

Winston

CYCLEJAM

AMA
National

Motorcycle
Road Race



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POCONO

Aug. 15-16, 1981

OFFICIAL SOUVENIR PROGRAM \$2.50

The class of its class.



The 750 cc high-performance class is no slouch when it comes to competition.

So it may come as a surprise when you stop to think that it has been dominated for over two years by one motorcycle. The Honda CB750F.

But while everyone else has been playing catch up, trying to match the performance of the CB750F, Honda has not been resting on the machine's laurels.

So when you see the ever increasing flood of claims that one bike or another is a match for the CB750F, Honda would like you to keep one thing firmly in mind.

The 1981 Honda CB750F is even better than ever.

Both the dual front and single rear disc brakes feature Honda's new twin piston calipers.



Four-cylinders, 16 valves, double overhead cams, 749 cc's and maybe a million high-performance miles.

The CB750F engine is not the newest design in its class – merely the most advanced. It features the Honda Pentroof™ combustion chamber design for central spark plug placement and high combustion efficiency. Four valves per cylinder enhance clean burning of fuel and efficient exhaust. And the direct valve system, because it is lighter than a rocker arm system, allows higher engine rpm's and minimizes valve float. And of course, less weight is always a consideration on a high-performance machine.

The double overhead cams are driven by dual multiplate chains, which are both strong and long-wearing.

Carburetion is by four 30 mm constant velocity units with an accelerator pump for quick, crisp throttle response. Transistorized pointless ignition delivers a reliable, hot spark throughout the engine's

performance range. And never needs adjustment or other maintenance.

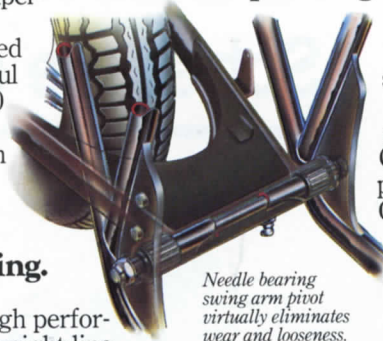
The exhaust system is a highly efficient four-into-two.

This is the engine that is the basis for Team Honda's Superbike road racers. The engine that has propelled the CB750F to its rightful place as king of the 750 class performance machines. It is a proven performer.

Some new twists on handling.

If you think high performance is straight line, dragstrip speed and nothing else, read no further. Because to the CB750F, high performance means the quickest way to get from point A to point B, regardless of how many curves are in between.

Start with frame geometry, designed to combine quick, nimble cornering and high-speed stability. Add new 37 mm air adjustable front forks.



Needle bearing swing arm pivot virtually eliminates wear and looseness.

and more positive feel.

are mounted with wider than ever tubeless tires for a bigger footprint on the road.

A crucial part of going-stopping.

High performance sport riding requires precise, effective braking. The Honda CB750F utilizes a triple disc brake system. One slotted disc in the rear, two slotted discs in front.

All with twin piston calipers, for added caliper rigidity and more positive feel.

One thing no company can build into a bike.

A reputation.

No motorcycle rolls off the assembly line a proven winner. Most simply roll on into oblivion.

It takes years to build a reputation as a high performance motorcycle. And it can only be done by the people



Freddie Spencer on the Honda CB750F based Superbike.

With an equalizer to facilitate filling.

A needle bearing swing arm pivot provides precise alignment. And the new Honda VHD™ shocks are adjustable 30 ways to match load, road and riding conditions. The highlighted black ComStar™ wheels

who know and ride and talk about this kind of motorcycle.

If you know one of these people, see what he has to say about the Honda CB750F.

If you are one of these people, you already know.

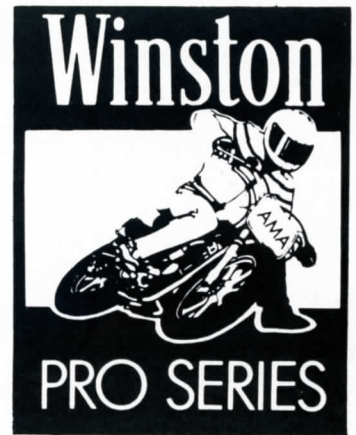
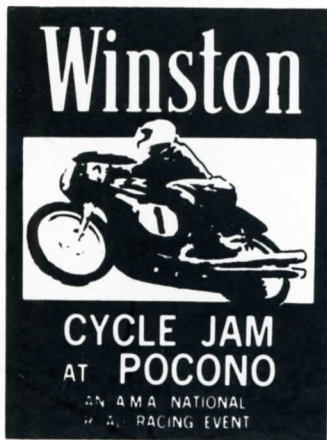
HONDA

FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. Specifications and availability subject to change without notice.

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Dept. 493, Box 9000, Van Nuys, California 91409.



Schedule of Events

Saturday, AUGUST 15th

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)

Sunday, AUGUST 16th

Harley-Davidson Battle-of-the-Twins - 15 laps, 42 miles

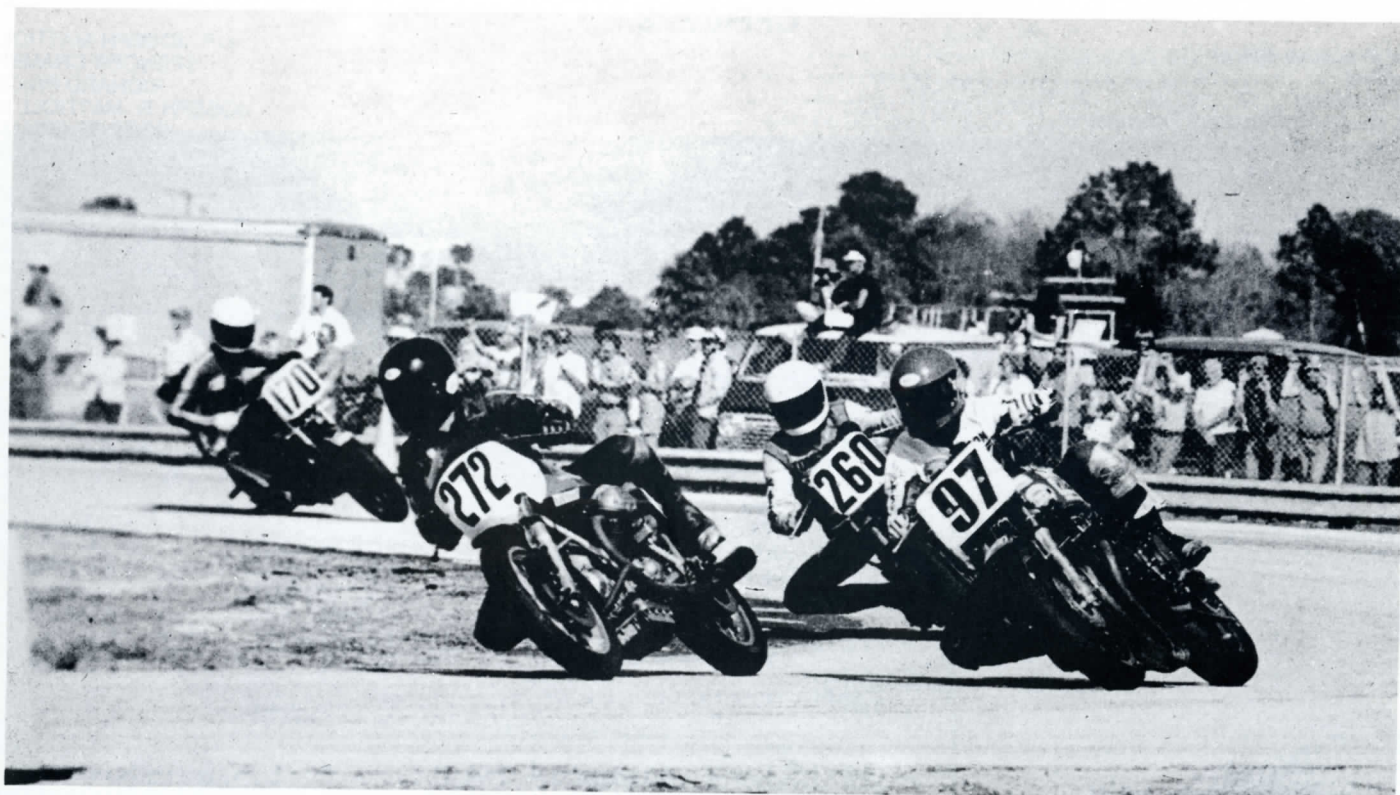
Lightweight Expert - 18 laps, 50.4 miles

Superbike - 15 laps, 42 miles

Lightweight Novice - 15 laps, 42 miles

Formula One Expert - 27 laps, 75.6 miles

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

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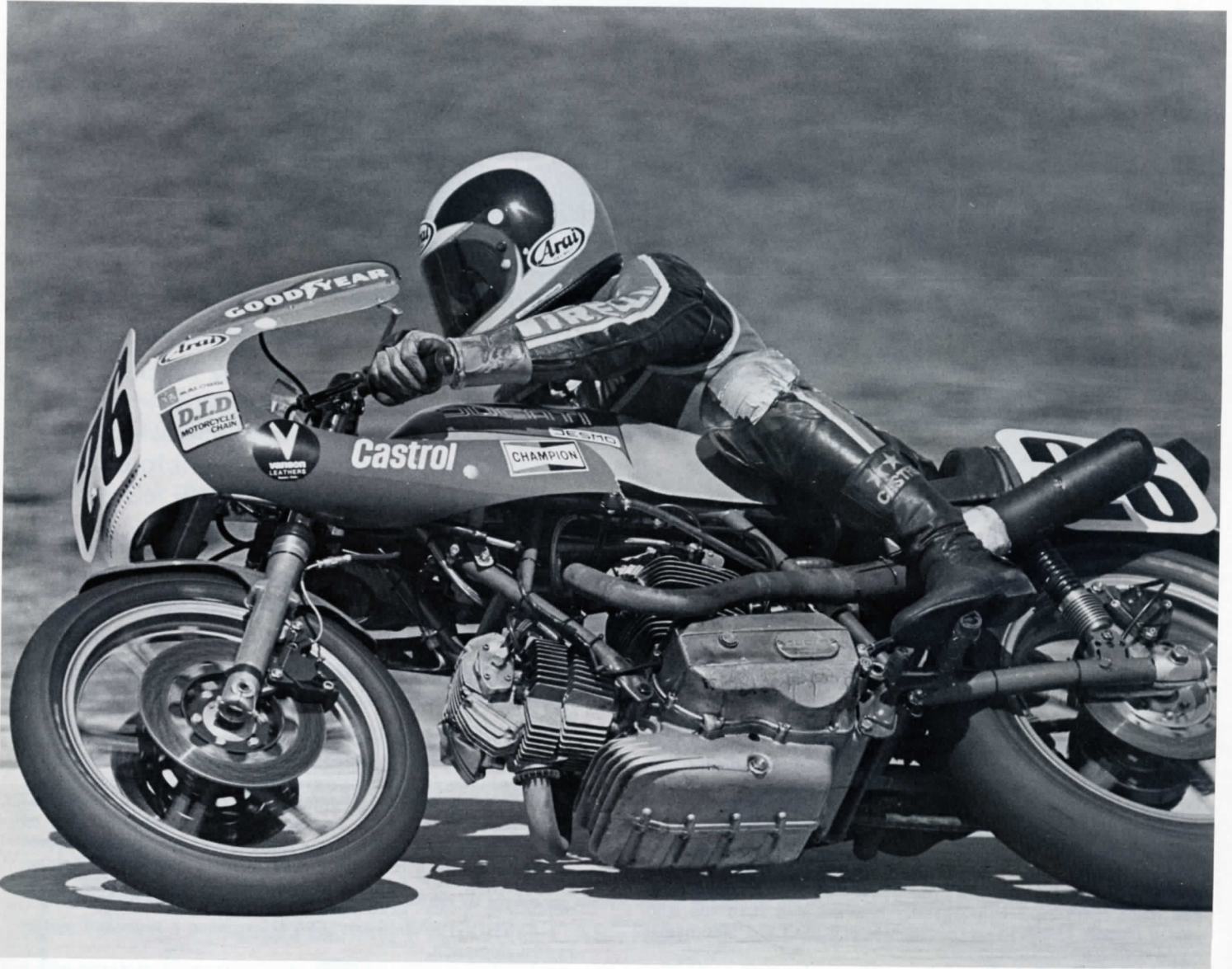
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JIMMY ADAMO, one of the nation's top privateers seen here at speed on his **CASTROL/ARAI** Leoni tuned Italian desmodromic-valved Ducati. Jimmy is currently the point leader in the hotly contested "Battle of the Twins" series.



CASTROL'S NEW MOTORCYCLE OIL TESTED AND PROVEN AT DAYTONA

Back in March of 1980, at the Daytona International Speedway, superbike competition riders were supplied with a new oil — CASTROL "S". This technically advanced lubricant was used in actual competition and proved itself at speeds in excess of 125 miles per hour. Riders questioned expressed utter satisfaction, oil samples checked from a variety of models indicated no "break-down" or loss of lubricating qualities.

During 1980, in the AMA/Winston Pro Series, the Side Car Challenge participants all depended on the new CASTROL "S". Again a variety of big bore highway cruisers performed faultlessly. The engines carrying sidecars and passenger, were under great stress, they were pushed to the limit in speed, rpm and were carrying a considerably heavier load than the solo cycles. Again, CASTROL "S" took everything the side-hacks could dish out!

Today's modern motorcycle engines, developing higher horsepower, and higher speeds, as well as increased rpm, prompted CASTROL to develop what must be considered the finest motorcycle engine lubricant available. The new formulation has been designed specifically for the modern four cycle engine. It is fortified with synthetic oils to assure a minimum of deposits on pistons, valves and combustion chambers. It's a super lubricant, operates at varying temperatures and burns clean. Actually all oils will form ash deposits, it's a natural residue, but CASTROL "S" has a formula that reduces ash content to **less than 1/2 of one percent!** This is lower than any other nationally distributed motorcycle oil.

In addition to the extremely low ash content, CASTROL "S" oil boasts anti shear stability. The viscosity of engine oil is effected by dynamic changes and stresses over a large tempera-

ture range.

CASTROL "S" is a 20W/50 lubricant, which means that it will flow like a 20W weight oil at 0°F, and a 50 weight oil at 212°F.

The extra ingredients that all oil companies add to their multi-grade contain massive molecules, when these molecules get caught up in the motorcycle gearbox, the gears literally chew them apart. Using ordinary oils can result in molecules being sheared to pieces, rendering them ineffective. The oil loses its ability to function as a lubricant at high temperatures — the kind which most often prevail in a motorcycle engine. CASTROL's "S" formulation results in less engine wear, eliminates clutch "grab" and drive train stress.

CASTROL "S" delivers the performance a seasoned motorcyclist demands.

CASTROL's "S" combines a special viscosity improver with a synthetic additive, to resist the destruction stress placed on the gearbox.

CASTROL's extensive tests on the race circuits, as well as on the turnpikes, at high speeds over extended periods of time, has shown that the new oil fights molecular shear better than any motorcycle oil ever made!

CASTROL oil has been used by the winning motorcycle champions, all over the world for years. It has been the choice of AMA Champions in five racing categories in 1979, and again in 1980! Current AMA two-time Road Racing Champion, Richard Schlachter, as well as Randy Goss, 1981 Grand National Champion relied on CASTROL to win their way into victory lane.

Castrol THE AMA/WINSTON PRO CHAMPIONSHIP SERIES WINNING OIL!

- 1979 - Steve Eklund, H.D. U.S. #1 Grand National Champion
- 1980 - Jay Springsteen, H.D. U.S. #1 Grand National Champion
- 1981 - AMA/Winston Pro Series point leader halfway
 - 1 - Steve Eklund, H.D.
 - 2 - Jay Springsteen, H.D.
 - 3 - Randy Goss, H.D.
 - 4 - Gary Scott, H.D.



Race Winners insist on **Castrol**

AMA "National" Road Race, Loudon, N.H.

Formula #1 Winner - Nicky Richichi, Yamaha
 Superbike Winner - Eddie Lawson, Kawasaki
 250cc Novice Winner - Wayne Rainey, Kawasaki
 Battle of the Twins Winner - Dave Emde, BMW
 Side Car Team Winners - Lind/Hart, Yamaha

CASTROL's NEW "S" oil, a race-tested lubricant used by winning four stroke bikes is fortified with synthetic oils, resulting in less ash residue, increased anti-shear stability, improved lubrication and permits your motorcycle to run cooler... CASTROL "S" assures you of longer engine life, maximum performance and doesn't "break down" at high RPM or the most punishing turnpike speeds.

CASTROL "S" has been formulated and

engineered specifically for today's big bore and multi-cylinder highway rockets. CASTROL "S" exceeds the rigid specifications set by Honda, Harley-Davidson, Suzuki, Moto Guzzi, Yamaha, Ducati, Kawasaki and others. Take advantage of the Special introductory "Pocono Castrol Deal" see coupon below.



SPECIAL POCONO CASTROL "S" 6-PAK OR 24 Qt. CASE DEAL



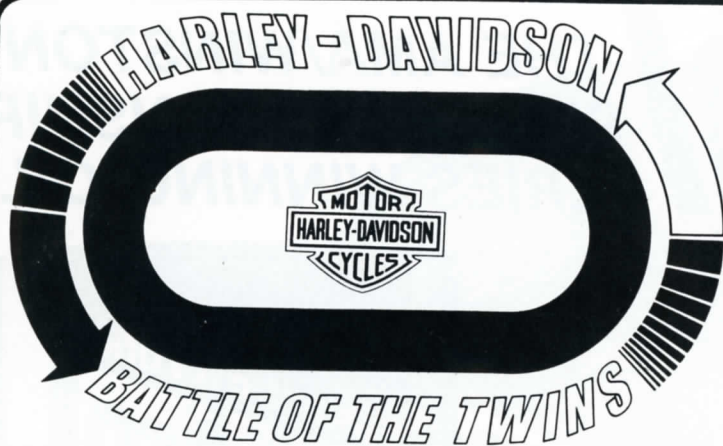
1266 Sans Souci Parkway
 Wilkes-Barre, Pa. 18702
 (717) 824-5724 655-9258



- "6-Pak" (Sug. Dlr. list \$21.00) Pocono price (Including free CASTROL "S" sew-on patch) **\$10.50**
- Full case (24 qts.) Sug. Dlr. list \$84.) Pocono price (Includes a handsome CASTROL "S" T-shirt) **\$39.99**

Product can be picked up at Pocono Int'l Raceway Paddock Area, between track and garage area Saturday and Sunday, August 15th and 16th, 1981, and at the main exit gate after 4 P.M. Sunday, August 16th.

Name _____
 Address _____
 City _____ State _____ Zip _____
 Make of Machine _____
 Your Local Dealer _____



Coming
August 16th,
1981

**THE HARLEY-DAVIDSON
 'BATTLE OF THE TWINS'**

**Help Us Fight This Crippling Disease
 Ride For Jerry's Kids!**

See One of These Dealers for Details.



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 609-641-8897

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THE EAGLE SOARS ALONE.



Harley-Davidson Motor Co., Inc.,
P.O. Box 653, Milwaukee, WI 53201

As many of you now know, the Harley-Davidson eagle recently flew the corporate coop to pursue life as a private company devoted to motorcycles and managed by motorcyclists.

In 1969, Harley-Davidson joined AMF and has since benefited from major expansions in production and engineering facilities which quadrupled V-Twin production. Harley-Davidson soon became AMF's largest company and strong enough to stand on its own. Recently, AMF decided to expand its industrial interests,

especially in the energy field, and selling Harley-Davidson to its existing management enabled them to do so.

This arrangement benefits both parties, and allows the new Harley-Davidson Motor Company to focus more intensively on building the most exciting product we know — motorcycles, and building this product for the most enthusiastic, dedicated group of customers and dealers in the world. We thank you, our customers, for the support that made this change possible.

And for those of you who haven't yet discovered the Harley-Davidson experience, we invite you to join with us in the rebirth of Harley-Davidson, the rebirth of the American motorcycle. Watch the eagle soar now!

LAWSON AIMS FOR SUPERBIKE POINTS LEAD

Eddie Lawson appears to be on a hot streak. It seems that everything the 23-year-old Ontario, California motorcycle roadracer touches turns to gold . . . as in first place trophies.

Fresh from a victory in the American Federatoin of Motorcyclists Six Hour Endurance race at Riverside, California, Lawson comes to Pocono with his eyes set on capturing the AMA Superbike Championship points lead from Wes Cooley. Lawson currently trails his close friend by a scant two points.

"Wes and I have always been good buddies," said Lawson. "We stay in touch with each other between race meets and always seem to end up together at the track while we're waiting for our event to be staged."

But that closeness takes a back seat to competitive nature when the two speedsters zip up their leathers and mount their respective Superbike entries. Even though Cooley holds a slight lead in the series, Team Kawasaki's Lawson has been busy closing the gap with three consecutive Superbike victories at Elkhart Lake, Wisconsin, Loudon, New Hampshire, and the grueling hillside course at Laguna Seca, California.

Adding to Lawson's recent Superbike wins has been his phenomenal performance in the 250GP series. Racing a belt-driven KR250, he has already clinched his second straight AMA Championship in that class and will attempt to put another trophy on his mantle at the Pocono event.

"No doubt about it," said Lawson, "the lightweight bike is easier to ride, mainly because it corners so much easier. With a Superbike you have to wait and run it deeper into the corner. But the Superbike accelerates so much more quickly once you complete your turn."

The Kawasaki Team rider says his 250cc motorcycle reaches top speeds near 150 m.p.h. while his Rob Muzzy-prepared KZ1000 Superbike will hot speeds of up to 170 m.p.h. on the Pocono course.

Lawson didn't get his start at those kinds of speeds in pavement racing until a few years ago.

At the age of 12, he was competing in Enduros, then mvoed to dirt track event. He says he tried a few motocross races, but settled on dirt track racing.

"I stayed with dirt track races because I didn't want to get beaten up in motocross. I felt there was more precision required for dirt tracking," he said.

"In the first event I ever entered at Ascot Park (California) I won. Then the officials disallowed my bike, even after they had passed it through inspection."

Lawson went on to become somewhat of a sensation on dirt, at one stretch winning 11 straight events as a pro at Ascot. He also entered a few AFM Club road races in 1972, but his first serious and successful roadracing effort came at Daytona in 1977.

Following a novice 250cc win that year at Daytona's famed Tri-oval, Lawson split his time between dirt and paved tracks. His first national roadrace as an expert was in 1978 at Sears Point International Raceway, north of San Francisco. He knew he was headed in the right direction when the soft-spoken motorcyclist took home a second place at the outing.

One year later, Team Kawasaki's racing manager, Gary Mathers, approached Lawson and offered him a factory ride.

"I literally jumped at the chance to take Mathers up on his offer. I knew that they'd have a super competitive 250 and they were about to team with the Kerker people to field a new Superbike effort."

Lawson continued, "with three previous Superbike Championships, there was never any doubt in my mind that Kawasaki was serious about the class."

As Mathers noted, "Eddie has shown us that he's the most serious racer in the pro ranks today. He's got the desire and the abilities to put the KZ1000 in the winner's circle."

This weekend, Lawson expects to show everyone just how serious he really is. Especially when it comes to prospecting for more gold.

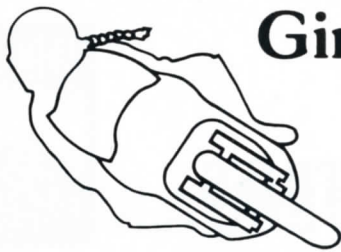
SUPERBIKE CLASS RIDER ENTRIES

<u>NO.</u>	<u>RIDER</u>	<u>CITY & STATE</u>	<u>SPONSOR/MACH.</u>
8	JOHN LONG	MIAMI, FL	LONGEVITY/BAVARIAN Cyc CTR/BMS
19	FREDDIE SPENCER	SHREVEPORT, LA	AMERICAN HONDA MOTOR Co., Inc./HON
21	EDDIE LAWSON	ONTARIO, CA	KAWASAKI/KERKER/KAW
26	JAMES ADAMO	GLEN COVE, NY	RENO LEONI/BERLINER MOTORS/DUC
31	HARRY KLINZMANN	GARDEN GROVE, CA	RACECRAFTER'S INT./KAW
34	WESTER COOLEY	SANTA ANA, CA	U.S. SUZ/YOSHIMURA R & D/SUZ
55	KURT WANNER	FENTON, MO	FORMULA ONE Inc/D.I.D./BELL/BARNETT/SUZ
56	DAVID EMDE	OCEANSIDE, CA	FLOYD EMDE/BELL/BATES
63	ERIK BUELL	MILWAUKEE, WI	PITTSBURGH PERF. PRODUCTS/DUC
65	KURT LIEBMANN	TEANECK, NJ	AMOL PREC/CASTROL/ARAI/D.I.D./HON
69	GENNADY LIUBIMSKY	S. SAN FRAN., CA	YOSHIMURA R & D/U.S. SUZ/SUZ
71	DAVID ROPER	HICKSVILLE, NY	GEE VEE PERFORMANCE/DUC
73	MIKE SPENCER	HUNTINGTON Bch., CA	AMERICAN HONDA MOTOR Co., Inc./HON
76	RICHARD CHAMBERS	RAPHINE, VA	WHITE'S TRUCK STOP/KAW
88	ROBERTO PIETRI	LOS ANGELES, CA	AMERICAN HONDA MOTOR Co., Inc./HON
90	DAN CHIVINGTON	MARION, OH	CHIVINGTON HON/R. CARABELLI/INTERPART/HON
92	CRAIG MORRIS	TAYLOR, MI	GLEN LAFOLLETTE/HON
96	HARRY VANDERLINDEN	HICKORY, NC	SELF/GARY COFFEY/TED CUMMINGS/SUZ
101	ED MULLINEAUX	RIDGEWAY, SC	SURE-FIRE/BOB BOBICK/DUC
107	ARTHUR KOWITZ	GAINESVILLE, FL	SELF/KAW
109	BUZZ PRITZ	CHICAGO, IL	SELF/MAXIM LOCK
114	JOE PATTON	MIDLAND, TX	GLENN'S HONDA SLS/GLENN PATTON/HON
125	JOEY OSOWSKI	SOUTHBRIDGE, MA	BOB'S Cyc SALES/MOTO-RACE/SUZ
132	ALEXANDER BUB	MILWAUKEE, WI	BROTHERS THREE SUZUKI/SUZ
137	TOM HAYNER	VAN NUYS, CA	RACERS SUPPLY Inc./SUZ
140	JON WOO	CHICO, CA	D & D Kaw/ND/BELL/INTERPART/KAW
141	ROBERT PRESSLER	BLUE BELL, PA	MONTGOMERYVILLE Cyc CTR/CARABELLI/HON
142	SCOTT BROOKS	S. DARTMOUTH, MA	DARTMOUTH SUZUKI/SELF/SUZ
146	DUNCAN MILCETIC	MANHASSET, NY	KING MTC/MIKE GARGANO/SUZ
157	RON SBORDONE	CHESHIRE, CT	SCHUSTERS Cyc/RENO LEONI/DUC
166	RICHARD NEWSOME	THOMASTON, CT	GORT ENG/THOMASTON HONDA/HON
170	NORM MURPHY	DON MILLS, ONT, CAN	WILLIAM SHIM-PING/SELF/SUZ
177	CARRY ANDREW	VAN NUYS, CA	DERALE OIL COOLERS/HYPER-CYCLE/KAW
181	DAVID KALER	GREENWOOD, IN	SELF/KAW
185	GREG RICHMOND	NEW IPSWICH, NH	GRANITE STATE HON/JOHN WILKALIS/HON
189	JOHN ASHMEAD	W. PALM Bch., FL	BI STAR RAC/PETER BRADY/HON
192	TONY DESIMONE	ROSEMONT, IL	SELF/G S PERF/R.C. ENG/ANDREWS/KAW
193	DOUG POLEN	FT. WORTH, TX	D & D ENT./HON
194	JEFF MYERS	LANSING, MI	HASLETT MOTOR SPORTS Inc/HON
197	KIRK GUAY	CONCORD, NH	FREEDOM CYCLE/LARRY GUAY/SUZ
203	LANG HINDLE	SCAR., ONT., CAN	CANADIAN KAWASAKI MOTORS LTD/KAW
211	BRYAN KENNEY	TUCKER, GA	PROLINE SUZUKI/SUZ
215	R.J. GAMBLE, Jr.	BATON ROUGE, LA	KCS INDUSTRIAL SERV/KAW
227	JERRY DEAN	NORWOOD, OH	SANDY'S HAIR DESIGN/DUC



SUPERBIKE CLASS RIDER ENTRIES

<u>NO.</u>	<u>RIDER</u>	<u>CITY & STATE</u>	<u>SPONSOR/MACH.</u>
241	R.V. BROCKIE	DALLAS, TX	BROCKIE RAC/BIG "D" CYC/WISE CONT/SUZ
254	JOHN NELSON	HAMBURG, MI	SELF/SUZ
259	RONALD MILLER	ATHENS, AL	SURE-FIRE/KC's SUZUKI/SUZ
261	VINCENT HILL	WASHINGTON, DC	BARBARA/N.E.P. SPROCKETS/CYCLE SPEC/KAW
263	BOB VOORHEES	GLENDALE HTS., IL	ILLINOIS KAWASAKI/KAW
266	MALCOLME TUNSTALL	ST. PETERSBURG, FL	SYDNEY TUNSTALL/SYD'S CYCLES/KENNY'S/DUC
272	GREG SICKMEIER	GREENWOOD, IN	SELF/GREENWOOD HONDA SUPERBIKE FACT/HON
273	JAMES KNIPP	INDIANAPOLIS, IN	GREENWOOD HONDA'S SUPERBIKE FACT/HON
275	JOEL SAMICK	BROOKLINE, MA	PARKWAY CYCLE/MOTO-RACE/SUZ
278	THAD WOLFF	THOUSAND OAKS, CA	SUZ
286	RANDY MACKAIL	RIVERSIDE, CT	RANSOME CYCLE SALES/CYCLE WORKS/HON



Gina Bovaird

professional motorcycle racer



"Gina Bovaird is the top woman motorcycle rider in the world. That is a fact." **Penthouse** Magazine, June 1981.

"Gina, die schnellste Motorrad-Frau der Welt." **Bild**, Munchen, Germany, April 27, 1981.

"The world's fastest woman road racer, Mrs. Bovaird," London **Times**, February 22, 1980.

Motorcycle road racing is a hard, demanding, and dangerous sport, an unlikely profession for a woman. From her first amateur efforts to the world-wide acclaim she now enjoys, Gina Bovaird has accepted the challenge and difficulties with the same vitality that characterizes her riding. Gina has won nearly every honor and record available to a woman racer in her climb to the top, and now stands unopposed as the premier female racer in the world.

Gina's list of accomplishments is impressive. She was WERA Winter Series Expert 500cc Champion in 1979, set the 125cc qualifying and lap records at the 1979 Grand Prix of Canada, and became the first woman in history to qualify for the

Daytona 200 in 1980. A year later she was the first and only woman to finish that grueling and prestigious race and in April 1981, Gina had the honor of being the first female ever accepted to World Championship competition.

Such racing successes and her unique status as a woman in a "man's sport" have attracted much media attention throughout the world.

Gina has been featured on such U.S. network shows as **20/20**, **To Tell The Truth**, and **PM Magazine** as well as national television in seven other countries. **People Magazine**, **Penthouse**, and **Playboy** are just a few of the many magazines that have written about her. As an attractive, educated, and articulate lady, she draws notice from the press well outside the motorsport area.

A total perfectionist, Gina demands the same professionalism in her racing organization as she displays in her riding. In pleasing the fans and providing results for her sponsors, Gina Bovaird is a true champion, on and off the race track.

FORMULA ONE CLASS RIDER ENTRIES

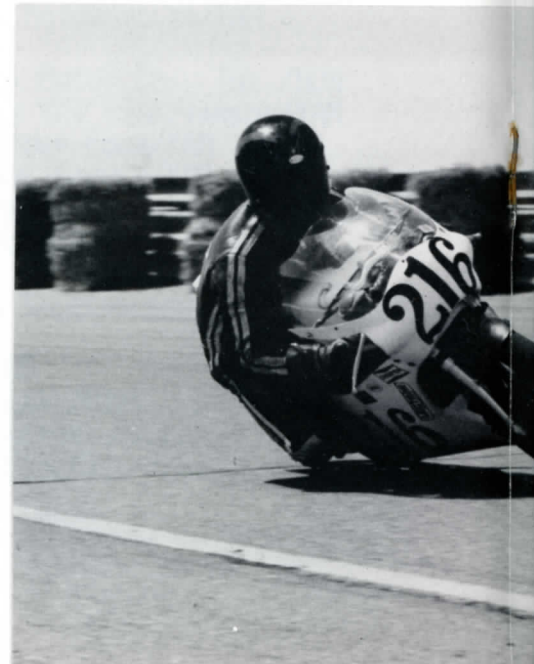
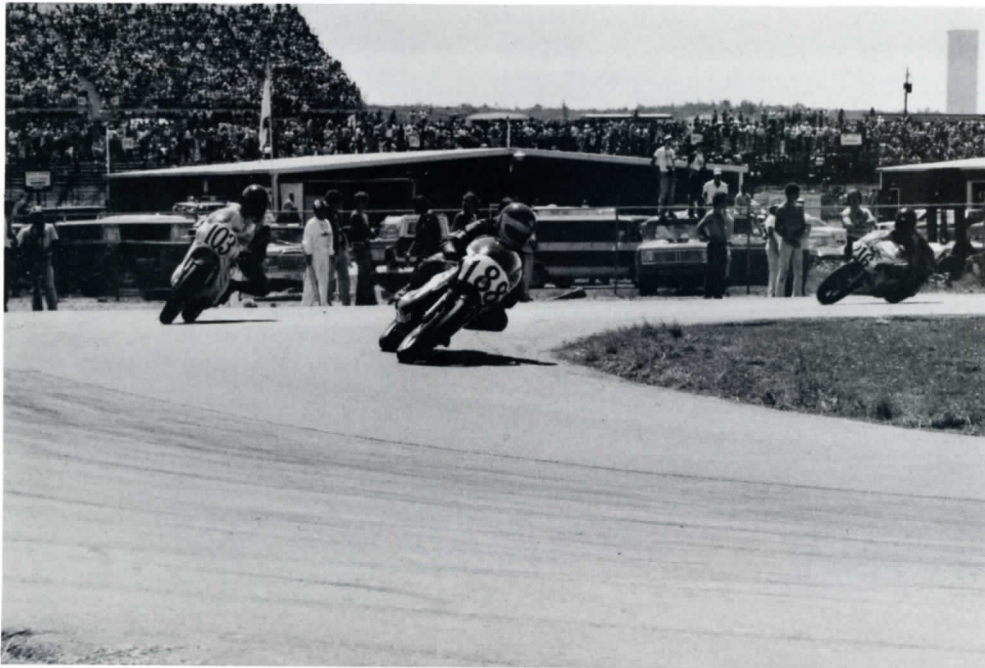
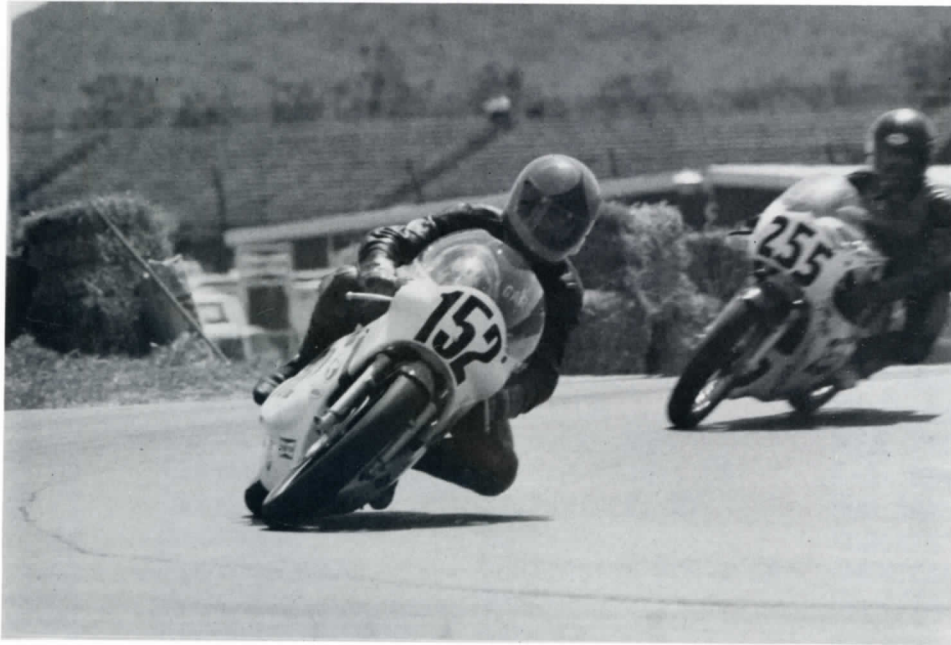
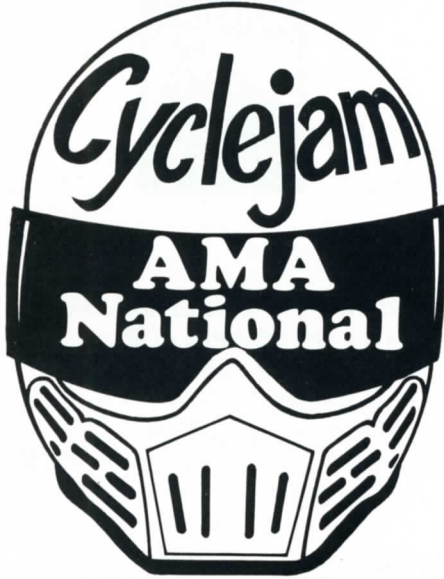
<u>NO.</u>	<u>RIDER</u>	<u>CITY & STATE</u>	<u>SPONSOR/MACH.</u>
3	GENE ROMERO	SAN LUIS OBISPO, CA	YAM
8	JOHN LONG	MIAMI, FL	LONGEVITY/BAVARIAN Cyc. CTR./YAM
15	MARTIN MORRISON	MAUMEE, OH	SELF/GLENN JORDAN'S MOTORSPORTS/YAM
19	FREDDIE SPENCER	SHREVEPORT, LA	AMERICAN HONDA MOTOR Co., Inc./HON
20	WILLIAM KNOTT	URBANA, IL	TTFN/VALVOLINE/TRIM/ACCEL/ND/LECTRON/YAM
22	MILES BALDWIN	TORONTO, ONT., CAN	DIAMOND CHAIN/SKF CANADA/YAM
25	NICK RICHICHI	FRESH MEADOWS, NY	G.S. PERF./CAMROD MOTORS/SELF/YAM
26	JAMES ADAMO	GLEN COVE, NY	SELF/MEADOWBROOK SALES/YAM
29	GILL MARTIN	SAN DIEGO, CA	EL CAJON YAM/TONY SMITH RAC/YAM
31	HARRY KLINZMANN	GARDEN GROVE, CA	RACECRAFTER'S INT/YAM
33	STEVE GERVAIS	TORONTO, ONT., CAN	CASTROL/YAM
34	WESTER COOLEY	SANTA ANA, CA	U.S. SUZ/YOSHIMURA R & D/SUZ
46	DAVE SCHLOSSER	PITTSBURGH, PA	SELF/ARAI/LECTRON/CASTRE/DUTCH Cyc./YAM
47	HARRY CONE	SHERMAN, TX	CONE'S M/C SALES & SERV/YAM
48	RICHARD SCHLACHTER	OLD LYME, CT	MACLEAN RAC/CASTROL/ARAI/SKY CYCLE/YAM
52	BRUCE HAMMER	LOS ANGELES, CA	KAL-GARD/SELF/YAM
55	KURT WANNER	FENTON, MO	FORMULA ONE Inc/D.I.D./BELL/BARNETT/SUZ
56	DAVID EMDE	OCEANSIDE, CA	FLOYD EMDE/BELL/BATES/YAM
61	HAP EATON	CIRCLEVILLE, OH	SELF/YAM
63	ERIK BUELL	MILWAUKEE, WI	PITTSBURGH PERF. PROD./BARTON
64	FRED WINTERS	LODI, CA	ND PLUGS/YAM
65	KURT LIEBMANN	TEANECK, NJ	AMOL PREC/CASTROL/ARAI/D.I.D./YAM
69	GENNADY LIUBIMSKY	S. SAN FRAN., CA	K.T. ENG/PALO ALTO YAM/YAM
71	DAVID ROPER	HICKSVILLE, NY	ROB IANNUCCI/TEAM OBSOLETE/HD
72	MIKE KIDD	BOYD, TX	ROBERTS-LAWWILL RAC/PJL/WRANGLER
73	MIKE SPENCER	HUNTINGTON Bch., CA	AMERICAN HONDA MOTOR Co., Inc./HON
75	ALAN WARD	ROWAYTON, CT	SELF/YAM
76	RICHARD CHAMBERS	RAPHINE, VA	WHITE'S TRUCK STOP/YAM
78	BRUCE LIND	SEATTLE, WA	BRUCE LIND RAC/RENTON YAM/YAM
79	HENRY DEGOUW	LOXAHATCHEE, FL	PALM Bch IMP. MOTORCYCLES/YAM
82	FRANK McTAGGART	WAYNE, MI	SELF/YAM
88	ROBERTO PIETRI	LOS ANGELES, CA	AMERICAN HONDA MOTOR Co., Inc./HON
90	DAN CHIVINGTON	MARION, OH	CLANCY RAC/GEE VEE PERF/VANSON/YAM
91	JOHN SAMWAYS	LOUISVILLE, KY	DON BARTRAM/GROUP FOUR/YAM
94	MARK HOMCHICK	WOODLAND HILLS, CA	EPM WHEELS/PAUL DAHMEN/YAM
96	HARRY VANDERLINDEN	HICKORY, NC	SELF/GARY COFFEY/TED CUMMINGS/SUZ
105	STEVEN BIGANSKI	W. PALM Bch., FL	URBAN ELECTRIC/URBAN DESIGNS/YAM
107	ARTHUR KOWITZ	GAINESVILLE, FL	SELF/KAW
114	JOE PATTON	MIDLAND, TX	GLENN'S HONDA SALES/GLENN PATTON/HON
151	GEOFFREY HOFFMAN	WARRENSBURG, NY	SELF/YAM
152	GARY PENFIELD	WESTMORELAND, NH	MAC'S CYCLE/YAM
164	WAYNE CANALE	NAPERVILLE, IL	SELF/THE CYCLEARY/POPS LINNEEN/YAM
166	RICHARD NEWSOME	THOMASTON, CT	GORT ENG/THOMASTON HONDA/HON
170	NORM MURPHY	DON MILLS, ONT, CAN	WILLIAM SHIM-PING/SELF/SUZ



FORMULA ONE CLASS RIDER ENTRIES

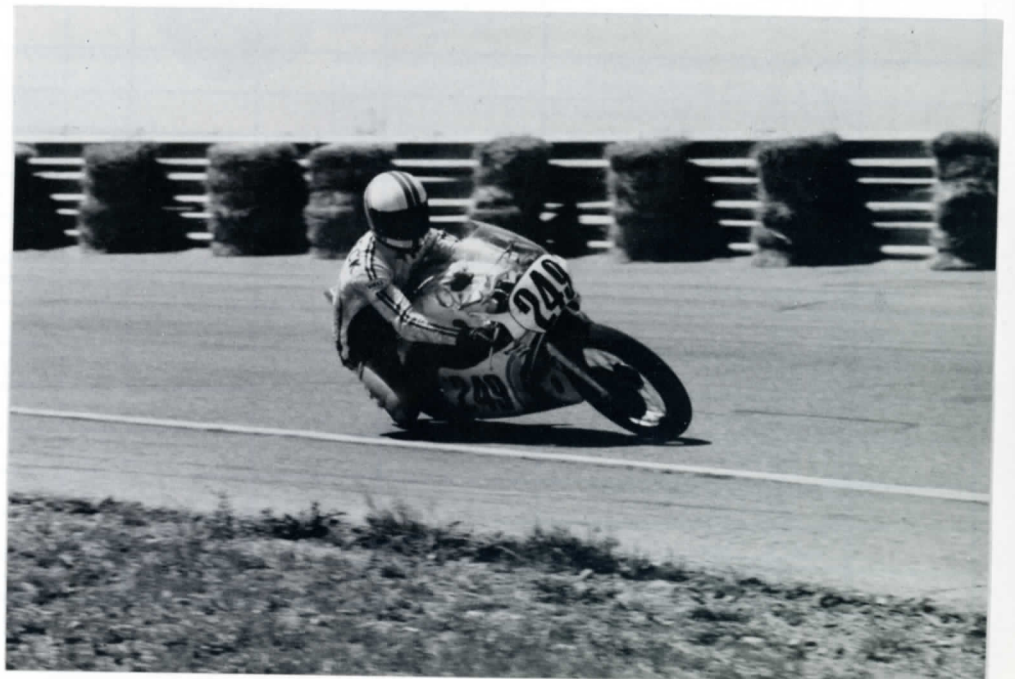
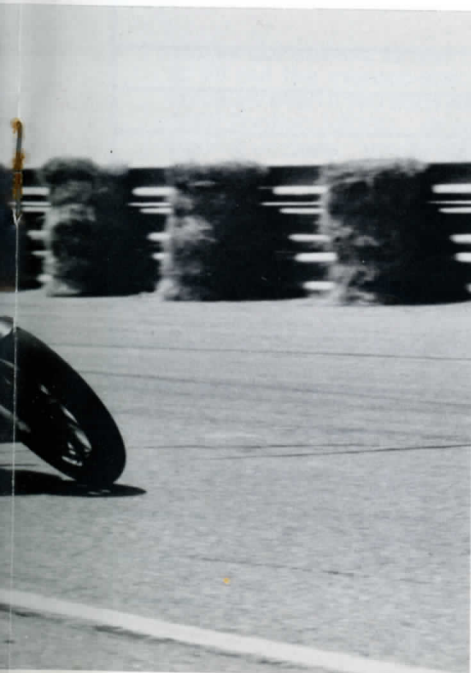
<u>NO.</u>	<u>RIDER</u>	<u>CITY & STATE</u>	<u>SPONSOR/MACH.</u>
177	CARRY ANDREW	VAN NUYS, CA	DERALE OIL COOLERS/HYPER-CYCLE/KAW
183	DONALD MCAULIFFE	KING OF PRUSSIA, PA	ED FISHER/CORK PHILLIPS/HARPLE/YAM
193	DOUG POLEN	FT. WORTH, TX	D & D ENT/HON
194	JEFF MYERS	LANSING, MI	HASLETT MOTOR SPORTS/HON
203	LANG HINDLE	SCAR., ONT., CAN	CANADIAN KAWASAKI MOTORS LTD/KAW
207	STEPHEN FOOTE	ALEXANDRIA, VA	PHIL FLACK RAC/SURE-FIRE/CYCLE SPORT/YAM
215	R.J. GAMBLE, JR.	BATON ROUGE, LA	KCS INDUSTRIAL SERV/KAW
216	JEFF UMRYSZ	NEW LONDON, CT	SELF/YAM
246	RUSSELL BIGLEY	MILFORD, NJ	K & G TRUCKING/YAM
250	KEVIN BRUNSON	BEDFORD, TX	AA HARPER/CIRCLE H WESTERN STORE/YAM
261	VINCENT HILL	WASHINGTON, DC	BARBARA/NEP SPROCKETS/CYCLE SPEC/KAW
266	MALCOLME TUNSTALL	ST. PETERSBURG, FL	SYDNEY TUNSTALL/SYD'S CYC/DUC
278	THAD WOLFF	THOUSAND OAKS, CA	ESCARGOT SUZUKI/SUZ
298	FRITS VANDERVEEN	LACHINE, QUE, CAN	FRITS VANDERVEEN RAC/YAM

Winston





1980



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Enter Our

Gillette **Atra**[®] Race · Stakes

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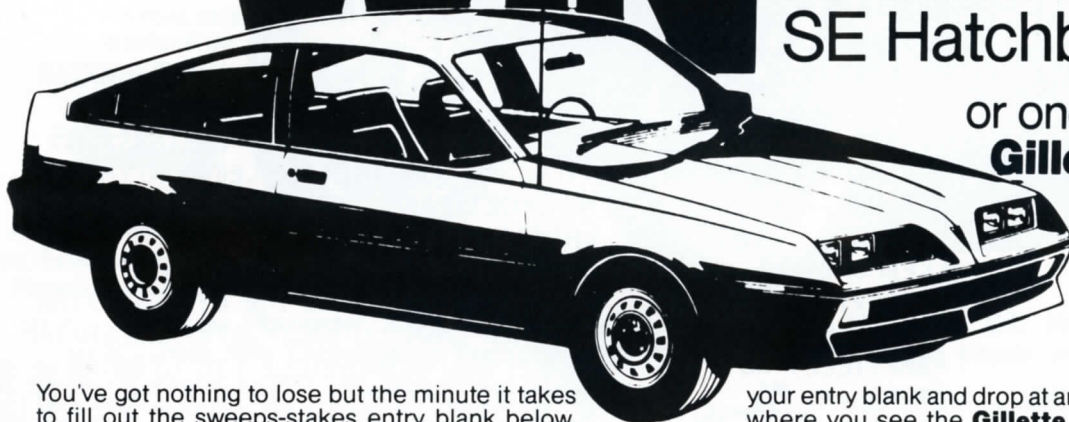


...and you could

WIN

A 1982 Pontiac J-2000 SE Hatchback

or one of 50 **Gillette Atra** Racing Jackets



You've got nothing to lose but the minute it takes to fill out the sweeps-stakes entry blank below. Because even if you don't win our "Special Edition" 1982 Pontiac J-2000... or one of 50 **Gillette Atra** Racing Jackets, "you're still a winner." Just fill in

your entry blank and drop at any concession stand where you see the **Gillette Atra** Race-Stakes Banner, or mail to address shown on entry blank. For your time, we'll give you a **Gillette Atra** razor. **ABSOLUTELY FREE!**

Enter Today!

You're Really in the
Driver's Seat with
the
Gillette Atra
Race-Stakes

OFFICIAL RULES AND REGULATIONS

1. Deposit in official entry box whenever you see the Gillette ATRA Race stakes Banners
2. Enter as often as you wish, but each entry must be hand written, properly completed and deposited by March 1, 1982.
3. Prize winners will be determined in a witnessed random drawing conducted by Marlboro Sports, Inc., an independent judging organization whose decisions are final. No Purchase Necessary. All prizes will be awarded and winners notified by mail. Winners may be required to execute an affidavit of eligibility and release. Prizes are not transferable, exchangeable or redeemable for cash.
4. Grand Prize winner will receive a 1982 Pontiac J 2000 SE Hatchback and claim it at the Pontiac dealer closest to his home address. 50 First Prize winners will receive Gillette ATRA Racing Jackets.
5. Only one prize per family or household. Odds of winning will be determined by the number of entries received. Taxes and license if any are the responsibility of the winners.
6. The Gillette Atra Race stakes open to the residents of Continental U.S.A., Alaska and Hawaii. Employees and their families of Gillette Safety Razor Company, their affiliated and subsidiary companies, advertising agencies, judging organizations and participating taxis are not eligible. Sweepstakes void where restricted or prohibited by law. All federal, state and local taxes apply.
7. A list of all major winners can be acquired at the conclusion of the Race stakes by sending a stamped, self addressed envelope to Gillette Atra Race stakes, Marlboro Sports, 500 Tenth Avenue, New York, NY 10018.

Tear along the dotted line and drop in ballot box

Name _____

Address _____

City _____ State _____ Zip _____

Telephone No. _____ Age _____ Sex _____

Razor you are now using _____

EXPERT LIGHTWEIGHT CLASS RIDER ENTRIES

<u>NO.</u>	<u>RIDER</u>	<u>CITY & STATE</u>	<u>SPONSOR/MACH.</u>
8	JOHN LONG	MIAMI, FL	LONGEVITY/BAVARIAN CYC. CTR./YAM
17	RICKY RITCH	ORMOND BCH., FL	ROCKET RAC/G. NIXON INT/YSL RAC/YAM
20	WILLIAM KNOTT	URBANA, IL	TTFN/VALVOLINE/TRIM/ACCEL/ND/LECTRON/YAM
21	EDDIE LAWSON	ONTARIO, CA	KAWASAKI/KERKER/KAW
26	JAMES ADAMO	GLEN COVE, NY	SELF/YAM
29	GILL MARTIN	SAN DIEGO, CA	TONY SMITH RAC/EL CAJON YAM/YAM
41	MARK BOUGAS	LEXINGTON, MA	BOSTON CYC/VANSON/P T MACH/YAM
42	ANDREA WECK	ROBINSON, IL	SELF/YAM
48	RICHARD SCHLACHTER	OLD LYME, CT	MACLEAN RAC/CASTROL/ARAI/SKY CYC/YAM
53	KEITH KIYOTA	BRIGHTON, CO	BRIGHTON CYC/J & B YAMAHA/YAM
64	FRED WINTERS	LODI, CA	ND PLUGS/YAM
78	BRUCE LIND	SEATTLE, WA	WASCO FRAMES/BRUCE LIND RAC/HON
81	BOBBY BEHEL	SHEFFIELD, AL	SELF/YAM
84	DAN GUGLIELMO	PLYMOUTH, MI	SELF/YAM
85	JAMES WOOLSEY	BIRMINGHAM, AL	SELF/YAM
86	HAL COLEMAN	LAKELAND, FL	SELF/FAMILY/FRIENDS/YAM
89	NOBUHIRO NAKAMURA	GAINESVILLE, FL	SHOEI/YAM
90	DAN CHIVINGTON	MARION, OH	CHIVINGTON HON/ACCEL/ARAI/CASTRE/YAM
92	CRAIG MORRIS	TAYLOR, MI	RAMPY CHEVROLET/SUZUKI/YAM
98	RICHARD BONELLI, JR	ROBINSON, IL	CM & W CYCLES/YAM
103	MIKE LANDRUM	CHILLICOTHE, OH	SELF/YAM
110	GARY MASLANKA	CHEEKTOWAGA, NY	DON GEORGES SPT. CTR/SHOEI/SELF/YAM
112	JOHN MCNEELY	GAINESVILLE, FL	KEN MURPHY RACING/YAM
117	JAN JOLLES	ITHACA, NY	FLUMMERFELTS YAM/PREC. FILTERS/YAM
120	NORMA BONELLI	ROBINSON, IL	TTFN/SIMPSON/TRIM/ND/LECTRON/YAM
144	GLEN SHOPHER	CONCORD, CA	ND/SHOEI/FARM HOUSE REST/YAM
147	CURTIS MADDOX	EL MONTE, CA	CHAMPION/SHOEI/YAM
158	BRUCE MAUS	CLERMONT, NY	SELF/CITY GEAR/ED'S SERV/YAM
164	WAYNE CANALE	NAPERVILLE, IL	YAM OF DOWNERS GRV/THE CYCLEARY/YAM
165	JIM FILICE	SAN JOSE, CA	ROBERTS-LAWWILL RAC/PJL/WRANGLER/YAM
168	GREGG SMRZ	ASHEVILLE, NC	SURE-FIRE/WAYNESVILLE CYC CTR/YAM
173	MICHAEL NARDONE	STONEHAM, MA	READING YAM/METRIC SCREW & TOOL/YAM
179	STEVE ARNOLD	CLIFTON PARK, NY	ARNOLD ENT/FIBERITE/KONI
188	GARY HORTON	EDWARDSBURG, MI	NORTH END CYCLE/YAM
198	ROBERT MILLER	GUILFORD, CT	HAMDEN CYCLE/KAW
210	THOMAS PEDZEWICK	WESTWOOD, MA	EAST COAST ACCESSORIES/YAM
214	WILLIAM HIMMELSBACH	QUAKERTOWN, PA	WIFE/SELF/LINK CYC SERV/YAM-HD
215	R J GAMBLE, JR.	BATON ROUGE, LA	KCS INDUSTRIAL SERV/YAM
216	JEFF UMRYSZ	NEW LONDON, CT	CENTRAL SPORT INC/YAM
230	MICHAEL ELMORE	EVANSVILLE, IN	CASTROL/KAL-GARD/YAM
250	KEVIN BRUNSON	BEDFORD, TX	AA HARPER/CIRLCE H WESTERN STORE/ARMST
255	STEVE BARON	HAWTHORNE, NJ	CITY GEAR/GOLDEN CYC/THUMBS-UP/YAM
269	JOHN CONCKLIN	LYNCHBURG, VA	YAM
276	J A MACY	ST. CLAIR SHRS., MI	SUSIE/YAM
291	WILLIAM HUTTON, JR.	HAVERTOWN, PA	SELF/SURE-FIRE/A.J. RACING/YAM

National Championship

New York State Fairgrounds, Syracuse

September 13

1981

2 pm

WEEDSPORT SPEEDWAY
SHORT TRACK-8 PM
SEPTEMBER 12, SATURDAY NITE



\$25,000 PURSE

8th ANNUAL

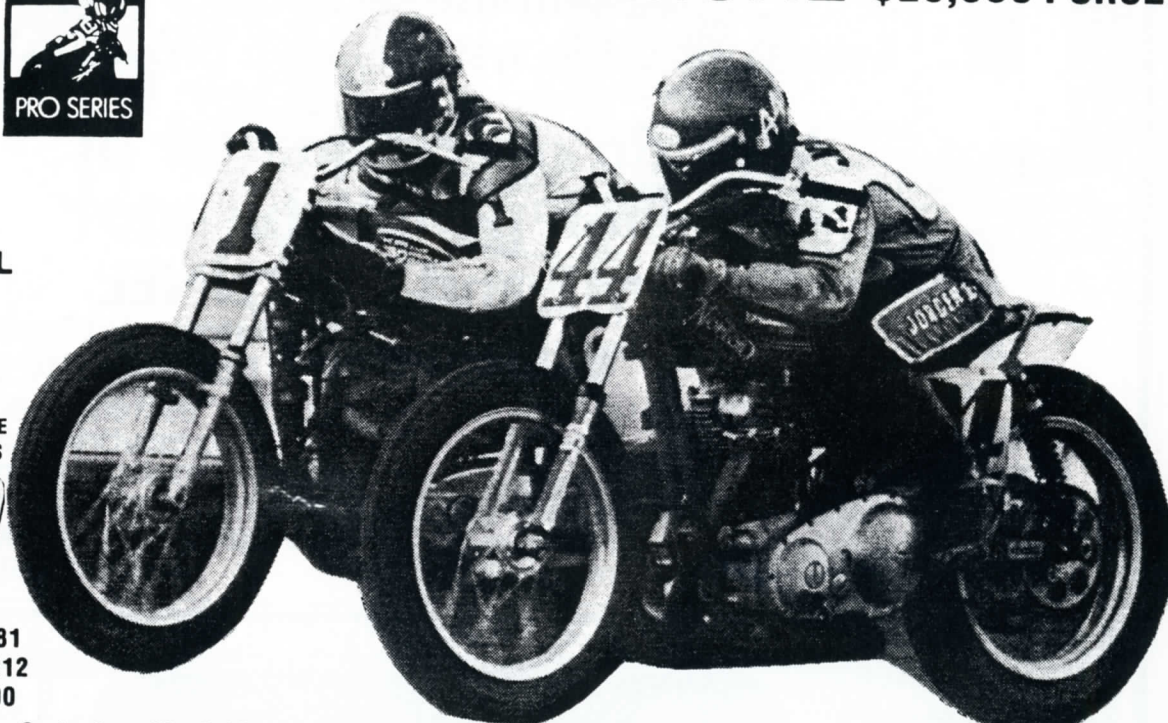


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INVITATIONAL

OFFICIAL RACE
HEADQUARTERS



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JTS NYS Thruway & i-81
No. Syracuse, N.Y. 13212
Phone: (315) 457-4000



Sunday, September 13, 2:00 pm, Syracuse Gold Cup \$25,000 Purse, U.S. National Dirt Track Mile Championship, New York State Fairgrounds—AND—500cc 4-cycle Junior/Expert Special Race \$1,000, Gates open at 10:00 am.

Saturday, September 12, 8:00 pm, Weedsport Speedway, Short Track Thruway Exit 40, Weedsport, New York. Tickets at gate. Gates Open at 4:00 pm.



1981 SYRACUSE GOLD CUP ADVANCE TICKET ORDER

Enclosed is my check or money order in the full amount. Please send me the following tickets.

RESERVED GRANDSTAND \$14 x _____ = _____
1st LEVEL
RESERVED GRANDSTAND \$12 x _____ = _____
2nd LEVEL
RESERVED GRANDSTAND \$10 x _____ = _____
3rd LEVEL
POSTAGE AND HANDLING _____ 50¢

TOTAL ENCLOSED _____

Tickets at Gate, day of race, or Ticketron \$10, \$12, \$14.

INFORMATION & ADVANCE TICKETS
Mike Hrab
(315) 487-7711

Checks Payable to: **Trojan Enterprizes**

And mail to:

Syracuse Gold Cup
New York State Fairgrounds
Syracuse, New York 13209

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ADDRESS _____

CITY _____

STATE & ZIP _____

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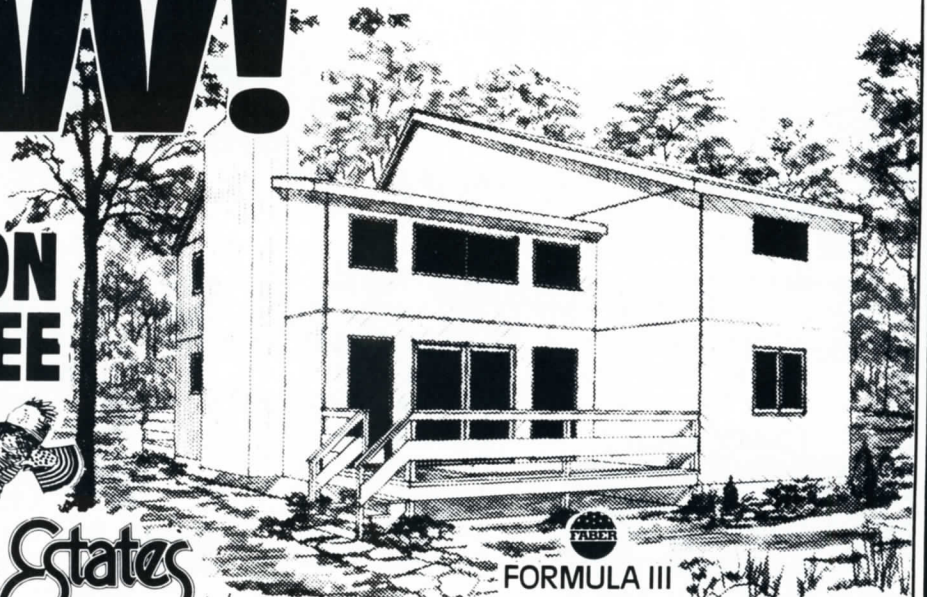
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TAKE A MINI VACATION ON US AND SEE THE FAMED

Penn Estates



**The Perfect Mountain Vacationland
EXPECT THE UNEXPECTED**

Take advantage of the free "get to know" mini-holiday which includes comfortable overnight accommodations at a conveniently located luxury resorts motel. Also enjoy a whopping country breakfast and refreshments later!

**While there enjoy Penn Estates
many amenities:**

- Clubhouse Complex
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- Security
- Lake and Water Sports
- Horseback Riding
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- Penn Hills Country Club Membership
- Tennis
- Heated Pool
- Softball
- Playground
- Skiing

ALSO: See the Fabulous Formula III Home built by Faber selling for a Limited Time **For Only \$35,500.**

THE WORLD'S FINEST MINIATURE \$20 GOLD PIECE, 22 KARAT GOLD

**ABSOLUTELY
FREE***



* Penn Estates will be happy to give a FREE miniature Gold Coin after you have toured Penn Estates Community.

This is a Limited Time Offer — So Call Today to Schedule Your Visit Within the Next 21 Days and your Mini-Vacation is on us. Call Collect from 9 a.m. to 6 p.m., seven days a week, at
516-423-4825 212-586-6833 201-471-8952 215-564-2627 717-424-2067

**DRIVE OUT TODAY
NO OBLIGATION,
OF COURSE**

Take Interstate 80 to Exit 52, Marshalls Creek. Turn left at the Holiday Inn onto Route 447 to the PENN ESTATE SALES OFFICE at PENN HILLS in Analomink, Pa.

Box PIR, Analomink, PA 18320
 Please send more information on PENN HILLS and your offering of a FREE Mini-Vacation to:

Name _____

Phone: Area Code (____) _____

Address _____

City _____ State _____ Zip _____

Those people participating in other programs at Penn Estates are ineligible.

OBTAIN HUD property report from developer and read it before signing anything. HUD neither approves the merits of the offering nor the value, if any, of the property.

NOVICE CLASS RIDER ENTRIES

<u>NO.</u>	<u>RIDER</u>	<u>CITY & STATE</u>	<u>SPONSOR/MACH.</u>
4	DAVID HOWES	WINDHAM, NH	LANDRY'S CYCLE/WIFE/SELF/YAM
7	MARK INGALLS	ORINDA, CA	BERKELEY YAM/SELF/SMITH MACH & QUAND/YAM
11	DENNIS HAYSLETT	PALATINE, IL	CHARLES & ETHYL HAYSLETT/YAM
12	DAVID GREENE	HOUSTON, TX	SELF/MAXIMA OIL/DURWOOD GREEN CONST/YAM
14	DAVID PORTER-BENNETT	WILLMAR, MN	FROSTBIKE FALLS FLYING SERVICE/CAN-AM
17	GARRY GRIFFITH	CHATTANOOGA, TN	DON GRIFFITH/GRIFFITH CYCLE SHOP/YAM
18	ROBERT ROBERTS	W. PALM BCH., FL	MIL-ROB RACING/YAM
20	STAN POLLOCK	N. MIAMI BCH., FL	GOLD COAST YAM/S. FLA. CYC CTR/YAM
21	RODNEY CROSBY	BIRMINGHAM, AL	JOHN HASTY/A & M H-D/YAM
22	PHILIP JOHNSON	BOULDER, CO	CLINTS CYCLE CTR/SELF/YAM
27	GILBERT RUTHERFORD	TRENTON, ONT., CAN	ROY'S CYCLE WORLD/YAM
28	ERNEST GAVEL	ROXBURY, CT	R & G CYCLES/LORDS BOARDS/YAM
31	WALTER GRETSKY, JR.	CHELSEA, MA	TACCONI RAC/DENNIS & JOHN GRETSKY/YAM
36	DONALD DILLON	S. DAYTONA, FL	SPONSOR NEEDED/YAM
37	BRYAN PAQUETTE	HANCOCK, NH	FRAN'S AUTO BODY/LANDRY'S CYC/YAM
40	STEVE CAYLOR	TERRE HAUTE, IN	MOTORCYCLE PERF. SPEC/YAM
41	ROBB GARRETT	OVETT, MS	SELF/YAM
42	GARRY IAIZZI	RIDGEFIELD, CT	SELF/FAIRFIELD YAMAHA/YAM
44	WAYNE RAINEY	NORWALK, CA	S. RAINEY/C. ARMSTRONG/CONNELLY MACH/YAM
46	TOM PHILLIPS	NAPA, CA	SELF/YAM
49	NICK PHILLIPS	PAOLI, PA	DEVON HONDA/PICKERING VLY ROADRACERS/HON
51	KATHY TEAGUE	TAYLOR, MI	CRAIG MORRIS/SELF/YAM
53	ANDREW COLLAZZO	REVERE, MA	SELF/NORTH GATE CYCLE/YAM
58	PATRICK FARRELL	FALLS CHURCH, VA	FARRELL ENG/CYCLE SPORT/SURE-FIRE/YAM
59	TOM EDWARDS	RICHMOND, VA	SELF/YAM
60	TOM DOCTEUR	VICTOR, NY	LINK'S CYCLE SERVICE/YAM
63	GLEN LAROCK	MENOMONIE, WI	MCDONALD'S OF MENOMONIE/KADINGER MAR/YAM
64	CONRAD BROOKS	CARPINTERIA, CA	BROOKS SCHAFFER RAC/YAMAHA GOLETA/YAM
65	JAY RASMUSSEN	ELGIN, IL	VALLEY CYCLE/YAM
67	JEFF DAUVIN	BRIDGEPORT, CT	SUPERBIKE EAST/FAIRFIELD YAM/YAM
68	DANIEL PIKE	IVORYTON, CT	RALPH STRONG MOTORCYCLES LTD/YAM
69	CARL MUFFLEY	PLYMOUTH, IN	KAWASAKI VILLAGE INC/YAM
70	DICK GAGNON	BRISTOL, CT	SELF/YAM
81	THOMAS BEISHEIM	WALNUT CREEK, CA	PINKY'S PIZZA PARLORS/YAM
82	JOHN FRATTALONE	NORTH EGREMONT, MA	SELF/YAM
85	DANNY HYATT	GAINESVILLE, FL	ED WHITTON RACING/LECTRON/YAM
95	ALAN BRIERLY	WOOSTER, OH	BRENDA/MARTIN MORRISON/EL RANCHO GDE/YAM
90	CLIFF FATZINGER, JR	BETHLEHEM, PA	SELF/ED FATZINGER/B. HIMMELSBACH/YAM
91	DAVID DESANTIS	LOWELL, MA	LOWELL HONDA KAWASAKI/YAM
94	MARK HEIM	THREE RIVERS, MA	YAM
98	GEORGE NOLAN	INDIANAPOLIS, IN	CYCLE - WERKS BMW & YAM/YAM
102	JAY PARNELL	SUMTER, SC	WHITE BEARING Co/MC MACH & METAL FIN/YAM
107	DANIEL GEIGER	INKSTER, MI	SELF/YAM
112	MARK SCHMIDT	ORLANDO, FL	SCHMIDT CYCLE COMPANY/YAM
114	MILES FREDERICK	TROY, NY	MARION DAVIES/STREET & COMP CYC/YAM
121	JAY FOLEY	CHANTILLY, VA	MAC'S CYCLE/YAM



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Rider Profiles



TED BOODY, #12

Lansing, Michigan
Born August 11, 1958

A former Harley-Davidson factory rider and one-time runner-up in the Winston Pro Series standings, Ted Boody continues his attempts to put together the comprehensive racing equipment stable he hopes will again make him fully competitive on dirt and pavement. "Bood" saw his efforts interrupted in 1979 when he suffered a bad crash in a road race at Loudon, New Hampshire, but he came back in 1980 to score a 14th-place overall finish in the Winston standings. Boody's continued improvement in road racing is a tribute to his determination to return to the top echelon of Winston racing, and his dirt track skills remain unquestioned, though his equipment of late has not always been the fastest. Boody's last victory in Winston Pro Series racing was in the 1979 opener in the Houston Astrodome. He'll be out to increase his career win total of four during the 1981 campaign.



WES COOLEY, #34

Santa Ana, California
Born June 28, 1956

Though he has been road racing for a long while, working his way toward the top, Wes Cooley's major successes have come in the last couple of years. Runner-up in AMA Novice road racing in 1973, Cooley focused his attention on west coast clubman events for several years before taking a serious crack at the big time. His emergence as a road racer began in 1978. He scored Superbike wins at Laguna Seca and Pocono and got his first international endurance racing exposure, and in '79 he came back to win the AMA Superbike championship. A former University of California medical student who plans to continue his education after retirement, Cooley appears to have found a home in Superbike racing. In 1980, riding the potent Yoshimura Suzuki, he repeated his Superbike title and expanded his success on the international endurance scene. Cooley also claimed a first-ever Winston Pro Series win last year, taking the Formula One class checkers at Road America in Wisconsin to become the first four-stroke rider to win an AMA National road race since 1972.



STEVE EKLUND, #8

San Jose, California
Born June 20, 1955

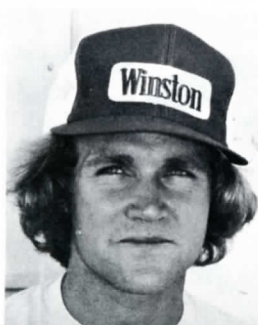
Rarely has a Grand National Champion been plagued with more problems during his reign as Number One than was Steve Eklund in 1980. In 1979, the assault that eventually brought Eklund the championship opened with eighth and second-place finishes and the point lead as a result of the season-opening double-header at the Houston Astrodome. Steve returned to Houston carrying the Number One plate in 1980 . . . and failed to make either main event! Nor did things improve very rapidly. The first privately-backed racer to win the crown since 1963, Eklund's sponsorship program could have used more funding in 1980. Add a few mechanical failures and an incredible string of bad luck and "Super Steve" was outside the top 10 for most of the campaign. Only a strong finish salvaged his place in a three-way tie for eighth in the final standings. Rookie-of-the-Year in 1976 and ranked in the top five every year of his pro career, Eklund is a good bet to bounce back from last year's misfortune, perhaps to contend for a second title in 1981.



MICKEY FAY, #59

Puyallup, Washington
Born June 2, 1959

Mickey Fay's place in motorcycle racing history was assured in the 1979 season's opener at the Houston Astrodome. Chosen to debut the factory Honda dirt track effort, Fay swept to a surprise win in the Houston TT and upheld the honor of the host of TT specialists who hail from the Pacific Northwest. Of course, for those who had followed his career closely, Fay's success came as no surprise. He had led the '78 race at Houston, and he put the nation's best riders behind him for 23 of 25 laps at the '78 Castle Rock TT National . . . then his bike went sour. In 1980, Fay joined rookie Jeff Haney in a development program designed to make Honda a competitive force on the oval tracks. Using 500cc machines against the 750's, neither rider enjoyed big track success, but Fay scored enough short track and TT points to claim a top-20 spot for the second year in a row.



RANDY GOSS, #1

Highland, Michigan
Born January 12, 1956

Four years of hard work paid off in 1980 as Randy Goss claimed the Winston Pro Series championship by a single point in the last race of the season. Though he won only one race, the September San Jose mile, the Harley-Davidson factory rider scored in 19 of the 20 dirt track events he ran, and that extended his two-season consistency record to 42 point-paying finishes in 43 starts. A former pro motocross racer who moved into the dirt track ranks in the mid-70's, Goss enjoyed the tutelage of three-time Grand National Champion Bart Markel during his early Expert years, when he paid his dues and struggled to 15th and 14th-place Winston finishes. He emerged in 1979, winning three Nationals and finishing a close third in the standings, good enough to earn him the factory ride in 1980. A comparatively slow first half last year was a result of the inevitable adjustment to a new program, then a series of strong finishes during the late-summer dirt track campaign put Goss in position to wrap up the title in the dramatic series finale. His contract has been renewed for a title defense in 1980.



RICKY GRAHAM, #41

Pacific Grove, California
Born December 26, 1958

A flamboyant and steadily improving dirt tracker from the northern California region that has produced six National Champions, Ricky Graham hears with increasing frequency the prediction that he has the makings of a future Number One. Virtually invisible in 1978 during his rookie season, Graham emerged in '79 with 10 main event performances, including one runner-up finish. He earned a 13th-place ranking and support from Klotz and Wiseco for the 1980 season, which saw that improvement accelerate. Ricky finally won a National in August, claiming the second half of the Indianapolis mile doubleheader, and he added a second career win at Tulsa in September. In the thick of a three-way battle for the championship, Graham fell victim to his own enthusiasm and hard-charging style as untimely crashes left him third in the final standings. Nonetheless, notice was clearly served that Ricky Graham is a force to be reckoned with, and he'll mount his 1981 assault on a stable of Ron Wood-sponsored machines.



RONNIE JONES, #16

Oklahoma City, Oklahoma
Born October 29, 1960

The 1980 campaign was a mixture of joy and heartbreak for Oklahoma's Ronnie Jones, who struggled in the shadow of Scott Parker during the pair's rookie season in '79, then emerged as a two-time National winner in 1980. Throughout his career, Jones was shadowed by his younger brother David, who raced Ron's hand-me-down bikes and achieved rookie Expert status in 1980. Ronnie won the Houston short track during the opening weekend of the 1980 campaign, but tragedy struck at mid-season when David was killed in a crash at Louisville, Kentucky. In an emotional return to action at the Santa Fe TT six weeks later, Jones ran away from the field to claim his second National win of the season. "That one was for David," he said as he was joined by his mother in an emotional victory circle celebration. Still searching for the key to success on a big bike, Jones' future will likely depend on developing a good sponsorship program.



ALEX JORGENSEN, #44

Stockton, California
Born June 29, 1954

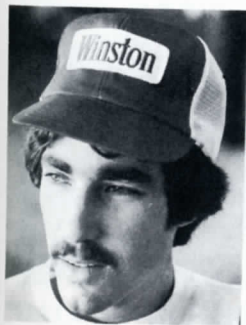
After carving his reputation as the leader of the "non-Harley" class in Winston racing, former Norton pilot Alex Jorgensen and his sponsor Ron Wood made the switch to H-D power in 1980. A strong start, including runner-up finishes at the Houston TT and the spring San Jose mile, had "Jorgie" in contention for the point lead during the early going, but his momentum failed him in the second half of the campaign and he tumbled to eleventh in the final standings. Nonetheless, that equalled his best Winston finish ever, recorded in 1978. Jorgensen, who split with Wood following the 1980 campaign, owns two career National victories, one on the Ascot half-mile and the other on the Ascot TT track, both in 1978. He has thus far been unsuccessful in mastering the slippery grooves of the eastern half-miles, and that factor more than any other has stood between him and a top 10 Winston finish.



MIKE KIDD, #72

Boyd, Texas
Born July 20, 1953

In the two years that Mike Kidd had the backing of the U.S. Army, he claimed back-to-back fifth-place finishes in the Winston standings and established himself as a genuine threat for Number One. His versatility improves with each season, and a first-ever TT victory in 1980 increased his career National win total to 10. His Army program ended at the close of the '80 campaign, and Kidd has rejoined former sponsor Mert Lawwill, Number One in 1969, in a unique racing program featuring engines from the Yamaha factory and sponsorship from twice Grand National and three-time World Champion Kenny Roberts. Kidd will be the primary Yamaha threat to Number One, campaigning a stable of untried Japanese vee-twins along with a brace of proven Yamaha TT and short track equipment. In contention for the championship early last year, Kidd's hopes were cut down by a series of six straight mechanical failures at mid-year. With the right support from Lawwill, Roberts and company, he could have a shot at the title in 1980.



BILLY LABRIE, #10

St. Petersburg, Florida
Born December 25, 1954

The emergence of Billy Labrie as a two-time Winston Pro Series race winner in 1980 came as a surprise to many, though the Florida veteran has paid significant dues in two-wheeled competition. Labrie began his career as a road racer, and his biggest victory was the Regional Championship event at Pocono, Pennsylvania, in 1974. Prior to that, the soft-spoken father of two had claimed AMA Amateur National titles in road racing and short track competition back in 1969. Following the Pocono success Labrie's career stalled, and he began to focus increasing attention on dirt track competition. Consistency earned him the 1979 Eastern Regional Championship in the Expert class, and in 1980 he emerged as a power in Winston Pro Series competition by winning two half-mile Nationals at Ascot Park and one at Columbus, Ohio, and finishing the season sixth-ranked in the final standings. Labrie will be one of a handful of riders in 1981 who will contest both road and dirt events, and that could give him a big advantage in the chase for 1981 points.



EDDIE LAWSON, #21

Ontario, California
Born March 11, 1958

Versatility remains the key to the motorcycle racing success of Eddie Lawson, who made the very best of a factory Kawasaki road racing contract in 1980. Lawson got his start in the AMA dirt battles, gamely campaigning the last of Shell Thuet's legendary Yamahas to dirt track Rookie-of-the-Year honors in 1978. Nobody paid much attention, but along the way Eddie also kept his hand in at road racing. In '79, with Thuet gone from the dirt scene, Lawson focused on pavement competition, finishing second in the U.S. Road Race Championship 250cc division. His efforts brought a Kawasaki contract for 1980 Superbike racing, and that threw him into the thick of a brutal factory war from which he emerged the third-ranked rider. He also straddled a 250cc Kaw and claimed the little bike title. However, Eddie's absence from Formula One, the point-paying class at Winston Pro Series road races, put his National number status in danger, so he took his Superbike to the line in the Pocono Formula One event and came home with third-place money! Lawson will continue to campaign the factory Kawasaki banner in American road racing for 1981.



STEVE MOREHEAD, #42

Findlay, Ohio
Born August 23, 1955

Morehead's projection for 1981 reads precisely the way it did a year ago: "If he 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 did it again in 1980, finishing a close runner-up in the first half standings, then plunging to seventh at season's end, largely because of a broken hand suffered in a stock car racing accident. "I'll stick to motorcycles after this," Morehead smiles philosophically in recalling the mishap. The "Findlay Flier" earned his reputation for streaks in 1977 and confirmed it in '78 when he put together late-season charges that dramatically improved his final rankings and served notice of his championship potential. Last year, prior to the car crash, he had reversed the routine, starting strong and leading a lot of observers to conclude that 1980 might be his year. Morehead's early '80 onslaught included his fourth career victory, at Harrington, Delaware.



SCOTT PARKER, #11
 Flint, Michigan
 Born November 21, 1961

The youngest rider ever to carry an AMA Expert license, Scott Parker worked at broadening his skills in 1980 and was involved in a three-way tie for eighth place in the final standings, up one spot from the ninth-place ranking that earned him Rookie-of-the-Year honors in '79. Winner of a pair of mile track Nationals in his rookie season, Parker added a third career victory last year, claiming the short track at Santa Fe Park near Chicago. Parker's only short-coming is his inexperience in dealing with slick-grooved half-miles, but in the full-throttle arena of any cushion dirt track he is a constant threat. This year Parker adds the engine-building skills of Tex Peel to the long-time support of mentor Rick Toldo and partial support from the Harley-Davidson factory. Co-sponsors Wiseco and Klotz will round out this potent team package.



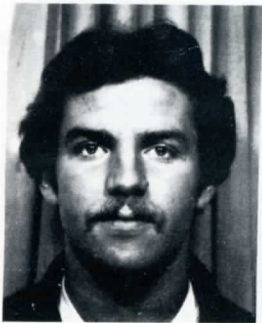
SCOTT PEARSON, #95
 San Jose, California
 Born September 30, 1957

Things began to come together last season for Scott Pearson, 15th-ranked in 1978 and '79, as he climbed to a tie for eighth in the 1980 standings. Born in Michigan and raised in California, Pearson migrated to San Jose during the off-season to be close to sponsor Ray Beck, whose bike building skills weigh heavily in predictions that this could be Pearson's year in the Winston Pro Series. Scott missed most of his rookie year due to injuries, so 1981 will in effect be his fourth year on the circuit. Last season he claimed his first National win—the Peoria TT—and he also had the misfortune of crashing away the lead in several other races. Given good equipment and a bit more consistency, 1981 could be Pearson's year.



TERRY POOVEY, #18
 Garland, Texas
 Born September 16, 1958

A diminutive Texan who has long-since outgrown his reputation as a short track specialist, Terry Poovey repeated in 1980 his 13th-place finish of the previous year. Now in his sixth 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. His best season to date was '78, when 17 point-paying finishes earned him 12th-place in the standings. In contrast, '79 and '80 have been marked by inconsistent finishes interrupted by occasional wins. "Pooh" claimed two National victories in '79, and his finest hour in 1980 came when he climbed off a sickbed to win the Saturday night first leg of the Indianapolis mile doubleheader.



NICKY RICHICHI, #25
 Fresh Meadows, NY
 Born February 15, 1956

"Nicky who?" was a common reaction to the news that Nicholas Valentino Richichi had claimed the Rookie-of-the-Year title in 1980 Winston Pro Series racing. Never before in history had a pavement specialist copped the prestigious first-year award, but Richichi did it hands down, on the basis of a series of consistent National road race finishes highlighted by second place at Loudon, New Hampshire. A veteran clubman racer and drag racer whose early career was marked by frequent bike breakage, Richichi says his long range goal includes winning a Grand Prix road race. And while some may doubt that possibility, it should be recalled that no one expected the bachelor motorcycle mechanic from New York City to reign as the Winston Pro Series' most accomplished first-year competitor in 1980 either.



KENNY ROBERTS, #2
 Modesto, California
 Born December 31, 1951

Though he now focuses on international road racing, 1973 and '74 Grand National Champion Kenny Roberts remains a source of great American interest, especially in 1981 when his efforts will include sponsorship of a Winston Pro Series team. In collaboration with Mert Lawwill, another former Number One, "King Kenny" will lend his name, promotional support and occasional appearances as a rider to a Grand National effort featuring Mike Kidd and rookie Jim Filice. That Roberts still has winning potential as an American racer was demonstrated with ringing clarity in 1980. He won the Houston TT to tie Bart Markel's career win mark of 28, then smashed that record later in the season with a road racing victory at Laguna Seca. Perhaps most exciting of all is the report that the Roberts-Lawwill effort and Kenny's selected American appearances in 1981 are all a prelude to another full-blown assault on Winston's Number One plate in 1982.



GENE ROMERO, #3
 San Luis Obispo, California
 Born May 22, 1947

Despite his lack of results in 1980, former Grand National Champion Gene Romero will be out to show the youngsters the fast way around in 1981 Winston road races and west coast mile dirt track events. Bike trouble has plagued the veteran "Burrito" over the past two seasons, and he has not tasted the victory champagne since he won the Daytona 200 in 1975. Nonetheless, this 14-year veteran who ranked in the top 10 every season from 1968 through '76 still has the potential to win if his machine is up to the task. Romero has made forays into the world of four-wheeled racing, and certainly there is precedent for former bike champs making it big in the auto world; past Indy 500 winner Joe Leonard was the first AMA Grand National Champion. Romero's career win total stands at 12, and he was Number One in 1970. He has won every type of AMA National except a short track, and is also remembered for the part he played in the famed motorcycle documentary "On Any Sunday."

Rider Profiles



RICHARD SCHLACHTER, #48

Old Lyme, Connecticut
Born March 14, 1952

When Rich Schlachter won the 1979 Formula One road racing championship, he did so without a race victory. Consistency was the key to the title for the enthusiastic New Englander, who had shown great potential in regional competition but had not made a name for himself at the National level. If there was any stigma attached to that winless '79 crown, Schlachter erased it completely in 1980. He won back-to-back National road races at Loudon, New Hampshire, and at Road Atlanta, turned in consistent finishes throughout the pavement racing schedule and easily repeated as U.S. Road Racing Champion in the Formula One class. All this is particularly satisfying to Schlachter, given the gamble that made it happen; prior to the 1979 season, he sold a successful contracting business in order to devote his full time, talent and resources to racing. Though he has mounted occasional forays into European racing, Schlachter's priorities are largely domestic, and he will seek a third straight American road racing championship in 1981.



DALE SINGLETON, #30

Dalton, Georgia
Born August 27, 1955

It took five years of hard work, but in March, 1979, Georgia's "pig farmer" Dale Singleton flashed across the stripe to win the prestigious Daytona 200. The victory established Singleton as an American road racing power, and he used it as a springboard for an assault on the international pavement scene. However, the remainder of his '79 campaign was marked by misfortune and injury, and despite a runner-up finish in the '80 200, things did not improve dramatically last year. Big victories on the Continent found many ways to escape Singleton's grasp, so in August the former AMA Novice and Junior class champion returned to the Winston Pro Series event at Pocono. "I wanted to show my fans I could still do it," he said of his Pocono win. The lure of the World Championship will remain a strong one for Singleton, who also has the option of contending for domestic road racing honors when and if he chooses to do so.



GARY SCOTT, #5

Springfield, Ohio
Born January 19, 1952

Though slowed through a portion of the 1980 season by a blood sugar problem not unlike that which disabled his rival Jay Springsteen, still Gary Scott turned in his best Winston Pro Series campaign since 1977, when he was third-ranked. The 1975 National Champion, whose subsequent split with Harley-Davidson ranks as one of the major motorcycle racing stories of the 70's, failed to win a National en route to a sixth-place ranking in 1979. But he came back in 1980 to claim the Syracuse mile late in the year and finish fourth in the point standings. It was Scott's ninth straight year in the top 10, and in addition to his '75 title, that record also includes runner-up finishes in '72, '73, '74 and '76. Scott is the only rider who has collected money from the R.J. Reynolds point fund every year since the company began sponsoring Grand National racing in 1973.



FREDDIE SPENCER, #19

Shreveport, Louisiana
Born December 20, 1961

One of the most talented and versatile motorcycle racers ever to strap on a helmet, Freddie Spencer will be the Honda factory's primary rider in 1981. As such he will contend for American road racing honors and perhaps launch a full blown assault on the Winston Pro Series title as well. The pivot point in the latter equation will be Honda's ability to field a competitive dirt track machine for the half-mile and mile ovals, where Spencer's skills are untested in National competition. There is, however, little reason to think that "Fast Freddie" will fall short in that category; he has established a pattern of success in any racing venture, and prior to his decision to specialize in road racing, his dirt track feats were fast becoming legendary. Spencer was Novice road racing champion in 1978, Lightweight champ in 1980 and was one of America's top 1980 Superbike competitors as well. He is viewed as a potential world road racing champion, but admits he grew up dreaming of being Number One in Winston racing. Many observers feel Freddie has the potential to make that dream come true.



HANK SCOTT, #14

Findlay, Ohio
Born May 25, 1954

Rebounding from a disappointing 1979 season, Findlay, Ohio's Hank Scott won five Winston Pro Series events in 1980, tops for any rider, and missed the championship by a margin of just one point! In fact, Hank fell a bike length short of passing defending champion Steve Eklund at the checkered flag for the runner-up spot in the season's finale, and that pass would have given him the championship. But Scott, a born again Christian, is philosophical about the near miss and gratified that he came so close. Given the fact that he had virtually no sponsorship program and was considering retirement at the end of 1979, and given the added hassle of a split with his tuner amid the heat of the 1980 point battle, Scott's performance is remarkable indeed. Rookie-of-the-Year in 1974 and top 10-ranked every season since, Hank is among the most consistent riders on the circuit, and his five wins in 1980 raise his career victory total to 11. Like his older brother, former Grand National Champion Gary Scott, Hank moved to Ohio from Baldwin Park, California.



JAY SPRINGSTEEN, #9

Lapeer, Michigan
Born April 15, 1957

For nearly two years, the dominant story of the Winston Pro Series has been the weekly prognosis regarding Jay Springsteen's health. One of the three or four best dirt track racers in the history of the sport, "Springer" reeled off three consecutive championships—one short of Carroll Resweber's record four straight—and 25 career National wins before he fell victim to a mysterious stomach ailment in 1979. Fighting off trackside nausea and frustrated by the inability of the best doctors to diagnose his problem, Springsteen battled on, eventually settling for second spot in the '79 standings behind Steve Eklund. The 1980 season brought little if any relief, and finally Springer was benched by his employers at Harley-Davidson until a cure could be found. In the end, Jay's problem was diagnosed as an unusual diabetic condition, controllable through strict diet. If Springsteen is healthy—and after two years of frustration, that is a big assumption—he will be in position this year to resume his quest for all the existing records in dirt track motorcycle racing.



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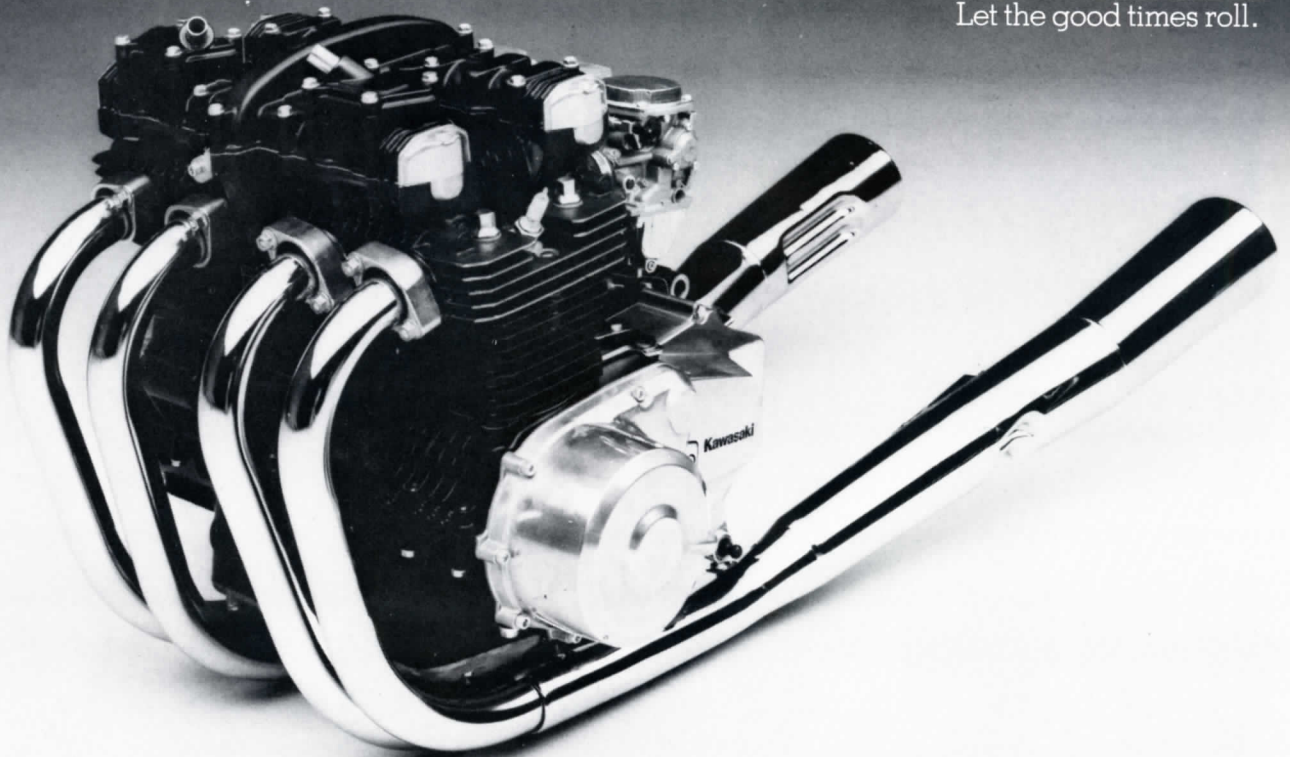
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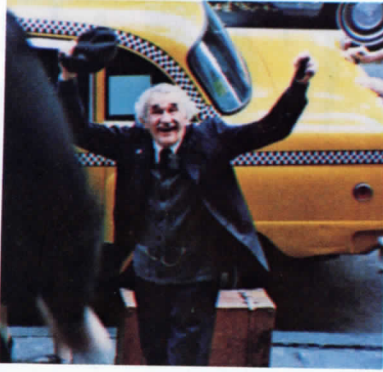
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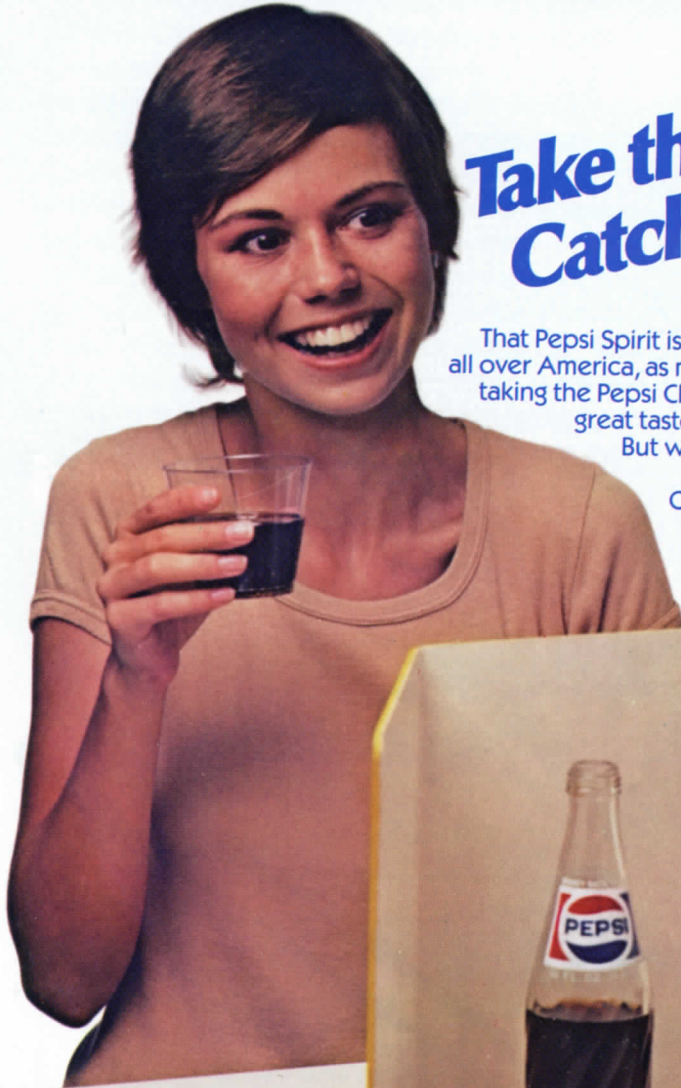


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5 mg. "tar", 0.5 mg. nicotine av. per cigarette by FTC method.

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