



SUPERTRACKERS



The sand tracks and grass tracks of Europe will reverberate to a new sound this year. Instead of the staccato crackle of the usual Jawa and Weslake speedway engines there will be the mighty rumble of half-a-dozen highly-tuned Yamaha 750 twins ... "Supertrackers" straight from the American dirt-track arenas.

During 1978 the Yamahas performed in England - competing in a five-race Supertracker Series that included such prime events as the European Grass Track Championships and the British Championships.

At the British Championship Finals, the big twin-cylinder racers demonstrated their power by running on a longer track than the 500cc single-cylinder speedway lightweights (it ran around the outside of the normal grass track) and still posting faster lap times!

During the five race series, some notable names performed on the Supertrackers. Even World Speedway Champion, Peter Collins, rode at the European Championship Finals, won the race and pronounced himself ready to ride the big beasts anytime that his regular speedway programme permitted.

The series was a battle between Richard "Chippy" Moore and Les Collins (younger brother of Peter and a speedway star in his own right). There were nine individual races in the five-event series. Peter Collins won at the European finals while Chippy and Les shared the eight remaining race wins equally between them.

Other riders in the Supertracker Series included the 1978 British Grass Track Champion, Brian Webb, former British Champ, Davy



Peter Collins testing Supertracker power on the Belle Vue speedway track.

Baybutt, well-known English performer on the European sand-tracks, Joe Hughes and other top-line British grass men like Tom Leadbitter, Graham Hurry, Simon Wigg and Rob Smith.

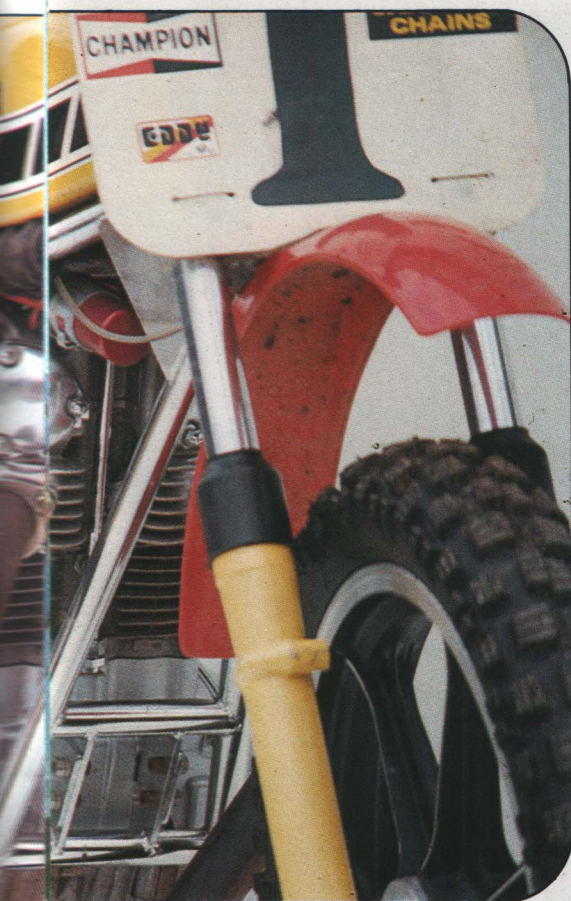
But at the end of the series, it was Richard "Chippy" Moore and Les Collins head and shoulders above the opposition. Points in each race were awarded on the basis of six for a win down to a single point for sixth place. In the final reckoning, Chippy just beat Les out of the title by a scant four points - 54 points to 50 - to win a series that had established the supertrackers as a big attraction on the British grass track scene.

Just about all of the riders involved really enjoyed handling the big seven-fifties and next season it is planned to offer the machines to Continental promoters for use on either the sand-tracks or grass tracks.

Peter Collins, Les Collins and Chippy Moore have already agreed to form the nucleus of the team and other members will be selected from the British stars who rode this year and other big names in speedway and grass track from various European countries.

Many Continental sand-track riders watched the supertrackers run at Hereford and felt that they would provide an incredible spectacle on the European long-tracks. This was borne out by both Peter Collins and Barry Briggs who





feel that tracks such as Muhldorf in Germany would be perfect for the big beasts.

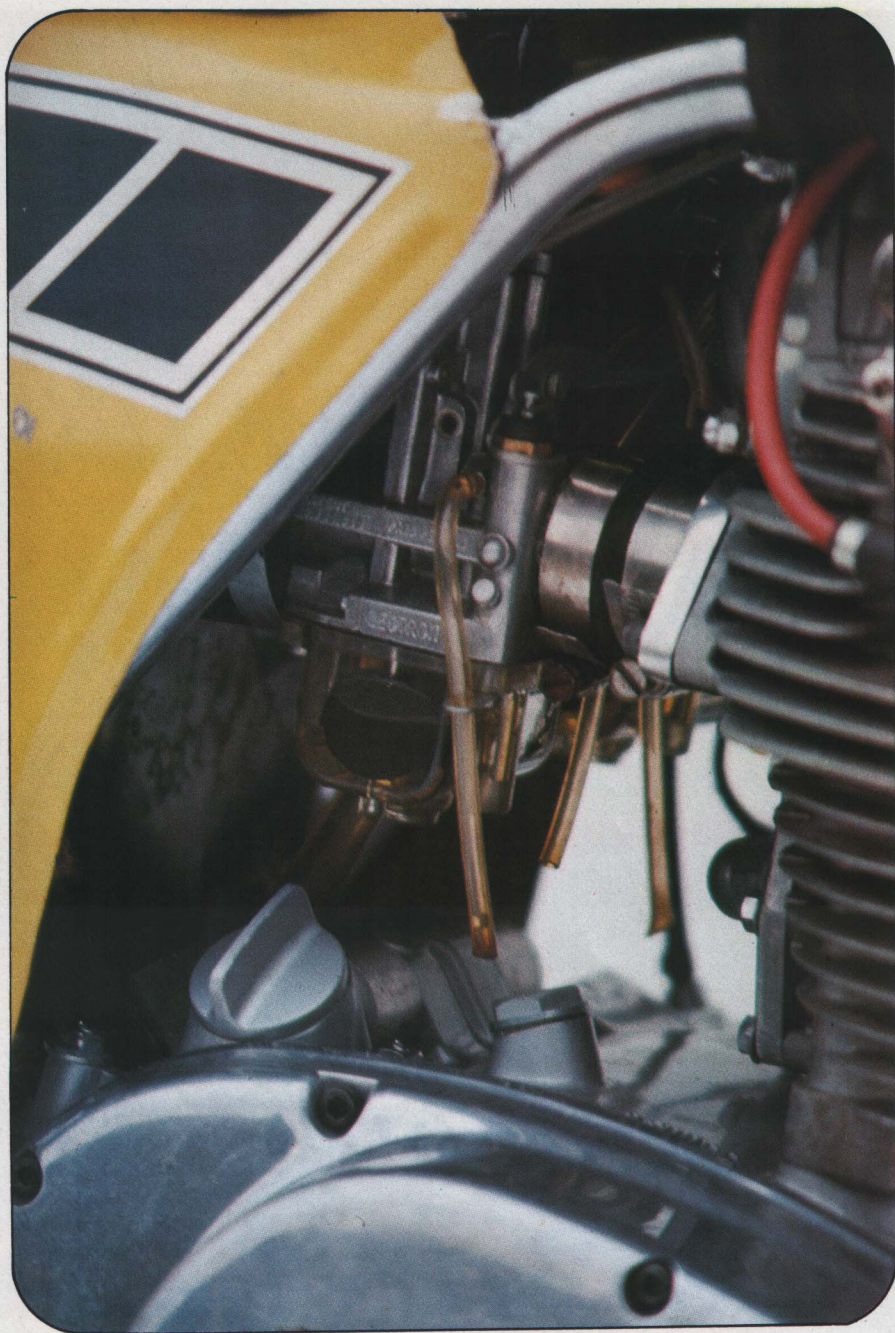
These long tracks are very similar to the American dirt-tracks and tests with Peter and Les Collins and Chippy Moore at the Belle Vue speedway track also proved the ability of the machines to cope with a short, 400 yard, course.

"Now that the bikes have been tested on sand-tracks, grass tracks and speedway, we know that they are capable of providing a great spectacle on any track surface".

"Next year, with the co-operation of regular long-track and grass track promoters, we aim to take them across the Channel and give fans all over Europe a chance to see a type of racing that they have previously only been able to read about or see on film".

ANATOMY OF A SUPERTRACKER

The Yamaha Supertrackers utilise what is basically a Yamaha XS650 twin cylinder engine, bored and stroked to 750cc. Special camshafts, pistons and cylinder head modifications give a power output of over 70BHP at the crankshaft, some 65BHP at the rear wheel. They run on standard high-octane petrol. The



750cc race kits are produced by noted American Yamaha tuner, Shell Thuett, and are identical to the engine that helped Kenny Roberts to his last American Grand National Championship. Lectron carburetors are used while Champion supply the spark plugs.

The monoshock chassis is a replica of that used by Kenny Roberts in his last season on the American Championship trail (1977) and is one of the most sophisticated dirt-track frames in the business. Front forks are by Boge and wheels are by the American, Morris Mags company. Braking systems are by another American company, Advanced Design Engineering.

On mile-track dirt ovals in the USA, these machines average

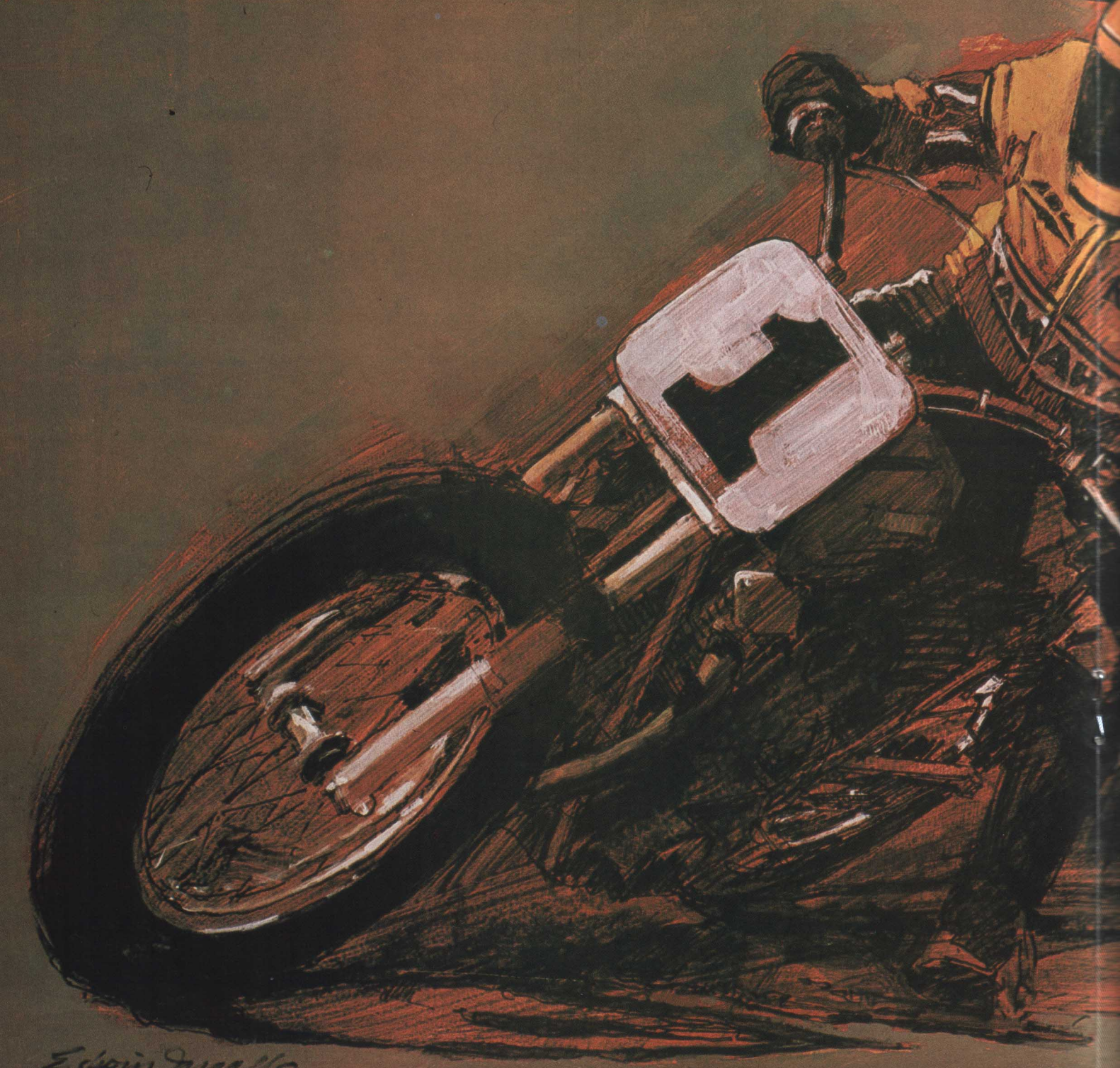
between 90 and 100mph (150 to 166km/h) for the lap and hit speeds of up to 130mph (216km/h) on the straights!

SUPERTRACKERS

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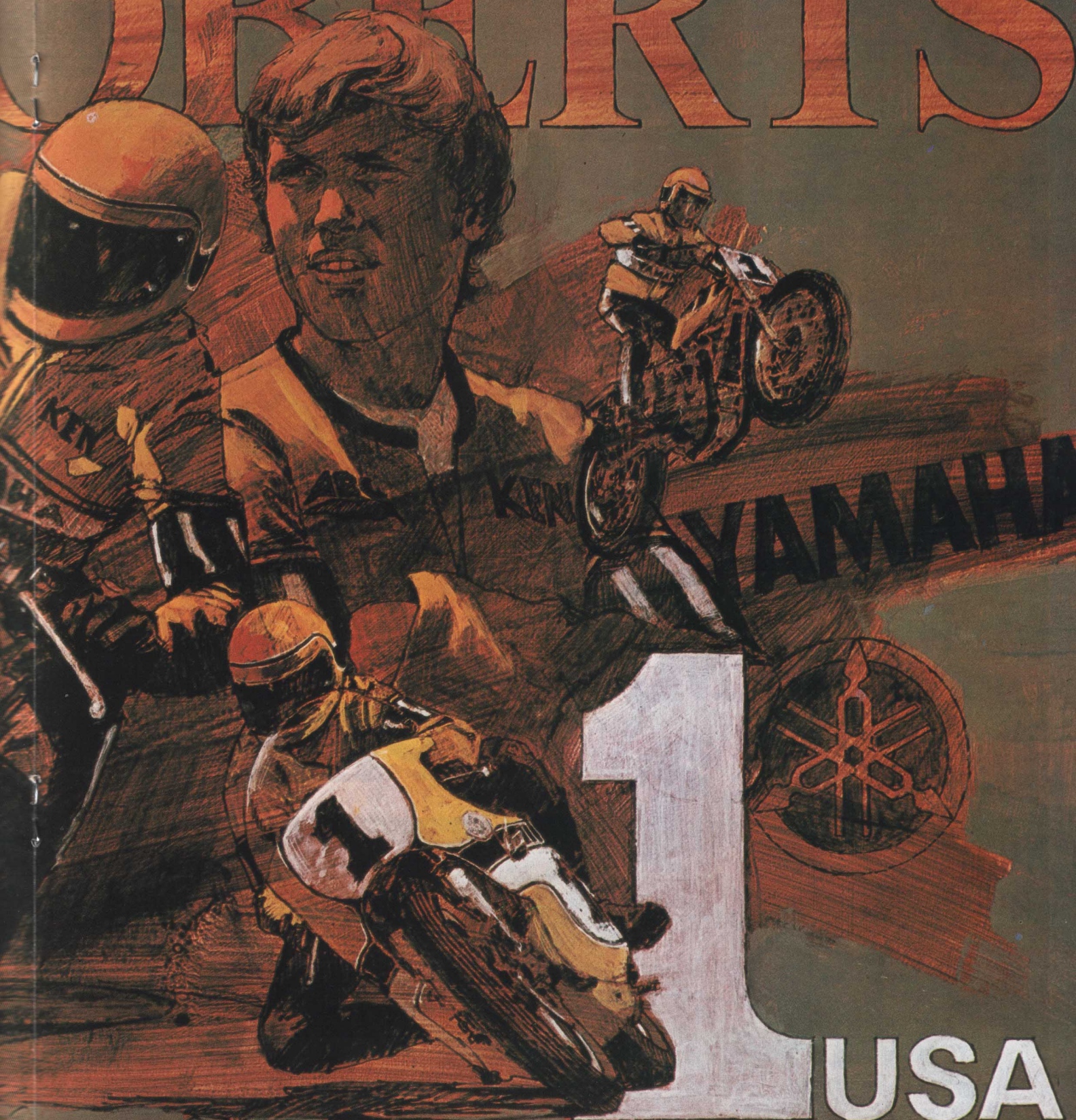
Supertracking with Kenny Roberts - a poster memento of Kenny's days as American Champion, riding the big dirt-trackers as well as road racing.

KEN RO



Edwin Jugalla

ROBERTS



1 USA
GRAND NATIONAL CHAMPION