

— MASTER COPY —



**U.S. NATIONAL TRIALS
CHAMPIONSHIP
SERIES**

*** 1975 ***

**TURKEY
CREEK
TRIAL**

TULSA, OKLA.

**SEPT. 1
1975**

N.E.O.T.T.

WELCOME

We of the Northeastern Oklahoma Trials Team (NEOTT) and the North American Trials Council (NATC) welcome you to the final round of the second U.S. National Championship Trials Series. We are proud to be able to host the trials (known as "THE TURKEY CREEK TRIALS") and hope that the information contained in this program will aid in your understanding and appreciation of the sport of "Observed Trials". You will see the finest trials riders in the United States compete here today and ask your assistance and cooperation in making the event memorable to yourself and the competitors.

If you are new to trials, please take a few minutes to scan the information in this program. We are confident that your appreciation of today's events will be increased after reading the program.

There are two clearly marked courses in the trials area. One course is marked with red arrows on a white background and the other course is marked with blue arrows or signs on a white background.

The red-white course is to be used only by the competitors. Spectators are asked to stay off the red-white course, and confine your movements to the blue-white course.

The spectator course will lead you directly to all of the sections open to spectators and back to the parking area if you follow the arrows on your right hand side and read the signs posted along the course. (See course layout map for location of sections)

Course Marshals are wearing blue vests and will assist you upon request. Please do not litter this area. Respect the use of this property by using the litter bags placed along the course.

When spectating at the various sections please observe the following rules:

1. DO NOT BLOCK THE SECTION ENTRANCE OR EXIT.
2. DO NOT CROWD THE SIDES OF THE SECTION TO THE POINT THAT YOU DISTURB THE MARKED BOUNDARY.
3. DO NOT ADD ANTHING TO OR REMOVE ANYTHING FROM A SECTION.
4. DO NOT ASSIST ANY RIDER IN A SECTION UNLESS ASKED TO DO SO BY THE RIDER OR BY THE SECTION OBSERVER.
5. PLEASE LET THE RIDER KNOW (APPLAUD, CHEER, ETC.) IF YOU ENJOYED HIS RIDE.
6. NO SPECTATOR MOTORCYCLES PERMITTED ON COURSE.
7. PLEASE DON'T BLOCK ROADS WHEN PARKING
8. YIELD TO RIDERS WHEN WALKING ON COURSE.

COURSE INFORMATION

Section #1 "Openers"

A great little rock section just to break the tension of starting. Very picturesque, and easily accessible to spectators. Only about 300 yards walk from parking along the main paved road. Follow spectator arrows from parking area indicated on map.

Section #2 "Luce Rocks"

#3 "Iron Pipes"

#4 "Tadpole Hallow"

Three super sections all together-only 50 yards from Main parking area at Scenic Turkey Creek Village. Lots of action here, especially in Sections 2 and 3.

Section #5 "What Line?"

#6 "Crooked Creeks"

#7 "One More Step"

Difficult rocky sections, all in one long boulder strewn canyon. A short walk down a wooded path from parking indicated along main paved road. Note that for some distance spectators will be walking on the rider's course, so please be very careful, and yield to riders. The route to these sections is marked with spectator arrows. NO SPECTATOR MOTORCYCLES PERMITTED

Section #8 "Castle Rock"

#9 "Georges Gulch"

These are the two most difficult sections of the trial. Great spectator appeal. Follow same directions as above. Please stay out of the sections proper.

Section #10 "Tarzans' Vine"

A totally different kind of section from all the rest. A great fun? section for the riders. To get to this section, and the next three, you must go on down the paved main road to the Longhorn Palace- park and follow spectator arrows to the dirt road- go left and continue following spectator arrows until you intersect the riders course. Follow course to sections, approximately 1-1½ mile walk, but this group of sections is worth the walk.

Section #11 "Going Up"

A series of rock ledges and steps climbing through trees on a rocky, wooded hillside. Just across the trail from #10.

Section #12 "Snakes Galore"

#13 "Snakes Galore"

This is our only double, or continous section. Difficult, black slippery rocks, with a couple of really great turns and a log to exit over. When we found this section, it was full of snakes: however, they are all gone so don't be afraid. An additional walk down the riders course past a senic marsh area full of water birds. Please be very careful to yield to riders on paths.

COURSE INFORMATION CONTINUED

Section #14 "Pipeline Hill"

A steep climb over loose rocks; a section very similar to last year's National Championship sections at Stonemountain. Lots of marks to be lost here, even by the better riders. Follow spectator arrows down the pipeline right-of-way to the section, right at the edge of Turkey Creek. Please don't block riders path crossing main paved road when you park. NO SPECTATOR'S MOTORCYCLES PERMITTED.

NOTE: You will be walking against the riders course, so please stay to the side, and yield to riders.

Section #15 "Olden Times"

A fairly easy, but very tricky, section to close out the loop. Sort of a relaxer for the riders. In a nice shady wooded area, that can be reached by walking about $\frac{1}{2}$ mile back down the course from the pit area. NO SPECTATOR MOTORCYCLES ALLOWED, you must walk.

Concession stands are set up in the parking areas and on the spectator course for your convenience.

Trials riding is very much alive in the Tulsa area. There are also clubs organized and active in Oklahoma City; Dallas; Wichita; El Dorado; Topeka, Kansas; Springfield, Kansas City, & St. Louis, Missouri, just to name a few in this area. If you desire further information, please ask questions of any of the Marshals (blue vests) or call Dick Luce at 622-5424, Mike McCabe at 437-4324, or Dave Miller at 749-5260 any evening.

HAVE A GOOD DAY!

To the Outsider, trials may be difficult to understand. Generally a trials course is 1 to 30 miles, covered two or three times in a generous time allowance. Contestants are disqualified if they do not complete the specified number of rides on each section in the specified time. On the course there are 10 to 50 observed sections where willing local club members ("OBSERVERS") record each contestant's performance on these sections.

Today's trial consists of 15 sections in a ¹⁶ mile loop. The loop and each section is to be ridden 3 times in an allowed total time of about ⁶ hours.

WHAT ARE SECTIONS?

These vary from a near vertical climb through trees, a river bed covered with rocks 50 to 100 yards long or a sheer drop, loose off cambers, deep mud or other extremely different natural terrain. Often you may find two or three sections together. These sections are continuous and they must be ridden continuously without stopping between sections. Sections are marked with "Begin" and "End" cards. Scoring starts when the front axle enters the section and stops when the rear axle leaves the section.

WHAT IS REQUIRED?

Simply ride through the section without stopping or putting your feet on the ground or other outside assistance. Balance, Skill, Concentration and Throttle Control are required to ride sections. Speed is not usually involved in trials riding.

WHAT ARE PENALTIES?

Section OBSERVERS score the competitors as follows: Using the foot for assistance (known as a "DAB") -

- 1 Time - 1 Point
- 2 Times - 2 Points
- 3 or More Times - 3 Points
- Stopping - 5 Points
- Crossing a Boundary - 5 Points
- Leaving a Section - 5 Points
- Refusing or Failure to ride a Section - 5 Points.

"Dabs" are cumulative and you lose no more than 3 points for dabbing. For instance a rider cannot take 3 points for dabbing and 5 points for going out of bounds for a total of 8 points. Five (5) points is the maximum penalty for a section.

Riding a section without penalty is known as a "clean" ride.

A contestant's points are totalled for all sections ridden and the lowest total score determines the winner. Most clubs group the contestants into classes such as Master, Expert, Amateur, Novice and Beginner. Winners are then determined for each class and trophies presented at the end of the day.

Observed trials dates to 1911 and started in England, thus the reason for the sport being referred to as English Trials. England dominated trials for more than 50 years as more and more riders began to take an interest in the Sunday sport. The early trials machines were models that could be ridden 20 or 30 miles to an event, compete in a trial and be ridden home again. During the week the rider would use the machine for basic transportation. Gradually the motorcycle became lighter, equipment shrank to the minimum permitted by law and steering travel allowed the riders to turn ridiculously sharp turns. The observed sections gradually became more difficult and by the 1930's machines were so sophisticated that the factories hired riders of unusual talent to do their thing at the Sunday trials.

As a result of the seriousness of the factories, other European Clubs and factories began to look closely at trials. Events turned up in all the European countries and not surprisingly the English riders were dominant.

In the 1940's and 1950's the English, for whatever the reason, began to lose interest in trials. At about this time a Spanish racing engineer working for Montesa became interested in trials. This engineer's name was Francisco X. Bulto, Sr. Bulto broke from Montesa and formed his own firm which now produces the BULTACO brand of motorcycles. Sr. Bulto teamed with Sammy Miller who had dominated trials in Europe and developed the BULTACO SHERPA T trials machine. Stories of the Irishman Miller and his Bultaco have become a legend. The Spanish takeover of the English sport of trials started with Bultaco and now Montesa and Ossa are all fierce competitors producing fine trials machines. These factories rely heavily on English riders to pilot their machines and have won several British and world championships.

The Japanese have recently entered the trials market. Yamaha and Mick Andrews (several times British and world champion rider for Ossa) have developed a fine competitive trials machine. Honda, *yamaha* Suzuki and Kawasaki are also marketing trials machines.

The one aspect of trials riding that has remained through its development in the amateur nature of the sport; riders are not competing for prize money. Also all ages can compete at different levels of accomplishment at almost all local trials.

Trials is a family sport probably because of the lack of dog-eat-dog attitude that frequently exists in any form of professional sport where prize money is involved. There are, however, professional trials paid by factories to ride their machines in the United States and in foreign countries. These riders are aggressive and very competitive even though their livelihood does not depend entirely upon winning one single or even a series of events.

Observed trials can be held in very small areas not really suitable for commercial or residential development. Motorcyclists are facing land closure problems so trials riding has several benefits. Land use, a family activity, challenge, lack of noise or nuisance are a few of the reasons why observed trials has a tremendous future in our country.

FINAL ROUND - U.S. NATIONAL TRIALS CHAMPIONSHIP SERIES

"TURKEY CREEK TRIAL"

N.E.O.T.T.-T.I.T.S.-A.M.A.

Sept. 1, 1975

-- NATIONAL CLASS --

1.	John McWilliams	Kentucky	Bultaco
2.	John Miller	Missouri	Bultaco
3.	Jay Terry	Oregon	Powroll
4.	Mike Markley	Indiana	Bultaco
5.	Rick Land	Kansas	Yamaha
6.	Max Owens	Missouri	Bultaco
7.	Brad Skreen	Oregon	Montesa
8.	Bernie Schreiber	Calif.	Bultaco
9.	Gary Millen	Kansas	Bultaco
10.	Greg Kurtz	New Mex.	Kawasaki
11.*	Don Sweet	New York	Yamaha
12.	Jeff Knaack	Illinois	Bultaco
13.	Dale Malasek	Missouri	Bultaco
14.	Eddie Kessler	Texas	Kawasaki
15.	Jack Jacaty	Missouri	Suzuki
16.	Michael Hansen	Illinois	Yamaha
17.	Jeff Hawkins	Oregon	Powroll
18.	Terry Cheney	Michigan	Bultaco
19.	Joe Guglielmelli	Washington	Honda
20.	Ray Hatfield	Michigan	Ossa
21.	Douglas Bradbury	Calif.	Bultaco
22.*	Bob Hopkins	Michigan	Yamaha
23.	Curt Comer	Alabama	Kawasaki
24.	Andre Plouffe	Calif.	Bultaco
25.	Ron Doster	Calif.	Bultaco
26.	David Rythi	Minn.	Suzuki
27.	Donnie Armstrong	Florida	Kawasaki
28.	Carl Peters	New York	Ossa
29.	Mike Brown	Ohio	Bultaco
30.	Bill Blythe	Conn.	Ossa
31.	Bernard Carson <i>Chester Hudspeth</i>	New York <i>Texas</i>	Ossa <i>Kawasaki</i>
32.	Jeff Fish	Calif.	Montesa
33.	Martin Belair	Calif.	Montesa
34.	Wally Sheffer	New York	Bultaco
35.	Tom Bachelor	Texas	Bultaco
36.*	Marland Whaley	Calif.	Honda
37.	Jeff Snider	Missouri	Bultaco
38.	Earl Borgman	Michigan	Montesa
39.	Bill Harison	New Mex.	Suzuki
40.	James Bridges	Missouri	Suzuki

41. Thomas Bohannon	Missouri	Kawasaki
42. David Johnson	Texas	Bultaco
43. Earl Snider	Missouri	Bultaco
44. Charles Thompson, Jr.	Missouri	Suzuki
45. Bill Cary	Texas	Honda
46. Bill Bartley	Kansas	Montesa
47. Keith Covington	Louisiana	Bultaco
48. Jim Seeley	Michigan	Bultaco
49. Robert Metherey	Missouri	Yamaha
50.* Mark Eggar	Calif.	Honda
51. Whit Stodghill	Louisiana	Yamaha
52. Bob Adams	Missouri	Bultaco
53. David Russell	Rhode Isl.	Montesa
54. Steve Deaton <i>Bob Nicholson</i>	Calif.	Yamaha <i>Honda</i>
55. Marvin Heath	Washington	Bultaco
56. Bruce Rythi	Minn.	Suzuki
57. George McHenry	Calif.	Bultaco
58. Kenneth Deitchman	Missouri	Bultaco
59. George Smith III	Calif.	Honda
60.* Lane Leavitt	Calif.	Bultaco
61. Wiltz Wagner	Colorado	Bultaco
62. Joe Masculine	Calif.	Bultaco
63. Tom Kowecki	Michigan	Ossa
64. Bill Burgener	Colorado	Yamaha
65. Bob Bertucci	Calif.	Bultaco
81. Charles McMillan	Louisiana	<i>yamaha</i>
82. Mike White	Louisiana	<i>yamaha</i>
83. <i>Jerry Young</i>	<i>Penn.</i>	<i>Bultaco</i>
84. <i>Jack Stiles</i>	<i>Conn.</i>	<i>Ossa</i>
85. <i>Mike Saffits</i>	<i>Calif.</i>	<i>Montesa</i>
86. <i>Bob Nicholson</i>	<i>Calif.</i>	<i>Honda</i>

-- SUPPORT CLASS --

66. Mike Kirkpatrick	Texas	Yamaha
67. Kevin Hogan	Kansas	Bultaco
68. Steve Morgan	Missouri	Montesa
69. Dennis Meacham	Kansas	Bultaco
70. Lyle Dreher	Kansas	Bultaco
71. Jim Childers, Jr.	Missouri	Yamaha
72. Mike Gilbert	Missouri	Suzuki
73. Bill Milliken	Missouri	Bultaco
74. David Hilfer	Texas	Montesa
75. Carl Hopkins	Missouri	Suzuki
76. Dan Carlson	Missouri	Bultaco
77. Ted Charveze	Kansas	Bultaco
78. Tim Carr	Arkansas	Honda
79. Jerry McClary	Missouri	Yamaha
80. James Valere	Missouri	Suzuki

NOTE: * indicates winner of one of this years U. S. National Trials Championship Series Rounds.

ENTRY BY BRAND OF MOTORCYCLE

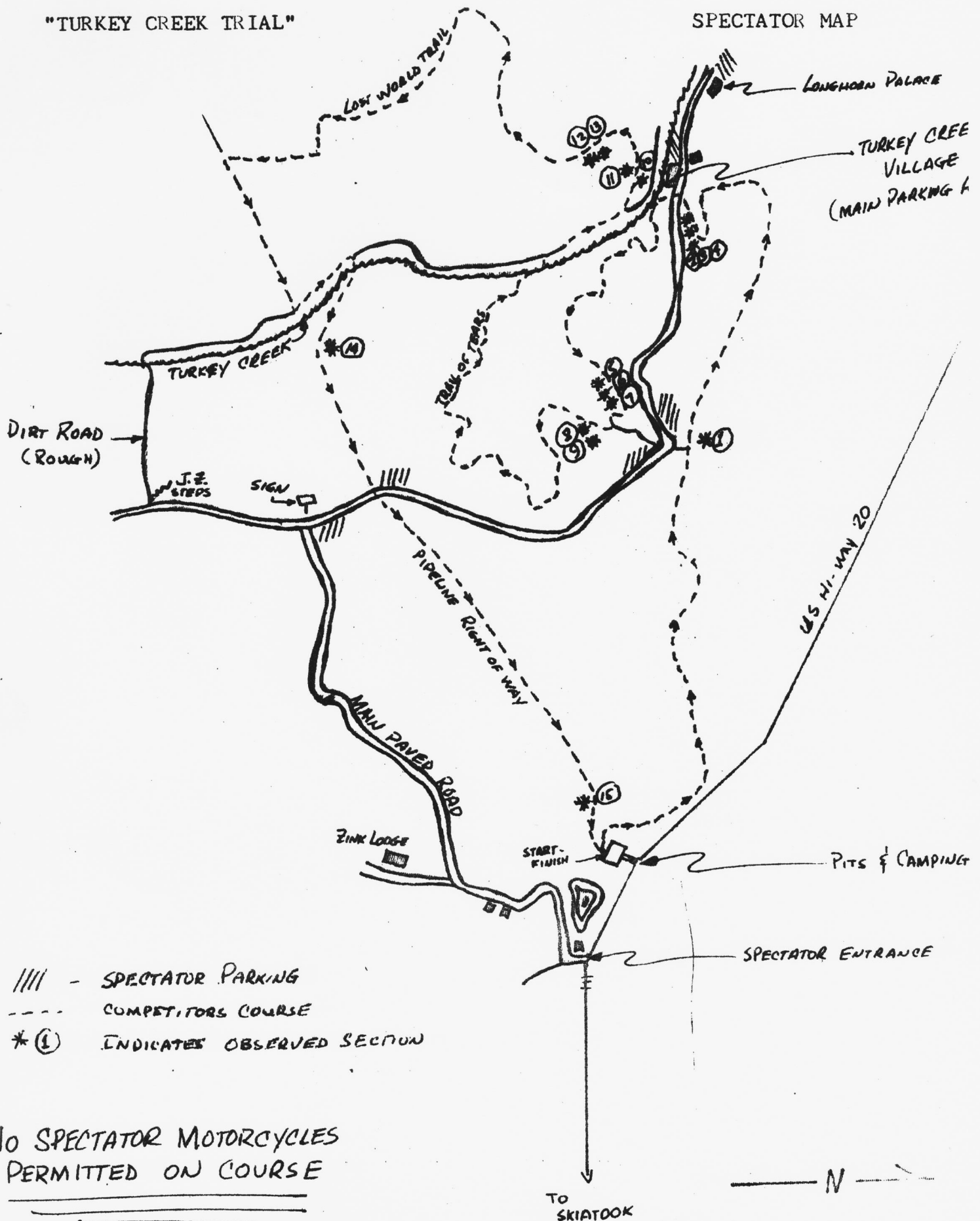
Bultaco	34	42%	40	%
Yamaha	13	16%	15	%
Suzuki	9	11%	10	%
Montesa	9	11%	10	%
Honda	6	8%	8	%
Kawasaki	5	6%	6	%
Ossa	6	8%	8	%
Powroll	2	2%	2	%
	86	100%	100	100 %

ENTRY BY STATE

Missouri	20
California	15
Kansas	7
Michigan	6
Texas	6
New York	4
Oregon	3
Colorado	2
Illinois	2
Louisiana	2
Minnisota	2
New Mexico	2
Washington	2
Alabama	1
Arkansas	1
Conn.	2
Florida	1
Indiana	1
Kentucky	1
Ohio	1
Rhode Isl.	1
Penn.	1
Entries	86
21 States represented	

"TURKEY CREEK TRIAL"

SPECTATOR MAP



NO SPECTATOR MOTORCYCLES
PERMITTED ON COURSE