

OFFICIAL PROGRAM 2.50

Mad *Ohio*

Super Cycle Weekend

September 28-30 1984



Mullins



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Advanced V-6 at Your Command

*This incredible new machine sports the most
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Turbocharged. Two hundred horses powerful.*

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*Every move you make, every turn you take con-
firms you are in the most technologically advanced
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THE FIRST NISSAN 300 ZX

COME ALIVE, COME AND DRIVE

***MAJOR MOTION
FROM NISSAN***

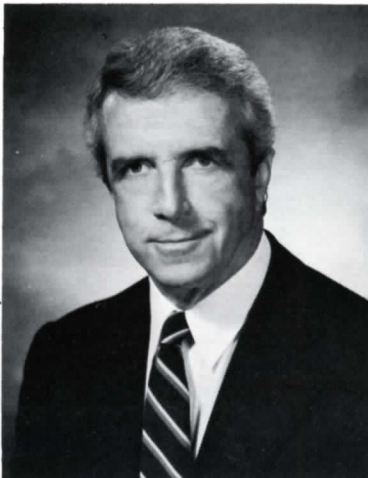
Dear Friends and Mid Ohio Supporters;

I want to welcome you and your families to the final event of the 1984 "Year of Momentum." Although this is the last race of our season it is significant.

The AMA Camel Pro Supercycle weekend symbolizes the diversity in events offered by Mid-Ohio Sports Car Course. The 1984 season has featured everything from IMSA to INDY car racing and now professional superbikers.

Scheduled as the premiere race of 1983 you viewed several aspects of Mid-Ohio under construction, not yet ready for use. Today we hope you will take advantage of updated facilities developed for your convenience.

Myself and the Mid-Ohio Sports Car Course Staff hope you will take pride in being part of racing at its best - at Mid-Ohio. Again, your support is appreciated. Enjoy the superbikers.



Sincerely,

Jim T.
James R. Trueman
President



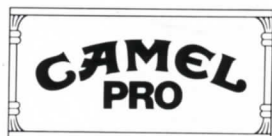
FIRST CHOICE! HORTON

On the track or in the community, saving lives is serious business. Safety and emergency care professionals rightfully demand the ultimate in quality and reliability. When there can be no sub-

stitute for the best, the performance of Horton Emergency Medical Vehicles leads the field. Horton ambulances are designed and built by professionals for professionals. That's why they're the choice of champions.

At Horton quality comes first!





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Last year Honda's revolutionary V65 powered the world's first production motorcycle to break the 11 second quarter mile barrier.

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Introducing the 1984 V65 Sabre.™

It goes from 0 to 50 in 2.31 seconds. It does the quarter mile in the mid-10's.

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AMA CAMEL PRO SUPERCYCLE WEEKEND SCHEDULE

FRIDAY, SEPTEMBER 28, 1984—Optional Practice—\$35.00.
 8:00 a.m.-12:00 Noon—Registration, Tech Inspection & Sound
 Test at track.

9:45 a.m.—Pre-Practice Riders Meeting.
 10:00 a.m.-12:00 Noon—Practice, alternating classes.
 12:00 Noon-1:00 p.m.—Lunch
 1:00 p.m.-5:00 p.m.—Registration, Tech Inspection & Sound
 Test at track.
 1:00 p.m.-5:00 p.m.—Practice, alternating classes.

SATURDAY, SEPTEMBER 29, 1984
 8:00 a.m.-12:00 Noon—Registration, Tech Inspection & Sound
 Test at track.

10:00 a.m.—ENTRIES CLOSE FOR SUPERBIKE, FORMULA
 TWO & B.O.T.T.
 8:00 a.m.—Pre-Practice Riders Meeting.
 8:15 a.m.-11:45 a.m.—Practice, alternating classes.
 12:00 Noon-1:00 p.m.—Lunch.
 12:30 p.m.—Riders Meeting for Superbike and Formula Two.
 1:00 p.m. (approx.)—Two (2) Superbike Heats—(5 laps/12
 miles).
 2:00 p.m. (approx.)—Two (2) Formula Two Heats—(5 laps/12
 miles) and Final Tech for Battle of the Twins.
 2:30 p.m. (approx.)—BATTLE OF THE TWINS FINAL—(17
 laps/40 miles) and Final Tech for Superbike Final.
 3:30 p.m. (approx.)—SUPERBIKE FINAL—(25 laps/60
 miles).

4:30 p.m. (approx.)—SUPERBIKE SCHOOL CHALLENGE
 RACE (10 laps/24 miles).

SUNDAY, SEPTEMBER 30, 1984

8:00 a.m.-10:00 a.m.—Registration, Tech Inspection & Sound
 Test at track.
 9:00 a.m.—ENTRIES CLOSE FOR FORMULA ONE AND
 SIDECAR.
 8:00 a.m.—Pre-Practice Riders Meeting.
 8:15 a.m.-10:00 a.m.—Practice, alternating classes: Formula
 One, Sidecar and Formula Two.
 10:30 a.m.-11:30 a.m.—Timed practice for Formula One.
 Fastest 25 qualify for National (subject to promoter's option
 of additional 5). Balance run in F-1 Consolation to maximum
 of 60.
 11:45 a.m.—Sidecar Heat—(5 laps/12 miles).
 12:00 Noon-1:00 p.m.—Lunch
 12:30 p.m.—Final Tech for Formula Two.
 1:00 p.m. (approx.)—FORMULA TWO FINAL—(21 laps/50
 miles).
 1:30 p.m. (approx.)—Final Tech for Sidecar.
 2:00 p.m. (approx.)—SIDECAR FINAL—(12 laps/28 miles).
 2:30 p.m. (approx.)—Final Tech for Formula One.
 3:00 p.m. (approx.)—FORMULA ONE FINAL—(31 laps/75
 miles).
 4:00 p.m. (approx.)—FORMULA ONE CONSOLATION—(10
 laps/24 miles).

Mike Baldwin: 1983 Formula I Champion

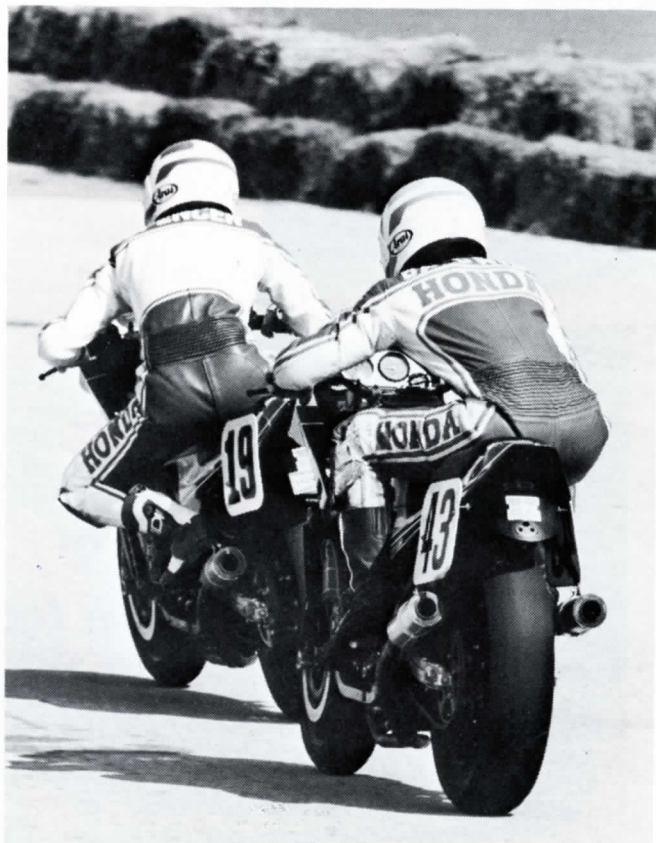
Mike Baldwin overcame an abundance of problems to win the 1983 AMA Camel Pro Series Formula I Road Racing Championship. Despite several mechanical failures and two serious crashes, he won three of the eight road race nationals on the schedule and locked up his second straight championship.

Soft-spoken off the track, Baldwin is a hard charger who burst on the national scene in 1978 with a pair of national wins. In 1979, he was America's top scorer in the annual Match Races against the best riders from Great Britain. He was quickly becoming an international star of world championship caliber when injuries from a serious crash at Bryar Motorsport Park curtailed his racing for over a year.

Baldwin battled back from the serious leg fractures he suffered and by the fall of 1980 was racing again. In 1981, he rode for Honda in European endurance events and then returned to the AMA Camel Pro



Team Honda's Mike Baldwin celebrates a 1983 Camel Pro road racing victory at Mid-Ohio Sports Car Course with Beth Moistner, Miss Camel Pro.



Mike Baldwin chases Honda teammate Freddie Spencer at Daytona. Spencer won the 1983 World Road Racing Championship and Baldwin topped all comers in AMA Camel Pro pavement racing.

Series and won the road racing crown in 1982.

Baldwin has won eight Camel Pro nationals and in 1983 earned \$13,850 in point fund awards from R.J. Reynolds Tobacco Co. In addition to his road racing title, he ended the year tied for 10th in the overall series standings. He is the first road racing specialist ever to finish in the series' top 10 overall.

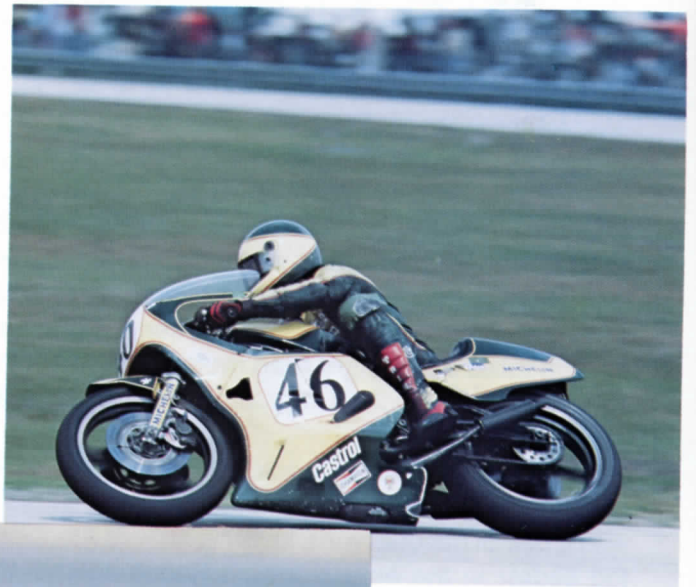
Baldwin seeks a third straight Camel Pro road racing crown in 1984 for Team Honda.

Mike Baldwin Career Summary

Year	Point-paying finishes	Wins	Top 5	Top 10
1977	2	0	1	2
1978	4	2	4	4
1979	1	0	1	1
1982	5	3	4	4
1983	5	3	5	5
CAREER	17	8	15	16



Wes Cooley



Doug Brauneck



Mike Baldwin

Randy Renfrow

Rich Schlachter





Super Cycle Weekend

September 28-30 1984



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Mullins



Wes Cooley

Randy Renfro



VICTORY NEEDED TO BREAK ALL TIME RECORD

By Bill Amick

This weekend's AMA Camel Pro Series racing here at Mid-Ohio concludes the 1984 national road racing season. And if the event is as memorable as the rest of the season, it should be a great one.

Many riders have been impressive in 1984. But two of them—Mike Baldwin and Kenny Roberts—stand out from the crowd.

For Roberts, it was a farewell season as he closed out his two-wheeled career and began toying with automobile racing. King Kenny rode just twice in the United States, and made the most of his limited schedule.

He opened the season with a victory in the prestigious Daytona 200. And then he came back for the July Champion Spark Plug 200 at Laguna Seca Raceway, winning again.

Currently, Roberts is recuperating from serious injuries suffered in a trail riding accident. It's unlikely that he will race motorcycles again. But Kenny has given racing fans enough memories over the years to assure he'll not be forgotten.

Roberts owns most of the Camel Pro Series road racing records. But the man stalking him in the books is Mike Baldwin. Baldwin has won three straight Camel Pro road racing championships and four in his career. And he now has 13 national road race victories, passing the legendary Dick Mann for second on the all-time list earlier this year. The man to catch is Roberts, with 18 victories.

If Baldwin is successful in winning his second straight Mid-Ohio Camel Pro national, he'll start the 1985 season just four wins behind Roberts.

Another record that is up for grabs is the single-season win record, established by Roberts in 1977 when he won five of six national road races. Baldwin has tied Kenny's mark, scoring five wins in his seven starts this season.

A victory this weekend—and Baldwin is certainly the favorite—would make him the first rider ever to win six road race nationals in a single season.

With the dominance of Roberts' Yamaha and Baldwin's Honda, all other riders have been shut out of the win column in 1984. Nevertheless, several riders have had excellent seasons, and each hopes to cap off the year with a victory at Mid-Ohio.

Rich Schlachter is a two-time Camel Pro road racing champion, and the 1984 season has been a comeback effort for the New England racer. Schlachter sat out the 1983 season when he was unable to obtain adequate sponsorship for a full season on racing in Europe.

By the end of '83, he was itching to get back in the saddle. His return to racing was at Daytona, where he failed to score points. But he's been improving every time out. In the most recent Camel Pro national, he finished second to Baldwin at Brainerd, Minn.

Schlachter is currently second in the Formula I point standings, but he's feeling pressure from the year's top rookie rider. In 1983, Randy Renfrow won the AMA Formula II championship. He decided the time was right for a jump to 500 cc grand prix equipment.

A victory this weekend—And Baldwin Is Certainly The Favorite—Would Make Him The First Rider Ever To Win Six Road Race Nationals In A Single Season.

At Daytona, Renfrow was candid about the jump in class. "These 500s are really scary to ride," he said. "They are so fast that it's all you can do to keep up with them. It's going to take a lot of time and a lot of practice before I feel comfortable."

After qualifying in the second row, Renfrow crashed early in the Daytona 200. But his progress since that miscue has been steady and impressive. He has seconds at Sears Point and Pocono, a third at Brainerd and two fourths to his credit. He ranks third in the standings, just four points behind Schlachter. For a first-time effort, it has been quite a season for the rider from Falmouth, Va.

Another top rider in 1984 has been veteran Wes Cooley, a former AMA Superbike champion. Cooley crashed while leading the Sept. 2 national at Brainerd, Minn., and that mistake has been costly. He has dropped to fourth in the standings and needs a top finish this weekend to move up in the points race.

Cooley is tough on Mid-Ohio's demanding course. Last year, he battled for the lead with Mike Baldwin until he crashed on a rain-slick track. He'll try to make up for that error this weekend.

Rounding out the top five in the standings heading into this weekend's racing is the privateer's privateer, Doug Brauneck of Macon, Ga.

Brauneck's resources are limited, but his skills are impressive. His best finish of the season was a second at Loudon, N.H., and he has been in the points in five of seven races.

Also turning many heads has been Team Honda rider Doug Chandler. Doug is just 18, and until this year was a dirt track specialist. He began road racing at mid-season and has made steady progress. Doug finished fifth at Sears Point and sixth at Loudon, and has two other point-paying finishes.

Despite his limited experience and abbreviated road racing schedule, Chandler has broken into the Camel Pro Formula I top 10, ranking eighth coming into this weekend.

This will be a busy weekend for Mid-Ohio. In addition to Sunday's featured race, the 75-mile Camel Pro national, there is racing on tap in the AMA's Formula II, Superbike, Battle of the Twins and Sidecar divisions.

This is just the second year for AMA road racing at Mid-Ohio. The 1983 inaugural was well received by fans despite poor weather. And Camel Pro racing figures to become a permanent fixture on the Mid-Ohio road racing schedule.

We hope that you will enjoy this weekend's racing. Keep an eye on Mike Baldwin, No. 43, as he continues his assault on the AMA's record book. And also watch for Schlachter (No. 93), Renfrow (No. 96), Cooley (No. 34) and Brauneck (No. 46). This weekend's race will determine distribution of \$25,000 in point fund awards posted by R. J. Reynolds Tobacco Co. Baldwin has clinched the \$10,000 winner's share. But the rest is up for grabs, and gives the series' top riders extra incentive in the season finale. □

PERFORMANCE SIDEHACKING

WHAT GOES ON DURING A SIDE CAR EVENT?

BY LANE CAMPBELL

I realized I'd stepped in over my head when my 14-year-old Hap Jones jacket began flapping in the 130-mph breeze after the aging zipper gave way. Many times I'd marveled at the acrobatic antics of roadracing sidecar crews at speed, and wondered pointedly if I could, er, hack it myself. So here I was, hanging out of the chair of the Lind/Hart kneeler, a Yamaha TZ750-powered rig that is (at this writing) leading the current U.S. Sidecar Championship; and I was finding out just how athletic this sport can be. This is performance sidehacking with a vengeance.

Did I say "vengeance"? By offering me a test ride at Seattle International Raceway, I think owner/passenger Jack Hart was getting even with me for indiscriminate use of the word "monkey." Point of etiquette when dealing with sidecar racers from outside Southern California: call 'em "crew"; call 'em "passengers"; call 'em "ballast", even. Anything but "monkey."

Anyway, I was hot to try it. I was already suited up, as I'd been testing a solo bike earlier, while Hart and pilot Bruce Lind were sorting out some cooling problems.

What I was about to climb into was a Windle-framed special kneeler developed for European Grand Prix roadracing. The pilot lies prone, separated from the TZ750 four-cylinder engine by a thin chest pad and little else, his knees in knee cups (hence the term "kneeler"), his feet straight back with foot controls straddling the driving wheel.

The engine makes roughly 120 horsepower, good for up to 170 mph, if there's running room. There are five humongous disc brakes—three on the front wheel, one each on the two aft wheels. The tires are fat, flat-treaded roadracing slicks, mounted on special alloy rims that were originally developed for mini-car racing.

The passenger's "office" is a flat aluminum floor surrounded with handholds, protected up front by a low windfairing that blends into the third wheel. The Lind/Hart rig has a "rear exit" chair, meaning that the monk . . . oops, passenger hangs out to the rear of the third wheel instead of in front of it.

"You'll want to make all your moves smooth, pre-planned and deliberate," Jack Hart began to explain. "You can't jerk around. Any unplanned twitch by the passenger, at speed, can send this thing kiting clear across the track."

"When in doubt, stay put?" I ventured.

"No, you've got to anticipate each turn, and be in just the right place. Your pilot is expecting you to be there; since he can't actually see you, he's depending on you to be there. If you fall off, he'll never know you're missing, until he tries to throw it into a left-hander and kills himself."

(Gulp)

"So, your handholds are very important. Never shift a grip without one hand firmly in place. Always go one hand at a time, from here, over the pilot's back for right-handers, to here (shifting through about four different handholds while speaking) out behind the third wheel cover for left-handers. Since this is a "rear-exit" chair, you won't have to do the radical hanging-out you see on the front-exit rigs. Just get on the wheel cover, like this," he demonstrated, "and hang off like you were cornering a solo bike."

Oh, boy. For what I'm about to receive, Lord, make me truly grateful. "Go easy on me, Bruce, I'm an old man," I holler, as together Lind and I push the rig off to start. We both jump on as the engine lights off with a rasp and a crackle, and accelerate smartly up the front straight. Granted, a loaded sidecar weighs twice what the TZ750 was designed to pull; but that 120-hp two-stroke multi still pulls *hard*.

I hunker down on my knees behind the windfairing, then slowly, carefully crawl up over Lind's back for turn one, a fast right. No sweat; we're not really up to speed, yet. There's a short straight, then Bruce rolls off the throttle and taps the brakes for turn two (a long fast 180-degree left) as I'm making my shift. Good thing I'd remembered about keeping solid handholds, because even when you "tap" five disc brakes, things happen!

Fortunately, all I did was land on the wheel cover with a "Whump!", brace my feet against the gas tank (which is artfully blended into the floor and sides of the chair, next to the drive wheel) and hang on as Bruce began to feed some throttle. Funny, you don't really feel like you're "hanging off." The cornering forces on this rig are so fierce, you feel more like you're standing on your braced feet.

Next is the steep downhill chute to the Hairpins, and I know what's coming. Sure enough, Lind drops out the anchor and I find myself hanging over the windfairing, fighting eyebulging deceleration, trying to get over to the right. He slides us through the first hairpin neatly, stays gentle on the throttle on the short transition (thankfully) giving me time to get over on the wheel cover and hang off again.

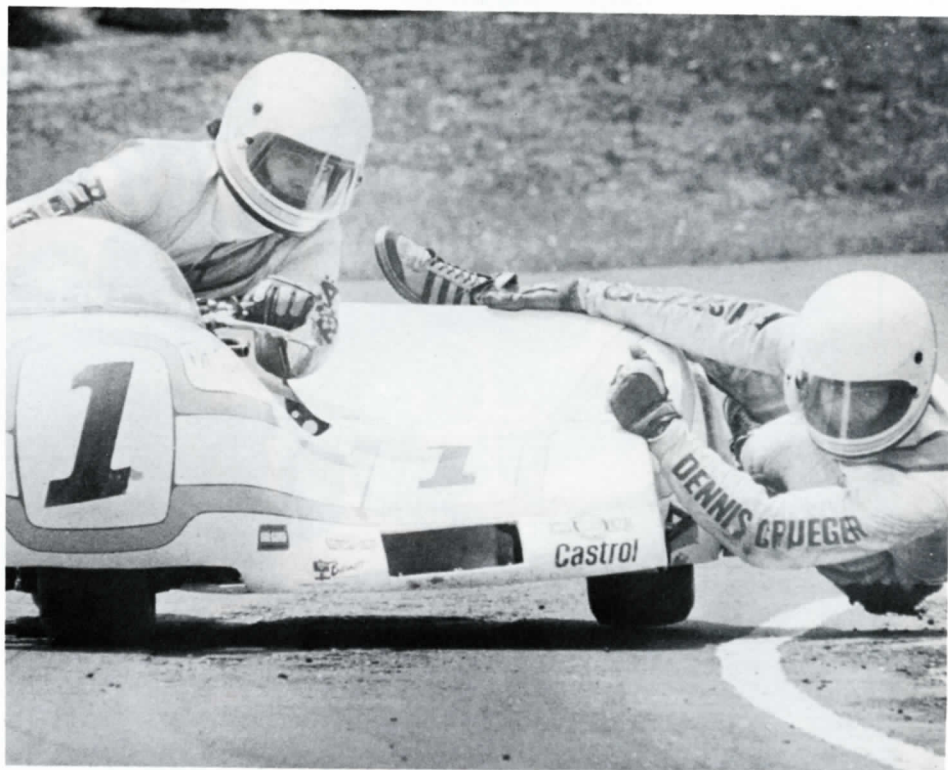
He rolls on hard coming out of the second (left hand) hairpin, and I twitch involuntarily, feeling my movement magnified as the rig steps sideways under acceleration, straightens out, and leaps forward again, pattering over the stutterbumps toward the backstretch esses.

Now it gets to be work—right, left, right-right, left—the turns come at us; and as we clear turn seven (a left) headed uphill, my breath is rasping inside my helmet, and my forearms feel like hot lead. Only a few seconds' rest as I go down to the floor, then back over the wheel cover for the Karussel, a

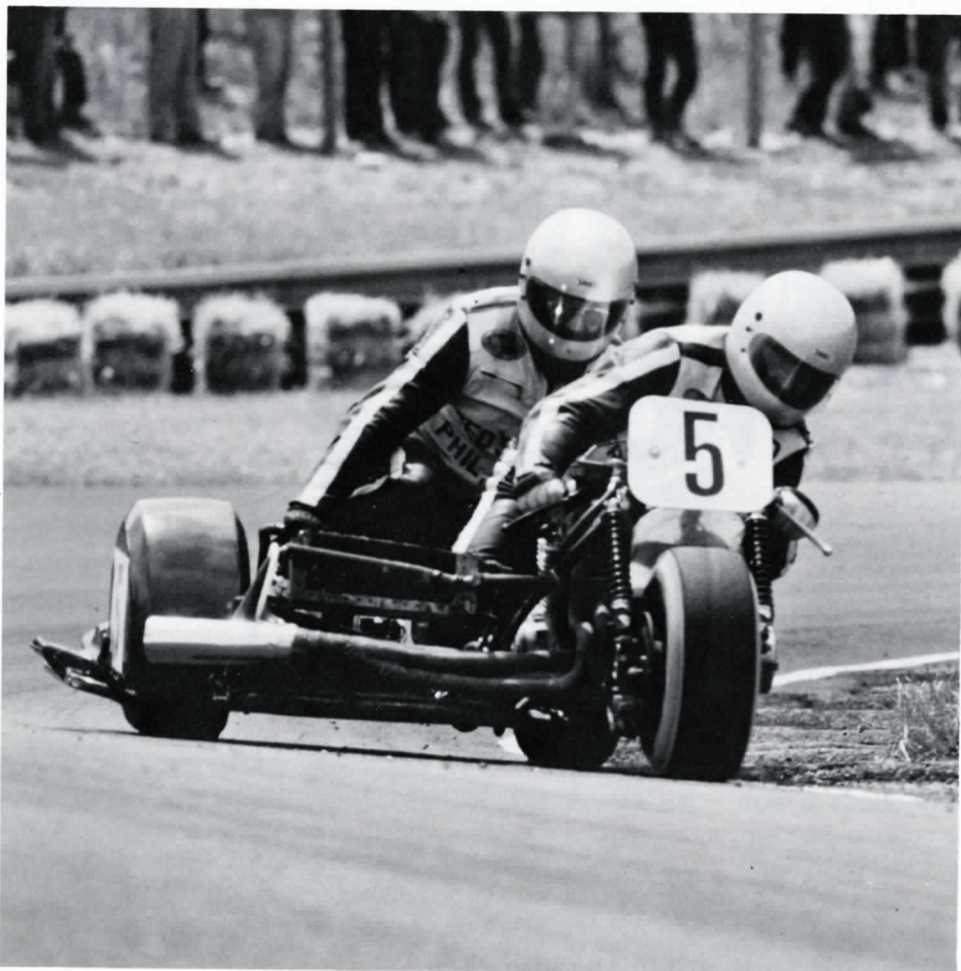
sweeping two-stage buttonhook left that seems to go on forever and tightens up near the end. After that it's hard on the throttle and through the gears, sliding through turn 10 (a full-throttle right) onto the front straight. Now it's back on the floor again, trying to get low out of the wind. One time as I crouched down, one knee slipped from under me. I rolled sideways slightly, and that caused the rig to step about 10 feet across the track. Scary!

Lap two, barely hung on through the back esses, after trying hard to be in the right place at the right time for the previous three turns. I just held the same two grips and shifted from side to side as far as my arms would extend in either direction, praying that was enough. Third lap, I caught some second wind, did a little better, then found my hands were "pumping up" and wouldn't grip or release when I wanted to. About that time, as we hauled out onto the front straight again. I felt this funky breeze about my middle and knew my zipper had parted under the strain. (Gotta lose weight. . . .)

So, the next time I had a hand free (which was halfway back around the circuit) I pounded Lind on the back and



Peter Esaff and Dennis Crueger show us what "Monkeying Around" means during the Side Car Event.



Reaching Speeds Up To 100 MPH While Having Someone Hang On Your Back Is A Common Occurrence In The Side Car Event.

made clutching motions to indicate my grip was giving out. He looked over, nodded, and we coasted into the pits. There was warm beer, and welcome help out of my battered leathers.

My first hot laps in a kneeler were over. You'd think I'd had enough. Well, I know I'm not qualified to ride in the Lind/Hart league. Jack Hart can do one-handed push-ups in the pits, and says when Bruce Lind has the bit in his teeth, he (Hart) can barely hang on.

Still, one of these days I'm going to find a good buddy with more money than common sense (racing hacks are expen-SIVE) and an itch to try two-up teamwork; and we'll train into it together. It's another dream I can file with all the rest. □

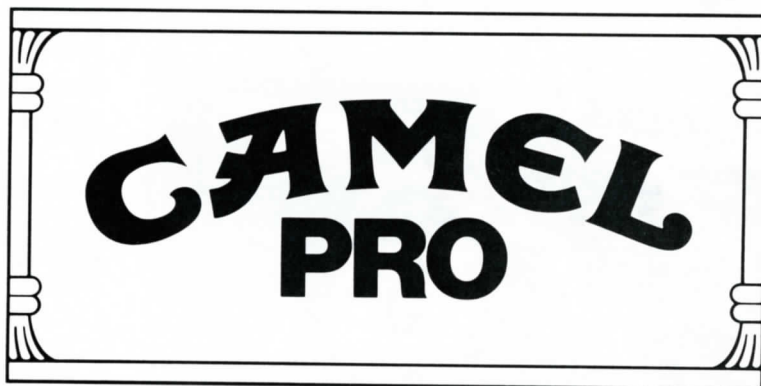
Miss Camel Pros for 1984



Vivian Chadbourne



Beth Moistner



The AMA Camel Pro Series includes 33 dirt track and road race events in 1984, and series sponsor R.J. Reynolds Tobacco Co. will be represented by two Miss Camel Pro Series during the long, nine-month season.

Entering her second year as Miss Camel Pro is Chicago-based model Beth Moistner. Beth will serve as a goodwill ambassador for the Camel Pro Series at most events in the eastern two-thirds of the country. She was new to motorcycle racing in 1983, but has already become quite a racing fan.

"The competition at Camel Pro Series races is really something," Beth said. "It seems that you never know which rider will win until the last turn of the last lap."

New to the Camel Pro team in 1984 is Vivian Chad-

bourne, whose first involvement with AMA racing was as Miss Laguna Seca last season.

"Of all the types of racing we had at Laguna Seca Raceway last year," Vivian said, "the one that impressed me the most was the Camel Pro road race. It's really unbelievable what the riders can do, and I'm looking forward to getting to know all of the dirt track racers as well."

Vivian will represent Camel cigarettes at many 1984 races, including the series' swings to the west coast. She lives on California's beautiful Monterey Peninsula.

Racing fans will be seeing a lot of Beth and Vivian, and we hope you'll give them both warm welcomes at all the Camel Pro races you attend in 1984.

we've earned our stripes!



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HOW FAST ARE THOSE THUNDERING MACHINES GOING?



TO COMPUTE SPEED —

Multiply distance (2.4 miles for one lap, or 2.4 miles times number of laps for race average speed) times 3600 (sec. in one hour). Example: 1 lap = 8640.

Divide above figure by time in seconds. Result is MPH. Example: $2.4 \times 3600 = 8640 \div 90 = 96.00$ MPH.

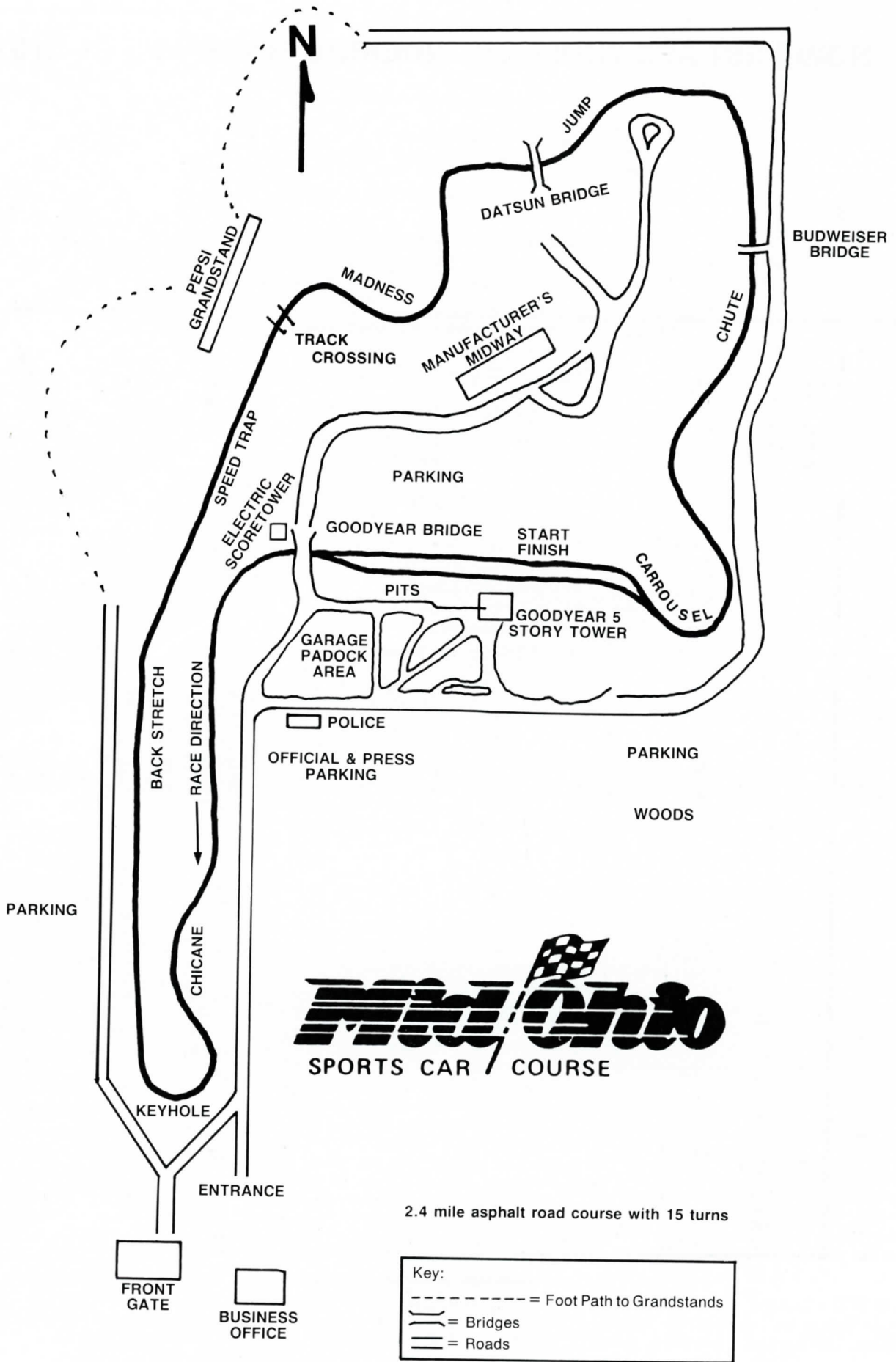


2.4 Mile Timing Chart — Mid-Ohio — Miles per hour in tenths of a second

Min- And Sec.	.0	.1	.2	.3	.4	.5	.6	.7	.8	.9
1-20	108.00	107.87	107.73	107.60	107.46	107.33	107.20	107.06	106.93	106.80
1-21	106.67	106.54	106.40	106.27	106.14	106.01	105.88	105.75	105.62	105.49
1-22	105.37	105.24	105.11	104.98	104.85	104.73	104.60	104.47	104.35	104.22
1-23	104.10	103.97	103.85	103.72	103.60	103.47	103.35	103.23	103.10	102.98
1-24	102.86	102.73	102.61	102.49	102.37	102.25	102.13	102.01	101.89	101.77
1-25	101.65	101.53	101.41	101.29	101.17	101.05	100.93	100.82	100.70	100.58
1-26	100.47	100.35	100.23	100.12	100.00	99.88	99.77	99.65	99.54	99.42
1-27	99.31	99.20	99.08	98.97	98.86	98.74	98.63	98.52	98.41	98.29
1-28	98.18	98.07	97.96	97.85	97.74	97.63	97.52	97.41	97.30	97.19
1-29	97.08	96.97	96.86	96.75	96.64	96.54	96.43	96.32	96.21	96.11
1-30	96.00	95.89	95.79	95.68	95.58	95.47	95.37	95.26	95.15	95.05
1-31	94.95	94.84	94.74	94.63	94.53	94.43	94.32	94.22	94.12	94.02
1-32	93.91	93.81	93.71	93.61	93.51	93.41	93.30	93.20	93.10	93.00
1-33	92.90	92.80	92.70	92.60	92.51	92.41	92.31	92.21	92.11	92.01
1-34	91.91	91.82	91.72	91.62	91.53	91.43	91.33	91.24	91.14	91.04
1-35	90.95	90.85	90.76	90.66	90.57	90.47	90.38	90.28	90.19	90.09
1-36	90.00	89.91	89.81	89.72	89.63	89.53	89.44	89.35	89.26	89.17
1-37	89.07	88.98	88.89	88.80	88.71	88.62	88.52	88.43	88.34	88.25
1-38	88.16	88.07	87.98	87.89	87.80	87.72	87.63	87.54	87.45	87.36
1-39	87.27	87.18	87.10	87.01	86.92	86.83	86.75	86.66	86.57	86.49
1-40	86.40	86.31	86.23	86.14	86.06	85.97	85.88	85.80	85.71	85.63
1-41	85.54	85.46	85.38	85.29	85.21	85.12	85.04	84.96	84.87	84.79
1-42	84.71	84.62	84.54	84.46	84.37	84.29	84.21	84.13	84.05	83.97
1-43	83.88	83.80	83.72	83.64	83.56	83.48	83.40	83.32	83.24	83.16
1-44	83.08	83.00	82.92	82.84	82.76	82.68	82.60	82.52	82.44	82.36
1-45	82.29	82.21	82.13	82.05	81.97	81.90	81.82	81.74	81.66	81.59
1-46	81.51	81.43	81.36	81.28	81.20	81.13	81.05	80.97	80.90	80.82
1-47	80.75	80.67	80.60	80.52	80.45	80.37	80.30	80.22	80.15	80.07
1-48	80.00	79.93	79.85	79.78	79.70	79.63	79.56	79.48	79.41	79.34
1-49	79.27	79.19	79.12	79.05	78.98	78.90	78.83	78.76	78.69	78.62
1-50	78.55	78.47	78.40	78.33	78.26	78.19	78.12	78.05	77.98	77.91
1-51	77.84	77.77	77.70	77.63	77.56	77.49	77.42	77.35	77.28	77.21
1-52	77.14	77.07	77.01	76.94	76.87	76.80	76.74	76.66	76.60	76.53
1-53	76.46	76.39	76.33	76.26	76.19	76.12	76.06	75.99	75.92	75.86
1-54	75.79	76.72	75.66	75.59	75.52	75.46	75.39	75.33	75.26	75.20
1-55	75.13	75.07	75.00	74.93	74.87	74.81	74.74	74.68	74.61	74.55
1-56	74.48	74.42	74.35	74.29	74.23	74.16	74.10	74.04	73.97	73.91
1-57	73.85	73.78	73.72	73.66	73.59	73.53	73.47	73.41	73.34	73.28
1-58	73.22	73.16	73.10	73.03	72.97	72.91	72.85	72.79	72.73	72.67
1-59	72.61	72.54	72.48	72.42	72.36	72.30	72.24	72.18	72.12	72.06
2-00	72.00	71.94	71.88	71.82	71.76	71.70	71.64	71.58	71.53	71.46
2-01	71.40	71.35	71.29	71.23	71.17	71.11	71.05	70.99	70.94	70.88
2-02	70.82	70.76	70.70	70.65	70.59	70.53	70.47	70.42	70.36	70.30
2-03	70.24	70.19	70.13	70.07	70.02	69.96	69.90	69.85	69.79	69.73
2-04	69.68	69.62	69.57	69.51	69.45	69.40	69.34	69.29	69.23	69.18
2-05	69.12	69.06	69.01	68.95	68.90	68.84	68.79	68.74	68.68	68.63



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OAK HILL COTTAGE: “SHANE’S CASTLE”

By MICHELLE TRUEMAN

Oak Hill Cottage, better known as “Shane’s Castle” to Louis Bromfield and his readers, is one more part of history lending itself to Richland County. Abundant in Victorian atmosphere and heritage Oak Hill has been a place of intrigue for many over the years. During the past ten years the interest in Oak Hill has grown and powered the restoration movement currently taking place.

The cottage was completed in 1847 and has weathered time, marked as an architectural masterpiece of its time. Pulitzer prize winning author Louis Bromfield spent time at Oak Hill as a child. Bromfield’s memories of the home were the basis for “Shane’s Castle” in his 1924 work “The Green Bay Tree.”

Oak Hill Cottage was originally owned by John Robinson who purchased the land in 1844 from Ed-

ward Wilkinson. The cottage and land were later purchased by Dr. Johannas A. Jones in 1864. Jones was a successful doctor who traveled the United States advertising his special techniques and selling his tonic called Peruna. A native of Mansfield Bromfield was a nephew of Dr. Jones’ wife.

The end of the Victorian period and entrance into the twentieth century marked the end of Oak Hill’s upkeep. However, the past fifteen years have changed the decaying status of Oak Hill and its farm land. In 1970 Oak Hill was opened to the public for three weekends. The crowds were outstanding, visitors came from all over the state to view the interior of the astonishing house. At the time little had been done toward restoring the cottage. In was in 1969 that Oak Hill was registered in the United States Department of Interior’s “National Registry of Historic Sites.”

Currently a great effort is going

toward fully restoring the cottage. A vast amount of work is required along with a lot of money. Several items need to be purchased in order to decorate the cottage as it once was. Period carpet, wallpaper and drapes are among the interior needs.

The Victorian furnishing on the first floor and in the bedrooms on the second floor lend an atmosphere which recreates the feeling of luxury and good living of the past century. Nothing is to be moved to another location. It will some day be easy to imagine the home on Oak Hill surrounded by ten acres of lush farm land, with a view of the countryside.

Richland County is sponsoring a Restoration Fund. Both gifts and donations have aided in the restoration of Oak Hill Cottage. For more information contact the Richland County Historical Society. □

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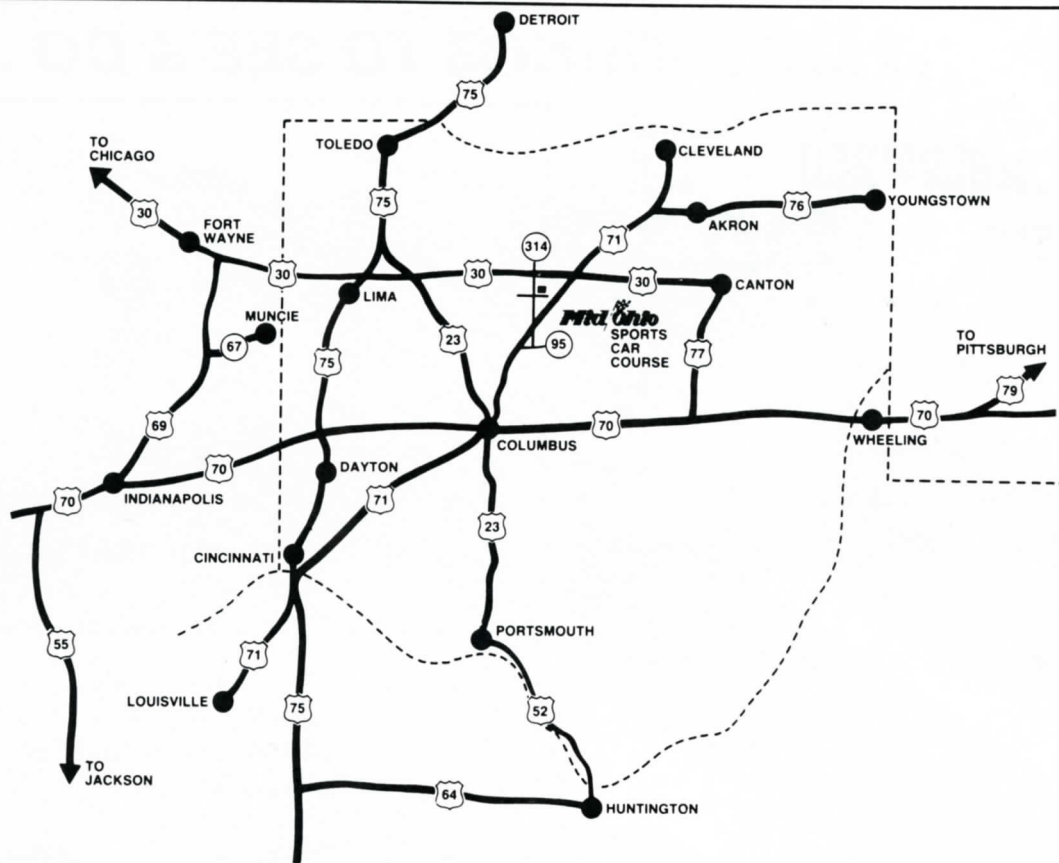
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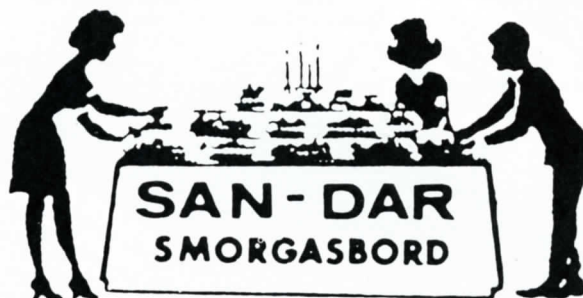
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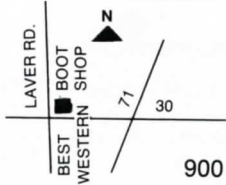


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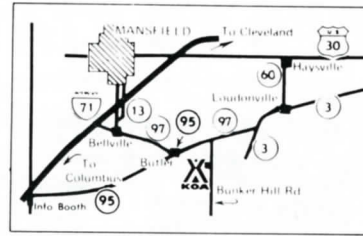
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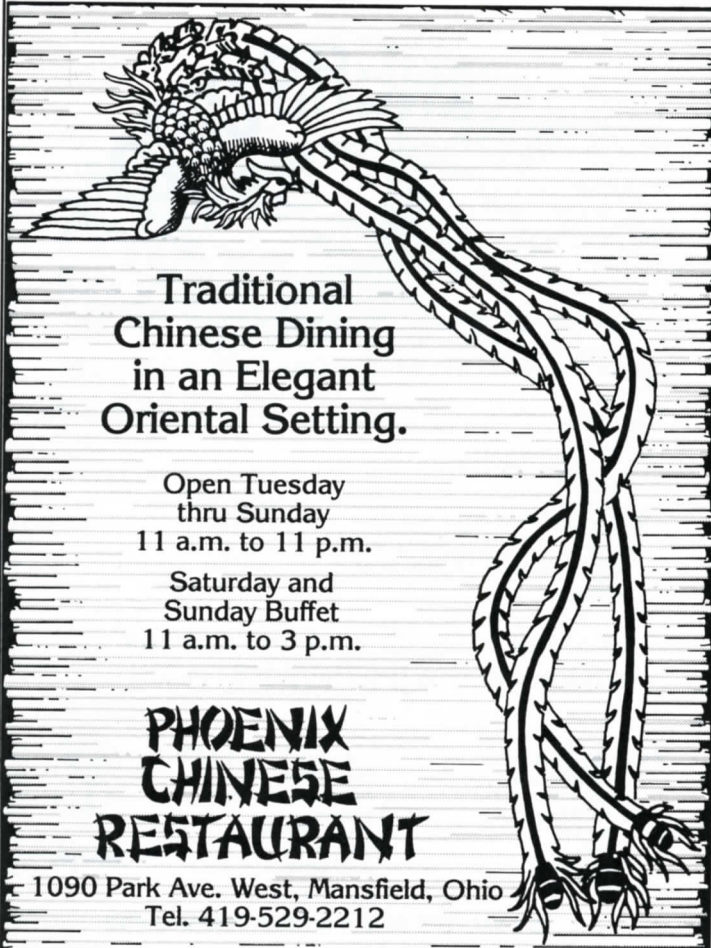
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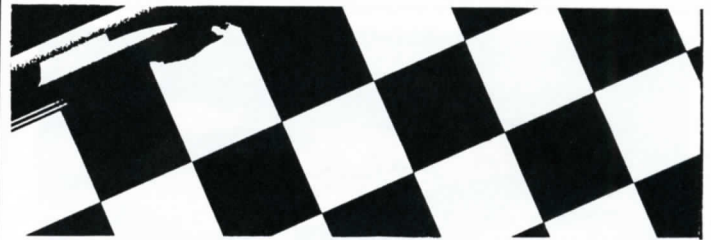
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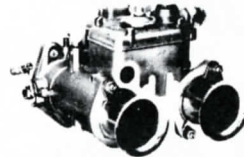
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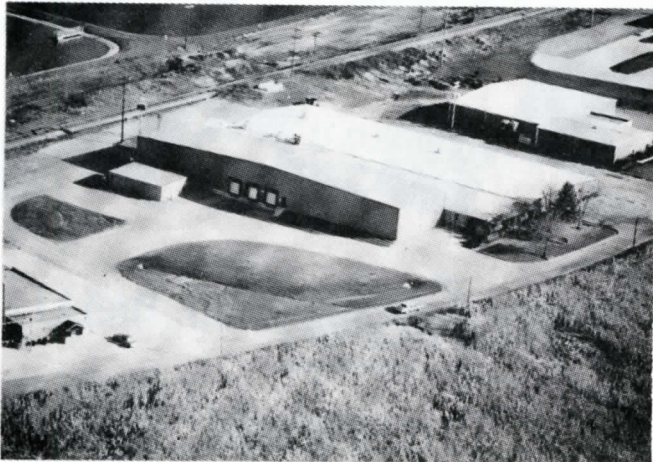
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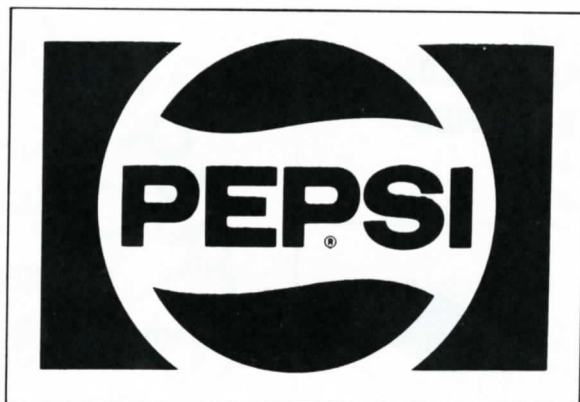


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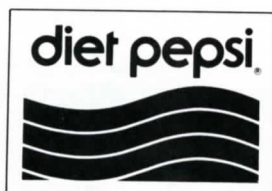
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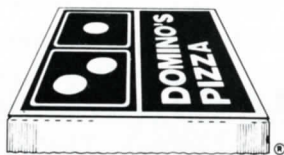
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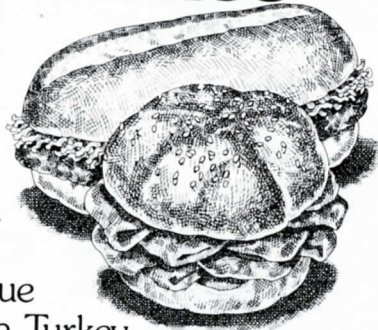
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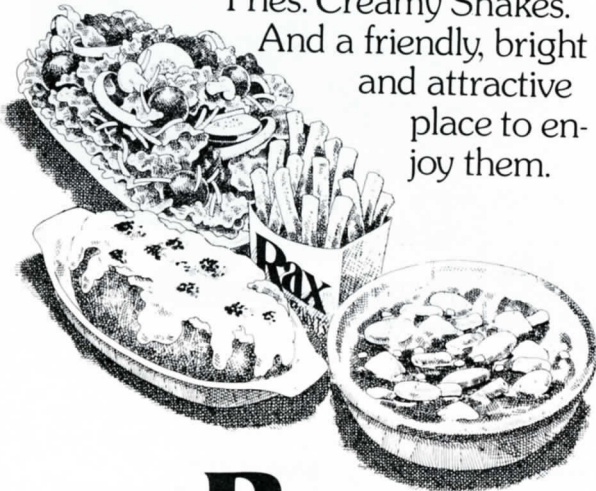
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MEET MISS MID-OHIO 1984

JILL YERKEY



Meet Jill Yerkey, the new Miss Mid-Ohio of 1984. Jill has become a favorite at Mid-Ohio with her cheerful attitude and was the unanimous choice to reign as this year's celebrity.

Jill is nineteen years old and will be a sophomore at Wittenburg University in Springfield, Ohio. She is an honor student and worked in the school library during the recent year.

The attractive brown hair, hazel eyed beauty is no stranger to Mid-Ohio as she has worked at various jobs around the track for the past six years.

As Miss Mid-Ohio, Jill will be presenting trophies to the winners of this season's races in victory lane. She will also represent Mid-Ohio in other activities around the area and appear in the Miss Ohio Pageant Parade.

A 1983 graduate of Ontario High School, Jill was an honor student, listed in "Who's Who" and sang in the concert and show choirs. She was also a member of the Golden Girls Drill Team and was crowned football homecoming queen.

Jill had the pleasure of being selected as a member of the All-American Drill Team and performed at the 1983 Hula Bowl. To become a drill team member, Jill had to pass a performance audition against students from across the United States.

Jill is interested in humanitarian endeavors and is contemplating majoring in creative writing. Currently, the young miss serves as chapter vice-president of the "Mobilization for Animal Rights" and is a member of the Cousteau Society and World Hunger Year.

BE A PART OF THE WEEKEND'S EVENTS. CONTACT MID-OHIO'S ENTHUSIASTIC STAFF FOR DETAILS!

TRACKSIDE ENTERTAINMENT

As you look around today you may see some beautiful tents decorated with a particular company's banners, flowers, tables, chairs and people enjoying themselves together at the races. These party areas have become a popular way for companies, clubs or just friends to spend a day at the races.

Mid-Ohio has the facility to stage a hospitality tent for groups as small as 25 or as large as 5,000.

All the details from catering, to tent set-up and beverage service is handled by Mid-Ohio's staff. We guarantee your guests will be treated to a memorable day of racing.

If you need a facility during the week to host a club meeting or a company function, we are able to set these up also. Contact Wendi Wertz for Trackside Entertainment package at 614/876-3354.

P.A. SCORETOWER

See Your Name in Lights!

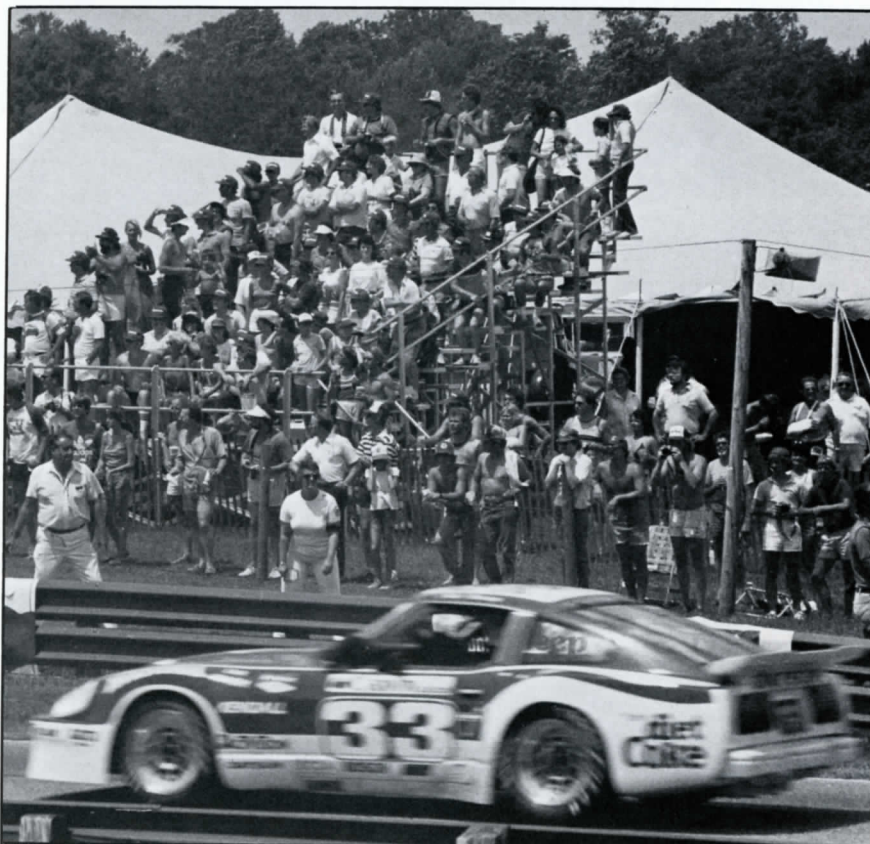
Mid-Ohio's new three-sided scoring tower features the latest computerized message and graphics system to give your message excitement and impact. Not only can up-to-the-minute racing action be read throughout the day, but also we invite you to advertise your product, say happy birthday or anniversary. Your message can remain static or move across the scoreboard in a ticker-tape manner. Messages are available in 30-60 second increments. For more information call David Wible at 614/876-3326.

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Be sure to visit the numerous display booths in our manufacturers midway. At the midway you can talk directly to the manufacturer, sample merchandise see demonstrations, or participate in fun contests for prizes.

The Mid-Ohio midway is the perfect setting for the display of motorsport related products.

If you are interested in participating in this area at one of our later dates, be sure to call Tom Silcott for tent and display areas at 614/876-3353.





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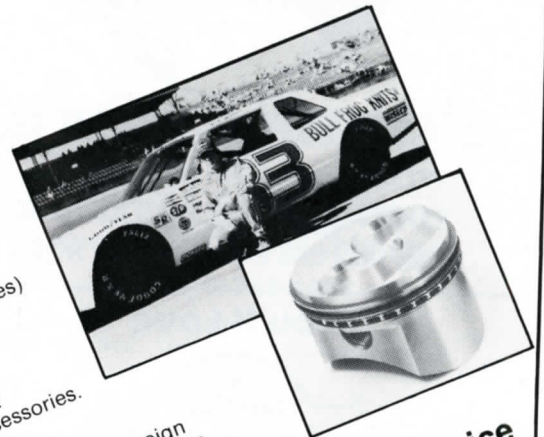
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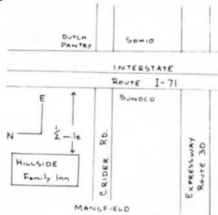
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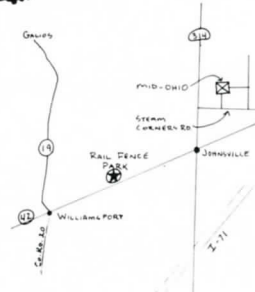
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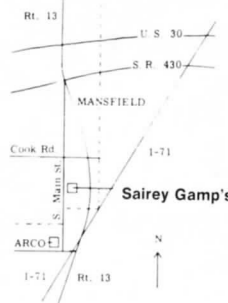
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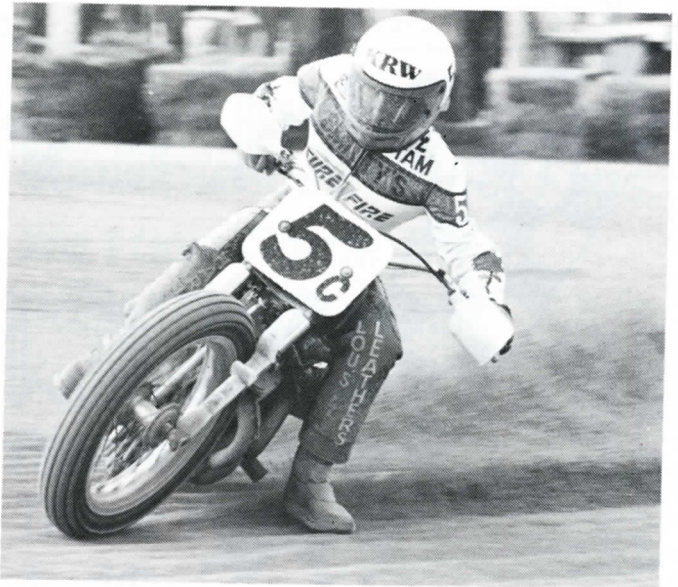
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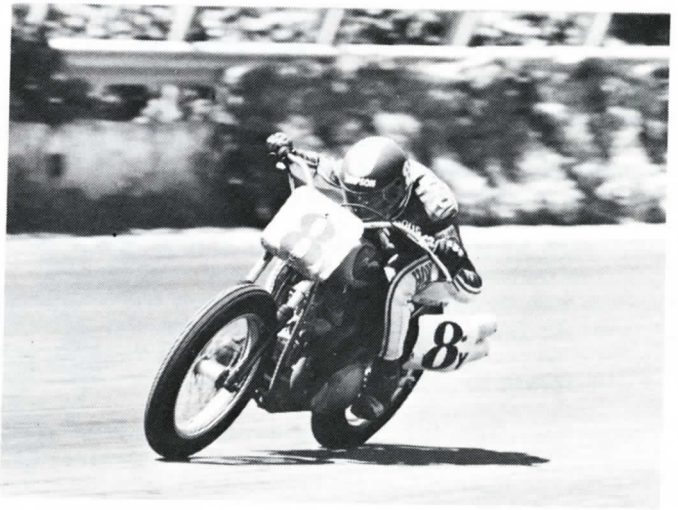


Randy Goss (No. 6) won his second title.

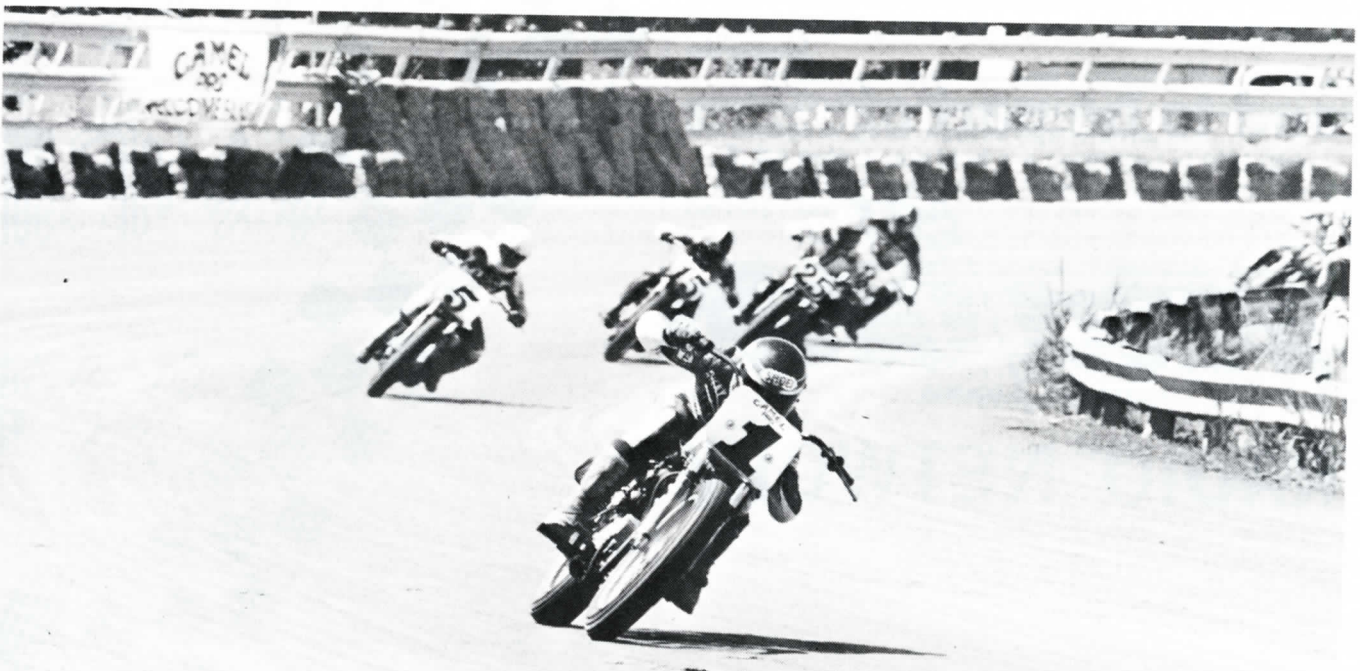


Tammy Kirk was the first female ever to make a Camel Pro main event.

1983 Achievers



1983 Camel Pro Rookie of the Year Doug Chandler.



1982 Camel Pro champion Ricky Graham won five nationals but he lost his title to Randy Goss by eight points.



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4. 1,170	(130)	1,300	4. 150
5. 1,010	(110)	1,120	5. 135
6. 820	(90)	910	6. 120
7. 745	(80)	825	7. 110
8. 665	(70)	735	8. 100
9. 620	(65)	685	9. 95
10. 570	(60)	630	10. 85
11. 505	(55)	560	
12. 475	(50)	525	
13. 460	(50)	510	
14. 445	(45)	490	
15.		440	
16.		420	
17.		405	
18.		385	
19.		370	
20.		350	

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2. 920
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8. 350
9. 325
10. 290
11. 265
12. 250
13. 245
14. 235
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2. 655
3. 455
4. 405
5. 355
6. 300
7. 270
8. 245
9. 230
10. 205
11. 190
12. 180
13. 175
14. 170
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2. 225
3. 165
4. 150
5. 135
6. 120
7. 110
8. 100
9. 95
10. 85

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TIMED PRACTICE PAYS: Fastest Time—\$200; 2nd place \$100; 3rd place \$50

IMPORTANT—IN ORDER TO BE ELIGIBLE FOR CAMEL PRO SERIES POINT FUND MONEY, A RIDER SHALL DISPLAY THE CAMEL PRO SERIES EMBLEM ON THE CHEST OF HIS UNIFORM AND A STICKER ON THE MOTORCYCLE RIDDEN BY HIM IN A PROMINENT POSITION ON THE VEHICLE.

For Your Safety and the Convenience of Other Fans, We Have Some Brief Rules That We Ask You To Observe. Please, and Thank You!

WARNING! Auto Racing is spectacular and exciting, but can be dangerous.

1. Spectator camping is permitted only in self-contained units such as motorhomes, and is permitted only in the designated camping area.

2. Mid-Ohio's gates open at 7:00 AM Saturday and 6:00 AM Sunday. All spectators must be off the premises by 8:00 PM when the gates are locked.

3. All parking must be 20 feet back from the fences—or as designated. Please follow signs and the directions of parking marshals.

4. Speed limit in all spectator areas is 20 mph.

5. Mini-bikes, scooters, motorcycles and all-terrain vehicles are not permitted in the paddock or pits. All such vehicles operated in spectator areas must be legal for operation on Ohio's public roads, and must be operated by a licensed driver. Continuous riding or operation is not allowed.

6. Scaffolding is not allowed. All platforms must be permanently mounted on truck beds not more than 6 feet high, and incapable of being elevated. Do not block the view of others.

7. To preserve Mid-Ohio's family atmosphere, profanity and drunkenness will not be tolerated. If you are bothered by your neighbors, please report them to track security personnel.

8. Corner personnel are well-trained to deal with emergencies. Under no circumstances are spectators to cross the fences or go on course at any time.

9. No pets of any kind are permitted at Mid-Ohio.

10. Climbing or sitting in trees is not allowed. No trash barrels may be overturned to use as viewing platforms. No areas may be roped off unless authorized by Mid-Ohio staff. No tents may be tied down to spectator fences, and therefor removing free spectator access along fence lines. No tents may be erected on the amphitheater mounds.

11. All campfires must be contained in grills—do not dig holes or burn fires on open ground. All fires must be extinguished, then drowned or smothered, when you are through with them.

12. No vehicle with a total weight exceeding 6000 pounds is allowed to cross the start-finish straightaway vehicle bridge.

If you violate any of these rules, security personnel will request you to correct the situation. Failure to do so could result in your non-refundable expulsion from the premises.

HOW RIDERS SCORE CAMEL PRO SERIES POINTS

WESTERVILLE, Ohio—Over the past four seasons, the American Motorcyclist Association (AMA) Camel Pro Series has been the most competitive motorsports series in the world.

Since 1980, successive series championships have been determined in the final race of the year by margins of one, five, two and eight points.

After winning Camel Pro titles by one point in 1980 and eight points in 1983, Randy Goss of Hartland, Michigan, fully realizes the importance of running competitively every week, and never giving up. "Even when things are going bad and you don't feel 100 percent, you have to hang in there and get as many points as possible," Goss

says. "You never know when a 14th-place finish early in the year could end up being the difference between winning the championship and being second.

Each AMA Camel Pro Series National event pays points to the top 14 finishers in the featured race. No points are paid for time trials or qualifying events. Camel Pro Series points are awarded according to the following schedule:

1st —20	6th—9	11th—4
2nd—16	7th—8	12th—3
3rd—13	8th—7	13th—2
4th—11	9th—6	14th—1
5th—10	10th—5	

Points accumulation throughout the year determines the AMA's Camel Pro Champion in a series that has run con-

tinuously since 1954.

For top riders like two-time Grand National Champion Goss, the goal every week of the racing season is to pick up 20 points for a National victory. For others, there's a constant struggle just to qualify for National events.

Qualifying for road race Nationals is conducted in one of two ways:

1. Riders are gridded according to lap times in official qualifying sessions.
2. Riders are gridded according to finish positions in one of two five-lap qualifying races.

Starting fields for road race Nationals range from 30 to 80 riders, depending on the length of the track and various safety considerations.



1984 CAMEL PRO POINT STANDINGS



POS.	NO.	NAME	POINTS	POS.	NO.	NAME	POINTS
1	3	Ricky Graham	227	47	C17	William Davis	9
2	1	Randy Goss	219	48	79	Henry DeGouw	9
3	10	Doug Chandler	178	49	80	Rich Arnaiz	8
4	11	Scott Parker	166	50	23	Lance Jones	8
5	12	Ted Boody	155	51	141	Jeff Haney	8
6	67	Bubba Shobert	153	52	192	David Schlosser	8
7	44	Alex Jorgensen	118	53	27	Richard Oliver	8
8	18	Terry Poovey	103	54		Billy Herndon	8
9	43	Mike Baldwin	97	55	38	Robert Crabbe	7
10	14	Hank Scott	87	56	39	Rod Sullivan	7
11	42	Steve Morehead	83	57	31	Dan Ingram	7
12	32	Pete Hames	80	58	12	Ricky Orlando,	7
13	5	Gary Scott	61	59	23	Dave Emde	6
14	95	Scott Pearson	61	60	61	Hap Eaton	6
15	34	Wes Cooley	58	61	26	James Adamo	6
16	8	Steve Eklund	56	62	Q85	Dan Bennett	6
17	17	Jim Filice	56	63	45	John Williams	6
18	93	Richard Schlachter	55	64	42	John Long	5
19	96	Randy Renfrow	54	65	50	John Bettencourt	5
20	25	Jon Cornwell	42	66	30	Don Greene	5
21	2	Kenny Roberts	40	67	77	Peter Hook	4
22	9	Jay Springsteen	39	68	92	Rodney Farris	4
23	46	Doug Brauneck	37	69	123	Mark Shelton	4
24	53	Tim Mertens	35	70	37	Jeff Johnson	4
25	16	Ronnie Jones	33	71	40	Matt Rozowicz	4
26	15	Garth Brow	28	72	X2	Bryan Hardin	4
27	13	Mickey Fay	24	73	35	Kurt Lentz	4
28	47	Art Robbins	23	74	35	Kurt Lentz	4
29	25	Nick Richichi	22	75	60	Sammy Sweet	3
30	24	Rueben McMurter	22	76	56	Kerry Bryant	3
31	24	Randy Green	21	77	62	William Knott	3
32	50	Fran Brown	21	78	65	Randy Texter	3
33	7	Randy Mamola	16	79	N27	Kenny Tolbert	3
34	19	Freddie Spencer	16	80	78	Bruce Lind	3
35	68	Gregg Smrz	15	81	52	Chris Evans	3
36	53	Dan Chivington	14	82	72	Terry Hampton	3
37	22	Miles Baldwin	13	83	90	Michael Hillely, Jr.	2
38	51	Mike Garrison	12	84	39	Steve Arnold	2
39	30	Tom Maitland	12	85	W81	Duane Gerrard	2
40	30	Uri Bergbaum	12	86	29	Sam McDonald	2
41	76	Richard Chambers	12	87	47	Eric Rausch	2
42	21	Eddie Lawson	11	88	41	Carry Andrews	1
43	43	Mike Gilkey	11	89	91	Scott Drake	1
44	27	Rich Arnaiz	10	90	84	Jay Beach	1
45	33	Steve Gervais	10	91	44	William Himmelsbach	1
46	22	Keith Day	10	92	89	Kevin Monahan	1

Freddie Spencer...

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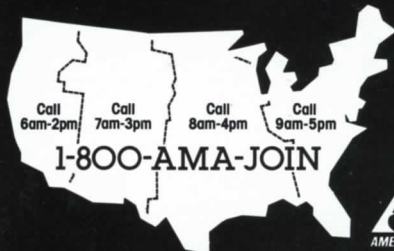
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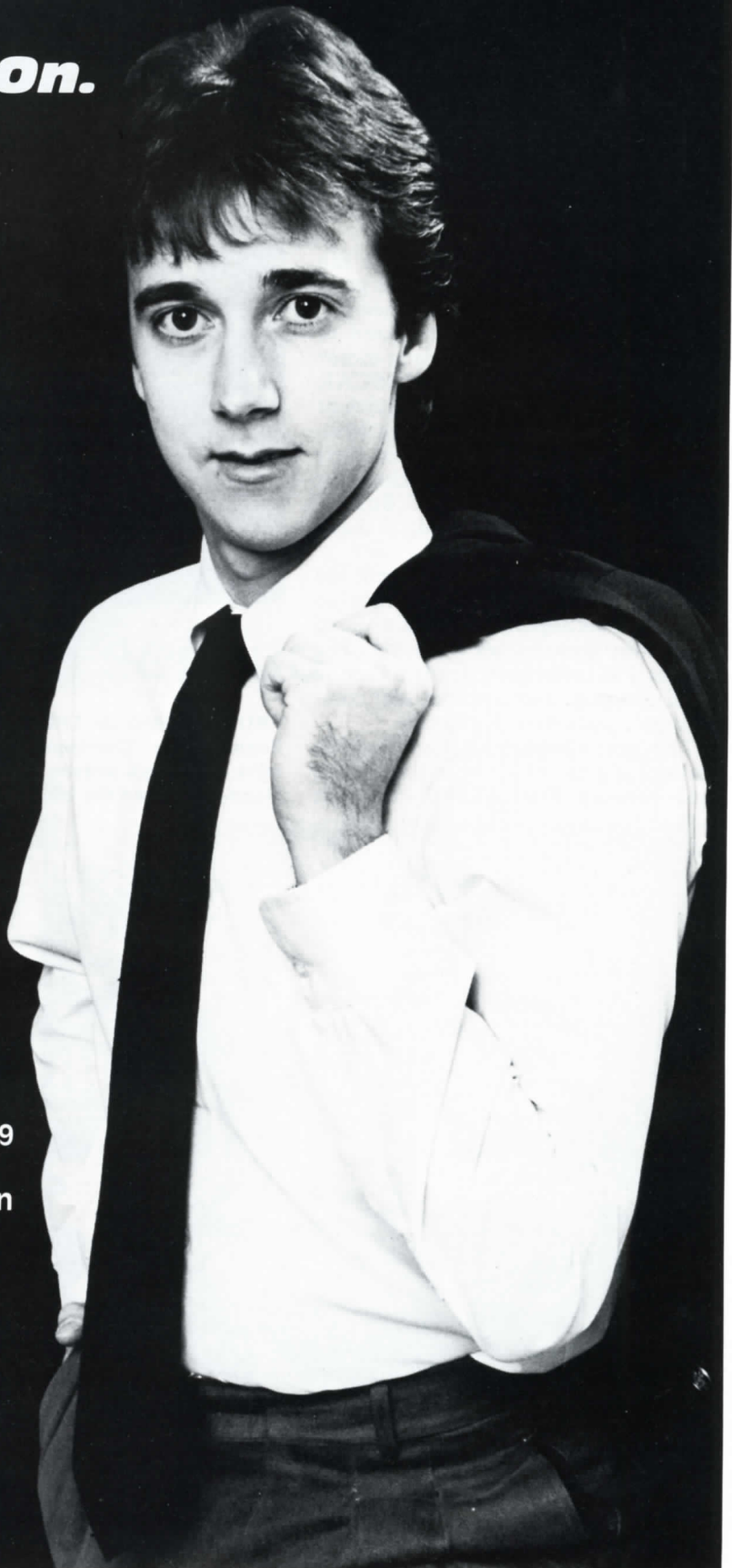


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1983 500cc World Road Racing Champion**



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By DAVID WIBLE

Superbike racing in the United States is a huge favorite with spectators because even though the cycles are seriously modified, they have their roots with a production motorcycle. It is this fact that makes the Wiseco Superbike 100 one of the highlights of the AMA (American Motorcyclist Association) Camel Pro Super Cycle Weekend, at the Mid-Ohio Sports Car Course.

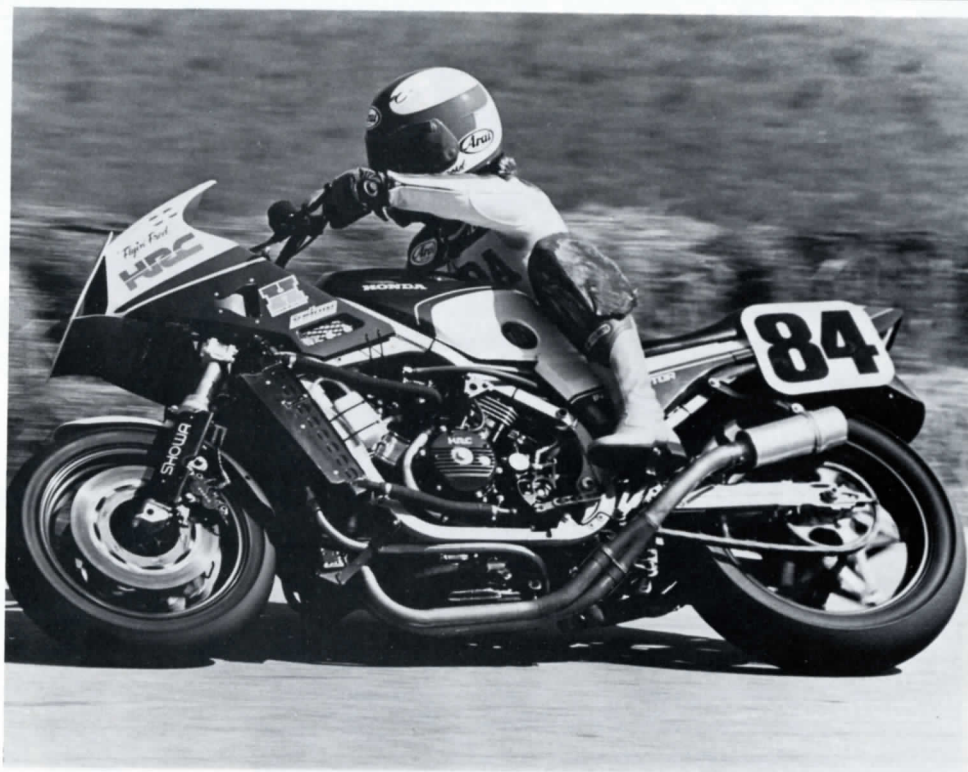
Superbike racing, one may say, is the NASCAR of motorcycles, with Superbikes being the "stock cars" of two-wheelers.

The association with what the fan may have at home in the garage gives them a mental closeness to the men riding the racing versions. This kind of kinship always breeds success in motor racing—just look at the NASCAR stockers which are as close to a Buick or a Chevrolet as they are to a Big Mac. The fans know this deep within their hearts, yet they stand up and cheer for anybody with the word "Buick" painted on their car's hood, if that's what they drive themselves.

Last year the AMA reduced the engine displacement from 1000cc to 750cc, but the Superbikes remain one of the fastest motorcycles in racing. The Honda 750 Interceptor tends to be the dominant manufacturer, but stiff competition comes from Kawasaki.

This year's Superbike championship features a great two-way battle for the lead between Fred Merkel and Sam

WISECO SUPERBIKE 100



FROM ROOKIE OF THE YEAR TO SUPERBIKE CHAMPION: Fred Merkel and his Team Honda "Interceptor" model Superbike are just one victory away from more wins in a single season than any other rider in the past. The 155mph-plus No. 84 Honda has been the bike to beat all season long.



THE PICTURE TELLS IT ALL FOR "1984": A pair of aces for Team Honda in 1983 World Champion Freddie Spencer and 1984 Superbike champ Fred Merkel. Both riders have scored Superbike class wins on their Honda Interceptor models this season in National road racing events.

MacDonald, both riding Hondas. Currently, Merkel holds a slim 20 point lead with three races left.

Defending Mid-Ohio/Wiseco Superbike 100 champion, Steve Wise, has retired from the sport.

This 1984 Wiseco Superbike 100 is the second time the Superbikes have raced at the 2.4 mile, 15-turn Mid-Ohio road course and the second year Wiseco has sponsored the event.

Wiseco Piston is a major manufacturer of forged pistons throughout the world. Specializing in high-performance and racing pistons, Wiseco is one of the world's largest manufacturers of aftermarket forged pistons. Wiseco's major markets include motorcycles, automotive, snowmobiles, ATV, and go-karts. Located in Mentor, Ohio, twenty miles east of Cleveland, Wiseco employs the latest in computerized production techniques and is a fully self-contained manufacturing facility.

Sam MacDonald, who is currently second in the Superbike championship, is sponsored by Wiseco as is Jimmy Adamo, one of the leading riders in the Battle of the Twins cycle series. □

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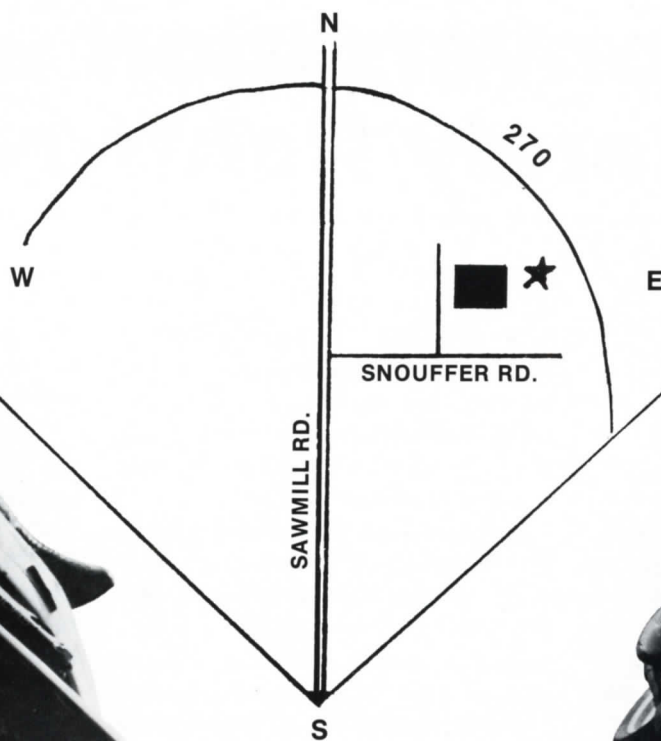




Photo by Eric Wickstrom

A Conversation with Randy Renfrow

By Dave Nees

Randy Renfrow of Stafford, Virginia was the AMA Formula II National Champion in 1983. Randy is also manager of Cycle Sport — Springfield, an area Yamaha motorcycle dealership, and a MARRC member. Randy, a past amateur motorcross racer got into road racing through WERA, riding production machines. He wound up tying World Champion, Freddie Spencer's record of four WERA national titles in one season before going into AMA pro racing. In only his second year of riding the

Yamaha TZ250 Formula II machine, Randy won the national title. For 1984, Randy purchased a Honda 500 cc racer to contest the AMA Formula I national championship series.

We talked to Randy in between Road America at Elkhart Lake, Wisconsin where he finished fourth, and Loudon, New Hampshire.

Dave: Randy, you've gone from a TZ250 Yamaha to the 500 cc Honda, what are the differences that stand out in riding the machine?

Randy: Lets start with the production bikes; they're lots of fun to ride, you can get away with a lot of things — being a little loose and sloppy. You can slide them and pitch them into corners in a way the G.P. race bikes won't allow. When I went to the TZ250 Yamaha, I went a step away from that. It was not quite as much fun to ride; there were things I could do on street bikes, I couldn't get away with on the Yamaha. It was a better weapon or tool for the job — you could go faster on the TZ than on the production bike, but it was in all honesty not as much fun to ride. The

500 Honda is another step away from fun and another step towards the twilight zone, so to speak.

The machine feels more dangerous, things happen a lot faster on this machine, and of course you're going a lot faster. The bike responds a lot faster to your inputs; the bike slips around a lot more than anything I've ever ridden and just feels more dangerous. At the same time the machine allows you to do everything better than anything else I've ever ridden. You can go around corners faster, which means you have to enter them faster. It accelerates much harder. It responds to rider inputs with a lot more precision and speed. It is the only machine I've ever ridden that has an excess of brakes. You can do anything you want with the brakes. It will lock the wheel, or it will stand the bike up.

Dave: The bike requires a greater amount of precision on the rider's part. . . .

Randy: That's it exactly. There is no going into a corner and not having your body in the correct position. You have to respond one step faster and all your inputs have to be smooth and precise. The machine will not tolerate any heavy handedness.

Dave: Let's go back to Daytona. You went there in March with your new racer, never having ridden a 500 cc G.P. bike, was it hard to get used to it?

Randy: I went down there thinking the Honda would not be significantly different than my 250 Yamaha. When I got on the 250, it was a big adjustment to ride something that handled that quickly and that precisely and twitched and moved around as much as that machine did. The 500 magnified all of that and the acceleration was the biggest adjustment. I spent the first day just adjusting to the acceleration. It was hard to control your body — to keep your body in position.

Dave: Is it physically more tiring to ride the 500?

Randy: It's a little more tiring. You have to adjust and learn to reposition your body to deal with the acceleration. I have learned to handle

the acceleration without wearing myself out. The 250, which accelerates as fast as the fastest street bikes, could be handled in a more relaxed manner. The 250 didn't, however, snap your body and try to move you around and out of position as the 500 does. You have to push forward to keep yourself in position.

At first I couldn't imagine doing anything but holding on when the 500 accelerated. I remember Roberts, on the second day of practice coming out of turn one and turning around to look back at me as he accelerated away. I was still having trouble just accelerating the machine and keeping everything under control. I couldn't imagine being able to do that. Now I can accelerate, take one hand off the bar and turn around to look at what's behind me.

Dave: What are your thoughts on Formula I racing?

Randy: Formula I is so intense as it stands; something needs to be changed. Either to pay enough and be arranged in such a fashion that there can be a certain number of true Formula I professionals, or it needs to be tailored around the privateer, so that the privateer can compete. I feel a little snowed under this year. I feel that there are only a couple of people able to bring the level of professionalism to Formula I that it takes to do really well — meaning to consistently place in the winners circle.

Dave: Is the problem the lack of money in road racing?

Randy: It appears to be. If we had \$150,000, we could bring a level of professionalism to the series that would allow us to place consistently in the top three — given enough rider ability. I'm not sure that we can do that now, assuming enough rider ability.

We're out of the era in Formula I where a part time commitment or a commitment where money is not a big factor will allow you to do well. You have to spend, not a fortune, but be willing to spend freely, right away to meet the needs of the moment and not put it off — or you fall behind. For example, there must be \$3,000 worth of alternate transmission gears for the 500 Honda, and some teams

have them all.

Dave: You finished fourth at Elkhart Lake, how was the weekend?

Randy: We broke the transmission in the first practice and spent the whole time, right up to the race getting the bike repaired. I had to talk the promoter into exercising his "promoter's option" to get me on the grid, as I hadn't qualified. So I started last and cold. I was closing on Richie Schlachter when the race ended.

Dave: Any "moments" in the race — things that stand out?

Randy: One. It was late in the race, I was closing on Schlachter. I was moving my brake point in this one 115 mph corner two or three feet closer each lap and I finally got in a little too hot. I set the bike into the corner and felt that I was too hot. I also felt my body wasn't positioned quite right. I was telling myself to not tense up or there would be trouble, when a tremendous wind gust straightened the bike right up. I definitely tensed up then and forced the bike abruptly back down at which point the front end started sliding out.

Dave: At 115 mph?

Randy: Right. I was thinking, "Oh ___t! Don't panic, don't wrestle it, just a light touch and ride it out," and "geez, so close to the finish." Well, I recovered and went on. But you know during the race I was sliding or pushing the front end maybe eight to ten times — not so severely, though. That's how you have to ride. And when you do a corner right with that bike it's neat because you sling shot through it so fast.

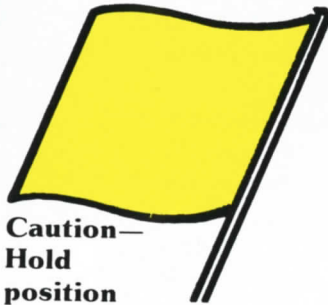
Dave: How about the rest of the season?

Randy: Well, I'm a bit down about the time and money commitment we're up against with some of the teams. We're all part time in the sense we all have other jobs. But we'll go at the series as hard as we can. I hope the limit of our success is not dictated by the limits of time and money we can bring to the series effort, but I fear that may be the case. But we'll stay out there as a team, doing our best. □

HERE'S WHAT THOSE FLAGS MEAN



Go—Track is clear.



Caution—Hold position



Go to pits for consultation



Stop



Move over—Faster car behind you



Track is wet or oily



Emergency vehicle on course. Also, one lap to go for CART race.



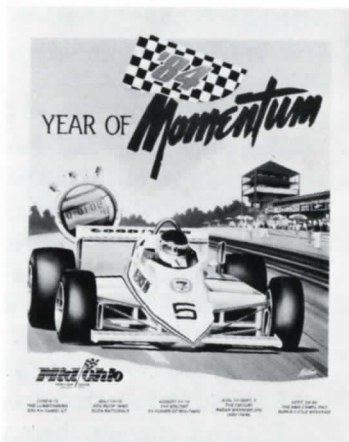
Finish

Some flags for motorcycle races are different. The AMA uses a white flag with a red cross for emergency situation warnings, a light blue flag as the "Move over" signal, and a half red/white one telling riders to hold their position.



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MID-OHIO . . . "THE YEAR OF MOMENTUM"

Preceding the 1983 "Year of Thunder", Mid-Ohio's reintroduction as a racing showcase, came the 1984 "Year of Momentum" signifying Mid-Ohio's growth in popularity and accreditation as the country's premiere road course facility. The "Year of Momentum" has consisted of five events. Each event offering a various style of racing at its best. As if a subconscious competition was taking place among Mid-Ohio employees or race competitors and crew each weekend has been bettered by its predecessor.

LUMBERMENS CAMEL GT:

The gates were open for the first weekend of the "Year of Momentum" June 9-10. The blue skies and radiant sun added the final touches to what ended as an eventful, fun-filled weekend for all present. Four races were featured during the weekend, the Champion race on Saturday, the Lumbermens 500 Camel GT; the Mid-Ohio 100km Kelly American Challenge; and the Mid-Ohio 50km Renault / Facom Cup for Encores on Sunday.

The Porsche 926 driven by Al Holbert and Derek Bell was the winning car in the Lumbermens race. The Kelly American Challenge was won by Craig Carter driving a Chevy Camaro. Charles Downes qualified fastest for the

Renault / Facom Cup and proceeded to win the race on Sunday. The Champion race held on Saturday was won by Tommy Archer.

RED ROOF INN SCCA NATIONALS:

Following the Lumbermens race was the amateur racing event of the season. The national race was accompanied by a Pro Sports 2000 Dash. The seven national races hosted diverse fields of up to three classes and close to thirty drivers.

The weather was co-operative and aided in adding several new names to the record books. Crowds were the largest ever to witness an amateur event.

THE ESCORT RADAR WARNING 24 HOUR RACE:

The long, late hours of this first-time event at Mid-Ohio was quoted as the best endurance race ever run. The facility was prepped to accommodate drivers and crews in every aspect.

The elaborately lighted road course safely lead drivers through the night into the early morning hours. At the completion of the 24 hours, 4:00 pm Sunday, the Guldstrand team had won

the unique race. Second place went to Rick Hurst Racing. An amazing 36 cars finished the race.

THE ESCORT RADAR WARNING 200 INDY CAR RACE:

Dreary, gray skies threatened to ruin Mid-Ohio's third annual Indy car event. Qualifying was slow and the wet track hindered the attempts of many drivers. However, all was go on Sunday with Andretti on the pole.

The immense crowd and blue skies created an excellent atmosphere for the running of the Indy car race. At the end of the 84 laps Andretti stood tallest on the winner's podium. Rahal captured second and was closely chased by Sullivan in third.

THE CAMEL GT PRO SUPERCYCLE WEEKEND:

The "Year of Momentum" is coming to an end; however, the momentum is at a peak as Mid-Ohio welcomes the pro-superbikers. This is the second annual pro-superbiker event to be held at Mid-Ohio Sports Car Course and will successfully top off the 1984 "YEAR OF MOMENTUM." □





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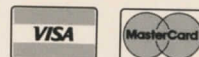
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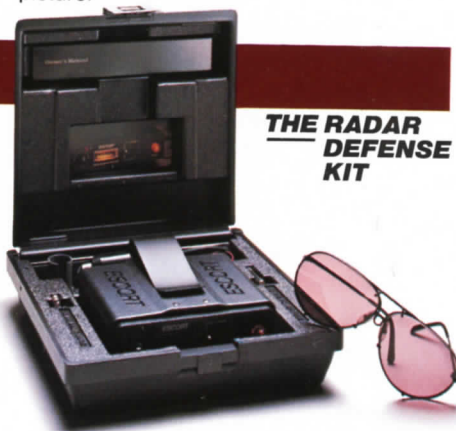
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