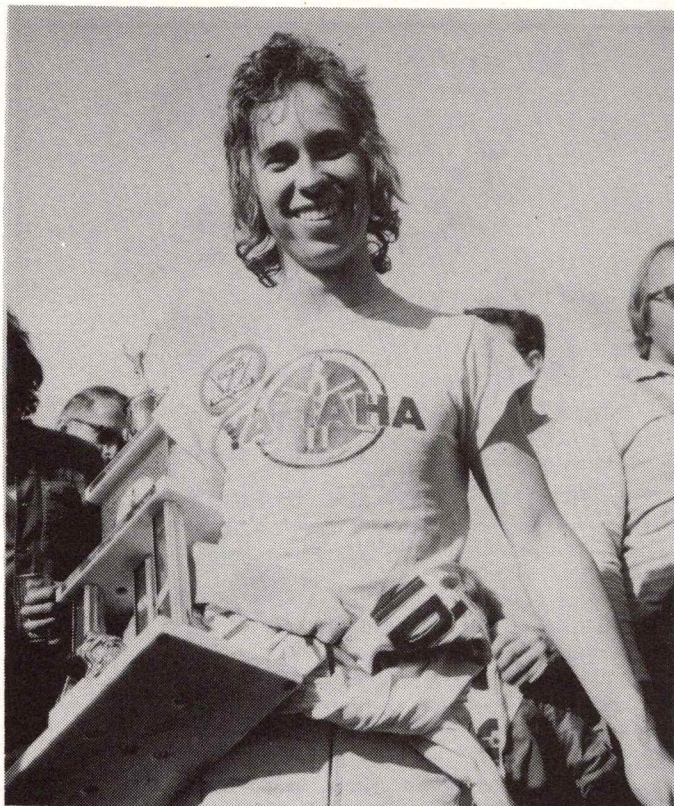
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1972 Loudon 100-mile national and 250cc combined winner, Gary Fisher is shown as he was presented his winning award at the completion of the feature race in 1972. (photo by Don LaGasse)

FOUR YEARS (Continued)

guy could hike around the track and get a closer look at individual corners (something that the sheer size of a Daytona makes impossible for the spectators and one mighty trek even in the infield).

There was still some pretense of the Triumph-BSA-Harley versus all those Japanese buzz-bombs going around in 1971. After all, Gene Romero had won the National Championship on Triumphs in 1970. Dick Mann had won the 1971 Daytona race on a BSA, and the best Yamaha had been able to do there was a fifth place, with Jimmy Odom driving, behind a Triumph, another BSA, and a Harley. The 350cc air-cooled Yamaha's had raised a lot of eyebrows in 1970, but after all they were just cookie cutter machines anyway and no one with any sense figured that they were going to shake things up badly.

And nothing that happened at Loudon in 1971 did anything to change a lot of people's minds either. Harley-Davidson won it, with Mark Brelsford doing the cut and thrust number on Yamaha's Kel Carruthers. What a shocker! First Dick Mann and then Mark Brelsford, both riding "real motorcycles," harassing that foreign guy on that foreign machine (somehow, BSA's and Triumphs were not regarded as "foreign"). Dick Mann went on to win the AMA's Grand National Championship, in spite of the fact that Carruthers continued to mix it up with the 750's and actually won a bunch of road races.

When the troops came back to Loudon in 1972, even the most die-hard "real motorcycle" freak could read the Japanese characters on the wall. The resplendent Triumph-BSA teams of 1971 had withered away to a somewhat scruffy lot of factory assisted Americans. Harley-Davidson was on hand with revolutionary new equipment ... that is, same old stuff only made out of aluminum alloy instead of cast iron. And it was the Japanese factory teams who appeared in resplendent array ... specifically Yamaha and Kawasaki. The Suzuki team, compounding their Daytona disaster (no 750's running at the end of the race), had been declared to have illegal equipment and were

back at the drawing boards in June of 1972.

Yamaha, who'd swept the first three places at Daytona (an unprecedented, of late, all privateer winner's circle), came to Loudon prepared to do battle and make up for last year's embarrassment. Things were getting a bit tattier at Bryar, and the pits had long since been moved over to the other side of the racetrack. But it was still a track where the average spectator could come and really appreciate what was happening out on the racetrack.

And appreciate they did. Coming off an impressive win in the 250cc race, Gary Fisher romped off to a fantastic win in the big bike race as well. After a memorable early lap dice with the late Cal Rayborn, Fisher stormed around the tight, twisty circuit in exuberant fashion ... waving at spectators and photographers, popping little wheelies coming out of corners ... a cocky, virtuoso performance. The second privateer win of the year, it was as popular with the increasingly younger crowd of spectators as Brelsford's win in '71 had been with the "real bike" enthusiasts. And again, the tiny confines of the Bryar racing plant made that excitement all the more contagious and tangible.

Still and all, Mark Brelsford and Harley-Davidson went on to win the Grand National Championship. An American rider on an American machine. The new wave of younger, Japanese machine-riding race fans hardly noticed. The Grand National Championship was being eclipsed by the International fever ... motocross and road racing were what was really happening. Who cared about all that flat track stuff that the Japanese factories didn't care enough about to even build serious machines for.

By 1973, it was all over for the European and American machines on the pavement. Yamaha had added water cooling to

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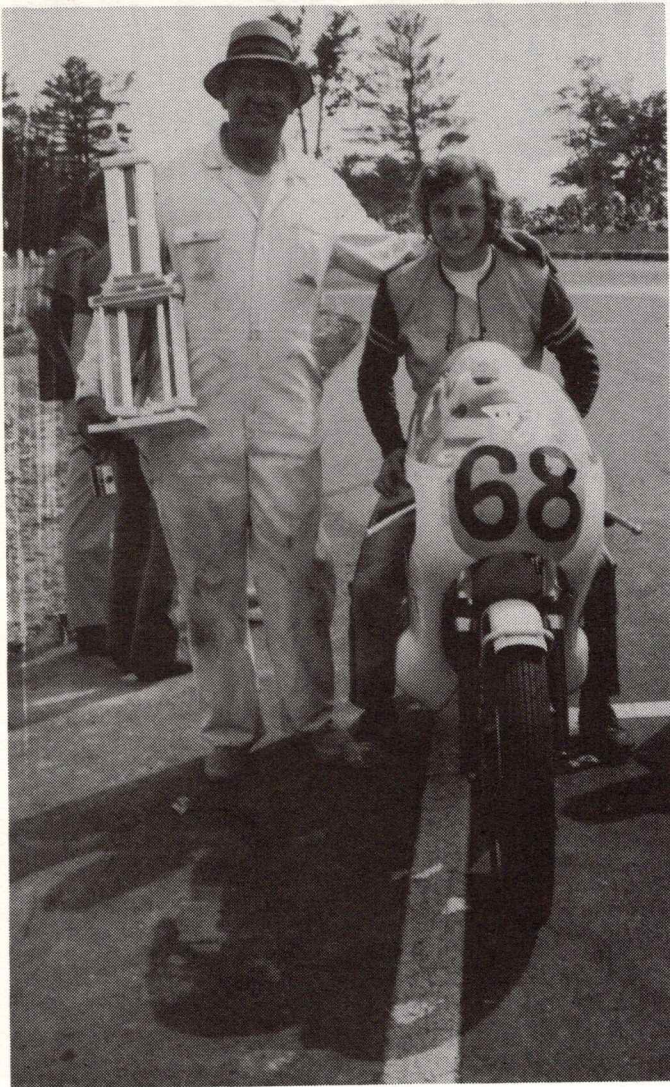
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1971 'ED GALLAGHER' WINNER

The late Loyal Penn of Pulas, Calif. won the 1971 Ed Gallagher race and was the first recipient of the Rusty Bradley Memorial bowl that is presented annually by John Jacobson of Boston Cycles, Boston, Mass. Loyal's Dad holds his award.


FOUR YEARS (Continued)

their "giant killer" 350's, Kawasaki had their most successful year ever, and Suzuki won a couple as well. You couldn't hardly get a BSA-Triumph or a Harley-Davidson into the winners circle at a road race. Factory Yamaha's took the first two places at Daytona, a privateer Yamaha took third (Jarno Saarinen and Kel Carruthers keeping our American boys out of first and second place money), Dick Mann soldiered on to take fourth, but yet another Yamaha finished fifth. Kawasaki had their problems at Daytona, as did Suzuki, but when they got to Loudon...

Everybody had 750's but Yamaha for the 1973 Loudon race, now shortened to 75 miles. Still, the other unique characteristics of the track...it's tight, twisty, and increasingly bumpy surface.. all pointed to a Yamaha victory. The big bikes broke like crazy at Daytona, but while they were running they made it clear that the TZ 350's had been carrying the load long enough. Apparently, Yamaha knew enough in advance that their dirt bike program finally bore fruit and Kenny Roberts would deliver Yamaha the first Grand National Championship to a Japanese factory by the end of the year. It was the final, crushing blow to "real motorcycles," except that by now the average road racing fan didn't care ... hardly even knew what "real motorcycles" were. You only had to count the 750 Honda's in the parking lot at

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In the race, the whole show was Gary Nixon and Kenny Roberts. This duel was so exciting that even Gary Scott's fantastic drive, on a Triumph, went virtually unnoticed as he drove to an incredible third place. But by 1973, the Euro-American vs. Japan rivalry had become moot. The drivers were the heroes now, and since most of the best ones were on Japanese machines, who cared about the Euro-American bikes.

And it was a heroic race. First in the 250cc event, and then in the big one, Gary Nixon and Kenny Roberts battling elbow to elbow for the win. Nixon, of course, was the favorite of anyone who had been around longer than five years; Kenny Roberts was the new American boy-Champion and the darling of everyone who rode a Kawayamasuzonda and thought that Triumphs and BSAs were figments of CYCLE WORLD Magazine's imagination. Ultimately, it was to be Nixon's weekend. In both the 250cc and the Formula 750 race, he met the challenge of Kenny Roberts and prevailed. For Gary Nixon, it was a turning point from two years of frustration and disappointment. It was a magnificent personal triumph. And the twenty-thousand people crammed into the dinky Loudon racetrack felt that personal triumph too, because at Loudon the crowd could see the men racing the machines. These were not the wonderfully noisy but largely atiseptic appliances droning around in the distance at Daytona. This was gutsy guys banging fairings and wobbling over the bumps in the last turn in pursuit of that personal triumph.

In 1974, there are no giant killers..only giants. Everyone who is serious will have a 750cc something. It will be a free for all between Yamaha, Kawasaki, and Suzuki, and that sequence reflects the odds each brand has of pulling off the win. But forget the machines for a minute and think about the uniqueness of the Loudon track. Think about the fact that from the grandstand you


(Continued Next Page)



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1973's 50-MILE NOVICE WINNER

Jay Levingston of Tampa, Fla. won the 50-mile Novice race last year.

FOUR YEARS (CONT'D.)

get a good look at everything that is happening. Then think about the fact that during the course of a race you can actually walk all around the layout. In some places you can almost get close enough to see the rider's facial expression if he's using a clear shield. Get off on the fact that here, at Loudon, you really get to see the men who do the job.

If you can, try to get over to turn four at the beginning of the race. Watch for a few laps, then head down to turn two and watch there. Then, if the grandstand is too packed, head over and watch the last turn at ground level as the race winds down. Or, if you can't get into all that marching around, try getting high up in the grandstand. In the early laps, watch the action from the left side. Then, later on, if the crowd gets a bit restless and you can work your way over to the opposite end, watch the finish from just above the last turn. Get a good look at the men who race the machines. It's the neat thing that Loudon does; it gets you close to the action and it gets you close to everyone else in the place. So when things are exciting, you'll feel the excitement moving and building through the crowd. And when the checkered flag finally falls, you'll get swept along in the collective relief and the collective appreciation of what has happened.

It's not the biggest money or the most prestigious race. But for the race fans who come back to Loudon year after year, it is a special experience that the super speedways and gigantic road courses can't provide. It's that gut level perception of what's happening out there on the racetrack ... of what the men who road race are laying on the line for all of us to savor and appreciate.

Ernie Cassidy
Editor, Cycle Sport Magazine

20 QUESTIONS

for MOTORCYCLE BUFFS

1. When was the American Motorcycle Association Grand National Championship Series established?
2. True or False. Motocross events are scored on the Olympic system?
3. Who was the winner of the 1973 American 500cc Grand Prix?
4. Don Castro won his first national at San Jose, California. Who was second at that event?
5. Ken Roberts was the first double winner of the 1973 season. Where did he win his second national?
6. What does the blue flag mean in racing?
7. Marty Tripes and Jim Pomeroy were first and second, respectively, at the past Superbowl of Motocross. Who was first European?
8. Gary Scott is riding for what factory this year?
9. How does Rex Beauchamp stay in shape?
10. Dave Aldana lettered in two sports in high school. Name them.
11. What professional rider is nicknamed "Thor?"
12. 1973 National Open Class Champion Pierre Karsmakers has a degree in what field?
13. Who won the first international motocross held in the U.S.?
14. Who was top American in the first international motocross series in the U.S.?
15. What is that top American motocrosser better known for today?
16. Who is the first "modern" rider to win Daytona twice in a row?
17. Roger Reiman has won Daytona three times and has won one other National. Which one was it?
18. Mert Lawwill has won every type of National event but one. What is it?
19. Who was the first rider to break the 1000-point mark for one season?
20. Of the 8,000 events the AMA will sanction in 1974, how many will be professional races?

Answers: 1. 1954; 2. True; 3. Yamaha; 4. Gary Scott; 5. Colorado Springs, Colorado; 6. Move Over; 7. A. Babcock; 8. M-D; 9. Handball and racquetball; 10. Football; 11. Rich Thorndike; 12. Engineering; 13. Jeff Smith; 14. Dick Burslem; 15. As a member of the U.S. Silver Vase Team in the 48th ISDT; 16. Joe Leonard; 17. Hinsdale; 18. Road Race; 19. Dick Mann; 20. 1,000.

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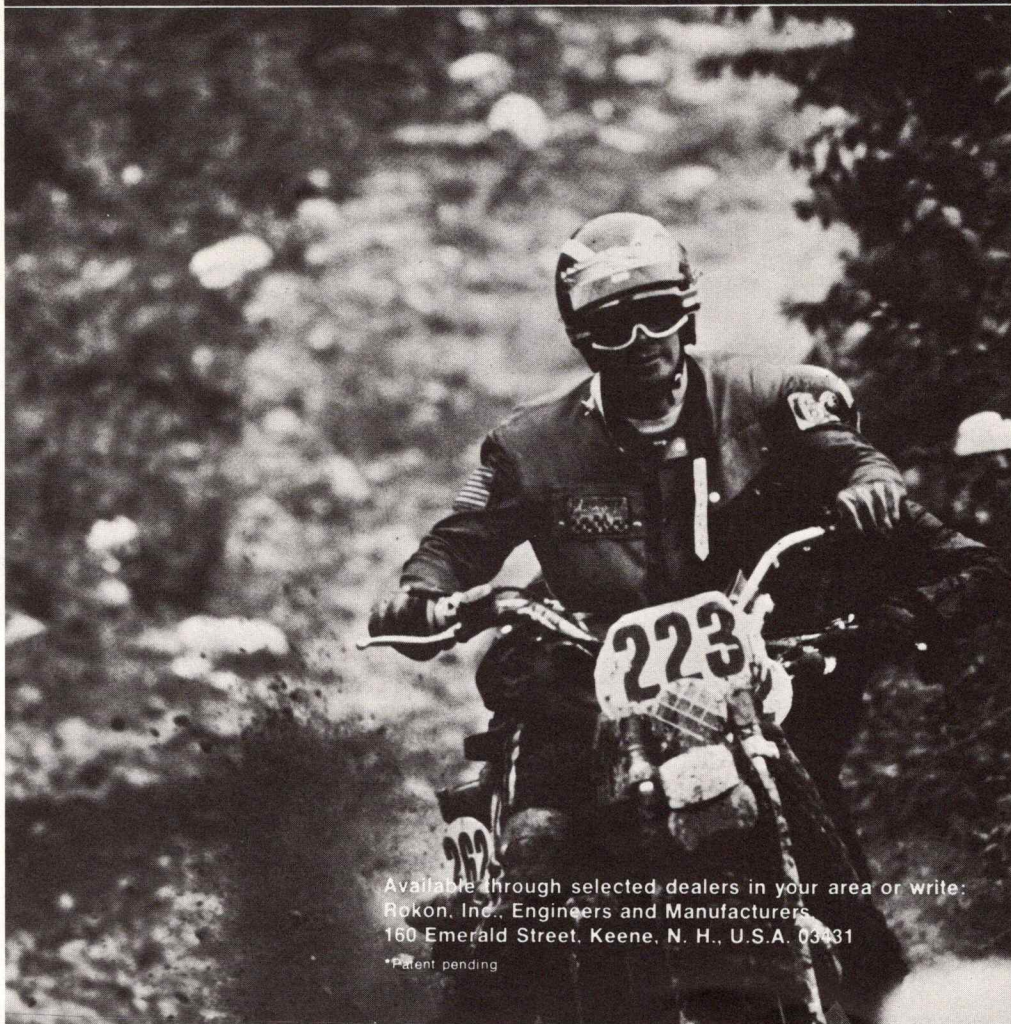
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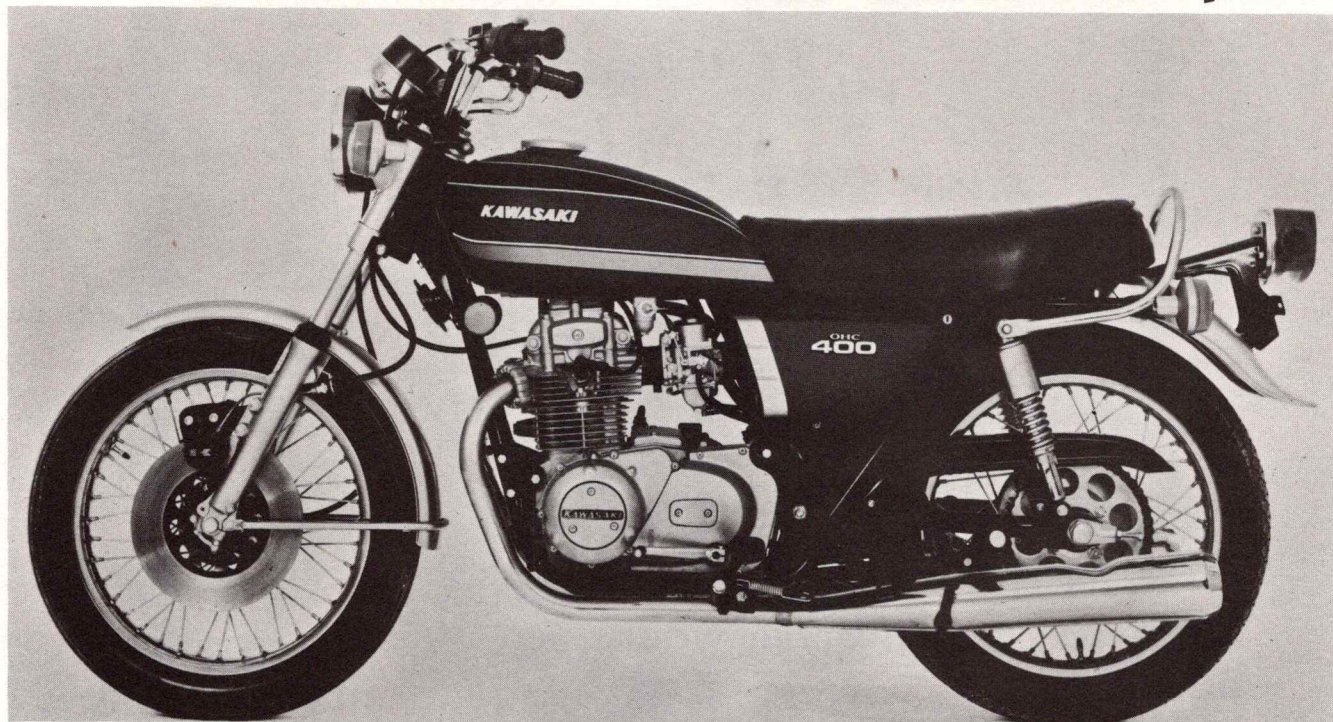


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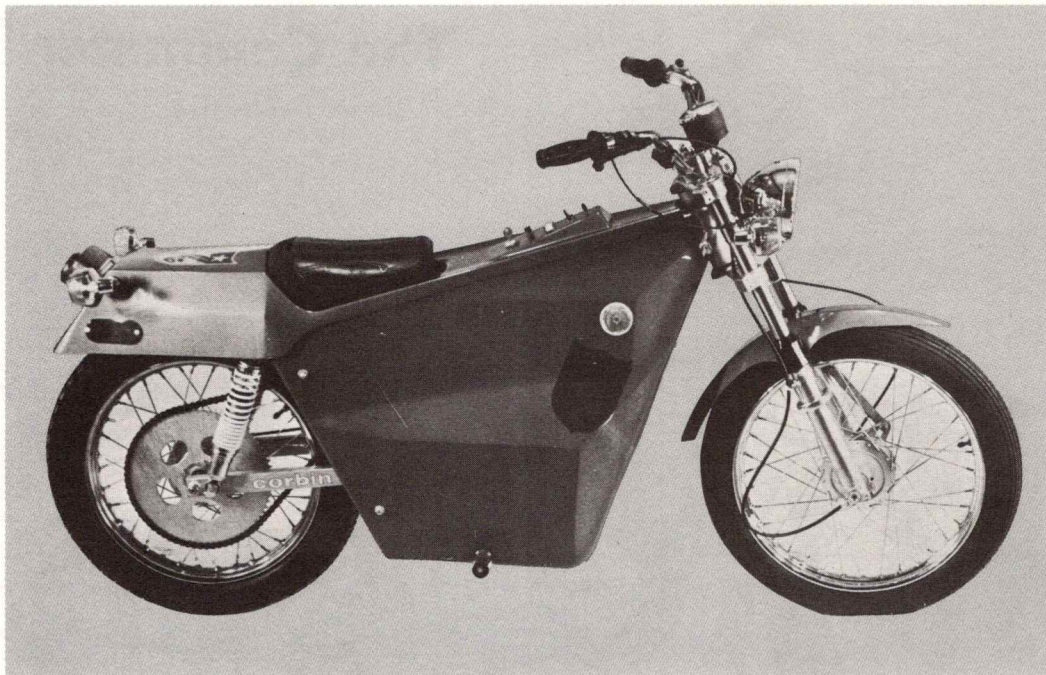
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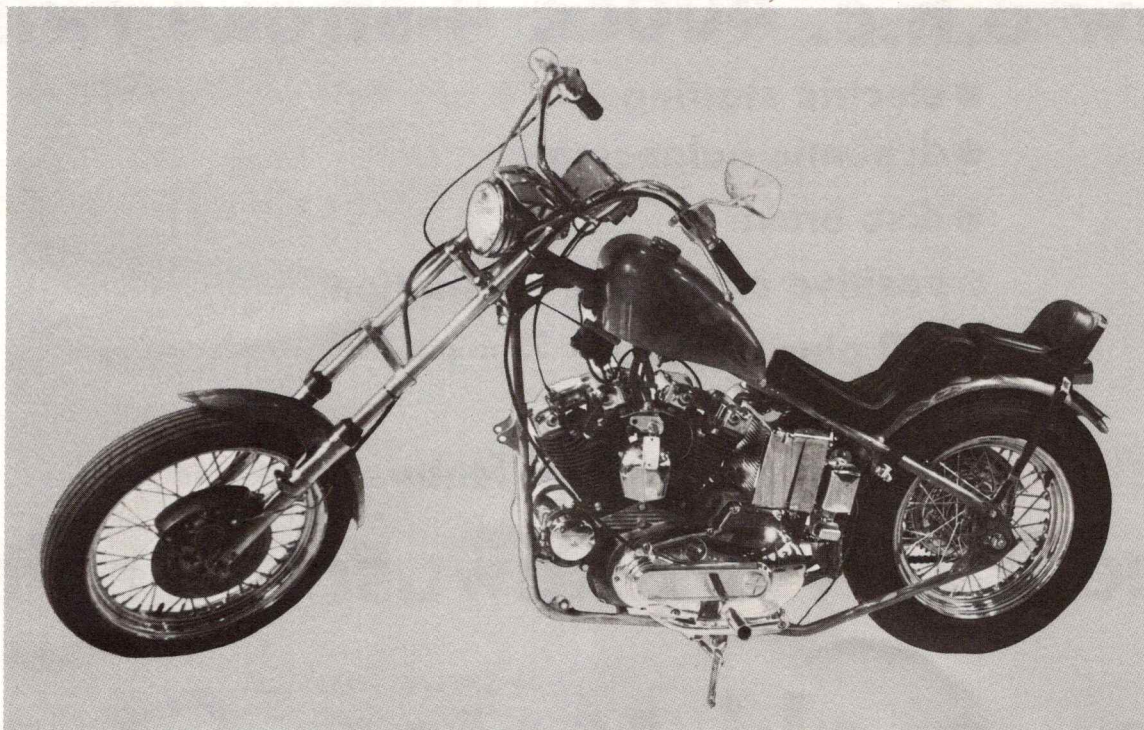


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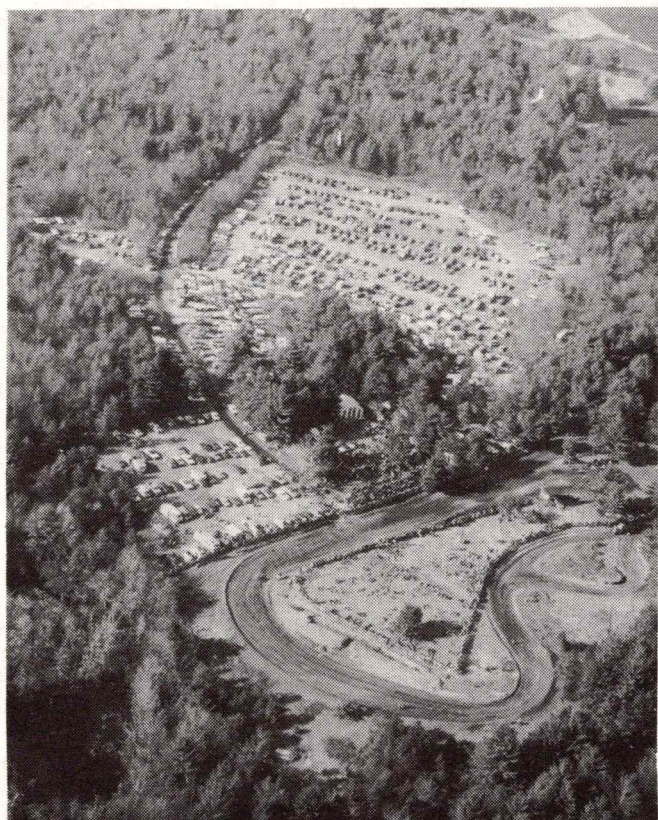
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Yesterdays Tour (Cont'd.)

The races continued to be run the same manner for some years and it would be impossible to cover them all here. In the late 50's, a new event was introduced-lt. wt. races for 125cc, 250, etc. (Sportsman's Class) These were held late in the week on Thurs. & Friday. The Laconia Chamber of Commerce joined with the N.E. Dir. Assoc. to make it a "full week" event, to attract people up to the Lakes Region for more than 2 days. Free boat rides and other attractions were offered to bring more people up to Laconia early in the week previous to the race. Many did come, but the monstrous crowd still waited until Sat. and Sun. to show up. 25,000 paid spectators were normally on hand for the big Sunday race. Camping was allowed (free) at the Belknap area, and a motorcycle exhibit was a prime attraction in the Chateau Sat. afternoon road-rider events continued in popularity, held in front of the Chateau after the Sat., race, the best dressed club event was usually held Sunday AM.

The last event to be held at the Belknap Area was in June, 1963. This was the 43rd annual N.E. Tour and Rally held June 18th to the 23rd. The big race was still the 100 Mile National Road Race, and this was won by Jody Nicholas on a BSA. The largest crowd ever was on hand to watch this race. Litewt. races were held on Thurs. June 20th, 1963, and included all AMA classes for same (up to 250cc) Novice races were held on Friday, with Ken Hayes winning the 40 mile event on a Norton. The 50 mile Amat. race (on Thurs.) was won by Tony Woodman. Drag races were held on the uphill area of the track, and the fastest time was 96.187 mph by Don Hyland on a twin-engine Triumph.

The weekend races on the 22-23rd were the big attraction. Sat. saw the 90 mile race for amateurs on 250cc bikes, with a prize money of \$3500. A motorcycle parade through the City of Laconia was held Sat. at 11 a.m. "Best Dressed Club Contest" was held at the Weirs on Sat., as well as a contest for the best equipped cycle and sidecar, etc. The usual big motorcycle show was on at Chateau at the Belknap area. as were the usual fun and games for road riders with a \$1000.00 in merchandise prizes given out.

1963 was the 25th year the Tour and Race was held in the Belknap Area, and it was to be the last time. The next year there was a falling-out between the N.E. Dealers Assoc. and the Belknap Area Officials, (due to higher cost of rental and excessive costly vandalism at the area by a few that spoiled it for all)

The next year (1964 there was NO LOCAONIA RACE) and the following year (1965) the new track at Loudon was used for the first time. The Belknap Rec. Area was locked up tight to any use by motorcyclists. With nothing to do after the races on Saturday, the thousands of riders who had been invited to come to N.H. for the event were left with little to occupy their time. Thousands of them streamed into the Weirs area, and the rest is well known. But that is another story entirely.

As a fitting close to the 25 years of the "Gypsy Tour" in the Laconia-Belknap are, Mr. Bill Schietinger was awarded an Honor by the N.H. House of Reps. in the form of a Resolution engraved on a silver scroll, and awarded to Bill at the Weirs on the night of June 22, 1963. It stated that they commended him for his work in bringing the races to N.H. each year, and it had greatly increased the tourist industry which in turn "has added greatly to the economic growth of the City of Laconia and the State of New Hampshire" - State Rep. Geo. Stafford introduced the resolution and presented it to the Bill in person at the Wiers.

No one ever guessed at that momentous event that never again would there be a "Gypsy Tour" at the beautiful Belknap Recreation Area. A page was closing in the history book of New England Motorcycling. Those of us who were part of those wonderful times will forever hold the thoughts of these events in our "memory treasure chest."



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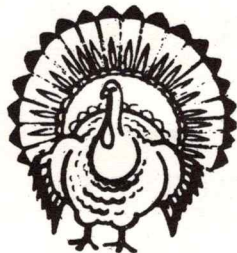
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EXECUTIVE COMMITTEE OF THE NEW ENGLAND MOTORCYCLE DEALERS'

Members of the Executive Committee of the New England Motorcycle Dealers' Assn., Inc. who are responsible for the planning and operation of the 1974 Loudon National Race are (sitting, from left) Ralph Strong, Mrs. Kay Moneghan, president Bill Atwood, Burt Ives and Alfred "Al" Arnold. Standing (from left) Emile Schott, Bob Frink, Orville Sheldon and Archie Rudner.

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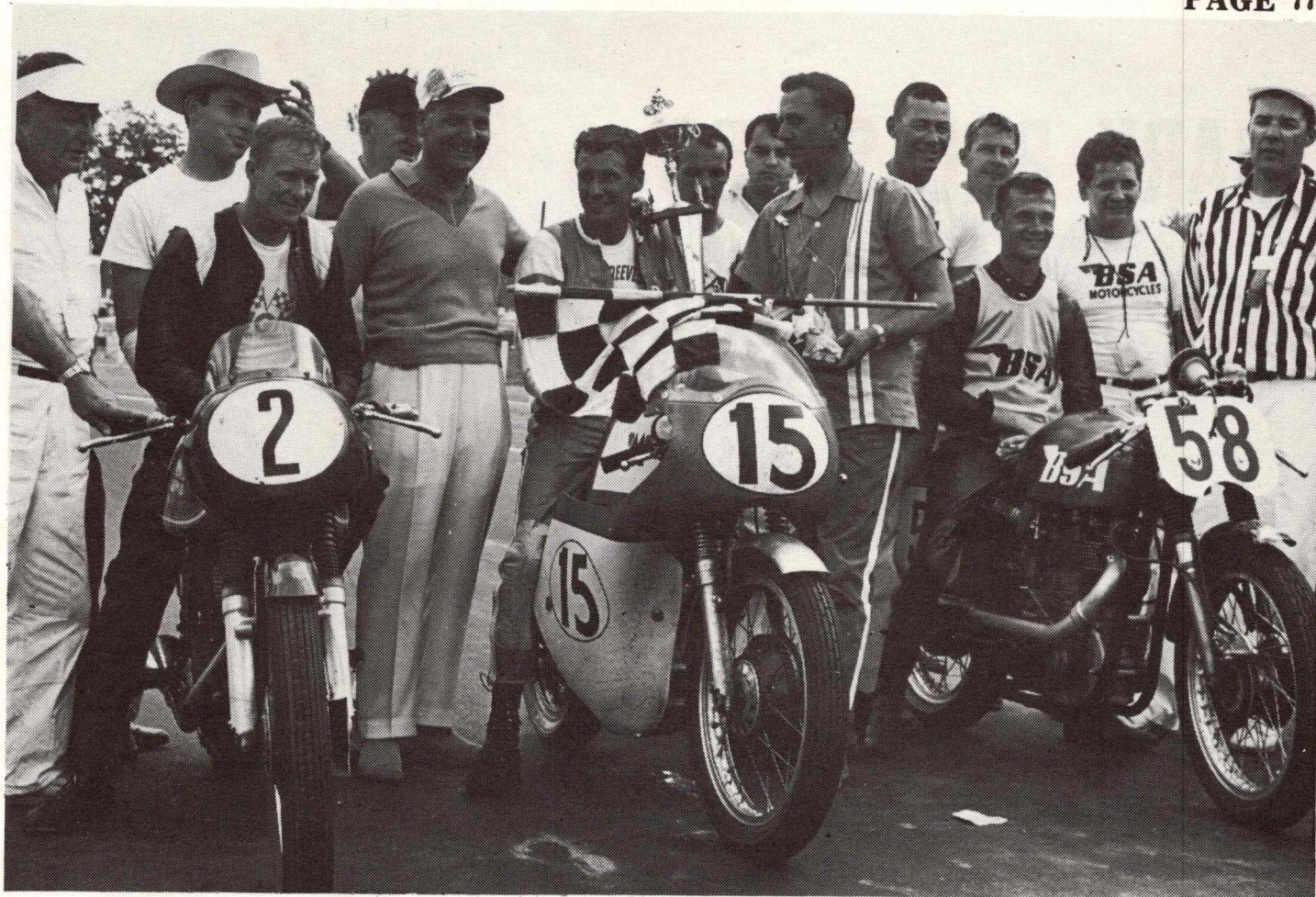
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1965, FIRST YEAR AT LOUDON, WINNERS

Ralph White, center, was the 100-mile National Race winner in 1965, the first year the race was held at the Bryar track in Loudon. Finishing second was (right) Jody Nichols and Dick Mann (left) was third. (Boyd Reynolds photo.)

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MARK BRELSFORD

1973 A.M.A. GRAND NATIONAL CHAMPION



Mark Brelsford claims he had a feeling at the start of the 1972 American Motorcycle Association professional season that he could win the Grand National Championship.

And that premonition turned out to be accurate, as with two races left in the 1972 season, Brelsford had already wrapped up the title.

After placing fourth in the Astrodome TT National, he failed to make the finals of the next evening's short track event and then missed the first two road race events of the season allowing front running Kenny Roberts a sizeable point lead.

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

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

His second win of the year, the Louisville, Kentucky, mile propelled him to within 11 points of the faltering Roberts. Following a second place finish at the Loudon, New Hampshire, 100-mile road race, a third at the San Jose half mile and his third win of the season at Salem, Oregon, Brelsford had not only overhauled Roberts, who had dropped back to third place, but had also taken a 160-point lead over his nearest competitor, Gary Scott.

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

Brelsford calls his win at Ascot his most perfect race: "I had won the race the past two years in a row and was favored to win again. There was a lot of pressure on me and I was pretty excited going into it."

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

Brelsford began his professional career in 1967 after competing in just about every type of amateur event he could find including enduros, moto-cross, scrambles and desert events.

During the 1968 season, he earned the Motor Sports Press Association's award of "Motorcycle Rider of the Year." He advanced to Expert in 1969 and earned a ride with the Harley-Davidson team, finishing seventh that year and followed with a seventh place finish in 1971 also, even though he was plagued by mechanical problems throughout the season.

A master of all types of riding, Brelsford says he "likes them all," but notes, "I like road racing over all others. Road races are usually three-day affairs and I like the relatively relaxed atmosphere," he said.

Looking to the 1973 season, Brelsford notes, "I think there will be more pressure on me when I ride than ever before. Carrying the Number One plate is a heavy responsibility and every other rider on the circuit will be out to take it away from me.

"There was a lot of luck involved in becoming Number One — no one falling down in front of me, getting a good start and keeping a bike together.

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

"Most of the pressure is off now. I had to put everything toward getting Number One and now I have a good idea of what it takes and I hope I can use that information to my best advantage," he said.

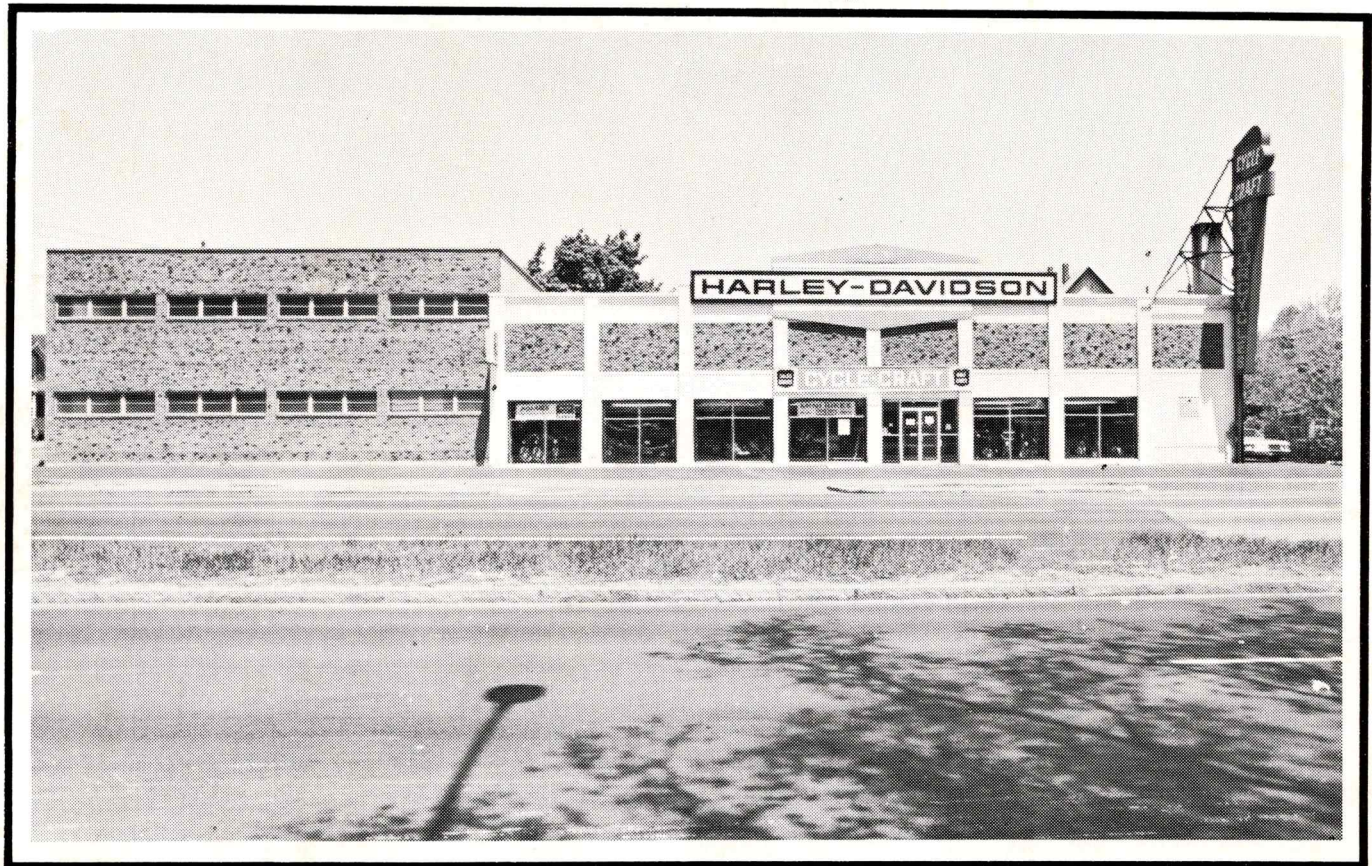
In the off season Brelsford keeps busy with several hobbies including fishing, snorkling and surfing. He says he particularly likes to go to Hawaii for the winter to surf.

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

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