

Introducing the all new **Speedway Supercycles**



the
better
Speedway



Speedway. A legend in two years.

Want more fun out of life? More excitement? There's a better way. Speedway! The now cycle for now people. Speedway adds another dimension to the outdoors. To you! Speedway minicycles are tuned in to wind, sky, and sun. This year, Speedway offers 10 great models. One just right for any member of the family. All with low prices to fit any budget.

Speedway. A legend in two short years. And as proud as we are of this accomplishment, it carries an awesome responsibility. A responsibility to deliver you the extra quality, the better value, you've come to expect from Speedway. Always.

You can count on our meeting that responsibility. Always.

Yes, two years ago Speedway felt there was a better way to build a mini. A way to offer a better machine. At a better price. We've been building them that way ever since. And you've responded. To wit: Speedway introduced the world's first minicycle with tele-hydraulic front suspension. It's standard on most models.

Also witness: Speedway is the first to offer torque converters on its entire mini line. Standard. Speedway also offers a choice of 16", 14" and 10" wheel models. Drum brakes. Standard. Swing arm suspension on all models except the Shrike and Sabre. And more.

A word about styling. Speedway has become the pacesetter of the industry. All models

have been completely restyled and if a glance at the following pages doesn't say something about disciplined taste, the sun doesn't rise in the East.

Styling. It's a result of Speedway pride. All models are hand finished. Hand fitted. Quality throughout. And it shows in every detail. Extra chrome. Extra finishing. Extra features. They're all standard on every Speedway.

Now you might question how Speedway can afford such superlative quality at routine-rig prices. Consider this. Did you ever notice after they've paid for the bridge, they keep right on charging the toll? We don't believe in that. We believe when something has paid for itself, the savings should be passed on.

And every single product improvement we've made in our short, dynamic history has paid for itself in increased sales. So we pass the savings on. In the form of additional product improvements and features. In lower prices. With Speedway, you literally get more. For less. Now isn't that a better way?



Meet our number one . . .

Observe, on the opposite page, the epitome of the better way. The Speedway Super Spyder.

Many a swinger refers to the all new Super Spyder as Super Bike. And well they might! So what if you're not making the scene at Monte Carlo? Go the better way with the top of the line. Super Spyder. The niftiest, zippiest, swingiest fun machine anywhere. More than a mini. More than a trail bike. Much more! As a matter of fact, this tough trail machine is best described as a whole new field of one.

Witness the gleaming, spoked 16" wheels. A typical mini? Emphatically not! Power? A plenipotent 125 cc Sachs. Its powerful throb will be matched only by your own adrenalin. Transmission? Via 5 silken smooth foot-operated gears. Snick, snick, snick . . . they're all synchronized to boot. Binders? Drums, of course. Sealed. Front and rear.

Spyder. This inspiring machine is not street-legal anywhere. And when you see how it performs in its natural habitat, you won't want it to be. Domestic it's not! The Spyder is at home on the roughest trails, or competing in the most rugged trials. Flat-out, or on the pegs, the Spyder is one of a kind. Bred for the true enthusiast. The competitor's competitor.

Now with a machine like the Spyder, you don't want a bland color, right? So it's dressed in vivid yellow. As hot, and as bright as the sun, as its freedom implies. Super Spyder. A new species is born. Adapted for the life you've always wanted to live, but couldn't until now. Try one today. But don't tarry — this thoroughbred, as expected, is no mass volume machine. Orders taken on first come basis. Hurry!



**Life gets more
complicated in 1972.
Speedway
introduces four
14" winners.**

Close behind the Spyder, is the popular and potent Green Horn. And with a name like that, it has to be the put on of the year! The deep throated purr of its four stroke 198 cc mill says authority. The kick starter says class. The alternator and lights say street legal. Torque converter and front and rear drums say experience. Green Horn. A great way to act humble while you're trail, track or street boss.



14 inches. One more time...

Now consider one more relative of the fourteen inchers, Widow Maker. Yes, it too sports those dazzling 14" wire wheels. But there its concession to pure beauty ends. As its name implies, this sport is meant for the wilds. Speed and stamina implied. And delivered! An 80 cc Sachs powers the automatic torque converter — which is coupled to 3.44 trail gearing. Any more questions on how it got its name?

Colors? Any one you want, as long as it's black! Indeed, what other color would you want on such a latently wild performance animal. If your inclinations lead toward competition — the hairy kind — you want a Widow Maker!



14 inches. The story continues.

Meet another new member of the fourteen family, Red Baron. The barely bridled 172 cc's promise performance to match its name. Boldly beautiful, this roadable sport will warm the heart of any Dad, Mom or youngster. Rich in fine detailing, the Red Baron is distinguished by its sparkling 14" wire wheels, super sensitive torque converter, drum brakes, sure-footed universal tires, and dozens of other standard features. The alternator and 12 V light system spells street licensable. Now examine the Red Baron's blood brother.



A wire wheeled Blue Angel.

The Blue Angel, just like Clark Kent, handsomely disguises a true supercycle. Sleek, sure and no sissy in the intestinal fortitude department. The potent 172 cc's deliver performance-a-plenty with penny pinching economy. The 42" wheel base means extra stability, 3.44 trail gearing makes mole hills out of mountains. Front and rear suspension soaks up bumps like a sponge. On the subject of suspension, every Speedway offers unique hydraulic front forks. Standard. Handling? Cats have paws. The Blue Angel gives you motocross tires. Same difference — tenacious handling.

Colors? Red Baron comes in vibrant red, as you'd expect. Blue Angel? You guessed it. Electric blue. Both in metal flake. Both seemingly a foot thick. Full specs and options on all Speedway supercycles are in the back of this book, but read on. Decisions, decisions.



Meet the rest of the family.



After those super bikes, what could possibly be left? Meet some more Speedway supercycles. Led by the dynamic Scorpion. 112 pounds of spirited fun and fury that comes on like an impromptu jazz session. A real miser with gas. Standard features include alternator and lights, 10" split-rim chrome steel wheels, new improved fuel tank mounts, front and rear suspension, disc front and drum rear binders, vibration-free rubber mounted fenders, and more. Much more. Red, blue and green color options. Street licensable, this performer is decidedly great whether your thing be trails, track, beach, backyard or boulevard. Scorpion . . . king of the 10's.



Sharing the same trim good looks with a trifle less sexy features (we took off the alternator and lights), is the Scarab. Beautiful at rest or in motion, the Scarab comes with a pulse-quickenning 172 cc engine, maintenance-free torque converter. Standard. Almost 100 miles of fun per gallon. Trail geared. And shod. Like the Scorpion, it's available in three cycle-delic colors. What better pet for an outdoor father-son team. But watch the distaff side, they'll dig this supercycle too.



The Black Shadow is docile but hardiy domesticated. The gusty two stroke 80 cc Sachs means power to make tracks almost anywhere. Motorcross-styled footpegs and a HD full suspension—front and rear—reminds you that this jobbie was meant for the boonies. If you're the aggressive type, Black Shadow should be your thing. 10" wheels, again, are standard and permit pit-stop-quick tire changes.





Only a trifle more timid than its elder brothers is the Speedway Shrike. Sporting a rugged 127 cc, 4 stroke mill the Shrike was designed especially for early inductees in the minicycle corps. Its heritage, however, reflects that of its brothers . . . hydraulic front forks with leakproof seals and dust covers, rear drum brake, vibrant rally red sport coat and 3:50 x 10 shoes are standard. At home, in the back yard, or the back-forty, Shrike is guaranteed to warm the heart of any youngster.

And finally, the Speedway Sabre. Bred especially for the younger family members, it's identified by its no-nonsense 127 cc power mill, maintenance-free automatic torque converter, and special blue sports coat. Chrome bolt-on fenders are available as a low cost dealer-installed option. Sabre is a low cost, high excitement introduction to safe riding skills and family fun. More cycle for your money than any other in the industry.

Speedway. The better way.

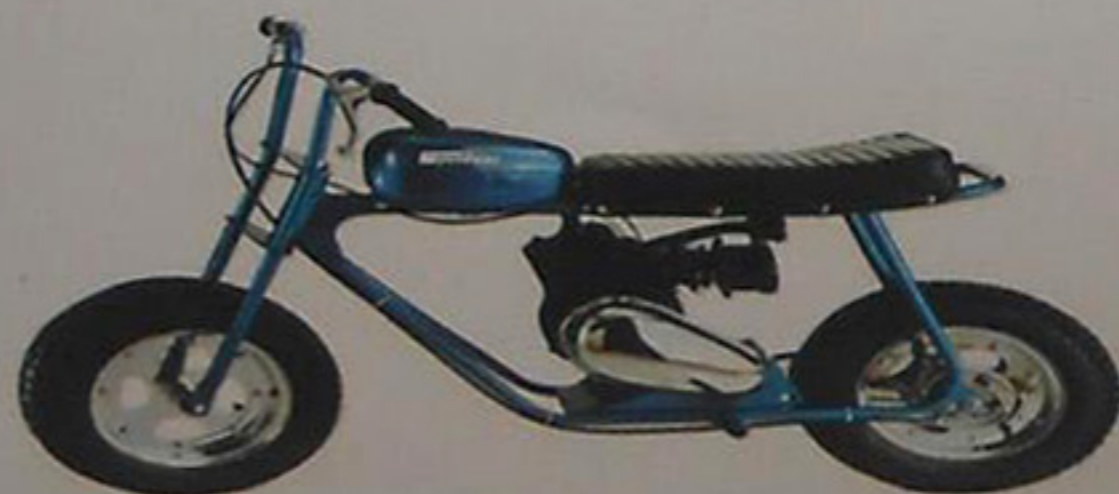
Yes, there is a better way. Speedway cycles move. And they move people, in a fun way! Sensible speeds (well, mostly). 100 MPG fuel economy. Low initial cost. Little maintenance. Extra quality. Extra features. What a great fun idea. But beware. Speedway can be habit-forming — consider getting the family a pair, to insure yours is always available. And why not? A brace of Speedways can cost less than one so-called big bike.

Students really dig Speedway supercycles. A Speedway is perfect for commuting to and from school, and for getting around campus. The low prices mean sensible wheels for little bread. Best of all, there's never a sweat finding a parking spot.

Boaters find they stow aboard almost any size craft. Instantly available for touring marinas or running errands. Auto racing enthusiasts are avid Speedway partisans — the pit, spectator areas, parking lot, and hot dog stand are all easily accesible on a Speedway. Hunters and fishermen get to where the game is on a Speedway. Campers really appreciate a Speedway too — ideal for errands, exploring and trail riding.

Yes, Speedways are practical. But most of all they're fun. Safe fun. For every family member. For any age. Guy or gal. And Speedway has a model for everyone. Flat-out competition, trails, exploring, motocross, campus transport, hunting or fishing, or just plain fun. And on the subject of competition, enthusiasts will really appreciate the competitive spirit of a Speedway. During the 1971 World Minicycle Championships at Eagle Park, Mich., Speedways swept three first place wins. In three 4 hp classes!

Speedway. Jazzy looks. Power choices. Color options. Accessories. Superb detailing. Low prices. Extra quality. Kind of makes you wonder why it's taken you so long to find the better way! This year add some excitement to your life. With the better way. Speedway!



Speedway quality. The inside story.



Binders that do what they're supposed to.
Drums, front and rear. Standard on Spyder, Red Baron, Blue Angel, Green Horn and Widow Maker. Reliable. Positive. Balanced. Stops you on that proverbial coin.



The tele-hydraulic front forks.
Pioneered by Speedway. And further improved this year. Just like those on full size cycles. And Speedway is still the only manufacturer to offer them. Standard on all models except Sabre. Soaks up bumps like a water mattress. Won't bottom. New high style chromed yoke plate, and never-drip seals.



A saddle that's a seat.
The Speedway rally wedge seat spells pure comfort. Longer. Wider. Richly endowed with shock absorbing foam rubber. Artfully sculptured and covered with weather resistant nautahyde.



Getting rid of the noise, graciously.
An all new exhaust. Cuts decibels to a bare minimum, but maintains that throaty purr we all love. Routed away from the engine and the rider. Heavily chromed and designed to cut back pressure to a minimum.



Restyled fuel tank.
Designed with the machine — not afterwards. The sleek, low slung styling enhances the overall design of each model. Holds a full gallon and a half of fun and is capped with a no leak chrome cap. Standard.



It's fun to be shiftless.
Speedway's new, improved torque converter does the work for you. Shifts up and down automatically at just the precise time. Maintenance-free.



A touch of elegance.
Wire wheels add that extra touch of pure class. In gleaming chrome. 16" on the Super Spyder, 14" on the Red Baron, Blue Angel, Green Horn and Widow Maker. Strong, lightweight, and built to take punishment.



Easy tire changes.
Just as sexy as the wires are these famous Speedway split rim mag wheels. Heavily chromed for style and easy cleaning. They split at the center for mucho-quick tire changes. Standard on Scorplan, Scarab, Black Shadow, Shrike and Sabre.



Speedway accessories to add that extra touch of yourself.



Windshield: Pure clear plexiglass blocks off wind and icky bugs. A must for street machines.



Rear View Mirror: Leave your troubles behind, and know it, with this high quality Speedway mirror.



Speedometer: Quick read-out unit features black face and bright red dial. Lets you see how much you're out-distancing those almost worthy competitors.



Kick Starter: Quick starts with a modified Mexican hat dance step. Gets you on your way, effortlessly. And with flair.



Speedway Touch-up Paint: Keeps your Speedway looking new. Packaged from our own production line to assure an accurate color match.



Speed Accessories: By Wiseco and GEM. For those enthusiasts who want the fast ounce of oomph out of their Speedway. An easy way to bolt on more power, pizzazz, and performance.

Mud Flap: Be a good neighbor. Since most of your buddies are going to be behind your Speedway, give 'em a break by installing a mud flap. Also helps to keep your own rooster tails off your neck.



Number Panel: If you're competing, it's a must. Or add it anyway and just let your peers assume you're a hairy pig type competitor.



Lubricants: Speedway offers reliable Wotz chemical lubricant, nitro additive, and chain and clutch lube. An easy way to pour on that last ounce of oomph.



Speedway Coordinated Clothing: Sprint shirts, nylon rallye jackets, gloves, decals and emblems, and caps. Stylish, color coordinated, long life. In all popular sizes. A must for the Speedway owner.

Speedway Specifications

Other great fun ideas from Speedway.



Speedway Sport Snowmobiles.



Speedway Spoiler Sport Buggies.



Speedway Fun Karts.

the better
Speedway

	SUPER SPYDER	GREEN HORN	WIDOW MAKER	RED BARON	BLUE ANGEL	SCORPION	SCARAB	BLACK SHADOW	SHRIKE	SABRE
Engine	Sachs 125 c.c. Two Stroke	Tecumseh 198 c.c. Four Stroke	Sachs 80 c.c. Two Stroke	Tecumseh 172 c.c. Four Stroke	Tecumseh 172 c.c. Four Stroke	Tecumseh 172 c.c. Four Stroke	Tecumseh 172 c.c. Four Stroke	Sachs 80 c.c. Two Stroke	Tecumseh 127 c.c. Four Stroke	Tecumseh 127 c.c. Four Stroke
Drive	5 Speed Gear Box	Torque Converter	Torque Converter	Torque Converter	Torque Converter	Torque Converter	Torque Converter	Torque Converter	Torque Converter	Torque Converter
Front Suspension	Hydra Ride	Hydra Ride	Hydra Ride	Hydra Ride	Hydra Ride	Hydra Ride	Hydra Ride	Hydra Ride	Hydra Ride	—
Rear Suspension	H.D. Shocks	H.D. Shocks	H.D. Shocks	H.D. Shocks	H.D. Shocks	H.D. Shocks	H.D. Shocks	H.D. Shocks	—	—
Drive Chain	#40 H.D. Roller	#40 H.D. Roller	#40 H.D. Roller	#40 H.D. Roller	#40 H.D. Roller	#40 H.D. Roller	#40 H.D. Roller	#40 H.D. Roller	#40 H.D. Roller	#40 H.D. Roller
Lighting System	—	12 Volt	—	12 Volt	—	12 Volt	—	—	—	—
Wheels	16" Wire	14" Wire	14" Wire	14" Wire	14" Wire	10" Mags	10" Mags	10" Mags	10" Mags	10" Mags
Front Brake	Internal Drum	Internal Drum	Internal Drum	Internal Drum	Internal Drum	Disc	Disc	Disc	—	—
Rear Brake	Internal Drum	Internal Drum	Internal Drum	Internal Drum	Internal Drum	Internal Drum	Internal Drum	Internal Drum	Internal Drum	Internal Drum
Tires	3.50x16"	3.50x14"	3.50x14"	3.50x14"	3.50x14"	3.50x10"	3.50x10"	3.50x10"	3.50x10"	3.00x10"
Fenders	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	—
Drive Cover	—	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome
Handlebars	Chrome Fold Down	Chrome Fold Down	Chrome Fold Down	Chrome Fold Down	Chrome Fold Down	Chrome Fold Down	Chrome Fold Down	Chrome Fold Down	Chrome Fold Down	Rigid
Kickstand	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	—
Fuel Tank	1.5 Gal.	1.5 Gal.	1.5 Gal.	1.5 Gal.	1.5 Gal.	1 Gal.	1 Gal.	1 Gal.	1 Gal.	—
Foot Pegs	Retractable	Retractable	Retractable	Retractable	Retractable	Retractable	Retractable	Retractable	Retractable	1 Gal.
Exhaust	Tuned	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	Chrome	Rigid
Wheel Bearings	Sealed	Sealed	Sealed	Sealed	Sealed	Sealed	Sealed	Sealed	Sealed	Painted
Frame	Wish Bone	Wish Bone	Wish Bone	Wish Bone	Wish Bone	Wish Bone	Wish Bone	Wish Bone	Wish Bone	Sealed
Ignition Kill	Handlebar Mounted	Handlebar Mounted	Handlebar Mounted	Handlebar Mounted	Handlebar Mounted	Handlebar Mounted	Handlebar Mounted	Handlebar Mounted	Handlebar Mounted	Wish Bone
Horn	—	Electric	—	Electric	—	Electric	—	—	—	—
Wheel Base	43.5"	42.0"	42.0"	42.0"	42.0"	40.5"	40.5"	40.5"	40.5"	—
L.O.A.	66.5"	63.75"	63.75"	63.75"	63.75"	57.50"	57.50"	57.50"	57.50"	40.5"
Seat Height	30.5"	27.75"	27.75"	27.75"	27.75"	27.25"	27.25"	27.25"	26.50"	25.75"
Color	Sunburst Yellow	Grabber Green	Midnight Black	Candy Red	Bahama Blue	Candy Red Bahama Blue	Candy Red Bahama Blue	Midnight Black	Competition Red	Bahama Blue
Weight	160 Lbs.	125 Lbs.	120 Lbs.	125 Lbs.	120 Lbs.	112 Lbs.	107 Lbs.	107 Lbs.	100 Lbs.	95 Lbs.