

CYCLE SPORT

MARCH 1973



PRICE 50¢

The Metropolitan Sports Committee Awards Dinner

On the evening of January 20th, I attended my first M.S.C. Awards Dinner held at Neil's in Riverdale, N. J. This was the first M.S.C. function I have attended that I didn't have to drive an hour and a half to get to. Hosted by Charlie Watson, the dinner proceeded like clockwork, "It's eight o'clock, we will all sit down and eat now." and had that strange aura of an AMA race program. There was an excellent dinner, dancing to an



Super Steve Agronick, winner of the 125 and 250cc two-stroke Championships.



Tom Rulka won an award for the most crashes with the least resultant injuries in 1972.

out-of-tune band, and entertainment. We even had a "puppet show" (honest folks, at a motorcycle scrambles dinner!) and even a loud mouthed comedian who went through half of his routine before he realized that there were ten-year-olds in the audience and had to change his whole approach. Awards were finally made at midnight and all of our #1 plates except Lew Holas were present to accept their awards. (Lew was in Florida.) Also

getting awards were activity contest winners, AMA Club members who accumulated points.

The comedian and other hassles aside, I really enjoyed myself. The one great thing about a dinner like this is that you get to see old friends and renew acquaintances and, frankly, throw the old bull.

The pictures tell the story folks so check them out on the following pages.

The champions and activity contest winners.



Four Stroke Lover



I am enclosing two photos of a bike built by me this winter.

I recall your doing articles on "specials" in the past and thought this would interest you.

The idea behind this machine is that old 4-strokes may not be the thing to win on, but still are a joy to ride. Like anything special, sometimes the best way to get it, is build it. In this case, the experience of other "specials" and sidecar rigs I have made, are involved.

I intend to run AMA Dist. 2 events

(#442) this year with this machine, and I should have a good time, win or no. Its a great monster to ride; it has already taught me something.

Specifications:

Engine - Matchless 680 - TCS barrel (600 plus c.c.), racing magneto, hi-pressure oiler.

Frame - B.S.A. (B-34) modified
Suspension - Assorted Matchless, Enfield, Hodaka and John Deere parts.
Tank - B.S.A.

Tires - 4:00-19 & 4:00-19.
Weight - Heavy, very heavy.

P.S. if NETRA sidecars get going, I'll be there!

Don Meserve
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METROPOLITAN MADNESS

by NOEL YOUNG



MADISON SQUARE GARDEN

Well, it's finally over. After some hectic phone calls to the AMA, a mad borrowing session of assorted equipment and even a couple of hectic practice sessions on some blacktop, I finally got a taste of the "big time" at the Yamaha Silver Cup at the Garden. The converted 250 Ossa TT bike was almost ideal for indoor short-track. We used a Pioneer top end and with some subtle mods to the transfers and chamber got a super-wide, flat power curve that pulled from idle to about 6000 RPMS's. The frame was standard Ossa "water pipe" and was too heavy and the geometry was set for fast TT and was too slow for indoors but with

the perfect engine I was somewhere in the middle between the Champion framed, disc-braked factory specials and the meatballs on the Suzuki & Yamaha motocrossers.

For the "big time" it was a bit of a disappointment. Just about as organized as a Metro scrambles event. All the riders and piles of equipment sat on the street until one o'clock when they were allowed to go up to the pits. There was a mad rush upstairs (everybody rode their bikes at breakneck speeds) and we set up in the "pits" which were crowded (170 riders) and nothing fantastic. Finding a john or place to change was a major production. There were supposedly facilities nearby but there was no an-

nouncement of it to the riders, so we changed in the pits.

We pitted with Stew Anderson who was making his pro debut on a 250 Astro. Steve Hernandez was next to us and we learned a lot just by watching him

Sign up was chaotic, just like the scrambles on a bad day. The tech inspection was slow and routine and consisted of no more than a check for a safety wired silencer and drain plug (and I was actually sweating my cracked frame. Big deal.)

Practice was bad news with assorted pushing and shoving. Finally getting out, I stopped wobbling after the second session and started to ride faster and faster until I did a magnificent crash into the wall after getting out of the groove going into the second turn. Right between two haybales. It would have been a goal at the Ranger game the night before. By the final session, I was starting to run consistently tight and even smashed a couple of dudes into the wall.

Stew was having problems with his Astro and had difficulty keeping a tight line with the pipey bike. He seized his low end (shades of Walden) but put in his 250 Pursang engine which he had with him (in pro racing it's legal.)

New York rider Shawn King certainly looked fast in practice as he cornered so low that a giant shower of sparks were emitted at each turn.

New England's J. T. Ellis looked good too on a Champion framed Suzuki (what happened to the Yammie, Jimmy?) Jimmy still uses MX bars and has the ratiest leathers in the world. Duct tape and magic marker numbers. I shouldn't talk, as my stick-on, contact paper numbers were starting to peel. Really embarrassing.

The real hot guys were Kenny Roberts, Gary Nixon, John Gennai, Hernandez and Rick Hocking. Hocking was clearly the fastest rider there in qualifying. He set fast time at around 8.70 secs. Nobody was even near him with the other top riders in the very high eights and low to mid nines. I ran a good but cautious



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time trial and ran a 9.67 missing qualifying by 2/100's of a second. Needless to say it was the biggest disappointment I've ever had. Stew ran a disappointing time trial of around 10 flat and King, who made the final at the Spectrum ran about a 9.80. We were all a bit down, to say the least. We shouldn't feel too bad since even Gary Fisher didn't qualify and he's not any slouch.

Jimmy Ellis qualified at about 9:55 and had a second row start. Jim had a good start, was stopped for a restart, had another good start and ran about fifth for a couple of laps. Then he tried a couple of passes on the outside maneuvers, got a bit out of shape and suddenly was in last place where he stayed. Even in practice, the consequences of a tiny error in judgment would boggle the mind of the typical rider. Go a foot wide in a turn and lose two places. Go a yard wide and lose five. The pressure and the pace is beyond belief. About 6/10 of a second separated the bulk of the top 80 riders. That's competitive!

The heats were predictable with the top riders prevailing. The semis were not so. There were numerous penalties for jumping the start. Charlie Watson didn't beat around the bush. One jump and back 1/4 of a lap. The kiss of death. Hernandez got put back and then fell and was out of it. Just a year ago, he was on top of it all. This year, he was totally frustrated. Billy Schaefer was also put back but worked up to third, which is a miracle in any book. Nixon didn't transfer even though I had him finishing third and he should have. Scoring



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error? Don Castro made the final even though he fell and was a lap behind. Another scoring error?

Well, I won't beat around the bush anymore and get to the main. This was the best race ever at M.S.G. Hocking took the lead predictably (He won everything up to this point, so why not?) followed by Kenny Roberts. Hocking pulled away until they got into traffic. Then Roberts pulled right in behind started the pressure. Smash, crash, wobble, crunch. It appeared that Roberts was going to win or knock himself and Hocking down. You could see the pressure on Hocking's face. Finally in the last lap, after a gigantic smash, Roberts got by and won. The crowd had flipped out completely by then and everybody left totally exhausted. By the way the final was almost all Experts this year and the only east coast rider was Billy Schaefer, who finished well back. All the others were from California. Says a lot for the east coast, doesn't it?

The event was a bit of a disappointment, though, despite the fantastic ending. The crowd was a small, under 10,000, compared to 14,500 last year and a full house 18,000 in 1971. It'll get smaller too, next year if Brymer runs again next year. The program has too many flat spots in it. This is due to the AMA who runs the event. Too many conferences and delays. The people, particularly the non-bikies, are bored. The P.A. and announcer were totally inadequate. The P. A. was too soft (inaudible) and the announcer was not on the ball and couldn't fill the flat spots or incite any enthusiasm. Should have gotten Roxy Rockwood. The mini-enduro race was a gas as usual, but I wonder if we'll see a Silver Cup at the Garden next year?

CONVENTION HALL - ATLANTIC CITY

A few days later, I raced at Atlantic City in that massive Convention Hall this time on Bill's DMR Ossa with the super fast engine. The event was poorly attended and had a semi-rinky-dink air about it, but the pits were better, practice went smoother, and the announcing and events were run better.

The track was unbelievable. It is a full quarter-mile concrete track with wide straights and turns but scary pillars and walls to crash into. The track is used for 3/4 midgets and is super sticky and fast.

Here's the shocker. Lap times are in the high 12 to low 14 sec. bracket! TOO fast. That's a 65 to 70 mph average, folks! I qualified (big deal, everybody qualified) at around 14 secs. and finished seventh in my heat, missing the consolation by one spot; I was scared stiff.

Hocking had fast time and won everything. He took the final by a quarter lap (the 350's had a real advantage here) doing 70 mph wheelies on the final lap! Too much!

NEW SCHEDULE AND RULES

Look elsewhere in this issue for our 1973 MSC schedule. It's full and we even have some semi-pro MX (the initial one April 1st at Nyack, N.Y.) Fishkill is the first scrambles on April 29th,

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so I think I'll go to Middleboro a couple of times in April (15 & 22). Check it out.

New rules in the rulebook (you should have gotten yours by now) are as follows:

1. 3" numbers on both sides of your helmets.

2. Your engine size cc on the corner of your # plate.

3. Minimum track width now 20 ft.

4. Extra AMA INSURANCE coverage mandatory at all Metro events; clubs will arrange and riders will pay \$1 extra for it.

I have no news as to possible changes in awarding of Expert championship points. I got much favorable comments on it from riders. The idea of Expert points back 5 places going 10, 8, 6, 4, 2 is reasonable and fair. The next MSC meeting is held on the second Tuesday in March (Mar. 13) at Pink's Shop in White Plains. Please verify this by calling first.

A CORRECTION

I got a note from Hugh's Bultaco recently and I must make a correction as to Stew Anderson's status. Cemoto has never given Stew any backing before and any info I got about Stew getting future backing from them was either premature or false. Stew will continue to ride for Hugh's Bultaco, whom he rode for last season.

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METRO NEW YORK RACING SCHEDULE 1973

APRIL

- 1 Semi-Pro MX, Nyack, N. Y.
 8 North Jersey Trials, Sparta, N.J.
 29 Cycle Alley Enduro, New Milford, N. J.
 Crotona Scrambles, Fishkill, N. Y.
 Ramapo Trials, Bardonia, N. Y.

MAY

- 6 Dist. #2, New Jersey, Observed Trials
 Ace Scrambles, Walden, NY
 13 Middletown 1/2 Mile, Orange County Speedway
 Nyconn Scrambles, Millertown, N. Y.
 Walden Playboys Scrambles, Wallkill, N. Y.
 20 Crotona Scrambles, Fishkill, N. Y.
 Walden Playboys Scrambles, Wallkill, N. Y.
 27 Berkshire MX, Claverack, N. Y.
 Bridgehampton Road Race
 28 South Woods Scrambles, Monticello, N. Y.

JUNE

- 3 Excelsior Scrambles, Modena, N. Y.
 10 South Woods Scrambles, Monticello, N.Y.
 17 Semi-Pro MX, Nyack, N. Y.
 Excelsior Riders Scrambles, Modena, N. Y.
 24 Berkshire MX, Claverack, N. Y.
 Middletown 1/2 Mile, Orange County Speedway
 Walden Playboys Scrambles, Wallkill, N. Y.

JULY

- 1 NyConn Scrambles, Millerton, N. Y.
 4 Semi-Pro MX, Nyack, N. Y.
 8 South Woods Scrambles, Monticello, N. Y.
 15 Berkshire MX, Claverack, N. Y.
 Middletown 1/2 Mile, Orange County Speedway
 22 Ace Scrambles, Walden, N. Y.
 29 NyConn Scrambles, Millerton, N. Y.
 Walden Playboys Scrambles, Wallkill, N. Y.

AUGUST

- 5 North Jersey Scrambles, Modena, N. Y.
 Semi-Pro MX, Nyack, N. Y.
 10 Roosevelt, N. Y., Mile Dirt Track
 12 South Woods Scrambles, Monticello, N. Y.
 Middletown 1/2 Mile, Orange County Speedway
 19 Excelsior Scrambles, Modena, N. Y.
 26 Berkshire MX, Claverack, N. Y.

SEPTEMBER

- 2 NyConn Scrambles, Millerton, N. Y.
 3 Excelsior Scrambles, Modena, N. Y.
 9 Middletown 1/2 Mile, Orange County Speedway
 Walden Playboys Scrambles, Wallkill, N. Y.
 16 Semi-Pro MX, Nyack, N. Y.
 23 Crotona Scrambles, Fishkill, N. Y.
 Bridgehampton Road Race
 30 Berkshire MX, Claverack, N. Y.

OCTOBER

- 7 South Woods Scrambles, Monticello, N. Y.
 14 Ace Scrambles, Walden, N. Y.
 Middletown 1/2 Mile, Orange County Speedway
 21 Walden Playboys Scrambles, Wallkill, N. Y.
 28 Excelsior Scrambles, Modena, N. Y.

NOVEMBER

- 4 Semi-Pro MX, Nyack, N. Y.
 Walden Playboys Scrambles, Wallkill, N. Y.
 11 Ace Scrambles, Walden, N. Y.
 18 Excelsior Scrambles, Modena, N. Y.
 25 Paterson Christmas Scrambles, Walden, N. Y.

DECEMBER

- 2 North Jersey Observed Trials, Sparta

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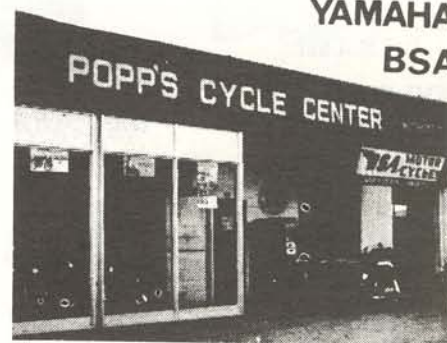
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