

Winston CYCLE JAM AT POCONO

A AMA NATIONAL CHAMPIONSHIP MOTORCYCLE ROAD RACE



OUT THE DOOR. ON! INTO THE RECORD B

Out on the racetrack, you'll see exactly what makes one motorcycle better than another. The power. The acceleration. The reliability. The handling. The brakes. And that's where these total performance machines have been proving themselves. Again and again.

THE CB750F

Back in 1969, we introduced the first Honda 750. And it made such an impression on the critics that they invented a whole new word just to describe it.

Superbike.

In 1979, we introduced a completely rethought version of this phenomenal machine. And the critics didn't waste any time getting it out on the track. In fact, if you picked up a motorcycle magazine with a road test of the CB750F, there's only one way to describe the reviews.

Raves.

Take a close look at the 1980 CB750F

and you'll see where all the excitement is coming from. Start with the engine. A 749 cc DOHC powerplant with a Pentroof™ combustion chamber and 16 valves that just breathe horsepower. Four 30 mm CV carburetors with an accelerator pump. And pointless inductive ignition.

Then look at the way it handles. Those tuned, four-into-two pipes tuck right up under the frame rails for lots of clearance. Because we designed everything to work together. The tough, double-cradle frame. The geometry. The low-stiction forks. The needle-bearing swingarm pivot. The aluminum-alloy ComStar™ wheels. The tubeless tires. The all-new externally-adjustable 30-setting shock absorbers. And thanks to those three big disc brakes, it stops as well as it goes. We don't have to say much about the



TO THE TRACK. LOOK.

styling here. Because if you own a CB750F, you'll love every last detail. And if you don't, you just can't appreciate all those tremendous little touches.

You'll be so busy trying to catch up, you'll never get a good look.

THE CB400T HAWK™

Take a look at the 410 cc Box Stock Class. You'll see the 1979 AFM Number One plate—on a 1979 Hawk fitted with low handlebars and roadracing tires.

And for 1980, you'll see the same big-bore, ultra-short-stroke, high revving 395 cc twin. The same three valves per cylinder, Pentroof™ head, 30 mm CV carburetors, hot-sparking electronic ignition, and exclusive Power Chamber™ exhaust

system. All pumping red-hot gobs of horsepower into a new quick-shifting, six-speed gearbox.

But this year, you'll get all this record performance in a brand new package. Because now the Hawk has the same all-business styling as the other two all-out machines in the Honda High Performance Series: the CB750F and the CBX.

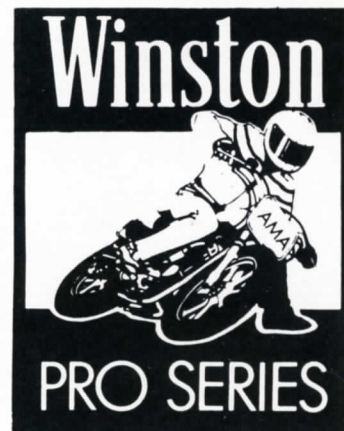
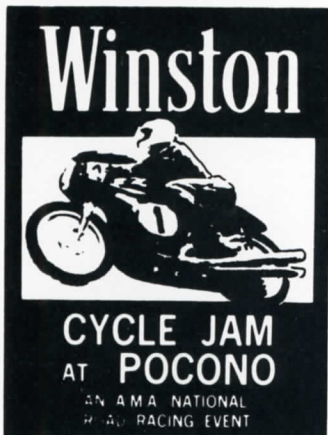
HONDA

FOLLOW THE LEADER.



ALWAYS WEAR A HELMET AND EYE PROTECTION WHEN RIDING. Specifications and availability subject to change.
©1979 American Honda Motor Co., Inc.

For a free brochure, see your Honda Dealer.
Or write: American Honda Motor Co., Inc.,
Dept. CI19, Box 50, Gardena, California 90247.



Schedule of Events

Saturday, AUGUST 16th

8 a.m. - 12:30 p.m. Practice, All Classes

1:30 p.m. - 6 p.m. Qualifying Heat Races

ORDER OF HEATS

Lightweight Expert

Heat #1 — 5 laps (14 miles)

Heat #2 — 5 laps (14 miles)

Superbike

Heat #1 — 5 laps (14 miles)

Heat #2 — 5 laps (14 miles)

Lightweight Novice

Heat #1 — 5 laps (14 miles)

Heat #2 — 5 laps (14 miles)

Formula One Expert

Heat #1 — 5 laps (14 miles)

Heat #2 — 5 laps (14 miles)

Sidecar

Heat #4 — 4 laps (11.2 miles)

SUNDAY, AUGUST 17th

8 a.m. - 11:00 a.m. Practice, All Classes

12:30 — 6 p.m. Finals

ORDER OF FINALS

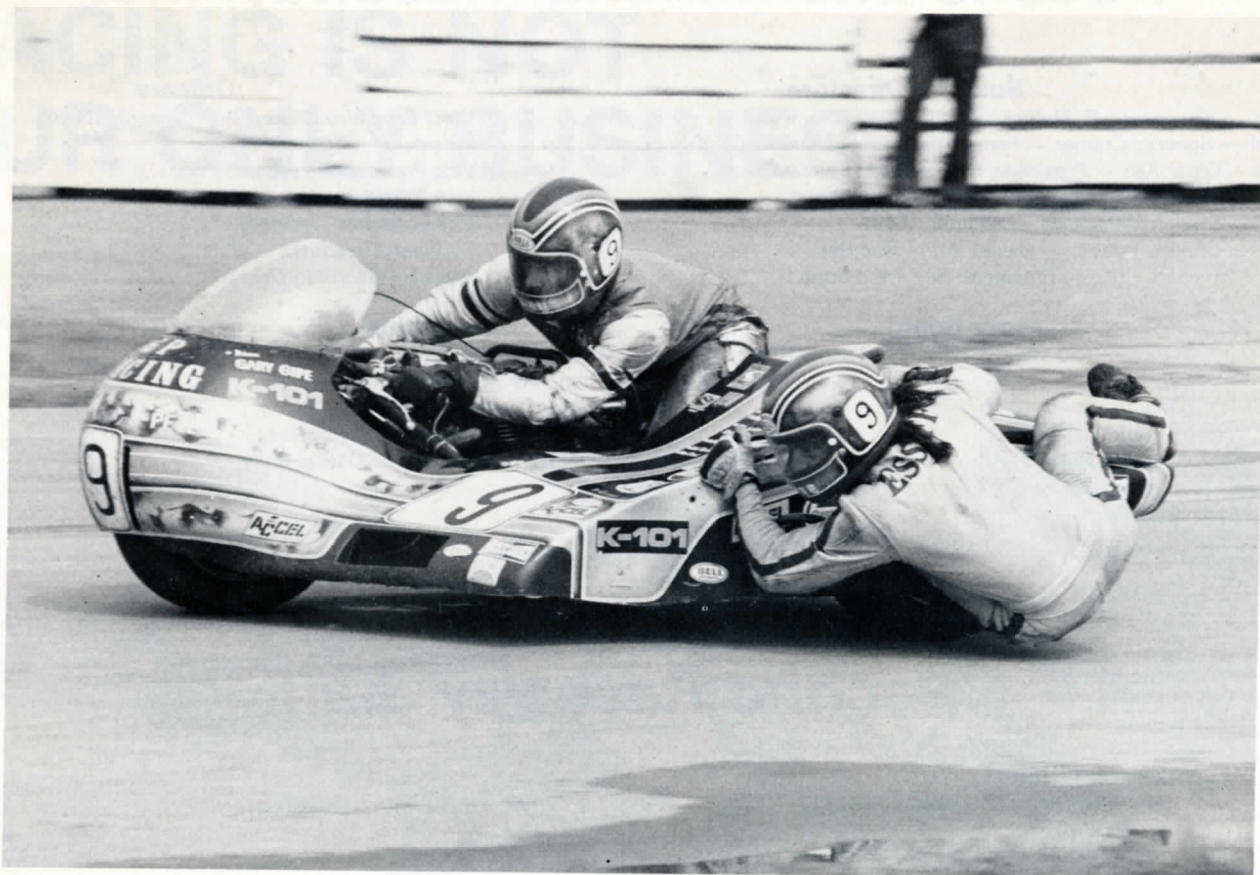
Lightweight Expert, 18 laps, 50.4 miles

Superbike, 15 laps, 42 miles

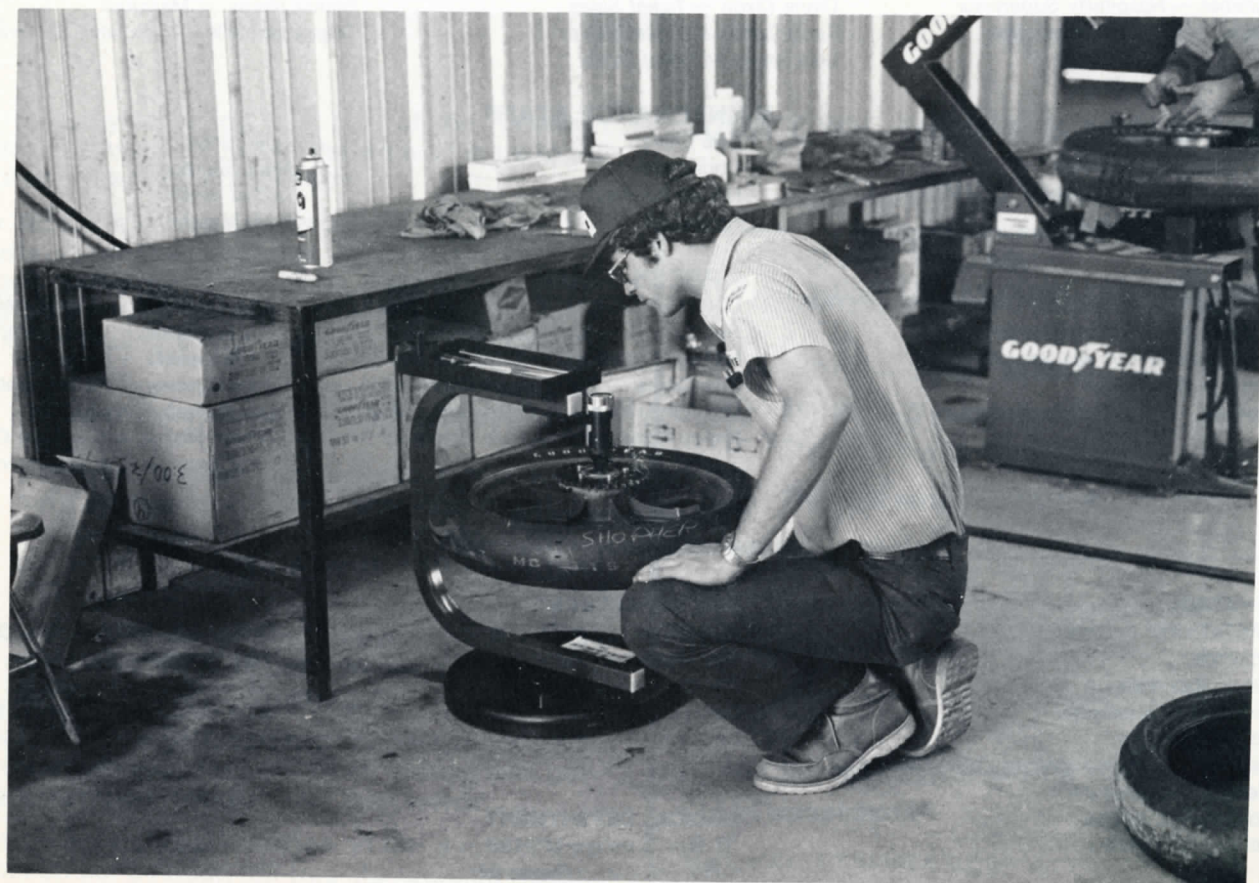
Lightweight Novice, 15 laps, 42 miles

Formula One Expert, 27 laps, 75.6 miles

Sidecar, 11 laps, 30.8 miles



OFF BALANCE? ... GOODYEAR TO THE RESCUE!



Pocono International Raceway, Inc.

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VICE PRESIDENT/SUPERINTENDENT

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Lloyd Hummer
Spencer Cramer
Gordon Kresge

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Harold Rowland
Ralph Witt

Lloyd Smith
Mark Skordenski
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Steve Castle — *Press Information Supervisor*
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Robert Quigley — *Pit Note Coordinator*

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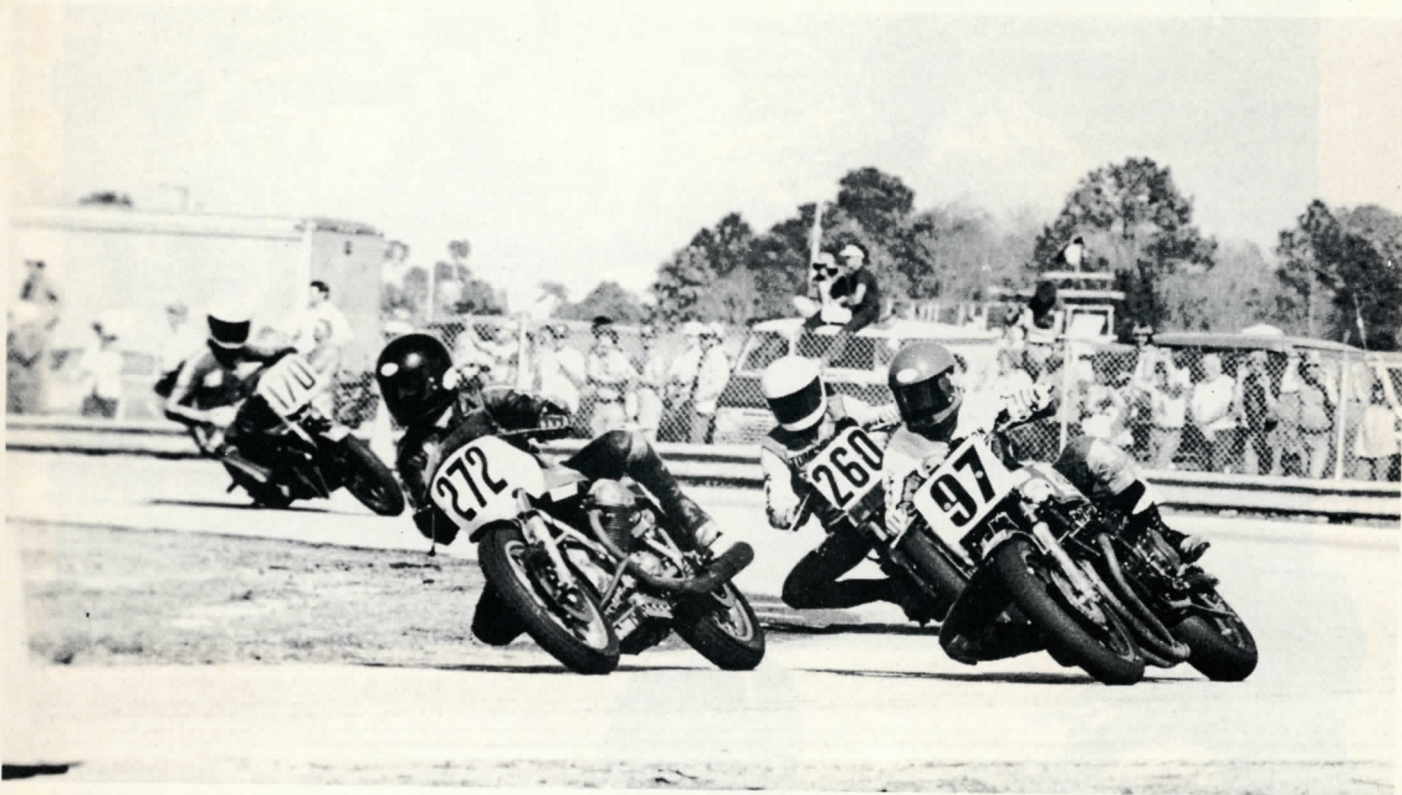
TRAFFIC CONTROL

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Bill Young — *Supervisor*
John Hutchings — *Wrecker Supervisor*

MEDICAL DEPARTMENT

Dr. Rex Green — *Director*
Louis DeLuca — *Supervisor*

RACING IS NOT OUR ONLY BUSINESS!



Sure, motorcycle racing is a part of the American Motorcyclist Association, but there's a lot more to the AMA than organized competition.

Since 1924, the AMA has been working to protect the interests of motorcyclists in the United States. A lot has changed during the past 56 years, and motorcycling is facing more problems today than ever before — but the AMA is continuing to work for you. For example, the AMA:

- Halted motorcycle bans in various cities across the country.
- Changed Pennsylvania legislation that would have made enduros and poker runs illegal.
- Stopped Oregon efforts to ban motor racing.
- Halted a California plan to ban two-stroke motorcycles.

These are only a few of the problems the AMA has taken care of while you've been enjoying your motorcycle. But the problems are going to keep coming.

The only way the AMA can continue to protect your interests is with your support. When dealing with government, numbers speak louder than words.

Use the membership application on this page, or give us a call on our 24-hour, toll-free Membership Hotline — 800-848-8890 (In Ohio call 614-891-2425). Join the AMA today!

DON'T YOU THINK IT'S ABOUT TIME YOU JOINED THE AMA!

I WANT TO JOIN THE AMA!
MY FULL MEMBERSHIP DUES ARE ENCLOSED.

- \$15.00 — 1 year membership.
- \$40.00 — 3 year membership.
- \$60.00 — 5 year membership.
- This is a new membership.
- This is a renewal. AMA # _____

Name _____

Address _____

City _____

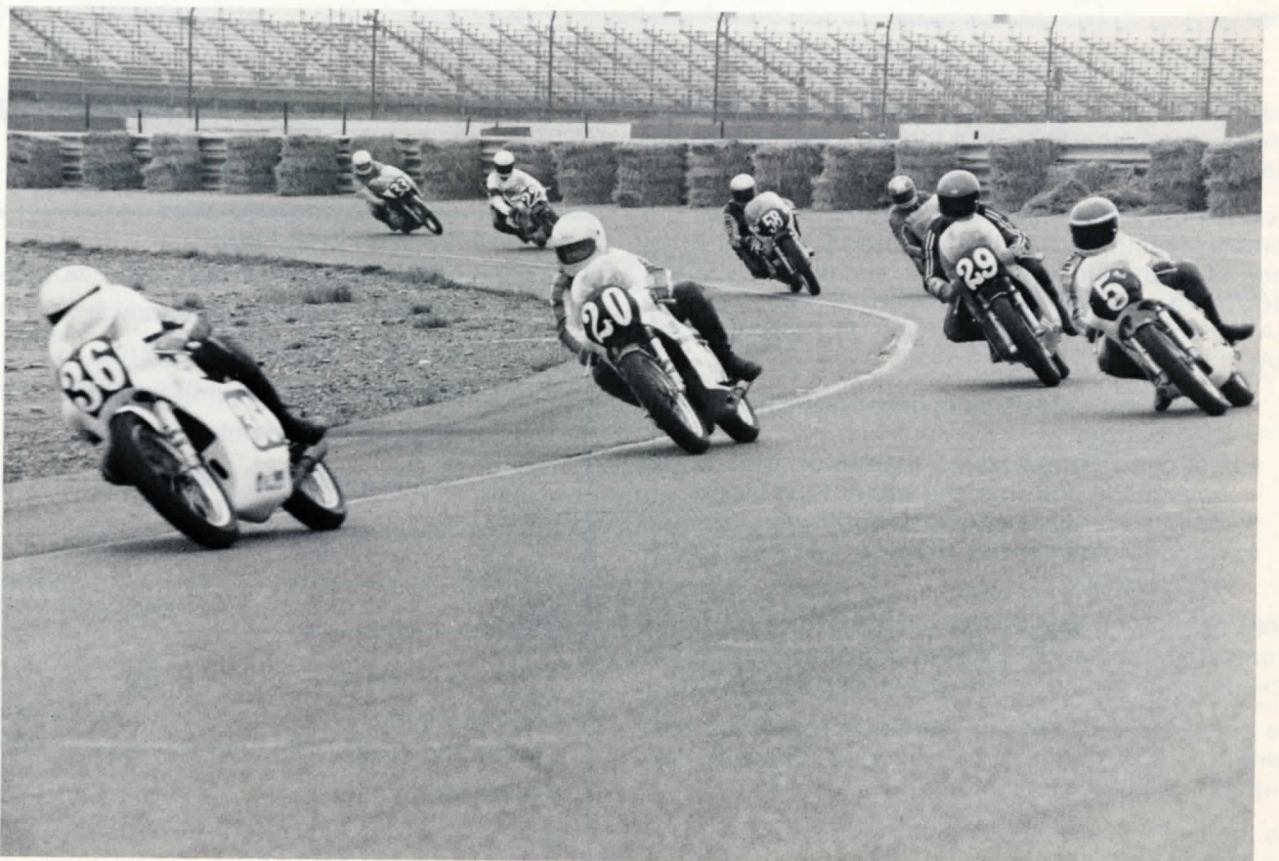
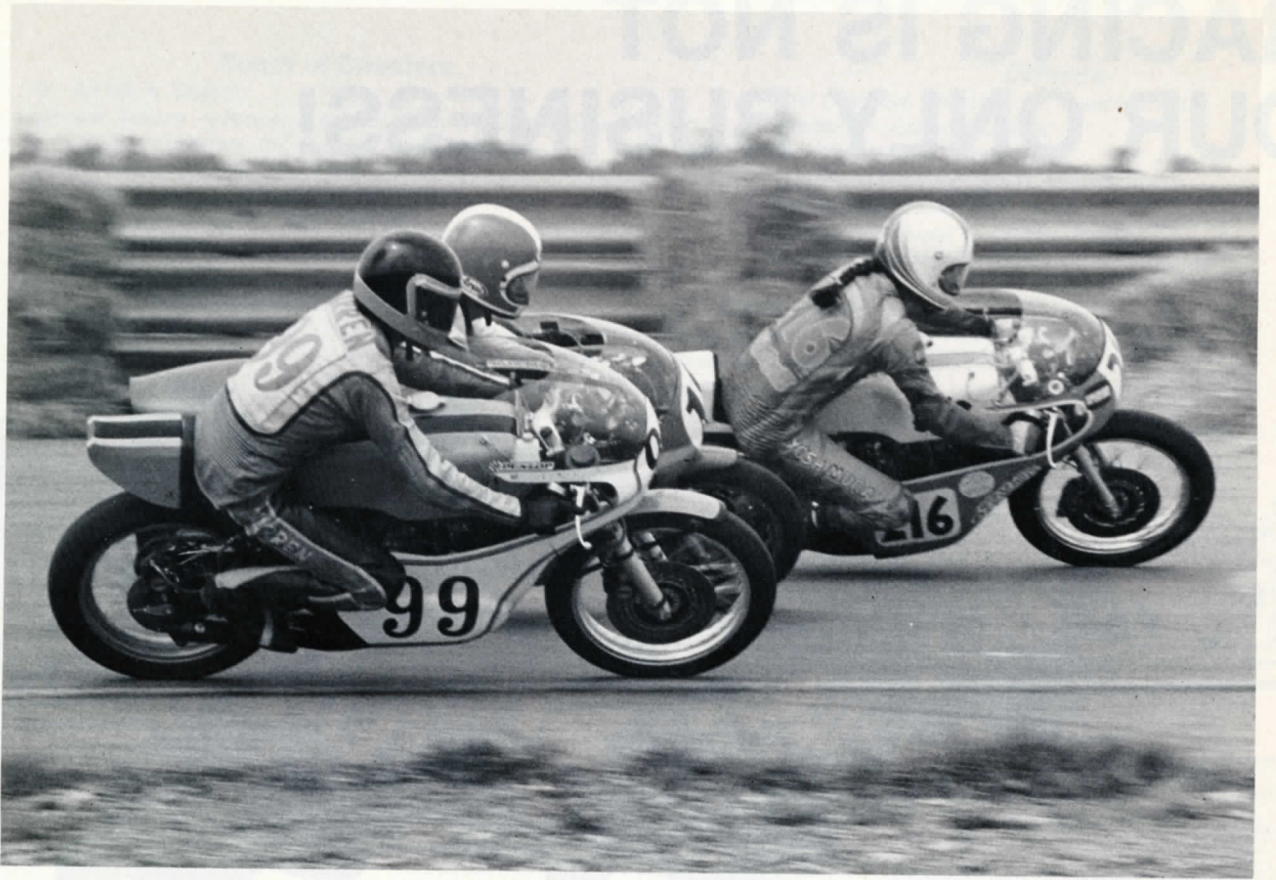
State _____ Zip _____

I ride primarily:

- On the road - Off the road
- In competition

Mail with remittance to:

AMA, P.O. Box 141, Westerville, OH 43081



TEAM CASTROL DEFENDING CHAMPIONS*

Include

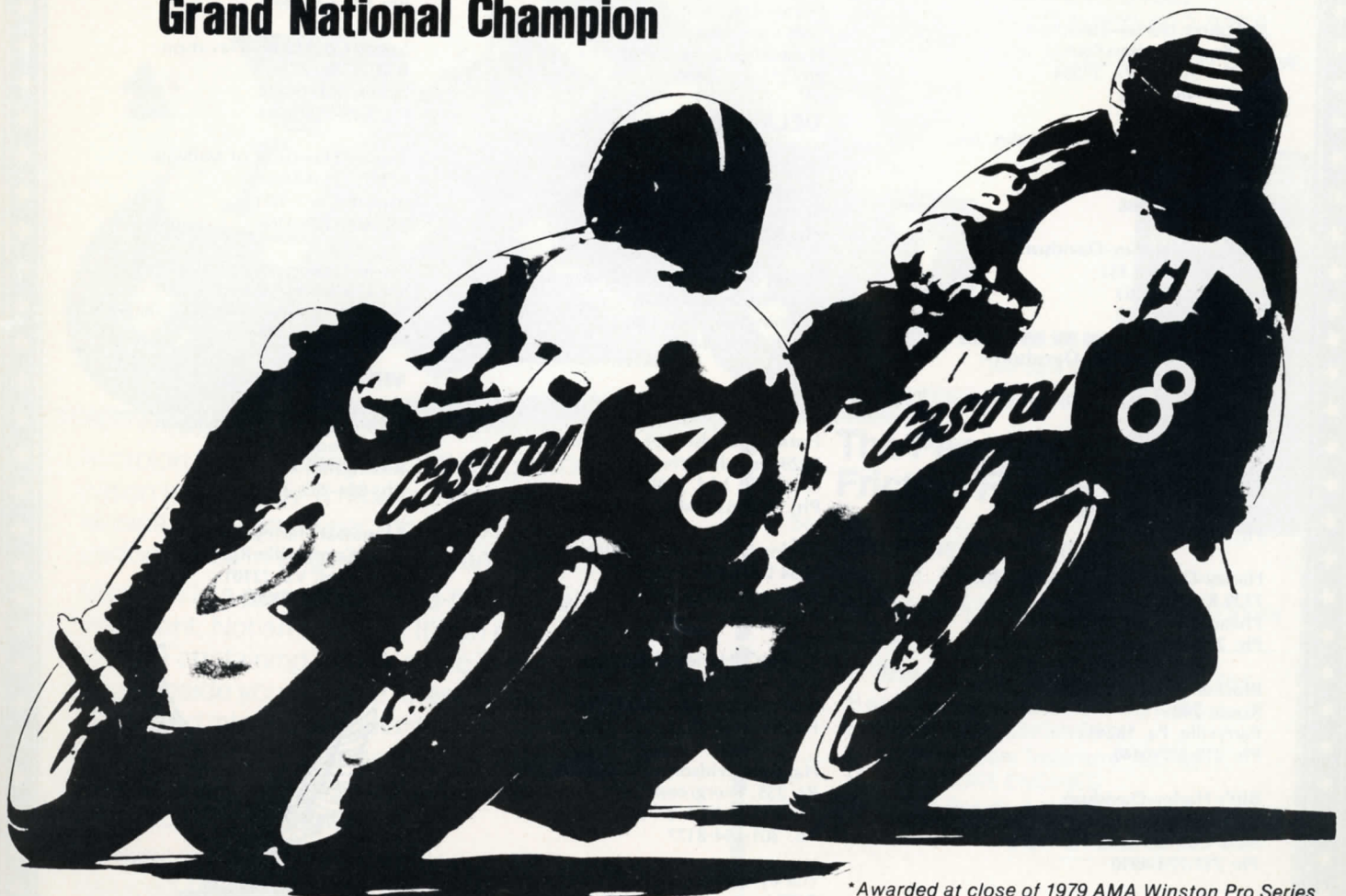
**Richard Schlachter, U.S. AMA/CASTROL 750cc Expert
Road Race Champion**

**Freddie Spencer, U.S. AMA/CASTROL 250cc Expert
Road Race Champion**

**Al Collins, U.S. AMA/CASTROL 250cc Novice
Road Race Champion**

**Coleman/Bevins, U.S. AMA/CASTROL
Side-car Champions and**

**Steve Eklund, U.S. AMA/CASTROL
Grand National Champion**



*Awarded at close of 1979 AMA Winston Pro Series

CASTROL Delivers Championship Performance

BURMAH-CASTROL INC. Hackensack NJ 07601



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HELP US HELP JERRY'S KIDS...
COME SEE OUR M.D. DISPLAY

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Allentown, Pa. 18052
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Box 337, Carlisle, Pa. 17013
Ph: 717-766-9366

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Exton, Pa. 19335
Ph: 215-269-7400

Sparky's Harley-Davidson Sales
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Lancaster Harley-Davidson
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Willow Street, Pa. 17584
Ph: 717-464-2703

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420 E. Cumberland St.
Lebanon, Pa. 17042
Ph: 717-272-4986

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Ph: 215-566-5562

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105 Lincoln Way-East
New Oxford, Pa. 17350
Ph: 717-624-8552

Schaeffer's Harley-Davidson Sales
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Orwigsburg, Pa. 17961
Ph: 717-366-0143

Harley-Davidson of Philadelphia
7129 Rising Sun Ave.
Philadelphia, Pa. 19111
Ph: 215-725-9290

Blocker Harley-Davidson
Route 248
Parryville, Pa. 18244
Ph: 215-377-0440

Biff's Harley-Davidson
8 Umberto St.
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Ph: 717-774-4910

Montgomery Cty. Harley-Davidson
1217 S. Trooper Rd.
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Harley-Davidson Sales
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Scranton, Pa. 18509
Ph: 717-342-6752

Dean's Harley-Davidson, Inc.
3353 Bethlehem Pike
Souderton, Pa. 18964
Ph: 215-723-2907

Schoch's Harley-Davidson Sales
R.D. 2, Box 2340
Stroudsburg, Pa. 18360
Ph: 717-992-7500

Harley-Davidson Sales
1377 Spahn Avenue
York, Pa. 17403
Ph: 717-854-3214

Harley-Davidson West
5905 Lancaster Ave.
Philadelphia, Pa. 19151
Ph: 215-477-5400

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Harley-Davidson of Seaford
Box 616
Seaford, Delaware 19973
Ph: 302-629-6161

Harley-Davidson of Wilmington
2102 North East Blvd.
Wilmington, Del. 19802
Ph: 302-658-1416

MARYLAND

Harley-Davidson of Maryland
1929 Lincoln Drive
Annapolis, Md. 21401
Ph: 301-263-3345

Harley-Davidson of Baltimore
2834 Lock Raven Road
Baltimore, Md. 21218
Ph: 301-366-0616

Garrett's Harley-Davidson
R.D. 1, Box 77-E
Darlington, Md. 21034
Ph: 301-457-4541

Harley-Davidson of Frederick, Inc.
Rt. 355, Evergreen Point
Frederick, Md. 21701
Ph: 301-694-8177

Harley-Davidson of Washington
9407 Livingston Rd., S.E.
Oxon Hill, Md. 20022
Ph: 301-248-1200

Harley-Davidson of Maryland, Inc.
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Elkridge, Md. 21227
Ph: 301-796-1044

Suburban Harley-Davidson
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Rockville, Md. 20855
Ph: 301-948-4581

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Mills Harley-Davidson Sales
612 Tyler Street
Burlington, N.J. 08016
Ph: 609-386-1871

Atlantic Co. Harley-Davidson
1500 Blackhorse Pike
Cardiff, N.J. 08232
Ph: 609-641-8897

Salem Co. Harley-Davidson
R.D. 3, Rt. 77
Elmer, N.J. 08318
Ph: 609-358-8188

Harley-Davidson of Millville
1125 S. 2nd Street
Millville, N.J. 08332
Ph: 609-327-0266

Harley-Davidson of Camden Co.
100 Blackhorse Pike
W. Collingswood Hts., N.J. 08059
Ph: 609-456-4141

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7015 Brook Road
Richmond, Va. 23227
Ph: 804-262-2343

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Manassas, Va. 22101
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Microlon[®]

The best thing you can do for your bike's engine.

Winners like Rich Schlachter are proving it on the race track.

- 1979 U.S. Road Race Champion
- June 15, 1980, Formula One, Laconia Classic Winner
- June 29, 1980, Formula One, Road Atlanta Winner



Send for Microlon now. It's as easy to use as it is to order! Comes with complete instructions. Also available for your van, pick-up or car, and, of course, your motorcycle. Here's how to order.

Call toll free
1-800-243-3482,
in CT 1-800-622-3358.
Or fill out coupon below.



*Test data on file

Microlon is an exciting breakthrough in lubrication technology. It reduces friction. Virtually eliminates engine wear. Increases overall performance in engines – new and old.

Microlon is a permanent, one-time metal treatment. Not an additive. It's an exclusive formula containing microscopic Teflon[®] particles. Inside your engine, these particles are burnished into the irregularities of the metal surfaces bonding a super slippery film on internal working parts – actually replacing metal-to-metal contact.

Imagine frictional horsepower actually being reduced by as much as 13%*! Tests have shown dramatic results like this.

Team up with a winner. Microlon. The only Teflon formulation with FAA acceptance. And part of the Rich Schlachter "Winning Combination."

The Permanent Friction Fighter

Send your order to:
MICROLON ENERGY SYSTEMS
330 Middle St., Middletown, CT 06457

Check Money Order Master Charge Visa
Card number _____ Exp. date _____

Qty.	Size and Applications	Price	Amt.
_____	8 oz. Motorcycle Treatment FOR 2-STROKE ENGINES	\$12.95	_____
_____	16 oz. Motorcycle Treatment FOR 4-STROKE ENGINES	\$22.95	_____
	CT Resident 7½% Tax	Total	_____

NAME _____

ADDRESS _____

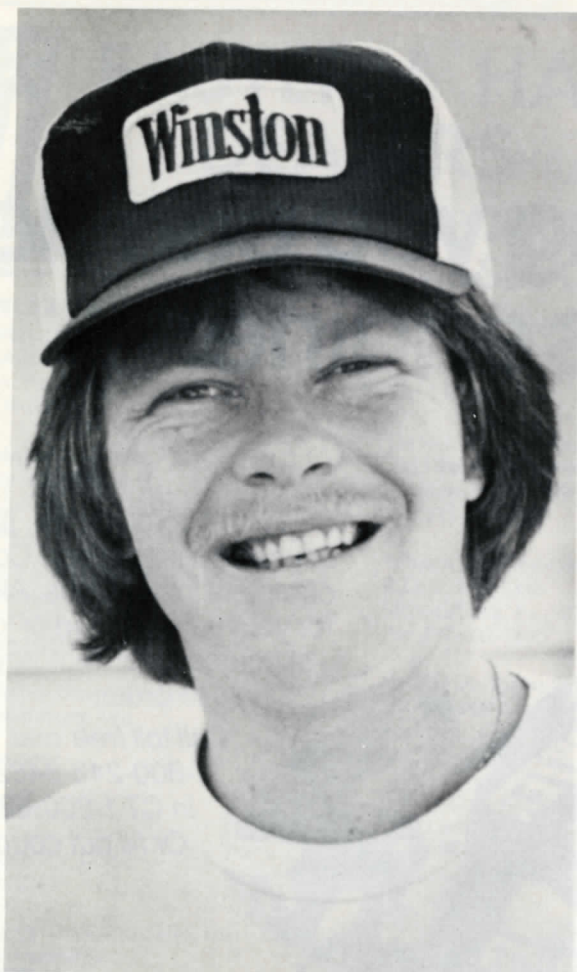
CITY _____

STATE _____

ZIP _____

Please send me additional information

The statements contained in this advertisement are based upon information either supplied or approved by the manufacturer.



WES COOLEY - 1979 SUPER BIKE CHAMPION

SUPER BIKE ENTRIES

<u>No.</u>	<u>Rider</u>	<u>City & State</u>	<u>Sponsor</u>	<u>Mach.</u>
6	James Adamo	Glen Cove, NY	Reno Leoni/Berliner Motors	DUC
8	Freddie Spencer	Shreveport, LA	American Honda/Arai/Bel-Ray/Interpart	HON
	Kurt Liebmann	Teaneck, NJ	AMOL Prec./American Honda/Bell/Castrol	HON
21	Eddie Lawson	Ontario, CA	Kawasaki Motors Corp.	KAW
31	Harry Klinzmann	Garden Grove, CA	Racecrafter's Int./ND Plugs	KAW
34	Wester Cooley	Santa Ana, CA	Vetter Fairing/Yoshimura	SUZ
48	Richard Schlachter	Old Lyme, CT	Gee Vee Performance	DUC
63	Erik Buell	Milwaukee, WI	Self	DUC
73	Paul Stephenson	Ft. Worth, TX	D&D Ent./DFW Honda	HON
76	Richard Chambers	Raphine, VA	White's Truck Stop	HON
83	Steve McLaughlin	Santa Ana, CA	American Honda Motor Co., Inc.	HON
87	Frank Mrazek	Mississauga, Ont., Can.	Castrol Canada/Philly Mignon Rest.	KAW
88	Roberto Pietri	Los Angeles, CA	American Honda/RSC	HON
97	Ron Pierce	Bakersfield, CA	American Honda Motor Co.	HON
	Rusty Sharp	Colorado Springs, CO	The Flower Co./Don Zimmerman	SUZ

SUPER BIKE ENTRIES

<u>No.</u>	<u>Rider</u>	<u>City & State</u>	<u>Sponsor</u>	<u>Mach.</u>
109	David Aldana	Garden Grove, CA	Kawasaki Motors Corp.	KAW
114	Joe Patton	Midland, TX	Glenn Patton/Glenn's Honda Sales	HON
115	David Hoyle	Wrentham, MA	Audage Hair Design	KAW
118	Rocky Phoenix	Seattle, WA	Krauser USA	KAW
119	Jon Minonno	Dallas, TX	Big D Cycle	SUZ
127	Dennis Smith	Torrance, CA	Cycle Tune/Bel-Ray/ND Plugs	SUZ
134	John Stapleton	N. Syracuse, NY	Harley John & Marty O'Brien	GUZZI
139	Larry Shorts	Cooperstown, PA	Audio Eng.	HON
143	Doug Lantz	Greenwich, CT	Self/Leoni	DUC
147	William Buell	Newington, CT	Self/Rt. 44 Honda-Yamaha	HON
151	Geoffrey Hoffman	Warrensburg, NY	Self	KAW
153	Alan Perry	E. Providence, RI	J. L. Racing Ent.	SUZ
167	William Condon	Richmond Hill, Ont., C	Cosmo Music Comp.	DUC
170	Norm Murphy	Don Mills, Ont., Can.	Self	SUZ
181	David Kaler	Greenwood, IN	Self/Keystone Kawasaki	KAW
191	Chuck Parme	La Jolla, CA	GSM/Kal-Gard	KAW
197	Kirk Guay	Concord, NH	Freedom Cycle/Bob Fairburn Racing	SUZ
202	Scott Strachan	Don Mills, Ont., Can.	Doug's Cycle/ND Plugs Canada	KAW
205	Dwight Roy	Wethersfield, CT	Self/Salce Tool/Spectro	SUZ
213	Michael Casey	Wrentham, MA	Paul Beauvais	-
219	Wendy Epstein	College Station, TX	Howard Rac./Blendzall/Arai/Kal-Gard/Ocelot/Torque/Vanson/NGK/MXL/Costa Mesa Speed Center	SUZ
227	Jerry Dean	Norwood, OH	Self	DUC
234	David Solt	Victor, NY	Nero Equip./Kenny Meixell/Race Eng. Dev.	KAW
237	William Bloom	Alexandria, VA	Crossroads Cycle, Inc.	KAW
254	John Nelson	Hamburg, MI	Self	SUZ
261	Vincent Hill	Washington, DC	Thanks to Barbara	KAW
271	Bill Davidson	Pt. Perry, Ont., Can.	R. C. Eng.	KAW
274	Chris Roberts	Owensboro, KY	M&M Racing	KAW
281	Francesco Fabiano	Boston, MA	Self	KAW
286	Randy Mackail	Riverside, CT	J. R. Ransom Cycle Sales	HON
287	Kurt Wanner	Fenton, MO	Formula One Inc./Franke Suzuki	SUZ
288	Michael Duzick	Shamokin, PA	C&R Cycles	DUC



RICHARD SCHLACHTER - 1979 FORMULA ONE CHAMPION

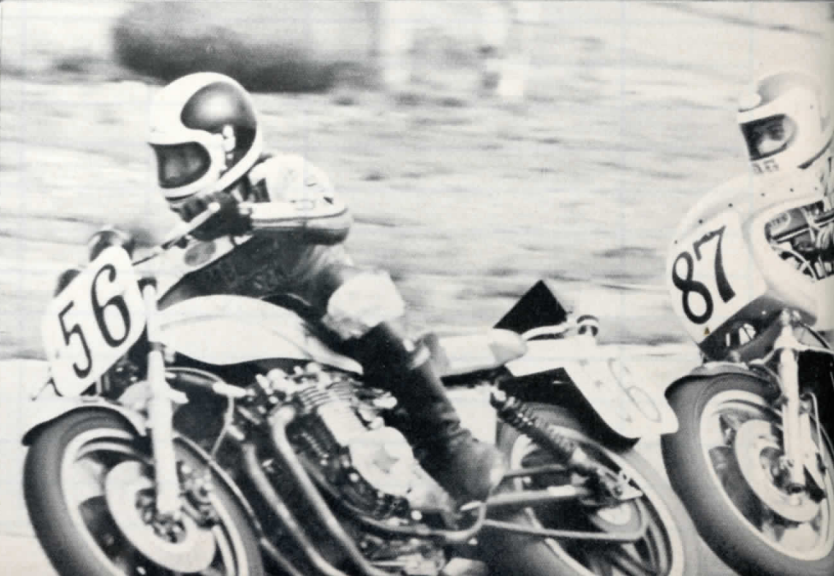
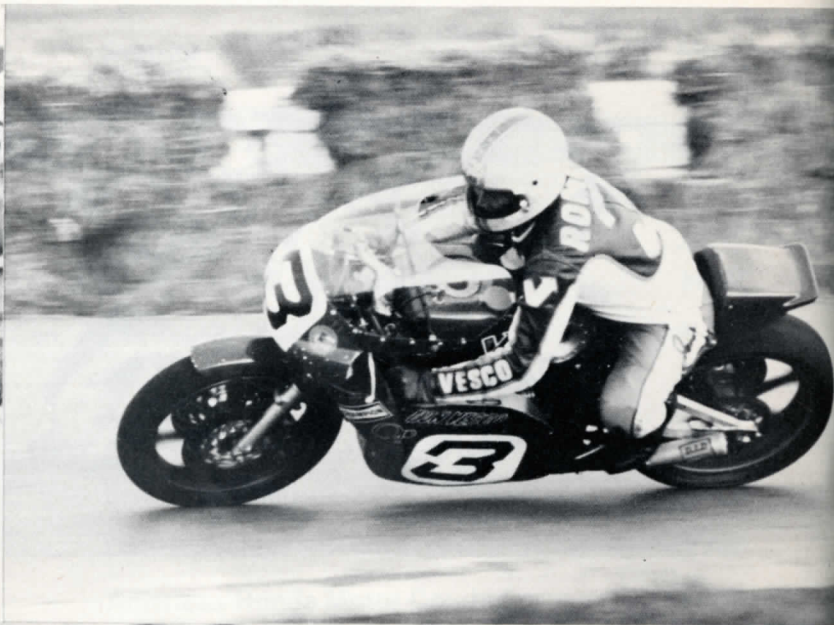
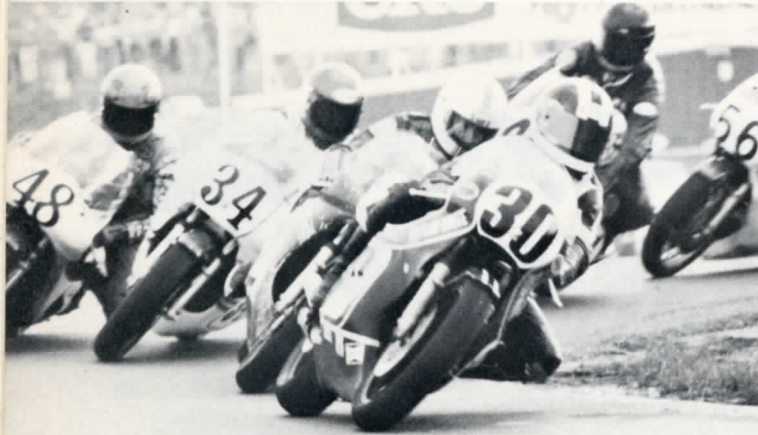
FORMULA ONE ENTRIES

<u>No.</u>	<u>Rider</u>	<u>City & State</u>	<u>Sponsor</u>	<u>Mach.</u>
3	Gene Romero	San Luis Obispo, CA	Busch Beer	YAM
6	James Adamo	Glen Cove, NY	Self/Meadowbrook Sales	YAM
8	Freddie Spencer	Shreveport, LA	American Honda/Arai/Bel-Ray/Interpart	HON
12	Ted Boody	Lansing, MI	Arai/Lectron	YAM
13	Benny Del Monico	Houston, TX	Ted Byrom/Howard Racing/ Edwards Motor Co.	YAM
15	Kurt Liebmann	Teaneck, NJ	AMOL Prec./Castrol/Bell	YAM
17	Hugh Humble	Houston, TX	Lubri-Lon International	KAW
18	Conrad Urbanowski	Pembroke Pines, FL	Urban Designs	YAM
22	Miles Baldwin	Toronto, Ont., Can.	SKF/Diamond Chain	YAM
29	Gill Martin	San Diego, CA	Kal-Gard/El Cajon Yamaha	YAM
30	Dale Singleton	Dalton, GA	Beaulieu of America, Inc.	YAM
31	Harry Klinzmann	Garden Grove, CA	Mr. Al's Rest./DG Perf./ND Plugs	YAM
34	Wester Cooley	Santa Ana, CA	Yoshimura R&D/Suzuki	SUZ
36	John Long	Miami, FL	Longevity	YAM
37	Bruce Paterson	Chardon, OH	Self	YAM
39	Mark Jones	Overland Park, KS	Jo Co Motors (Bob Jones)	YAM
41	Kurt Lentz	Bloomsbury, NJ	Self	YAM
47	Harry Cone	Sherman, TX	Cone's M/C Sales & Service	YAM
48	Richard Schlachter	Old Lyme, CT	Microlon/Castrol/Sky Cycles/Arai	YAM
50	John Bettencourt	W. Bridgewater, MA	Bettencourt's Honda/ Comp. Mach. & Supply/Jerry Wood	YAM
52	Bruce Hammer	Los Angeles, CA	Self/Kal-Gard Coating & Mfg.	YAM
53	Nicky Richichi	Fresh Meadows, NY	Camrod Motors/Self	YAM
55	Hap Eaton	Circleville, OH	Self	YAM
56	David Emde	Oceanside, CA	Hap Jones/Bell/ND Plugs	-
63	Erik Buell	Milwaukee, WI	Self	YAM
65	John Samways	Louisville, KY	Don Bartram/Group Four	YAM
69	Gennady Liubimsky	S. San Fran., CA	Palo Alto Yamaha/Kal-Gard	YAM
71	Cory Ruppelt	Eau Claire, WI	Eau Claire Cycle Shop/Kadinger Marine/ Menomonie McDonald's/Pepsi-Cola	YAM
74	David Roper	Hicksville, NY	Team Obsolete	HD
76	Richard Chambers	Raphine, VA	White's Truck Stop	YAM

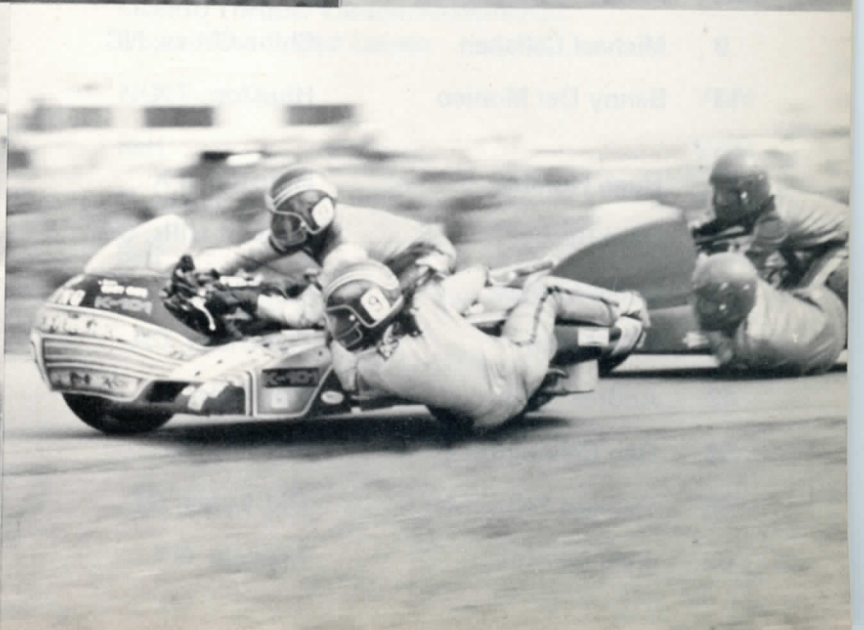
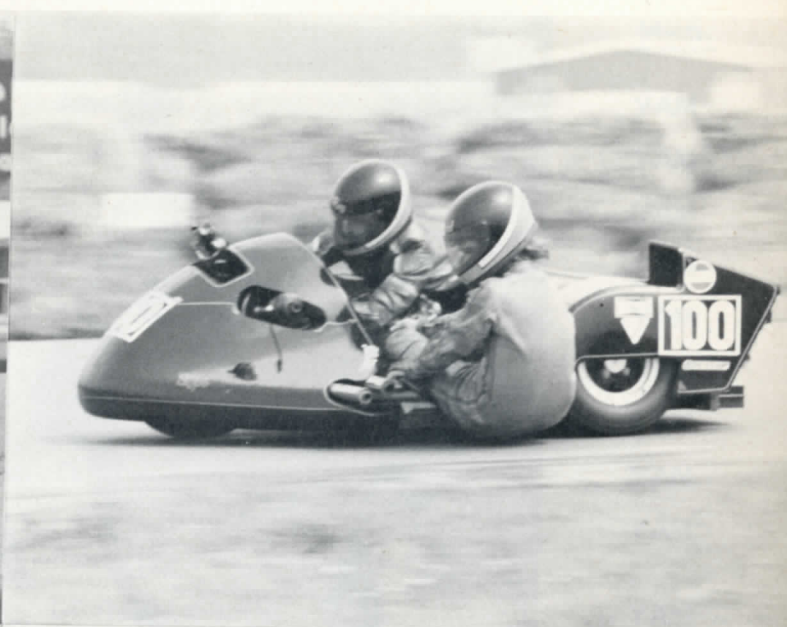
FORMULA ONE ENTRIES

<u>No.</u>	<u>Rider</u>	<u>City & State</u>	<u>Sponsor</u>	<u>Mach.</u>
78	Bruce Lind	Seattle, WA	Renton Yamaha/Bruce Lind Racing	YAM
79	Henry DeGouw, Jr.	Loxahatchee, FL	Sport Dynamics Yamaha Special	YAM
82	Frank McTaggart	Wayne, MI	Self	YAM
83	Steve McLaughlin	Santa Ana, CA	American Honda Motor Co., Inc.	HON
87	Frank Mrazek	Mississauga, Ont., Can.	Castrol Canada/Philly Mignon Rest.	KAW
88	Roberto Pietri	Los Angeles, CA	RPR/Worrell Tuned/RLR Video	YAM
92	Dave Schlosser	Pittsburgh, PA	Sponsor Needed	YAM
93	Barry Bordner	Northfield, MA	Perron Leathers	YAM
95	Gina Bovaird	Breinigsville, PA	Castre/Shoei	YAM
97	Ron Pierce	Bakersfield, CA	American Honda Motor Co., Inc.	HON
98	Rusty Sharp	Colorado Springs, CO	The Flower Comp./Gary Groves	SUZ
127	Dennis Smith	Torrance, CA	Cycle Tune/Bel-Ray/ND Plugs	SUZ
135	Edward Powell	Princeton, VA	Bub's Yamaha	YAM
175	Kevin Stafford	San Diego, CA	Robbins Racing	YAM
218	Nicholas Gately	New York, NY	Orient Express	KAW
219	Wendy Epstein	College Station, TX	Howard Rac./Blendzall/Arai/Kal-Gard/ Ocelot/Torque/Vanson/NGK/MXL/ Costa Mesa Speed Center	YAM
246	Russell Bigley	Milford, NJ	James Crawley/Intercontinental Mark. Corp./I.M.C. Racing Division	YAM
248	Fred Winters	Lodi, CA	ND Plugs	YAM

AMA ACTION



AT POCONO





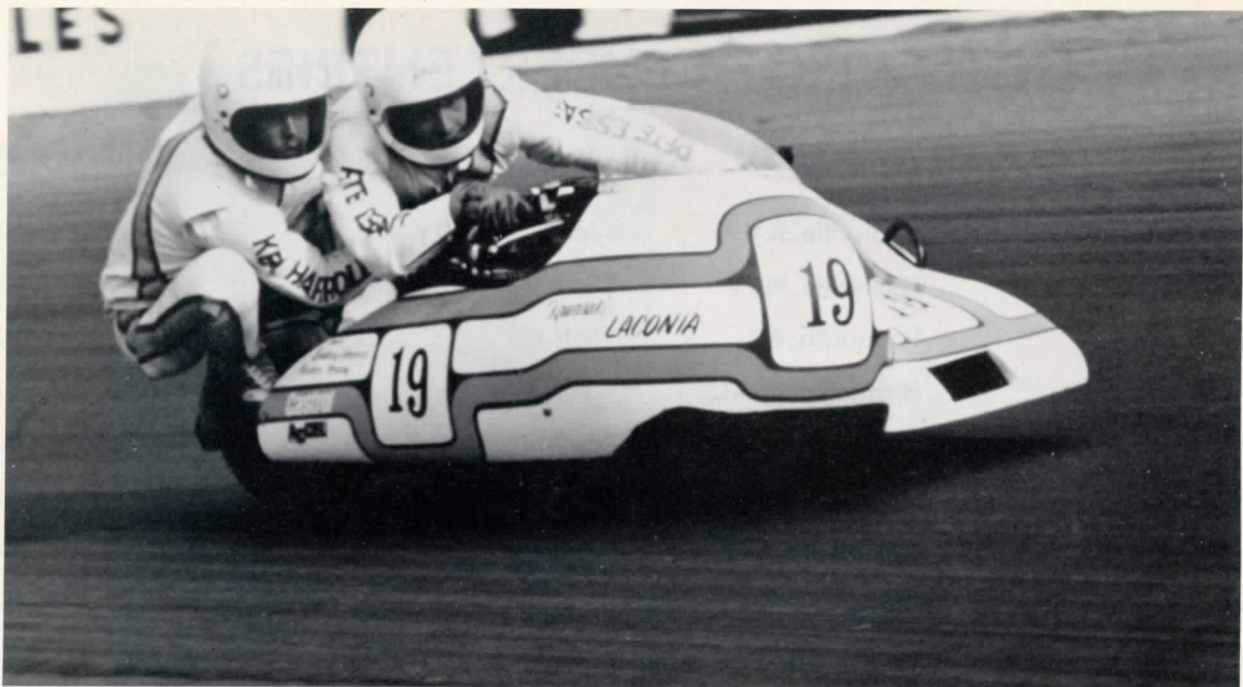
FREDDIE SPENCER -
1979 LIGHTWEIGHT EXPERT CHAMPION

LIGHTWEIGHT EXPERT ENTRIES

<u>No.</u>	<u>Rider</u>	<u>City & State</u>	<u>Sponsor</u>	<u>Mach.</u>
9	Michael Callahan	China Grove, NC	Super Toad Racing/A&M HD-Yamaha	YAM
13	Benny Del Monico	Houston, TX	Ted Byrom/Howard Racing/ Edwards Motor Co.	YAM
17	Hugh Humble	Houston, TX	Lubri-Lon International	YAM
19	Dave Busby	Cheviot Hills, CA	Sponsor Needed	YAM
21	Eddie Lawson	Ontario, CA	Kawasaki Motor Corp.	KAW
29	Gill Martin	San Diego, CA	Tony Smith Racing	YAM
42	Andrea Weck	Robinson, IL	TTFN Racing Team	YAM
46	Dan Chivington	Marion, OH	Chivington Honda	YAM
48	Richard Schlachter	Old Lyme, CT	Aljen Racing	YAM
62	Lyle Newton	Mineola, NY	Self	YAM

LIGHTWEIGHT EXPERT ENTRIES

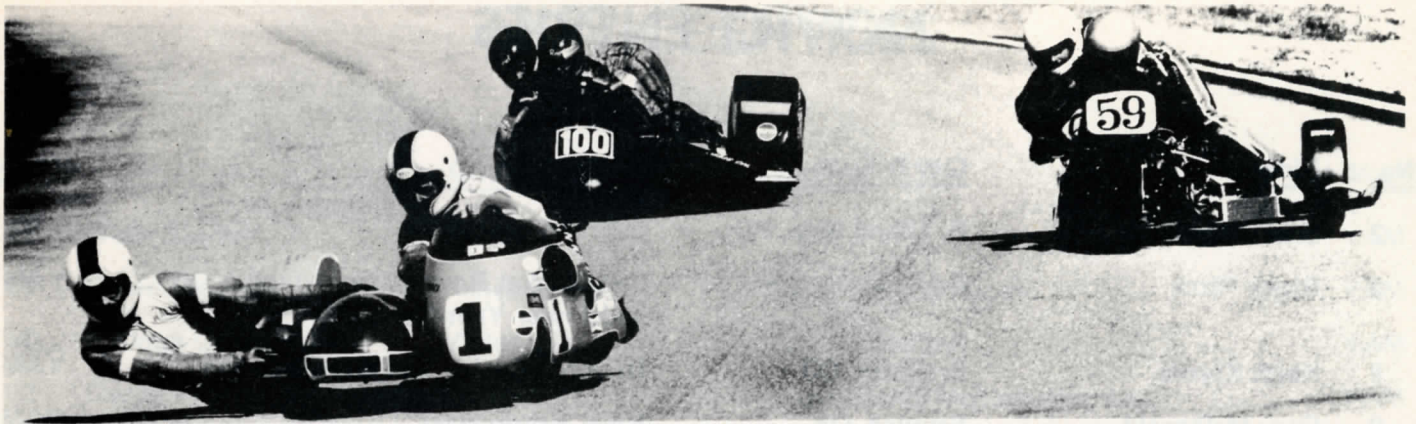
<u>No.</u>	<u>Rider</u>	<u>City & State</u>	<u>Sponsor</u>	<u>Mach.</u>
65	John Samways	Louisville, KY	Jane Fako	YAM
74	David Roper	Hicksville, NY	Self	YAM
84	Dan Guglielmo	Plymouth, MI	Self	YAM
85	James Woolsey	Birmingham, AL	Self	YAM
	Craig Morris	Taylor, MI	Self	YAM
98	Rusty Sharp	Colorado Springs, CO	The Flower Company/Gary Groves	YAM
103	Michael Landrum	Chillicothe, OH	Self/Gatorade	YAM
128	Errol TenPow	Scarborough, Ont., Can.	TenPow Auto Repair, Ltd.	YAM
144	Geln Shopper	Concord, CA	ND Plugs/Fairway Yamaha/Shoei/ Farm House Restaurant/PJI	YAM
152	Gary Penfield	Westmoreland, NH	GP Racing Ent.	YAM
156	Martin Morrison	Toledo, OH	Self/Glen Jordan's Motorsport	YAM
158	Bruce Maus	Clermont, NY	Self/Ed's Service	YAM
165	Alan Ward	Rowayton, CT	Chronsport Watches/Self	YAM
179	Steve Arnold	Clifton Park, NY	Arnold Ent.	YAM
180	William Fulmer	Massillon, OH	Self	YAM
188	Jan Jolles	Ithaca, NY		YAM
194	Jerry Krasser	Storrs, CT	Self	YAM
195	Warren Fearon	Tyngsboro, MA	Self	YAM
207	Richard Bonelli, Jr.	Robinson, IL	TTFN Racing Team	YAM
211	Gerold Smith	Angleton, TX	Self	YAM
216	Jeff Umrysz	New London, CT	Self/Central Sports, Inc.	YAM
219	Wendy Epstein	College Station, TX	Howard Rac./Blendzall/Arai/Kal-Gard/ Ocelot/Torque/Vanson/NGK/MXL/ Costa Mesa Speed Center	YAM
248	Fred Winters	Lodi, CA	ND Plugs/Dad	YAM
249	Doug Brauneck	Macon, GA	Self	YAM
255	Steve Baron	Hawthorne, NJ	Golden Cycle	YAM
281	Francesco Fabiano	Boston, MA	Self	YAM
287	Kurt Wanner	Fenton, MO	Formula One, Inc.	YAM



AMA/CASTROL "S" SIDE CAR CHALLENGE



<u>No.</u>	<u>Rider</u>	<u>Mach.</u>	<u>Passenger</u>
5	Winfried Hopp Philadelphia, PA Fred's Cycle of Philadelphia, PA	KAW	William Alston Aldan, PA
7	Richard Dupree Chicago, IL Ocelot Racing	SUZ	Marvin Hagele, Jr. Chicago, IL
16	Paul Knoll Milwaukee, WI R&K Motor & Marine/ Used VW Parts/Brothers Three Cycle Shop	SUZ	Daniel Pierce Milwaukee, WI
21	George Fisher Ann Arbor, MI Self	KAW	Mark Nowicki Detroit, MI
44	Douglas Kalitta Mt. Clemens, MI	-	Bradley Fulker New Baltimore, MI
45	Thomas Dobbs Detroit, MI Sponsor Needed	KAW	David Dobbs Detroit, MI
49	Maurice Candy Wilmington, DE	YAM	-
	Bill Davidson Pt. Perry, Ont., Canada	-	Pat Dunn E. Detroit, MI



SIDECAR RACING— SIDEWAYS ON THREE WHEELS!



Sidecar Racing is one of the most exciting spectacles in motor racing today.

As these three-wheeled vehicles hurtle sideways through the corners, the passenger madly scrambles from side to side to maintain balance, and provide every possible bit of traction. At the same time, he must contend with the enormous braking, cornering and acceleration forces that a modern sidecar generates.

With their tires having tread widths of as much as 10 inches, and with disc brakes on all three wheels, a sidecar can brake much faster than a two-wheeled motorcycle, and the cornering capabilities must be experienced to be believed.

The Champion Sparkplug 200 weekend at Laguna Seca is considered to be the premier event of the North American Sidecar season, and pays points towards the National Championship. The fastest sidecar racers from all over the United States and Canada will be here this weekend. The odds on favorite in this weekend's race must be Pete Essaff and Ken Harold, who have won the AMA/Castrol S sidecar races at Elkhart Lake, Loudon and Road Atlanta.

Nineteen seventy-nine champions Larry Coleman/Mark Bevans of Redwood City have a brand new outfit, and hope to repeat their last year's victory here.

Another contender to watch for

is last year's heat race winner Wayne Lougee, also of Redwood City, with his passenger Sean Jackson. Last year Wayne's substitute passenger, Kenny Harrold, fell off near the bottom of the infamous "Corkscrew" while they were challenging for the lead. Wayne turned the outfit around, Kenny jumped back aboard, and they continued on to finish fifth.

The Mid-West contingent is headed by Richard Dupree/Marv Hagele of Chicago. Richard is the publisher of 'Sidecar News' and an officer of the Sidecar Racer's Association.

The Canadian group is headed by 1978 Laguna Seca winners Roy Richard/Dave McKenna of Ontario, and last year's second place team, Winfried Hopp/Bill Alston of Pennsylvania, head the group from the East Coast.

Another team that will bear watching is Walt Garnett/Bob Smith from Riverside, Calif., on an outfit Walt built in his garage. Walt astounded everyone here last year by finishing sixth on the then-untried outfit, despite a broken clutch cable. We recommend the "Corkscrew" area, and the turn 7, 8 and 9 area as being particularly exciting places to watch the sidecar race from.

We hope that you will enjoy the races here today, and if you wish to find out more about this fascinating sport, please write to: Sidecar Racers Association/West, P.O. Box 411, San Leandro, Calif. 94577.

BurmaH Castrol, Inc., in their continuing effort to support the activities of the American Motorcycle Association, and the sport of cycle competition, has announced their sponsorship of the 1980 AMA/Castrol "S" Side-Car Challenge.

Castrol, whose lubricants are already popular in dirt track and road racing as well as the rapidly increasing number of side-car teams, will award a total of \$2,000 in contingency payments at the end of the racing season.

All participating side-car teams competing in the 1980 AMA/Castrol "S" Challenge will be offered Castrol products, must display the Castrol decal on both sides of their racing outfits and display the Castrol patch on their leathers.

Based on the official points at the close of the season, side-car teams will be rewarded according to the following schedule:

Winner.....	\$1,000
Second.....	500
Third.....	250
Fourth.....	125
Fifth.....	75
Sixth.....	50

The Winston-Pro Series of AMA events at which the AMA/Castrol "S" Challenge Races will be part of the schedule includes Road America, Bryar Motorsport Park, Road Atlanta, Laguna Seca and Pocono International Raceway.

NOVICE ENTRIES

<u>No.</u>	<u>Rider</u>	<u>City & State</u>	<u>Sponsor</u>	<u>Mach.</u>
2	Stan Pollock	N. Miami Bch., FL	Self	YAM
3	Ricky Ritch	Ormond Bch., FL	Self/Rocket Racing/Gary Nixon and Fisher Yamaha	YAM
8	Keith Kiyota	Brighton, CO	Brighton Cycles, Ltd/Senti Yamaha	YAM
9	Gary McDonald	Sapulpa, OK	K&N Motorcycles	YAM
10	David Howes	Windham, NH	Landry's Cycle Sales	YAM
11	Harry Vanderlinden	Hickory, NC	Sure-Fire/Yamaha of Hickory/ Phil Flack Racing	YAM
14	William Himmelsbach	Quakertown, PA	Self/H-D/Sponsor needed	HD
16	Mark Bougas	Lexington, MA	Boston Cycles/Metric Screw & Tool Co./ P.T. Machine/Vanson Leathers	YAM
18	Robert Roberts	W. Palm Bch., FL	Mil-Rob Racing/Family Furnishings	YAM
19	Michael Herzing	Houston, TX	Self	YAM
23	John Concklin	Forest, VA	Self	YAM
25	Edward Van Etten	Miami, FL	Larry Seiple's Yamaha	YAM
26	Nobuhiro Nakamura	Gainesville, FL	Self/Danny Hyatt Perf.	YAM
28	Lanny Leonard	New Milford, PA	Mac's Cycle/McKinley Racing Ent.	YAM
29	Chris Kinman	Dayton, OH	Dayton Excavating Co.	YAM
30	Glen LaRock	Menomonie, WI	Sweet, Brunn & Bowe	YAM
32	Tom Edwards	Richmond, VA	Self	YAM
34	J. Melson Gunnels	Birmingham, AL	Self	YAM
36	Donald Dillon, Jr.	S. Daytona, FL	Rocket Racing	YAM
38	George Nolan	Indianapolis, IN	Keystone Kawasaki/Self	YAM
39	David Reed	Kannapolis, NC	Self/AM HD-Yam./Super Toad Racing	YAM
40	Peter Witham	New Market, NH	Bayhead Machinery	YAM
41	Robb Garrett	Laurel, MS	Conyer's Motorcycle Sales	YAM
46	Gregg Smrz	Wayne, PA		YAM
47	Gary Maslanka	Cheektowaga, NY	Self/Buffalo Motorcycle Supply/ Don George's Sport Center	YAM
49	David Geiger	Livonia, MI	Self	YAM
50	Jeff Haney	Seaside, CA	American Honda Motor Co.	HON
51	Kathy Teague	Taylor, MI	Self	YAM
52	Leo Sowers, Jr.	Rochester, MI	Self	YAM

NOVICE ENTRIES

<u>No.</u>	<u>Rider</u>	<u>City & State</u>	<u>Sponsor</u>	<u>Mach.</u>
58	Wade Turner	Wilton, CT		YAM
59	Bryan Paquette	Hancock, NH	Fran's Auto & Repair	YAM
60	Thomas Docteur	Victor, NY	Mac's Cycle/Self	YAM
62	Daniel Pike	Chester, CT	Ralph Strong Motorcycles, Ltd.	YAM
65	Rick Orlando	Boulder, CO	Colorado Mine Co./Brownell Dist./ Motorcycle Parts Center/Big Al's Dist.	YAM
67	Jeffrey Davin	Straford, CT	Super Bike East	YAM
70	Donald Martin	N. Syracuse, NY		YAM
72	Franco Faggi	Englishtown, NJ	Self/Motion Enterprises	YAM
77	Peter Trevitt	London, Ont., Can.	Inglis Cycle Centre/Marco Heating, Ltd.	YAM
79	Timothy Castellano	Floral Park, NY	American Jawa Motorcycles/Self	YAM
80	Erik Haskell	Crestwood, NY	Haskell Service	YAM
81	Peter Lloyd	N. Miami Bch., FL	Self	YAM
82	John Frattalone	N. Egremont, MA	Self	YAM
84	Gary Lahmers	Dover, OH	Natural Hi-Fi	YAM
86	Earl Smith	Angle, TX	Self	YAM
88	Bobby Behel	Sheffield, AL	Sponsor Needed	YAM
90	Cliff Fatzinger, Jr.	Bethlehem, PA	Ed Fatzinger/Lynyard Skynyrd/Self/H.S.I.	YAM
91	William Hutton, Jr.	Havertown, PA	Gary Goldis/Cycle City/Self	YAM
93	James Lerer	Moss Beach, CA	Self	YAM
94	Jeff Myers	Owosso, MI	Haslett Motor Sports/Self	YAM
95	Peter Aschenbrenner	Arlington, VA	Mac's Cycle	YAM
96	Robert Miller	Guilford, CT	Hamden Cycle/Bob Miller	KAW
98	Jim Perry	Framingham, MA	Frank's Cycle Serv./Team Eclipse	YAM
99	Barnett Bernstein	Burtonsville, MD	Fredricktown Yam./The Dirt Shop/Self	YAM
107	Daniel Geiger	Inhster, MI	Self	YAM
110	Richard Lydon, Jr.	Ravena, NY	Needed	YAM
111	Lee Florin	Putnam Valley, NY	Self	HD
112	H. J. Dusty Behrman	San Bernardino, CA	Will Jenner/Dust Behrman	YAM
113	Michael Casanova	Barrington, RI	F&M Rac. Ent./Pawtucket Cycles	YAM
139	Stephen Foote	Centreville, VA	Watch Chemical/N.D. Plugs/Sportsman Cycle	YAM
197	Kirk Guny	Concord, NH	Bob Fairburn/Freedom Cycle	YAM

Rider Profiles



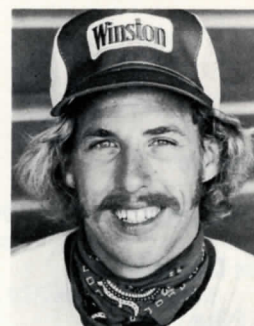
RANDY GOSS, #13
Highland, Michigan
Born January 12, 1956

Number 13 proved lucky indeed for Michigan's Randy Goss during the 1979 Winston Pro Series season. He claimed his first career National win at Middletown, New York, and backed that up with victories at Des Moines, Iowa, and Gardena, California. Goss placed in the top three on seven occasions, and he was the only rider to earn points in each of the 23 dirt track Nationals. Randy took the Winston Pro Series point lead at the Houston doubleheader, and he was in contention for the title until the final three races of the year. Making his first appearance in the top 10, Goss never dropped below third place and he finished just three points behind runnerup Jay Springsteen. His '79 accomplishments earned him a spot on the Harley-Davidson factory team as teammate to Jay Springsteen.



RICKY GRAHAM, #41
Pacific Grove, California
Born December 26, 1958

Enjoying his best season ever, Ricky Graham put together 10 main event performances during 1979, highlighted by a runnerup finish in the spring San Jose Mile, third at the Peoria TT and fourth in the season's finale on the half-mile at Ascot Park. In addition, Rick was fast qualifier for the Louisville half-mile and second fastest time-trialer on the mile oval at DuQuoin, Illinois. In all, those rides earned him a tie for 13th in the point standings. Along the way, Rick picked up a good bit of help from Bart Markel, the all-time king of Grand National racing with 28 career wins. A carpenter by trade, Graham had predicted a top 10 finish in the Winston standings last year, and only a lack of consistency prevented that from happening. Rick remains a strong candidate to fulfill that objective—and perhaps win a National or two—during the 1980 season.



RICK HOCKING, #17
Fremont, California
Born November 25, 1952

At the end of the 1978 season, many fans had written off the career of former rodeo bull rider turned motorcycle racer Rick Hocking. The Fremont, Californian, burst onto the National scene in 1974 with two wins in the last three races of the season and a ninth-place ranking overall. Acknowledged to be a short track wizard, Hocking won his two Nationals on a rough mile oval and the lightning fast Ascot half-mile, thus establishing his versatility. But Hocking was never successful in putting together a solid season-long program. He regained the top 10 with a ninth-place finish in '76, but by the end of the '78 season was quoted as saying he spent more time watching than racing. Then came '79 and a year-long sponsorship that enabled him to contest the full circuit. Hocking responded with a victory on the short track at Santa Fe Park and an eighth-place ranking in the year-end standings.



BRAD HURST, #51
Springfield, Oregon
Born April 29, 1958

Brad Hurst entered his American Motorcyclist Association Expert career with three goals. First, he wanted to earn a National Number, which he achieved in 1978 on the basis of his '77 performances. His second objective was to win a National, and in one of the dramatic moments of the 1979 season, Hurst turned that trick on his home track at Castle Rock, Washington. Having qualified for the main event at Castle Rock, Hurst promptly bailed off and found himself at the tail end of the National field. But his wealth of experience on the tiny, kidney-shaped track paid off. He remounted and passed the entire field to win his first Winston Pro Series main event! In addition, the personable Hurst claimed the Western Regional Championship in the Expert division and was 19th in Winston Pro Series points. His third goal? To be Number One!



CORKY KEENER, #62
Golden, Colorado
Born October 2, 1945

At Syracuse, New York, last fall, Corky Keener came within a half-bike length of winning his first Winston Pro Series main event since 1976. But Steve Morehead nosed across the line first, leaving the popular Keener to await a 1980 victory opportunity. But Keener's victory draught hasn't kept him from placing in the top 10 every year except one since 1974. In addition, he is the only AMA rider to have earned point fund money from the R. J. Reynolds Tobacco Company every year of its six-year AMA sponsorship. Though no longer under contract to Harley-Davidson, Keener will again have limited factory support during 1980. Nicknamed "Mr. Dirt," Keener's constant smile makes him a favorite of fans and fellow riders alike.



MIKE KIDD, #72
Bedford, Texas
Born July 20, 1953

When Mike Kidd inked a 1979 contract with the United States Army, he felt that would open the door to his most successful year ever on the AMA's Grand National circuit. Sure enough, "Captain Kidd" equalled his career high 1977 victory output of three by winning the Sacramento mile, the Topeka half-mile and the second Indy Mile. He claimed fifth position in the final standings, equalling his best finish to date, and he was a scant four points out of fourth. One of the most versatile riders on the circuit, Kidd first established himself as a short-tracker, but a broken leg suffered in a crash at Santa Fe Park tempered his specialization on the tiny ovals and he expanded his arsenal of skills to include half-mile and mile racing.

Rider Profiles



SKIP AKSLAND, #27
Manteca, California
Born October 11, 1956

Two years of misfortunes have prevented the emergence of Skip Aksland in the role of Winston Pro Series favorite. A formidable road racer who has benefitted from career-long support and help from World Champion Kenny Roberts, Aksland first tailed "King Kenny" to a series of runnerup finishes in AMA National road races in 1977. Late that season, the personable Californian laid to rest the "Roberts' protegee" stereotype and emerged as a star in his own right by winning the San Jose Mile. Prospects looked good for a title shot in '78, but a series of nagging injuries dashed those hopes, then recurred last year and limited Skip to a 12th-place finish in the Winston Pro Series standings. Nonetheless, Aksland is among America's premier road racers, and will likely split his time in 1980 between domestic and international pavement competition. In addition, he can be expected to threaten in his periodic appearances on Western dirt tracks.



MIKE BALDWIN, #43
Darien, Connecticut
Born January 15, 1955

The 1979 season brought Mike Baldwin dramatic success followed by disastrous injury. Crowned U.S. Road Race Champion in 1978, Baldwin came to Daytona in March of '79 armed with bundles of enthusiasm and an outdated factory Kawasaki. A crash in practice forced him to miss qualifying and start the 200-mile race dead-last. Then, in a dramatic demonstration of skill and courage, Baldwin came from last to finish fourth, a smashing success that provided the send-off for a European road racing foray. Returning to Loudon, New Hampshire, for the second American pavement National of the year, Baldwin's fate shifted dramatically. He crashed and suffered a grievously shattered leg, and spent the remainder of the year in traction. Then, just before Christmas '79, he rose determinedly from his hospital bed and walked without assistance. Having announced his intention to make a comeback in 1980, Baldwin will likely ocean-hop to take in as many American and European races as possible.



TED BOODY, #12
Lansing, Michigan
Born August 11, 1958

The up-and-down career of Ted Boody is characterized by the combination of good and ill fortune that alternately blessed and befell him during the 1979 season. After narrowly missing Rookie of the Year honors in 1976 and ranking second to his Harley-Davidson factory teammate Jay Springsteen in '77, things began to sour for "Bood." He slipped to fourth in the 1978 standings, failed to win a National and lost his factory sponsorship. But those who were tempted to write off the Michigan youngster as a flash-in-the-pan were forced to rethink that position when Boody took a privately-backed Yamaha to victory in 1979's season-opening short track at the Houston Astrodome. Next came an impressive ride in the Daytona 200 road race—a field of endeavor relatively new to Boody—and it looked like the lanky Michigander again had things going his way. But a disastrous crash at Loudon, New Hampshire, left him sidelined until August recuperating from arm and leg injuries.

1980 will have to be a comeback year for "Bood."



GARTH BROW, #15
Flint, Michigan
Born September 13, 1958

Momentum is a critical factor in racing, and Garth Brow will be out to regain his in 1980. Tenth-ranked and Rookie of the Year in 1977, Brow vaulted to fifth place in the 1978 standings on the strength of three wins on mile ovals. And while '79 could hardly be called a draught by normal standards—Brow made 14 main events and placed in the top three on three occasions—still the final Winston Pro Series tally left him seven points short of a top 10 finish. The notable difference in Brow's '79 performance could be seen on the mile dirt tracks, where horsepower is critical. The search for the elusive mile track combination that led to his 1978 successes will be ranked high on Brow's priority list for 1980.



STEVE EKLUND, #1
San Jose, California
Born June 20, 1955

Having claimed the Western Regional Junior Championship in 1975, Steve Eklund began his assault on AMA Grand National racing. He was Rookie of the Year in '76 with a fourth-place ranking and three National wins. He added another National victory in '77, but dropped to fifth in the year end standings. Then, in 1978, Eklund proved his potential by winning six Nationals. He lost the crown to Jay Springsteen by a heartbreaking five points, and for the soft-spoken, mild-mannered Eklund, that near miss made his '79 championship even sweeter. Three National wins, an additional five finishes in the top three and a healthy share of determination and consistency earned Steve the Winston Pro Series Championship by a margin of 41 points over three-time and defending champ Jay Springsteen. Riding Harley-Davidsons and Yamahas owned by Mario Zanotti Enterprises, Eklund stopped Springsteen's attempt at a record-tying fourth consecutive title. In so doing, he ran his career victory total to 13, moving him to 11th on the AMA's all-time National win list.



MICKEY FAY, #59
Puyallup, Washington
Born June 2, 1959

Traditionally, the Houston Astrodome Winston Pro Series opener is a pressure-packed weekend jammed with surprises, and 1979 was no exception. Part of last year's pressure stemmed from the debut of the factory Honda TT bikes, new to the series and to the riders who were contracted to ride them. And the surprise of the weekend came when Mickey Fay, now of Puyallup, Washington, won the TT National. In fairness, though, the more knowledgeable Winston fans saw the Fay threat coming. The Pacific Northwest TT specialist led the '78 Houston TT, then led the '78 National final on his home track at Castle Rock, Washington, for 23 of 25 laps before losing a cylinder and finishing fifth. In addition to last year's Houston win, Fay claimed the runnerup spot in the Western Regional Championship for Experts and was 17th-rated in the Winston Pro Series final standings.

Rider Profiles



STEVE MOREHEAD, #42

Findlay, Ohio
Born August 23, 1955

If Steve Morehead ever puts together a full season at full potential, they can pack up the Winston point fund and ship it to Findlay, Ohio. The ever-smiling flat track specialist will change uniforms for 1980. He'll continue to enjoy support from 1979 sponsor Harley-Davidson, but he will fly the colors of the Horton Ambulance Manufacturing Company as his primary sponsor. In 1977 and again in '78, Morehead put together streaks that dramatically improved his final rankings and served notice of his championship potential. He kept that tradition alive in 1979, opening with a lackluster start, then dialing in the combination late in the dirt track season. Having found the groove, he reeled off consecutive finishes of fourth, first, second and first in four races, vaulted from eighth to fourth in the final standings and served notice that he is a very real threat to capture Winston Pro Series honors in 1980.



SCOTT PARKER, #11

Flint, Michigan
Born November 21, 1961

The youngest rider ever to carry an AMA Expert license, Scott Parker won the 1979 Rookie-of-the-Year title. Along the way he also became the youngest rider ever to win a Winston Pro Series National, and he finished ninth in the series standings. As a member of the potent Klotz/Wiseco team, Parker demonstrated his bravery by winning mile races at DuQuoin, Illinois, and Indianapolis. He also began to learn that youthful enthusiasm is no match for a delicate throttle hand on the slick grooves of many Winston Pro half-miles. That lesson, once fully learned, could be the key to a Parker championship. Scott has the help of mentor Rick Toldo as well as some support from the Harley-Davidson factory. And he has the nerve to full-bore a dirt track corner like a veteran. Sophomore seasons often tell a great deal about racing futures, and thus a good many eyes will focus on Scott Parker in 1980.



SCOTT PEARSON, #95

San Jose, California
Born September 30, 1957

Like so many top AMA flat track racers, Scott Pearson was born in Michigan, but he migrated to California and for the past two seasons has campaigned under the banner of Harley-Davidson West. Those two seasons produced identical 15th-place rankings for the lanky blond, and Pearson will be out to improve on that in 1980. For all practical purposes, '79 was Scott's second season of competition. He was injured at Daytona in 1977 and missed the remainder of his rookie season. In '79, Pearson upped his output of main event starts from eight to 15, highlighted by a runnerup finish in the Peoria TT, the best Winston Pro Series finish of his career.



TERRY POOVEY, #18

Garland, Texas
Born September 16, 1958

Terry Poovey changed his style in 1979, with a new emphasis on winning. Unfortunately, he was also less consistent, and the net result was a drop of one position in the point standings, from 12th to a tie for 13th. Now in his fifth season, Poovey demonstrated his victory potential early, winning a short track National as a rookie and coming back the following year to place third in the season-opening short track in the Houston Astrodome. In '78, consistency was the Poovey watchword, as he scored in 17 of 27 races. In contrast, "Pooh" has made only one '79 main event prior to his mid-season victory at Columbus, Ohio. Having reached his stride, the young Texan added nine more point-paying performances by season's end, including victory on the half-mile oval at Pittsburgh, Pennsylvania, on his 21st birthday!



KENNY ROBERTS, #2

Modesto, California
Born December 31, 1951

Kenny Roberts' name is clearly inscribed on the list of all-time AMA racing greats. Champion of the 1973 and '74 series, Roberts now focuses his attention on the world road racing scene and makes only infrequent stateside racing appearances. His world successes have matched those he enjoyed during his domestic career, and he won consecutive 500cc World Championships in 1978 and '79. Last year's title came despite a test track crash during the off-season that left him with a broken back. Still, the gritty Californian missed only one race because of the injury, and came back to successfully defend his title despite a season-long tiff with the international sanctioning organization. Roberts' remarkable 1979 campaign earned him the AMA's prestigious Professional Athlete of the Year award. "King Kenny" is expected to make several American appearances in 1980, and with 27 career National wins under his belt, he has the opportunity to tie or break Bart Markel's career record of 28.



GENE ROMERO, #3

San Luis Obispo, California
Born May 22, 1947

Former Grand National Champion Gene Romero continues his occasional forays into the world of four-wheeled racing, but he can still show the youngsters of the Winston Pro Series the fast way around. In 1979, Romero's infrequent appearances earned him 20th spot in the point standings, and his fans nodded knowingly as he led the Loudon road race until mechanical gremlins slowed him to a third-place finish. Subsequently equalled at Sears Point, those "show" positions rated as Romero's best of the year. However, "Burrito" enjoyed another moment of glory—and again surprised those tempted to write off his dirt track career—as he qualified third fastest at the first Indianapolis mile and led the final until the machine broke. A veteran of 13 seasons on the circuit, Romero was in the top 10 every year from 1968 through 1976, and could be again in 1980.

Rider Profiles



RICHARD SCHLACHTER, #48

Old Lyme, Connecticut
Born March 14, 1952

In 1979, Rich Schlachter quit his construction business, closed out his bank account and went racing full time. That concentration of effort and resources netted him the U.S. Road Racing Championship and high hopes for the 1980 season, with its expanded schedule of Winston Pro Series pavement races. Schlachter has long been a leader in regional road racing, particularly in the eastern United States, and has been viewed as a potential star. He began to fulfill that promise in 1979 with runnerup 750cc class finishes at Loudon and Laguna Seca and a Superbike win at Loudon. In addition, he was running fifth in the Daytona 200 when he was sidelined by a flat tire. Like most American road racers, Schlachter did some European racing in 1979 and may again in 1980, depending upon sponsorship. However, his priority for the coming season is Winston Pro Series road racing and breaking the ice with the first of many career National victories.



GARY SCOTT, #5

Springfield, Ohio
Born January 19, 1952

Gary Scott's career spans the 1970's, beginning with his Novice and Junior division dices with Kenny Roberts in '70 and '71. And throughout the decade, Scott has been one of the most consistent riders on the Grand National circuit. Despite his failure to win a 1979 National—only the second time in eight seasons that has happened—Scott has compiled a remarkable string of achievements. He scored consecutive runner-up finishes his first three years, 1972-74, he won the 1975 championship, was runnerup again in '76 and ranked third in '77. Scott warns against viewing his back-to-back sixth place finishes in '78 and '79 as a swan song, noting that he fully intends to add to his career total of 16 National wins during the coming season. Scott will also be remembered for his involvement in one of the great controversies of the 1970's, triggered when he quit the Harley-Davidson factory racing team in a contract dispute following his 1975 championship season.



HANK SCOTT, #14

Findlay, Ohio
Born May 25, 1954

Hank Scott spent much of 1979 wondering what happened to the successes of '78. Though his slip from third to seventh in the Winston Pro Series standings still leaves the transplanted Californian with a credible string of six consecutive top 10 finishes, Hank failed to win a National last season. That was a marked contrast to '78 when his Carl Patrick-tuned mile bike was the fastest motorcycle on the circuit and carried him to three victories. Like his older brother Gary, Hank moved to Ohio from Baldwin Park, California, and the two Scotts have compiled the most impressive brother act in the history of Grand National racing. Hank can be expected to add to that record—and to his career total of six National wins—with the right program of support for 1980.



DALE SINGLETON, #30

Dalton, Georgia
Born August 27, 1955

For the self-proclaimed "Pig Farmer" from Dalton, Georgia, the 1979 Daytona 200 was the culmination of more than five years of hard work and determination. Singleton's victory in the world's most prestigious road race clearly established him among the sport's pavement racing stars, and helped to make up for misfortunes and injuries that dampened Dale's subsequent ventures into European road racing. The top-ranked Novice and Junior rider respectively in 1974 and '75, Singleton added fourth and second-place finishes in the U.S. Road Racing Championship in '77 and '78. That record of steady improvement peaked at Daytona last year, and Singleton must now be considered among the favorites in any road race he contests during the 1980 season. He is expected to hopscotch the Atlantic for a season of domestic and international road racing.



FREDDIE SPENCER

Shreveport, Louisiana
Born December 20, 1961

The long-awaited Expert debut of Freddie Spencer may be limited to Winston Pro Series road racing, though the Louisiana youngster clearly has the versatility to challenge in every form of AMA racing. A child star, Spencer earned his first AMA Amateur National Championship in 1975, repeated it in '76, and subsequently fudged his pro license application in hopes of making his professional debut before his 16th birthday. After sitting out the resultant suspension, Spencer won four of the five Novice road race main events in 1978. In '79, Freddie became a rookie Expert road racer, limited to 250cc Grand Prix bikes, and he won the U.S. Road Race Championship in that class. He also claimed third place in the Superbike Production class, riding factory Kawasakis. In his spare time, Spencer compiled sufficient dirt track points to qualify for Expert rating and take eighth place in the Central Regional Championship standings. Spencer has the option of seeking the Winston Pro Series title or specializing in road racing, splitting his time between U.S. and European competition.



JAY SPRINGSTEEN, #9

Lapeer, Michigan
Born April 15, 1957

In 1979, Jay Springsteen missed the opportunity to become the second man in the 26-year history of Grand National racing to win four consecutive championships. Instead, "Springer" missed four of the first five races due to a stomach problem that was destined to recur throughout the season. He ultimately finished second in the standings, but not until he fashioned an impressive attempt at a comeback. Springsteen reeled off a string of three consecutive wins in late May and early June, and he later added a fourth victory to bring his career total to 25. Though his hopes for a record-tying fourth championship went waning last year, Springsteen has vowed to "come back" in 1980, if indeed "comeback" is the right word for a career that includes a third, three firsts and a second-place ranking in Grand National racing. When he does come back, Springsteen will need just three wins to tie Bart Markel's all-time career win record of 28.

THE AMA . . .

56 YEARS OF TRADITION

Through the 56 years it has served America's motorcyclist, The American Motorcyclist Association (AMA) has enjoyed no success more lasting than that of its grand national championship. The level of competition seems to improve annually; witness the fact that in two of the last four seasons, the championship has been decided in the final race weekend of the year.

But even though the Winston Pro Series is among its most visible activities, the AMA has been a great deal more than a racing organization, since its founding in 1924. The Association's 125,000 members and 1,200 charter clubs enjoy a variety of activities ranging from amateur competition to trail riding to motorcycle touring. Tangible benefits such as monthly copies of American Motorcyclist magazine, theft protection, accidental death and dismemberment protection and trip routing service make individual membership in the AMA the best bargain in the association long history.

Still, it is in the area of professional racing, and particularly the grand national championship, that the AMA's history is brightest. Prior to 1954, a single event — the 50 lap race on the mile dirt track at Springfield Illinois crowned the top rider in AMA racing, the man who would carry the coveted No. 1 plate. Then came 1954 and a radical departure in which 18 major events on a variety of tracks nationwide were granted status as "nationals". Eight of those races were won by future auto racing champions "Smokey Joe" Leonard as he dominated the series and became the first AMA Grand National champion.

Point structures have varied over the years and the national schedules has ranged from a low of 7 to a high of 28 events. But the basis of the Grand National series has never changed; versatile motorcycle athletes compete for points on a variety of dirt and paved courses, with the season high point rider earning the distinguish of No. 1.

In 1979, Steve Eklund of San Jose, Cal., became the first rider since Dick Mann in 1963 to win the title without factory sponsorship. Eklund thus derailed Jay Springsteen's hopes of becoming the first man since Carroll Resweber in 1961 to collect 4 consecutive titles.

And while Resweber's record remains in tact, odds are good that 1980 will see the fall of another of the most impressive and venerable records in the history of the series Bart Markel's total of 28 career national victories. Springsteen has a clear shot at the mark, as does Kenny Roberts, the 1972-1973 Grand National champion who now concentrates his recent effort on world class road racing.

By any measure, the Grand National circuit has come a long way since the dusty days of vagabond youth. The Winston Pro series enters the 80's as a full fledged sport attraction, it's appeal based on a time tested formula of excitement, drama, and close competition among some of the fastest machines and bravest men in all of motor sports.

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Edward "Whitney" Ford
N.Y. Yankee Hall-of-Famer

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WINSTON CYCLE JAM AT POCONO

“ACTION PACKED”

There will be five classes of racing this weekend at the Winston Cyclejam at Pocono. First the Novice class riders, identified by black number plates with white numbers, are at the bottom of the experience ladder. They race 250cc machinery and are generally in their first year of road racing.

The expert Lightweight class is the next rung up and allows the riders who have accumulated a set number of advancement points to ride 250cc machinery with expert ranking and to race in Superbike Production or Formula One divisions. The machine is basically 250cc, 2 stroke. The racing in this class is often the closest of the race meet, where a few extra horsepower and a few pounds less weight can make the difference when everything else is nearly equal.

Superbike Production is the one class that churns the blood of everyone. The second of powerful 4 stroke engines echoing through the countryside is music to the ears. The class relates most closely to what the average rider uses for street transport. While the bikes look stock as far as body configuration goes. The rules allow for certain engine and suspension modifications, which churns the mild mannered street cruiser into a fire breathing beast. 1025cc is the top displacement limit and there is something for everyone with Honda, Kawasaki and Suzuki fielding factory efforts along with plenty of privateers riding those brands or BMW, BUCAT and LAZERNA. A little something for everyone.

The Formula One class is the Winston Pro-Series point paying event. Here the machinery is the most sophisticated and the riders the most experienced. A rule change for 1980 allows 4 stroke machinery to compete with what had been predominately a 750cc, 2 stroke class. Can the 4 strokes, allowed to basically run “WHAT YA BRUNG”, with streamlining, suspension and engine work within certain guidelines, compete with the Production Grand Prix 750cc Yamahas? Darn right and it took only two nationals to find out.

On June 1, Wes Cooley put his Yoshimura/Suzuki sponsored 4 stroke in the lead of the Formula One event right off the starting line at Elhart Lakes Road American Circuit — a power loving four mile road course — never looked back. So much for the uncompetitive myth.

In Formula One it's a battle of top speed versus charging off the corners. While the 4 strokes are some 10 miles per hour slower on the top end, you can expect speeds in the 170 mph range along the straight. They don't spin their tires coming off the corners, leading to smoother and quicker acceleration. There will be only two true Formula One 4 strokes entered at Pocono and those will be in the capable hands of Wes Cooley and Freddie Spencer.

Rounding out the “Action Packed” motorcycle road racing weekend at Pocono will be the wild and woolly sidecars, with these two men teams, making the most unbelievable maneuvers at incredible speeds.

Track action for the “Action Packed” Winston Cyclejam weekend begins with practice and qualifying heat races on Saturday, August 16th with the exciting final events on Sunday, August 17.

If cycles are your thing, then Pocono Raceway is the place to be August 16 and 17.



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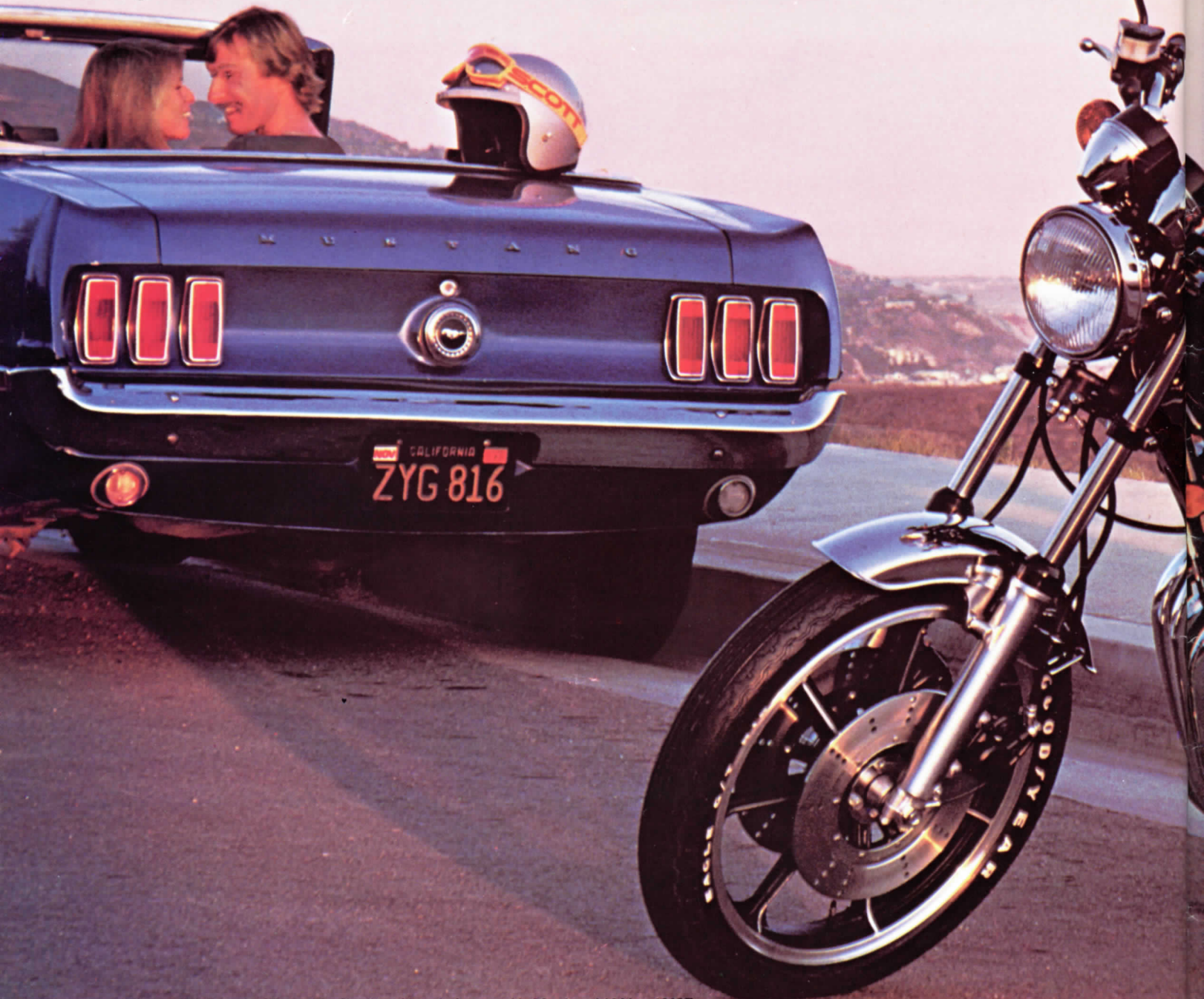


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to point out how reliable the 1015cc engine was; that it was easy to maintain with its transistorized breakerless ignition. He raved about the way it handled and the excellence of the three drilled disc brakes. He would mention that his was the engine that holds most major drag records and the world land speed record.

Then a lady would pass by and smile. As he smiled back, Dave knew why he bought the KZ1000 LTD.

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