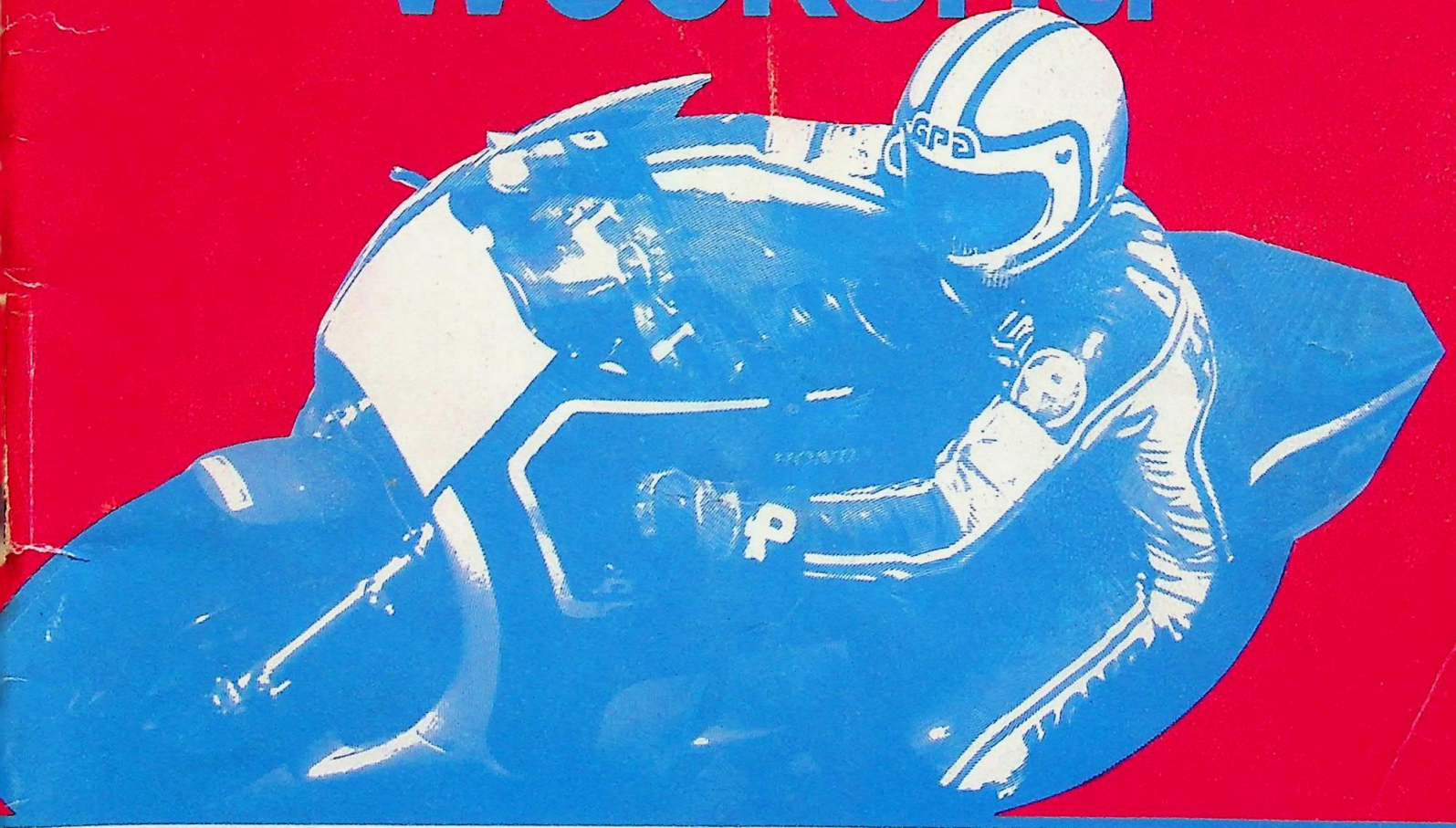


ROAD AMERICA'S
AMA / WINSTON PRO SERIES

super cycle weekend



Winston
Pro Series

May 21-23, 1982





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At Honda, we built our reputation by building what no one else could build.

This is no exception.

Introducing the V45 Sabre,TM a complete redefinition of what a high performance motorcycle should be. And do.

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A liquid-cooled 90° V-4.

Simultaneously, the lightest, the narrowest and the most powerful production 750cc engine we have ever built.

Of course, we couldn't stop there. Around this extraordinary powerplant we built an



t **they meant was, they couldn't do it.**

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Complete with a built-in fiber optic anti-theft system, a super efficient shaft drive, our exclusive Pro-Link™ rear suspension and our new Torque Reactive Anti-dive Control,™ the first anti-dive design that doesn't affect the feel of the brakes.

The revolutionary V45 Sabre.
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Welcome, race fans

Dear Road America visitor:

Your presence for the AMA/Winston Pro Series races this weekend makes you a part of RA's fastest-growing event. We doubled both competitors and attendance last year and we hope to do even better in 1982

If this is your first motorcycle event, be prepared for leather-clad riders all but defying gravity on 160-horsepower bikes capable of speeds in excess of 150 mph. If you're new to Road America entirely, please accept this as an invitation to our complete 1982 season:

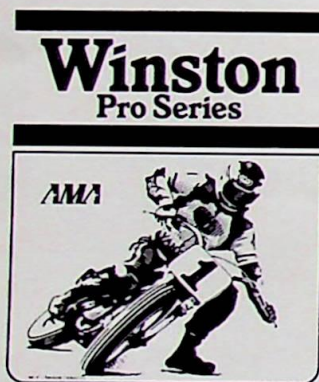
—June 4-6: SCCA June Sprints. This is the world's largest motorsports event.

—July 23-25: SCCA Can-Am/Trans-Am Weekend. Our big pro show for sports cars, the highlight of this and any summer.

—August 20-22: IMSA Pabst 500-Camel GT Weekend. The very best international endurance drivers go for the Blue Ribbon.

—September 17-19: PPG-CART Indy Car Weekend. See all of the oval track stars take on our four winding miles, for the first time ever.

Whether you're on two wheels or four, please ride or drive carefully on your way home. We want to entertain you for many races to come.



Sincerely,
ROAD AMERICA, INC.

Lee Hall

Lee Hall, President

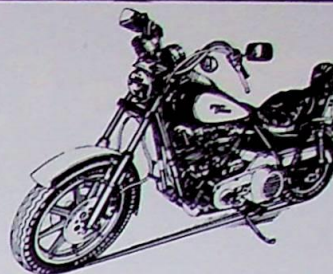
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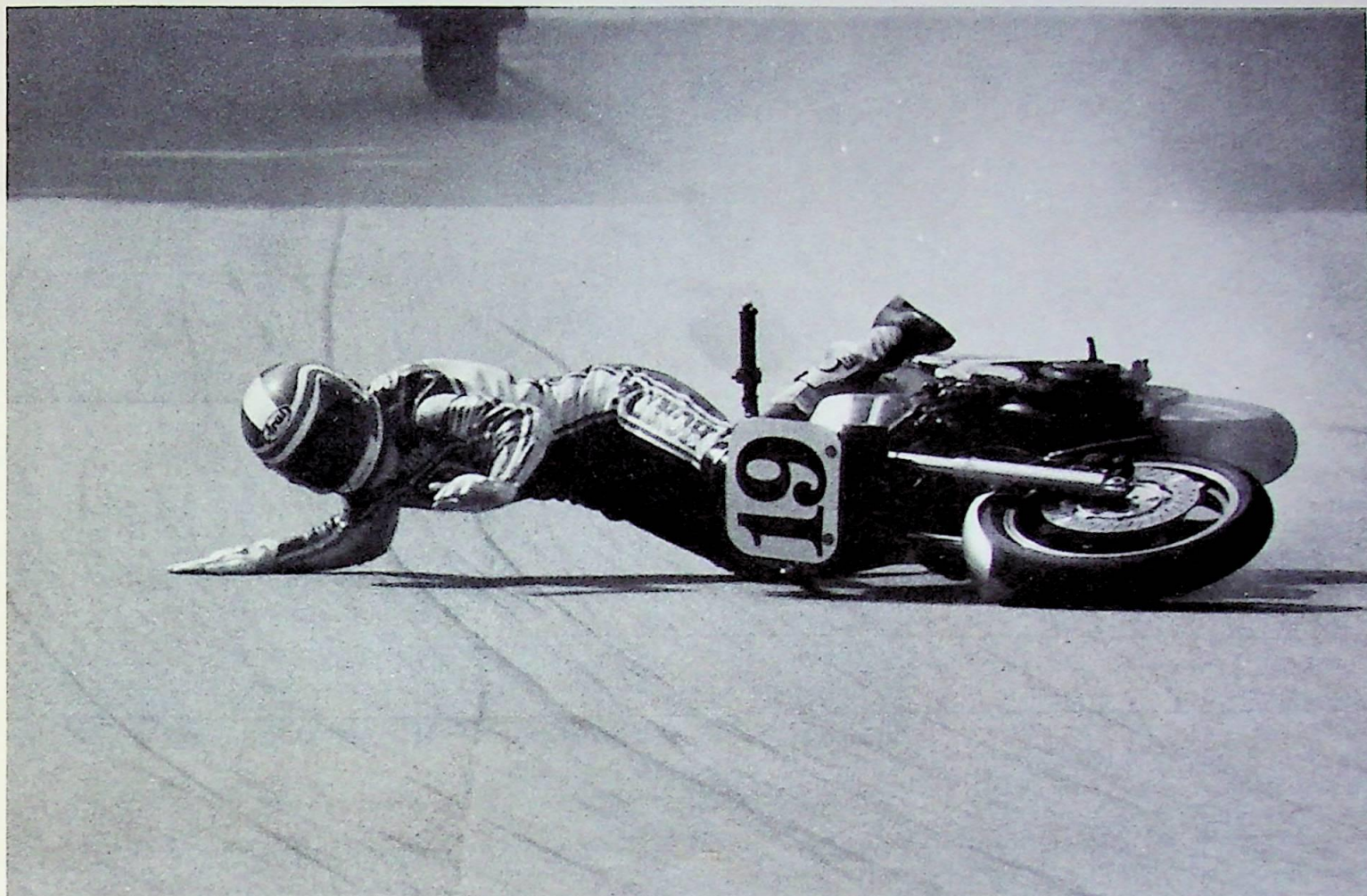


PABST...THE REAL TASTE OF BEER!



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Eddie, Freddy dominate 1981 AMA/Winston Show



Freddy Spencer falls—at 90 mph—at Corner 13 during RA's 1980 Superbike race. (Jay Kraemer)

Road America 1981 will go down in history as the first Winston Pro Series event captured by teenage sensation Freddy Spencer. It will also be noted that Eddie Lawson began his "roll" in the Superbike Series, a string of events he thought he should have won the year before.

Spencer showed a lot of class by capturing the Formula 1 race Sunday, in view of the fact that he suffered a 100-mph fall in the Superbike go the day before. Spencer was leading on his Honda near the end of the Saturday event when, just past Corner 12, he threw the bike away.

Sliding on leather, Spencer

managed to avoid hitting the guard-rail, a misfortune suffered by his bike. Miraculously, Rueben McMurter avoided the fallen Team Honda rider by veering his Kawasaki. Freddy suffered only a scuffed palm. He collected himself in time to watch Eddie Lawson's chartreuse Team Kawasaki take the lead for keeps. Mike Spencer (Honda) was second, Wes Cooley (Suzuki) was third.

Lawson proved this contest on a 250cc Team Kawasaki, the only belt-driven machine in the race. He outdistanced such worthy Yamaha riders as Craig Morris, Jeff Umrysz, Gary Collins and Bruce Mauls, who finished second through fifth,

respectively.

The best race of the weekend may have been the Novice contest, where quick Canadian Steve Simmons dodged an on-track ambulance just past the Carousel in the final lap, to edge Don Green of Novato, CA, by an eyelash.

Two-cylinder freaks were rewarded with a fine, multi-class show in the Battle of the Twins. Dave Emde's San Jose BMW nudged Jimmy Adamo's Reno Leone - prepared Ducati for the win. The presence of Harleys, Nortons, Triumphs, Laverdas and Moto-Guzzis added to the thunder.

The sidecar race, sponsored by Castrol, was down on quantity but

up on quality. All five teams swapped the lead until driver Bruce Lind and passenger Jack Hart, both from Washington state, took the checker. This contest marked the best ever finish for local talent: driver Paul Knoll of Milwaukee and passenger Tim Mooney of Allenton finished a fine third.

But back to the Formula 1 showdown... Wes Cooley charged into the lead, only to be sidelined when the Yoshimura Suzuki doused his rear tire with oil. Good as Cooley is, a too-slick slick is something even he can't overcome.

Freddy then took over the lead with an 11-second bulge over fellow Team Honda rider Mike Spencer (no relation). Mike, known for his pre-race naps on the grid, charged past Freddy near the end of his 72-mile contest, and it took another four-mile tour for Freddy to reel in and pass the Californian.

Third place went to Thad Wolff on a 500cc Suzuki, followed by Bruce Hammer (Yamaha), Jeff Umrysz (Yamaha), Steve Gervais (Yamaha), Steve Biganski (Yamaha), John Bettencourt (Yamaha), Hap Eaton (Yamaha) and Doug Brauneck (Yamaha). Yes, the F1 Yamahas still pack plenty of punch.

A Total of 27,500 bikers saw an incredible array of racing under sunny, late-May skies. It was quite a weekend.



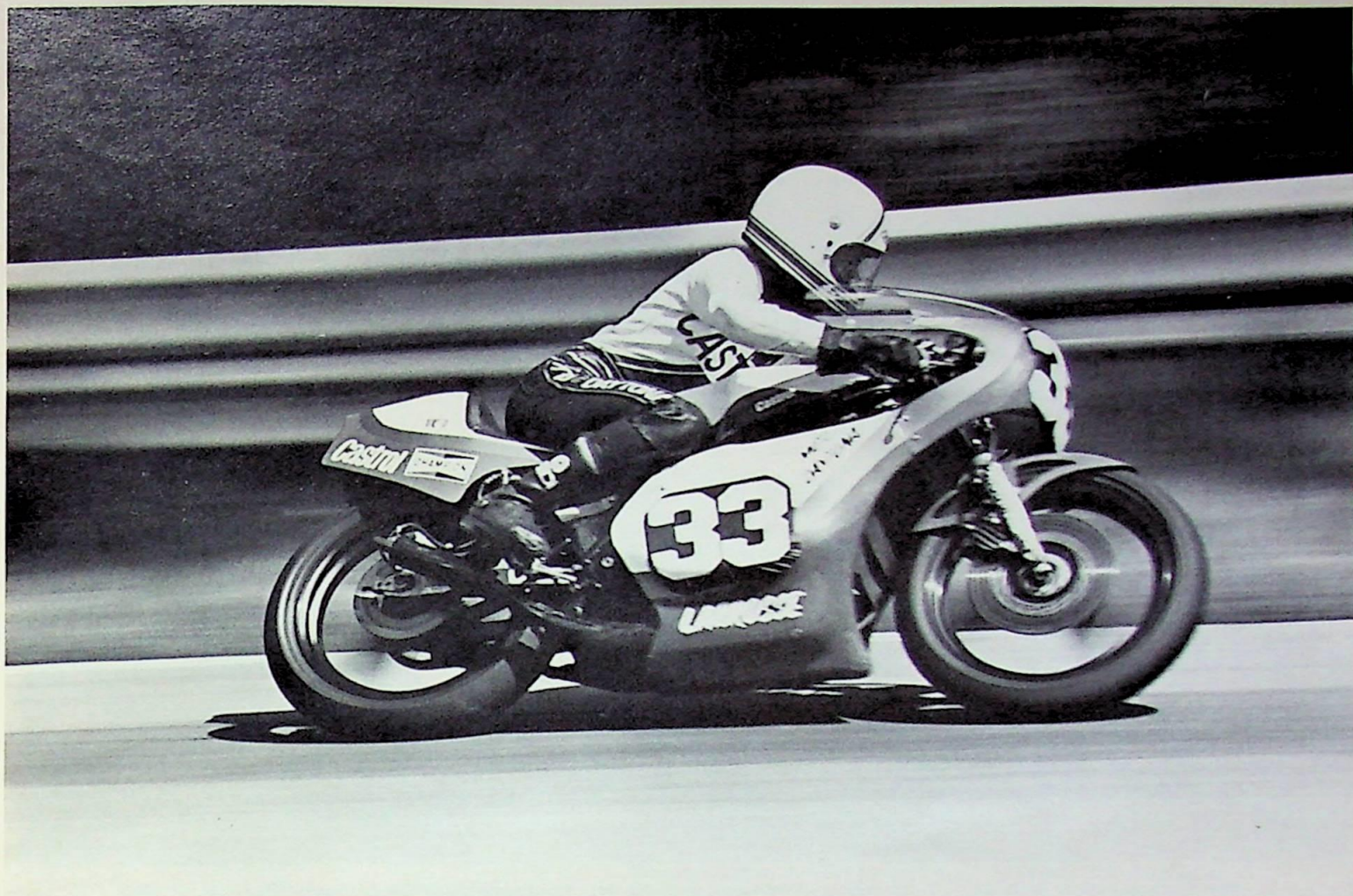
Mike Spencer shows the usual pre-race tension. (Sports News Photo)



Steve Simmons won the closest race of the weekend — the Novice event. (Autocomp Graphics)

FORMULA ONE RACE
18 LAPS, 72 MILES
AVERAGE SPEED: 98.015 MPH

1. F. Spencer, Honda
2. M. Spencer, Honda
3. T. Wolff, Suzuki
4. B. Hammer, Yamaha
5. J. Umrysz, Yamaha
6. S. Gervais, Yamaha
7. S. Biganski, Yamaha
8. J. Bettencourt, Yamaha
9. H. Eaton, Yamaha
10. D. Brauneck, Yamaha
11. A. Ward, Yamaha
12. H. Cone, Yamaha
13. S. Foote, Yamaha
14. R. Sharp, Honda
15. R. McMurter, Kawasaki
16. D. Schlosser, Yamaha
17. G. Liubimsky, Yamaha
18. H. DeGouw, Yamaha
19. B. Lind, Yamaha
20. B. DelMonico, Yamaha
21. E. Powell, Yamaha
22. L. Shorts, Honda
23. C. Andrew, Kawasaki



Steva Gervais of Toronto finished a creditable sixth in the Formula One final on the Castrol Canada Yamaha. (Steve Donisch)

24. K. Lentz, Yamaha
25. M. Morrison, Yamaha
26. R.J. Gamble, Jr, Kawasaki
27. H. Klinzmann, Yamaha
28. D. Busby, Yamaha
29. F. Van Der Veen, Yamaha
30. M. Homchick, Yamaha
31. W. Cooley, Suzuki
32. M. Baldwin, Yamaha
33. F. McTaggart, Yamaha
34. J. Adamo, Yamaha
35. W. Knott, Yamaha
36. W. Epstein, Suzuki
37. R. Pietri, Yamaha
38. G. Martin, Yamaha
39. R. Chambers, Yamaha
40. C. Ruppelt, Yamaha
41. D. Chivington, Yamaha
42. D. Guttner, Kawasaki

SUPERBIKE RACE

15 LAPS, 60 MILES

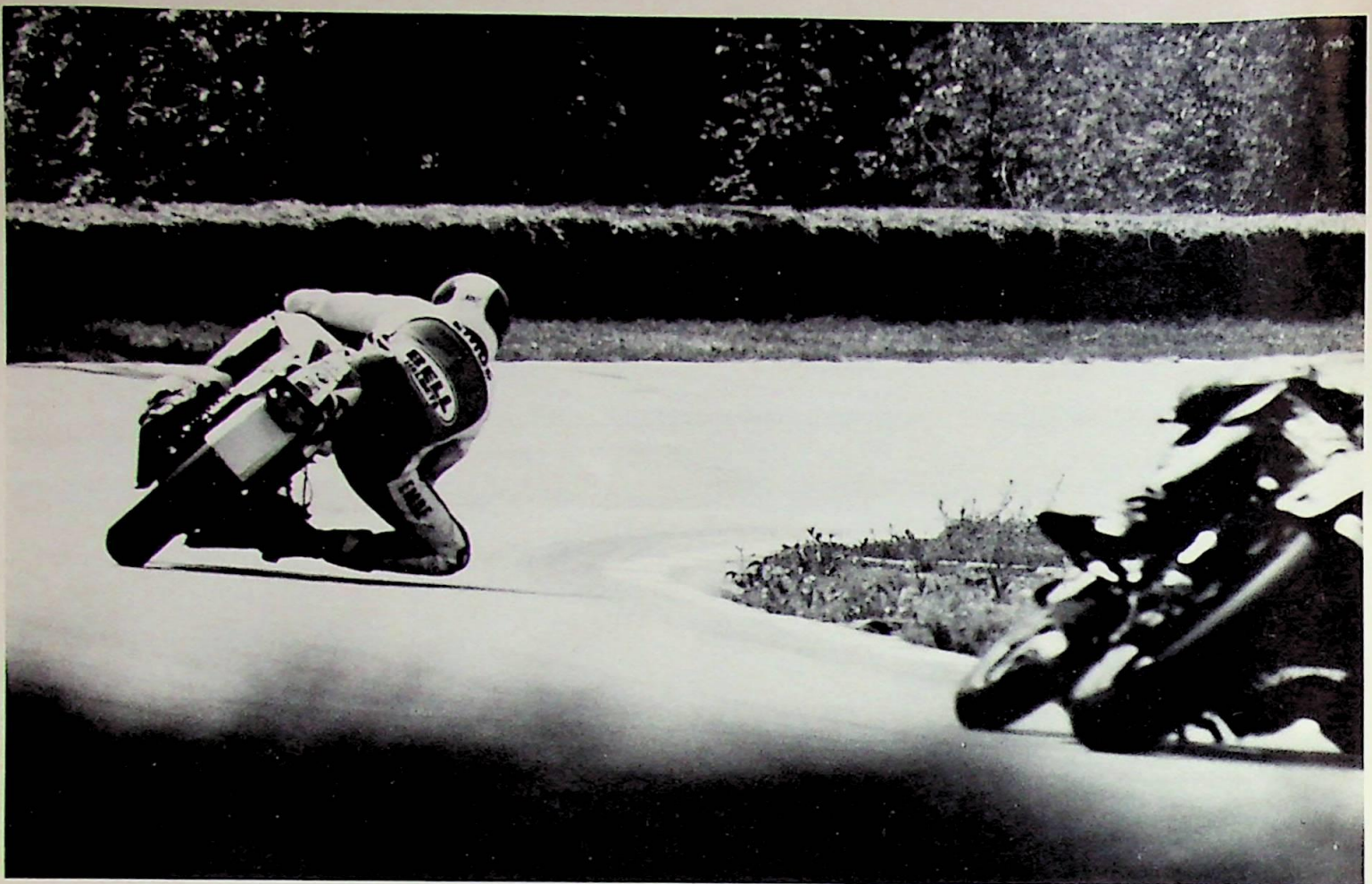
AVERAGE SPEED: 98.095 MPH

1. E. Lawson, Kawasaki
2. M. Spencer, Honda
3. W. Cooley, Suzuki
4. H. Klinzmann, Kawasaki
5. G. Liubimsky, Suzuki
6. T. Wolff, Suzuki



Doug Kalitta and Brad Fulker lead driver Paul Knoll of Milwaukee and Tim Mooney of Allenton, WI. (Ruther Photographic)

- | | |
|-------------------------------|-----------------------------|
| 7. R. Chambers, Kawasaki | 19. J. Trampe, make unknown |
| 8. R. McMurter, Kawasaki | 20. A. Bub, Suzuki |
| 9. D. Cheek, Suzuki | 21. B. Pritz, Jr, Honda |
| 10. C. Andrew, Kawasaki | 22. F. Spencer, Honda |
| 11. M. Casey, Kawasaki | 23. K. Guay, Suzuki |
| 12. R. V. Brockie, Suzuki | 24. T. DeSimone, Kawasaki |
| 13. B. Voorhees, Kawasaki | 25. R. Sharp, Honda |
| 14. J. Woo, Kawasaki | 26. J. Nelson, Suzuki |
| 15. H. Vanderlinden, Suzuki | 27. D. Chivington, Honda |
| 16. M. Casey, Kawasaki | 28. J. Dean, Ducati |
| 17. R.J. Gamble, Jr, Kawasaki | 29. L. Shorts, Honda |
| 18. E. Mullineaux, Ducati | 30. K. Wanner, Suzuki |



How low can you go on a BMW? Twins winner Dave Emde puts his best knee forward in the carousel. (Peter Bukowski)

BATTLE OF THE TWINS

15 LAPS, 60 MILES

AVERAGE SPEED: 89.486 MPH

(GP CLASS)

1. D. Emde, BMW
2. J. Adamo, Ducati
3. H. Coleman, Harley-Davidson
4. E. Mullineaux, Ducati
5. T. Wegman, Vincent
6. R. Swiderski, Harley-Davidson
7. C. Bussard, Jr, make unknown
8. Vance Breese, make unknown
9. J. Dean, Ducati
10. J. Hargett, make unknown
11. M. Tunstall, Ducati

(EXP. MOD. CLASS)

1. B. Goodin, Ducati
2. J. Minonno, Triumph
3. E. Schless, Triumph
4. W. Schaefer, make unknown

(AM. MOD. CLASS)

1. R. Lill, Ducati
2. P. Macmillan, make unknown
3. B. Atkinson, BMW
4. J. Macmillan, Ducati
5. B. Ramsbottom, Norton
6. D. McLuchon, make unknown

7. A. Heironimus, BMW

8. D. Jouglard, Ducati

9. E. Hise, Ducati

(STOCK CLASS)

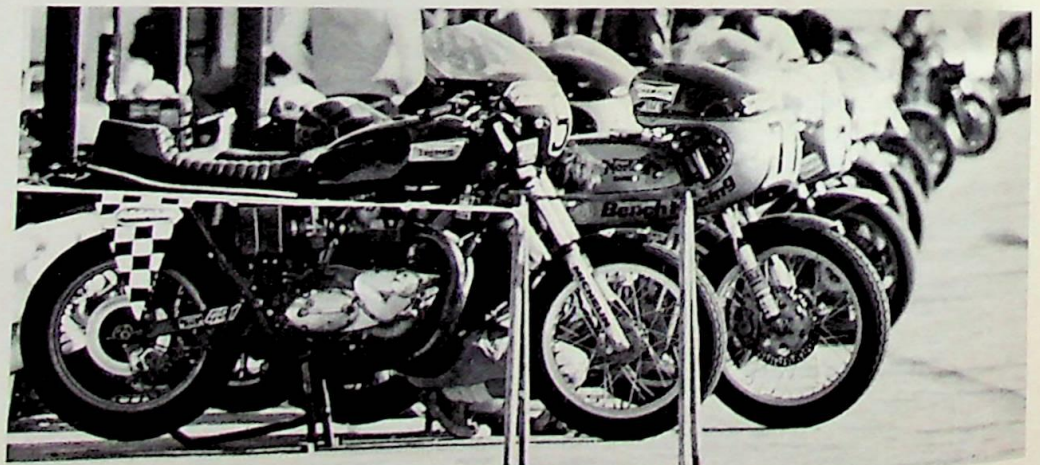
1. D. McClure, make unknown
2. D. Wilson, make unknown
3. M. Shilts, make unknown
4. M. Cox, Ducati
5. L. David, Moto Guzzi
6. D. Battley, BMW
7. V. Fasola, Laverda
8. R. Booth, Jr, Moto Guzzi
9. R. Raymond, Moto Guzzi

EXPERT LIGHTWEIGHT RACE

14 LAPS, 56 MILES

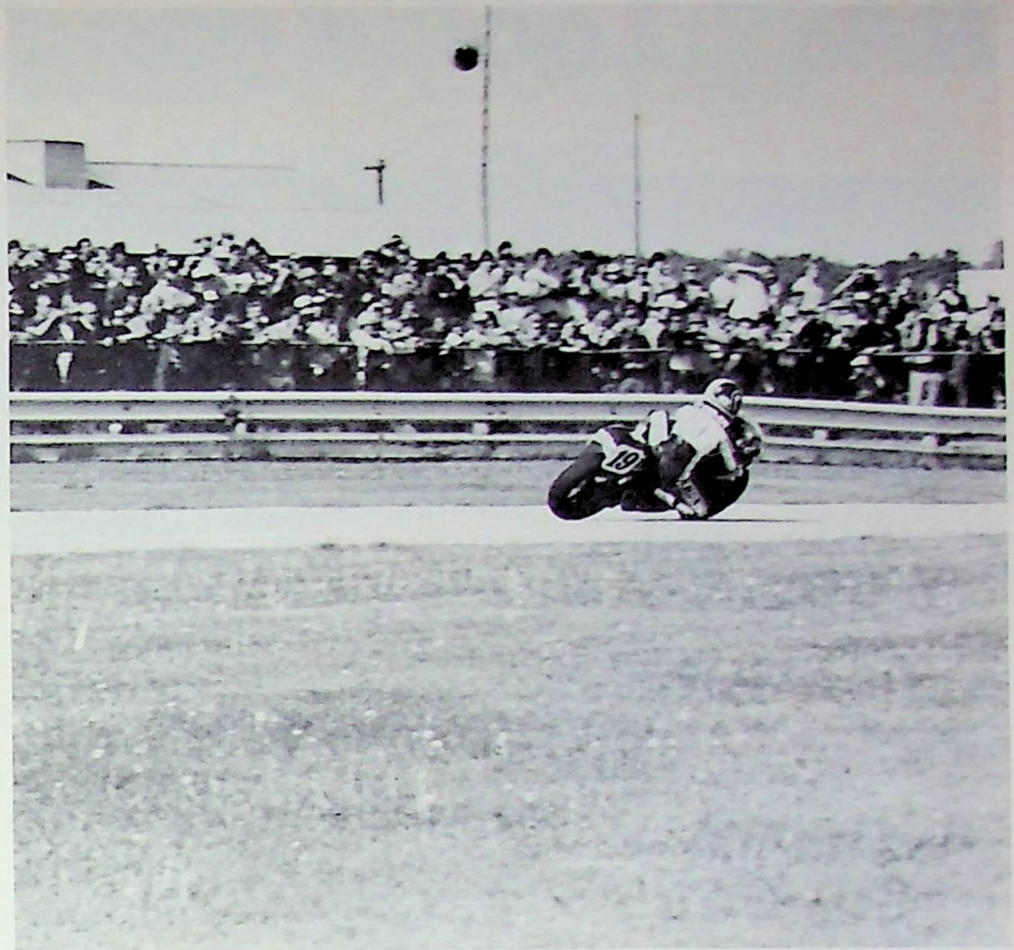
AVERAGE SPEED: 91.680 MPH

1. E. Lawson, Kawasaki
2. C. Morris, Suzuki
3. J. Umrysz, Yamaha
4. G. Collins, Yamaha
5. B. Maus, Yamaha
6. K. Brunson, Yamaha
7. N. Nakamura, Yamaha
8. K. Kiyota, Yamaha
9. W. Knott, Yamaha
10. M. Elmore, Yamaha



Harleys, Triumphs and Nortons are frequent "Twins" front runners. (Autocomp Graphics)

11. D. Busby, Yamaha
12. S. Baron, Yamaha
13. M. Bougas, Yamaha
14. A. Weck, Yamaha
15. W. Himmelsback, Harley-Davidson
16. J. Woolsey, Yamaha
17. P. Puhakka, Yamaha
18. D. Reed, Yamaha
19. R.J. Gamble, Jr, Yamaha
20. name, make unknown
21. G. Horton, Yamaha
22. J. Lachniet, Yamaha
23. M. Landrum, Yamaha
24. N. Bonelli, Yamaha
25. D. Brauneck, Yamaha
26. G. Bonelli, Suzuki
27. G. Martin, Yamaha
28. J. Concklin, Yamaha
29. W. Canale, Yamaha
30. D. Guglielmo, Yamaha
31. G. Maslanka, Yamaha
32. R. Sharp, Yamaha
32. R. Sharp, Yamaha
33. F. Winters, Yamaha
34. J.A. Macy, Yamaha
35. J. Filice, Yamaha



Freddy pleases the crowd during the F1 event. (P.R. Bukowski)

NOVICE RACE

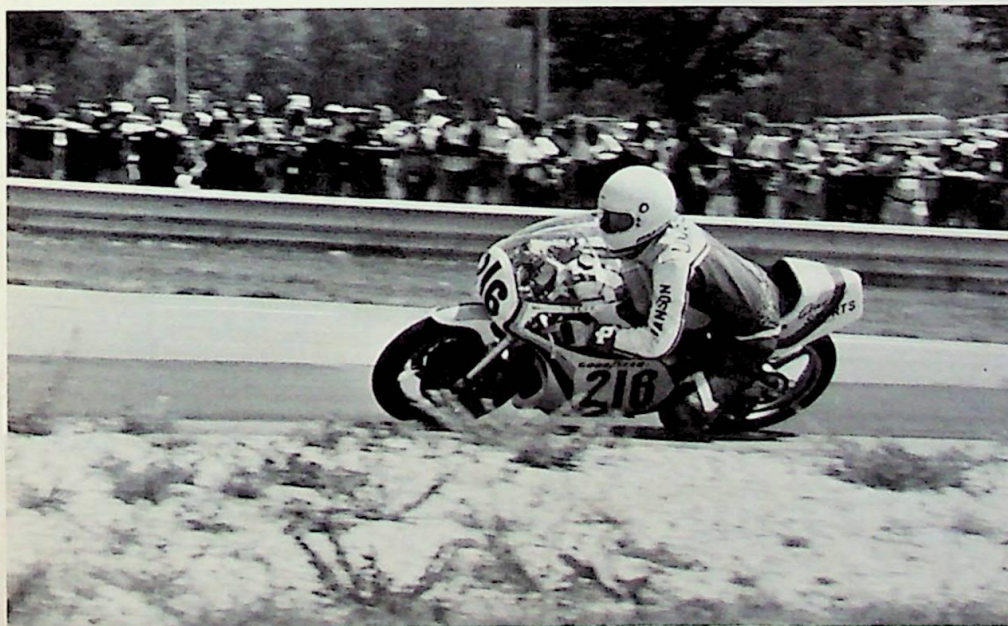
10 LAPS, 40 MILS

AVERAGE SPEED: 88.625 MPH

1. S. Simmons, Yamaha
2. D. Greene, Yamaha
3. R. Crosby, Yamaha
4. M. Ingalls, Yamaha
5. G. Hedemark, Yamaha
6. D. Hyatt, Yamaha
7. C. Muffley, Yamaha
8. R. Everling, Yamaha
9. T. Uzzle, Yamaha
10. G. LaRock, Yamaha

11. W. Hutton, Jr, Yamaha
12. G. Nolan, Yamaha
13. R. Martin, Yamaha
14. T. Beisheim, Yamaha
15. M. Latham, Yamaha
16. D. Greene, Yamaha
17. P. Johnson, Yamaha

18. B. Voorhees, Yamaha
19. W. Tisdale, Yamaha
20. K. Teague, Yamaha
21. S. Schultz, Yamaha
22. J. Hall, Yamaha
23. J. Rasmussen, Yamaha
24. S. Caylor, Yamaha
25. A. Labrosse, Yamaha
26. B. Paquette, Yamaha
27. D. Geiger, Yamaha
28. D. Chung, Yamaha
29. G. Wallace, Yamaha
30. D. Cornwell, Yamaha
31. T. Docteur, Yamaha
32. R. Garrett, Yamaha
33. D. Howes, Yamaha
34. J. Hogan, Yamaha
35. Dan Geiger, Yamaha
36. B. Rogers, Yamaha
37. D. Hayslett, Yamaha
38. R. Sexton, Yamaha
39. M. Hein, Yamaha



Jeff Umrysz finished third here in Expert Lightweight. (Ruther Photographic)

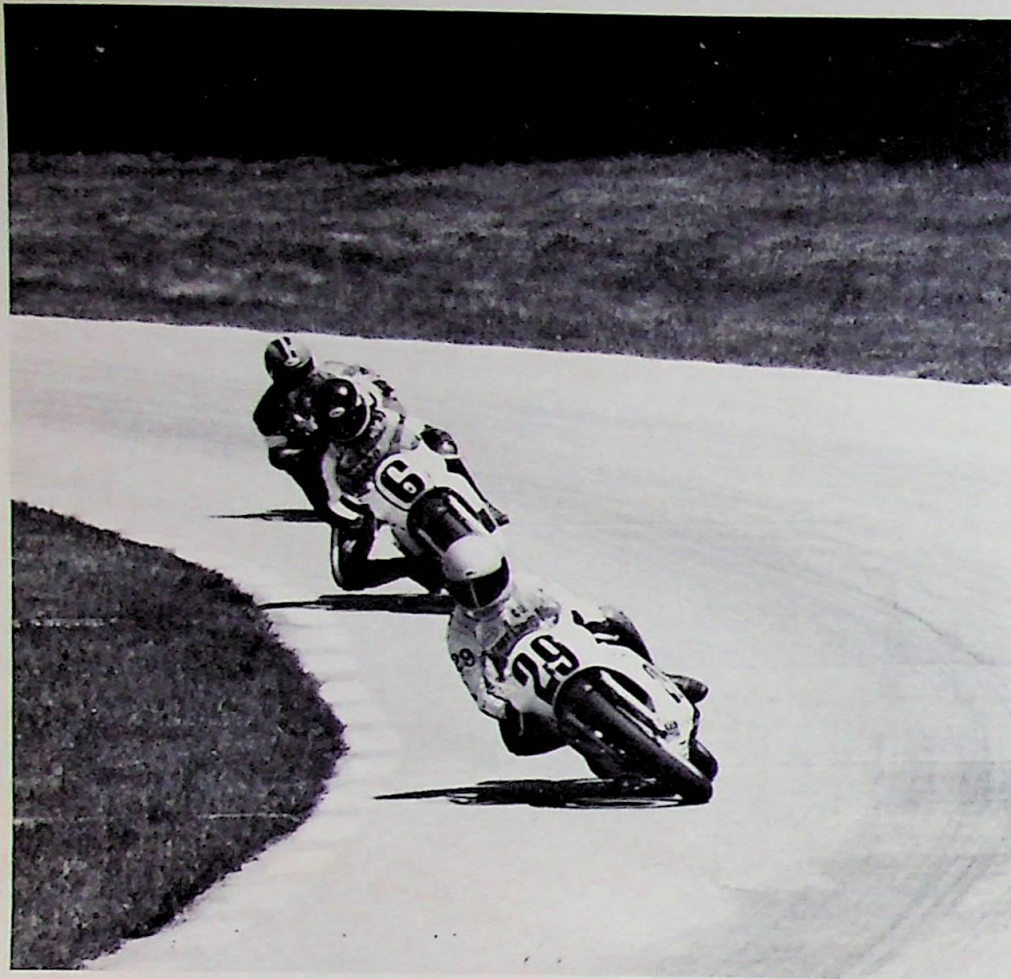
SIDECAR RACE

8 LAPS, 32 MILES

AVERAGE SPEED 70.920 MPH

1. Lind/Hart, Yamaha
2. Fillery/Quinn, Yamaha
3. Knoll/Mooney, Kawasaki
4. Coleman/Bevans, Yamaha
5. Hopp/Alston, Kawasaki

RA82: Lookin' good



Gill Martin leads Dave Busby and an unidentified rider in the Expert Lightweight clash. (P.R. Bukowski)

races. If you're a college kid, you already know about the Sprints. If you're not, come and watch the cars and kids alike.

JULY 23—25 SCCA Budweiser Can-Am/CRC Chemicals Trans-Am. Our first four-wheel pro show features the quickest road machines in North America: the 200-mph Can-Am cars, one of which holds the current race lap record here at a speed of 120 mph. Corvettes, Porsches, Camaros, Super Vees, Atlantics, Rabbits, they'll all perform on cue for a mid-summer's dream.

AUGUST 20—22 IMSA Pabst 500-Camel GT. Europe cares enough to send its very best racers to compete against the top North Americans for 500 miles of topnotch GT racing. Accompanying the endurance run will be the fender-bending Kelly American Challenge cars (Camaros, Mustangs, etc.) and the Champion Spark Plug Challenge machines (every subcompact in creation). Expect an S-2000 shootout on this weekend, too.

SEPTEMBER 17—19 PPG/CART Indy Cars. All the great names will be on hand: Rutherford, Mears, Andretti, both Unsters, and more. This marks the first ever running of Championship machines on our road course. Reports from other road circuits indicate the turbocharged Indianapolis cars really scream down the straights and do surprisingly well in the corners. Look for several RA regulars in Indy car cockpits for this one, including record holder Geoff Brabham and Bobby Rahal.

That's our '82 season, virtually as diverse as the AMA/Winston schedule. We're committed to putting on quality events, with quality competitors and quality amenities, for the world's best racing fans.

Our inaugural AMA/Winston Pro Series event in 1979 had us worried. Local publicity was bad, the weather was gloomy and, since we'd never ran an AMA event, we didn't know what to expect. But the riders showed up, put on a dazzling show for the 12,500 fans who braved the ill winds and proved that Road America had great potential for two-wheelers.

Last year, everything fell into place. The riders spread the word about the quality of the asphalt and the number of entrants doubled. Fortune smiled on the thermometer and the size of the crowd doubled. And Hondas, Yamahas, Suzukis and Kawasakis all nudged the 100-mph lap mark in devastating competition.

For 1982, we have the super

weekend of last year still fresh in many memories, plus a generous dollar allotment from Winston, set aside specifically for the AMA's many talented road racers. Weather willing, we expect the crowd—and the entry list—to exceed our banner '81 year.

Adding proof to the contention that everyone wants to run Road America, the PPG-CART Indy-type cars are slated to compete here in September. They'll be joined by a trio of traditional events. Here's our four-wheel schedule; why not take in one or more events?

JUNE 4—6 SCCA June Sprints. This is the world's largest amateur motorsports event, featuring as many as 80 cars on the track in one of eight weekend

1981 Winston Pro Series final point standings

A total of 83 riders earned points in 1981 in one or more of the 26 Winston Pro Series motorcycle races. To earn points a rider must have qualified for the National event and finished in the top 14 in the race.

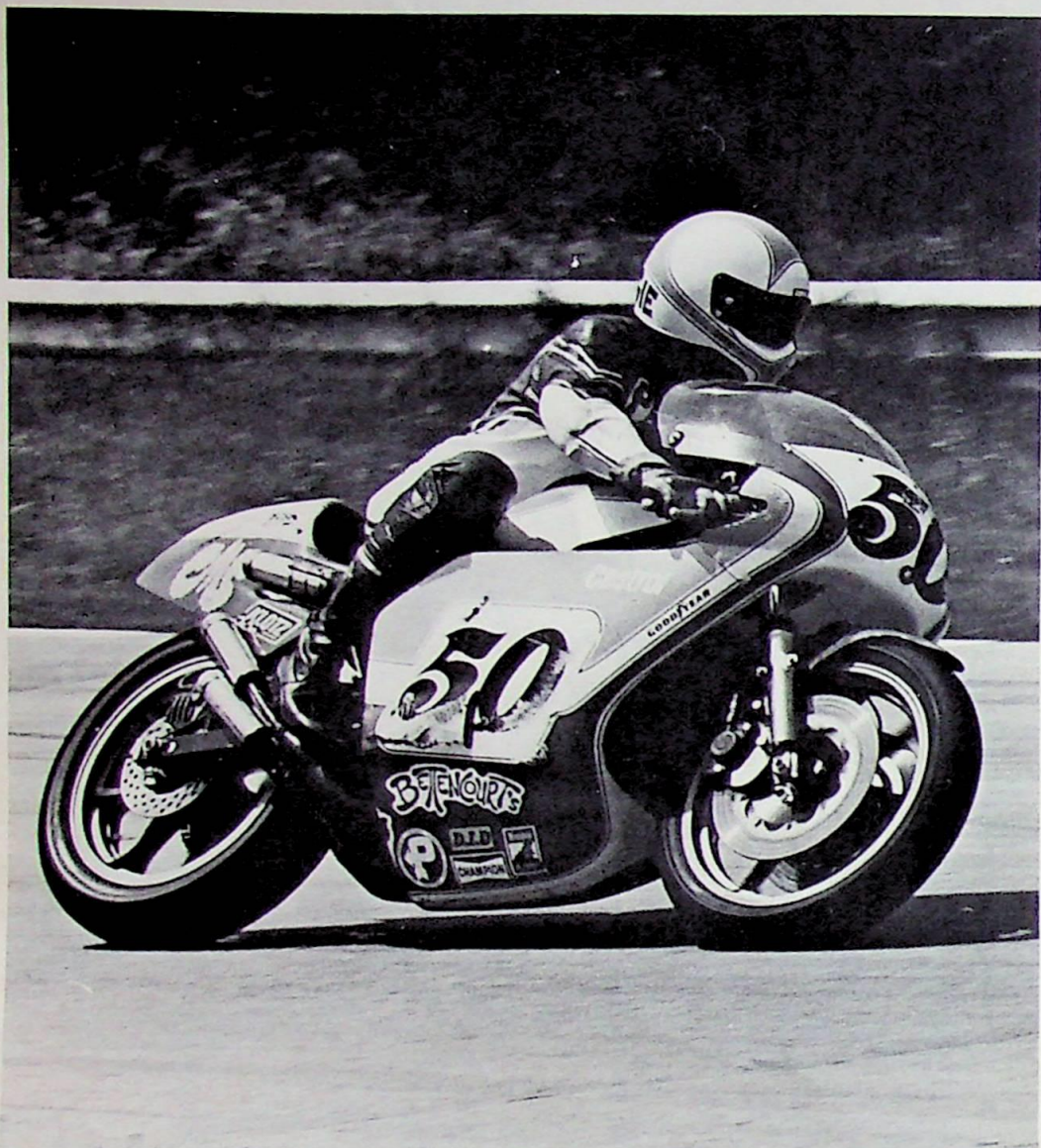
NAME	WINSTON PRO POINTS	NAME	WINSTON PRO POINTS	NAME	WINSTON PRO POINTS
Mike Kidd	200	Richard Schlachter*	26	Steve Biganski	8
Gary Scott	195	Wes Cooley*	22	Eddie Lawson*	8
Randy Goss	186	Richard Chambers*	22	Harry Cone*	8
Hank Scott	148	William Crabbe	21	Steve Hall	7
Scott Pearson	145	Randy Mamola*	20	William Knott*	7
Alex Jorgensen	131	Mark Homchick	20	Jeff Haney	7
Terry Poovey	131	Frank McTaggart*	20	Buddy Robinson	7
Jay Springsteen	126	William Schaeffer	20	Cory Ruppelt*	6
Steve Eklund	120	Rodney Spencer	19	Brett Barkman	6
Steve Morehead	116	David Aldana*	19	Billy Labrie	6
Scott Parker	104	Bruce Hammer*	19	Miles Baldwin*	6
Ted Boody*	85	Jeff Umrysz*	18	Alan Ward	5
Garth Brow	78	Roberto Pietri*	17	Doug Brauneck*	5
Ricky Graham	78	Thad Wolff*	13	Billy Hofmeister	4
Wayne Rainey*	77	Peter Hook	12	Rickey Campbell	4
Jim Filice*	56	James Adamo*	12	Jeff Campbell	4
Lance Jones	55	Brad Hurst	12	Gene Romero*	3
Dale Singleton*	52	Steve Gervail*	11	John Hateley	3
Nicky Richichi*	45	Harry Klinzmann*	11	Steve Mendenhall	3
Mickey Fay	44	Dan Chivington*	11	Randy Waldrop	3
Don Shoebert	42	Hap Eaton*	10	Robert Crabbe	3
Freddie Spencer*	42	Dave Schlosser	10	Mike Inderbitzin	3
John Bettencourt*	38	Charlie Roberts	10	Rich King	2
Mike Spencer*	36	Kevin Stafford	9	Stephen Foote	2
Tim Mertens	34	Sonny Burres	9	Russ Gourley	2
Ronnie Jones	27	David Bradley	9	Bruce Hanlon	2
Rich Arnaiz	27	Steve Monger	9	Rusty Sharp*	1
				Scott Dake	1
				David (Bubba) Rush	1

*ROAD RACERS

1981 Winston Pro Series payoff

Rider	First Leg	Overall	Season Total	Rider	First Leg	Overall	Season Total
Mike Kidd	\$ 3,000	\$20,000	\$ 23,000	Steve Eklund	6,000	3,500	9,500
Gary Scott	2,500	13,000	15,500	Steve Morehead	1,900	3,000	4,900
Randy Goss	4,000	11,000	15,000	Scott Parker	-0-	2,500	2,500
Hank Scott	2,000	9,000	11,000	Ted Boody	-0-	2,100	2,100
Scott Pearson	2,200	7,000	9,200	Ricky Graham	-0-	1,700	1,700
Alex Jorgensen	1,800	5,000	6,800	Garth Brow	-0-	1,700	1,700
Terry Poovey	-0-	5,000	5,000	Wayne Rainey	-0-	1,500	1,500
Jay Springsteen	10,000	4,000	14,000	Jim Filice	1,600	-0-	1,600
				Totals	\$35,000	\$90,000	\$125,000

Winston Pro Series stars



John Bettencourt

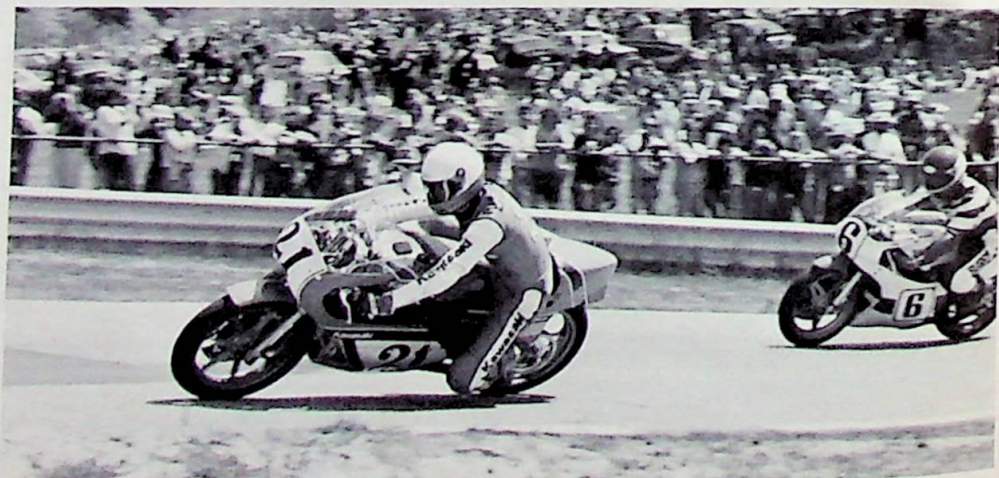


Richard Schlachter

John Bettencourt's 750cc Yamaha shows where pavement met fairing. (Ruther Photographic)



Nicky Richichi



Dave Busby chases Eddie Lawson in the Expert Lightweight go. Lawson's machine features belt drive. (Ruther Photographic)



HOG?

To some people the term "Hog" is as clear as mud. But to the thousands of Harley-Davidson owners who affectionately refer to their motorcycles as Hogs, there is no confusion.

A Harley-Davidson is not fat. It doesn't eat you out of house and home. And by achieving 47 to 54 mpg on the highway,* it's definitely not a gas hog.

A Harley-Davidson is not cheap

either. And we don't turn them out like popcorn. We never have. Never will. Fact is, our bikes aren't easy to build. There is a lot of careful hand work. A lot of meticulous assembly and constant quality control.

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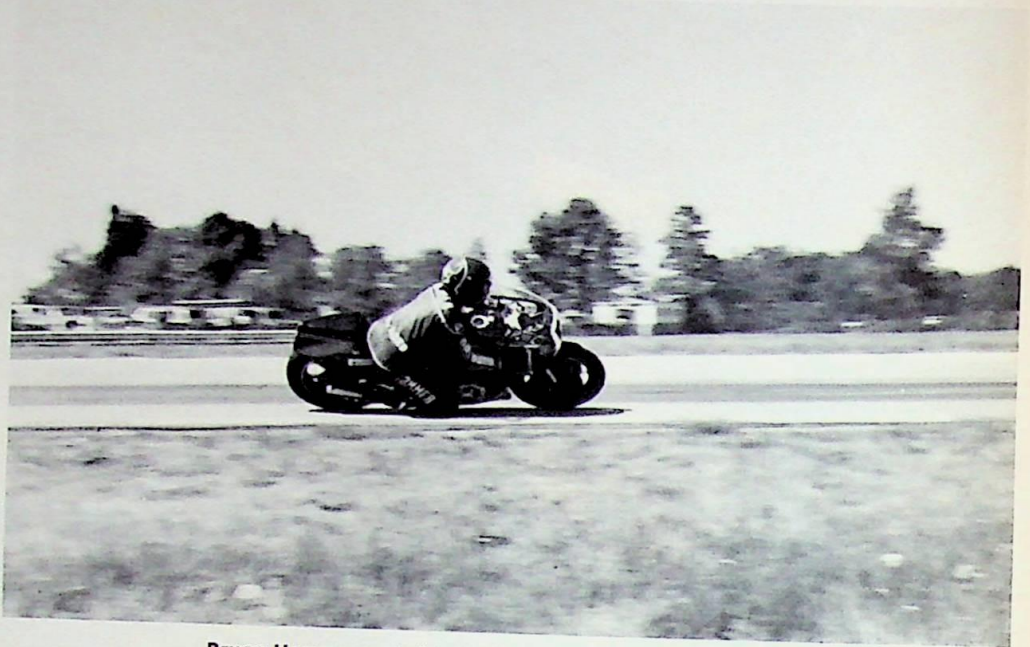
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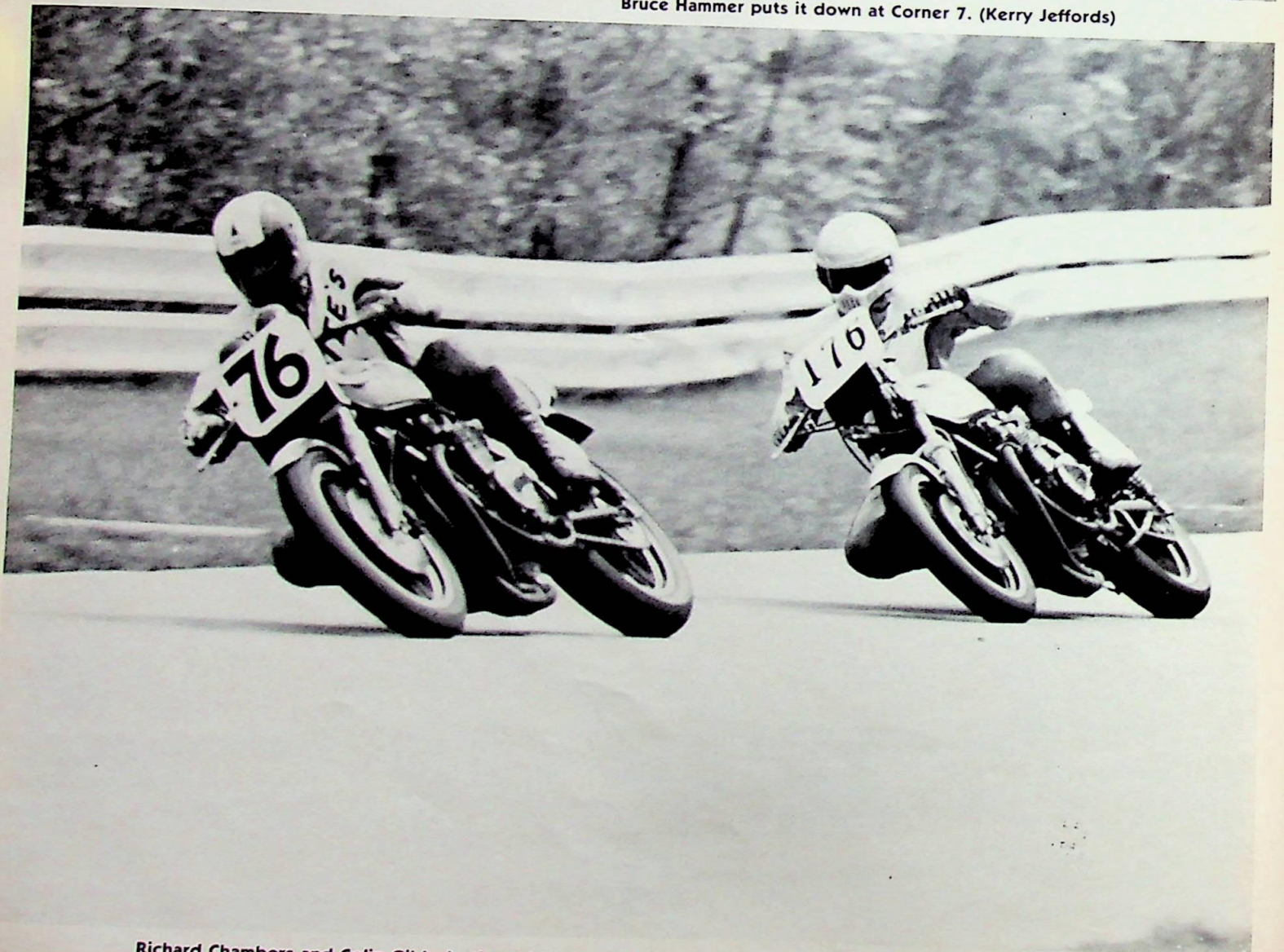
Winston Pro Series stars



Jim Filice



Bruce Hammer puts it down at Corner 7. (Kerry Jeffords)



Richard Chambers and Colin Gibb, both astride Kawasakis, ran well in the Superbike race. (Autocomp Graphics)

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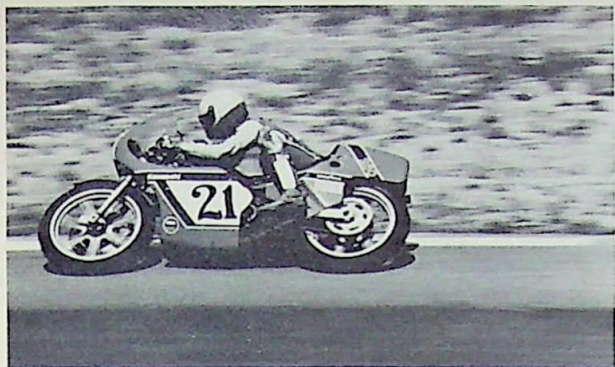
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Winston Pro Series stars



Eddie Lawson waved the checker here and lots of other places last year. (Sports News Photo)

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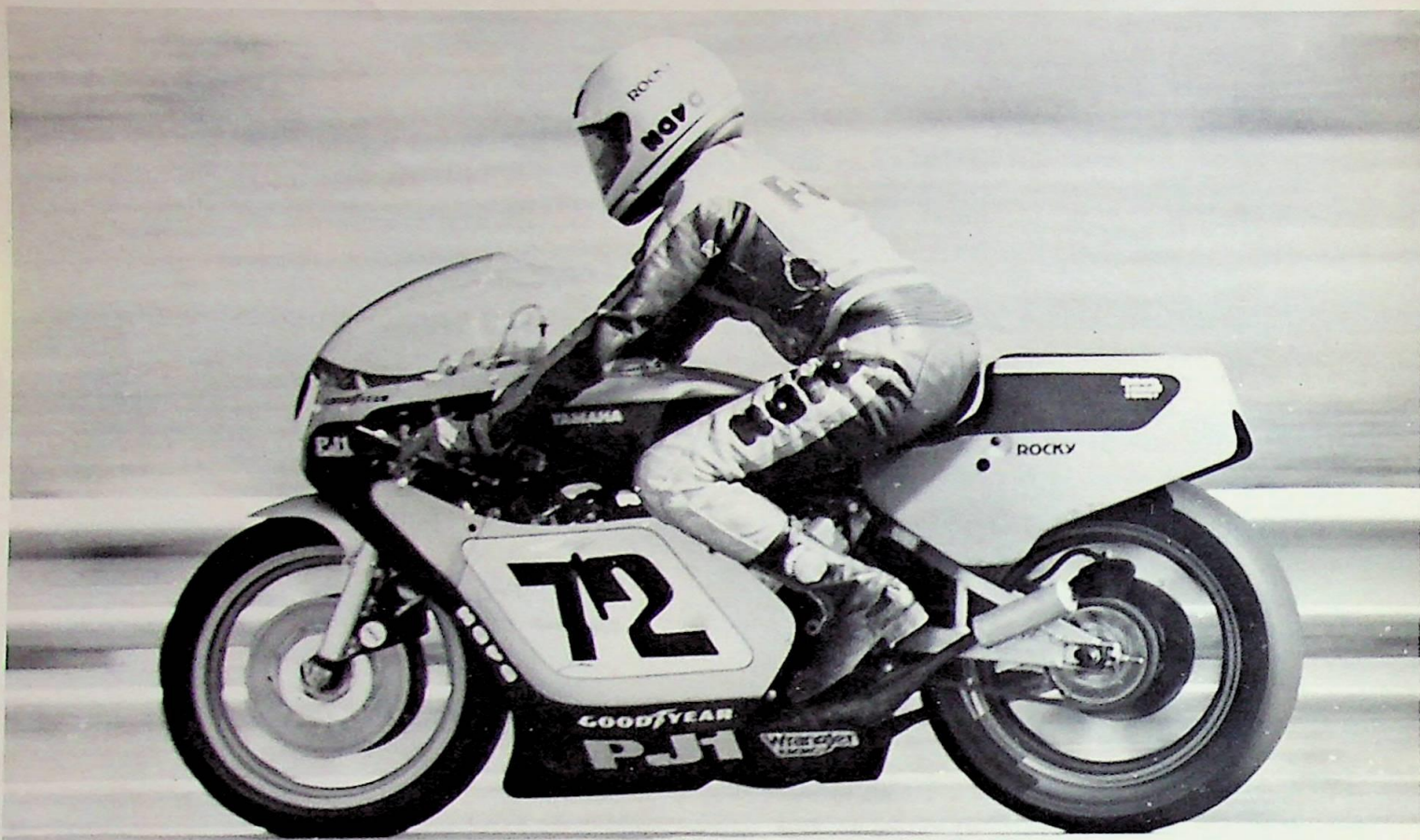
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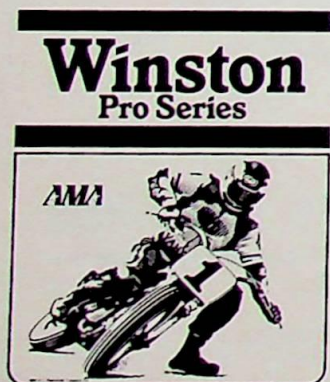
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Winston Pro Series stars



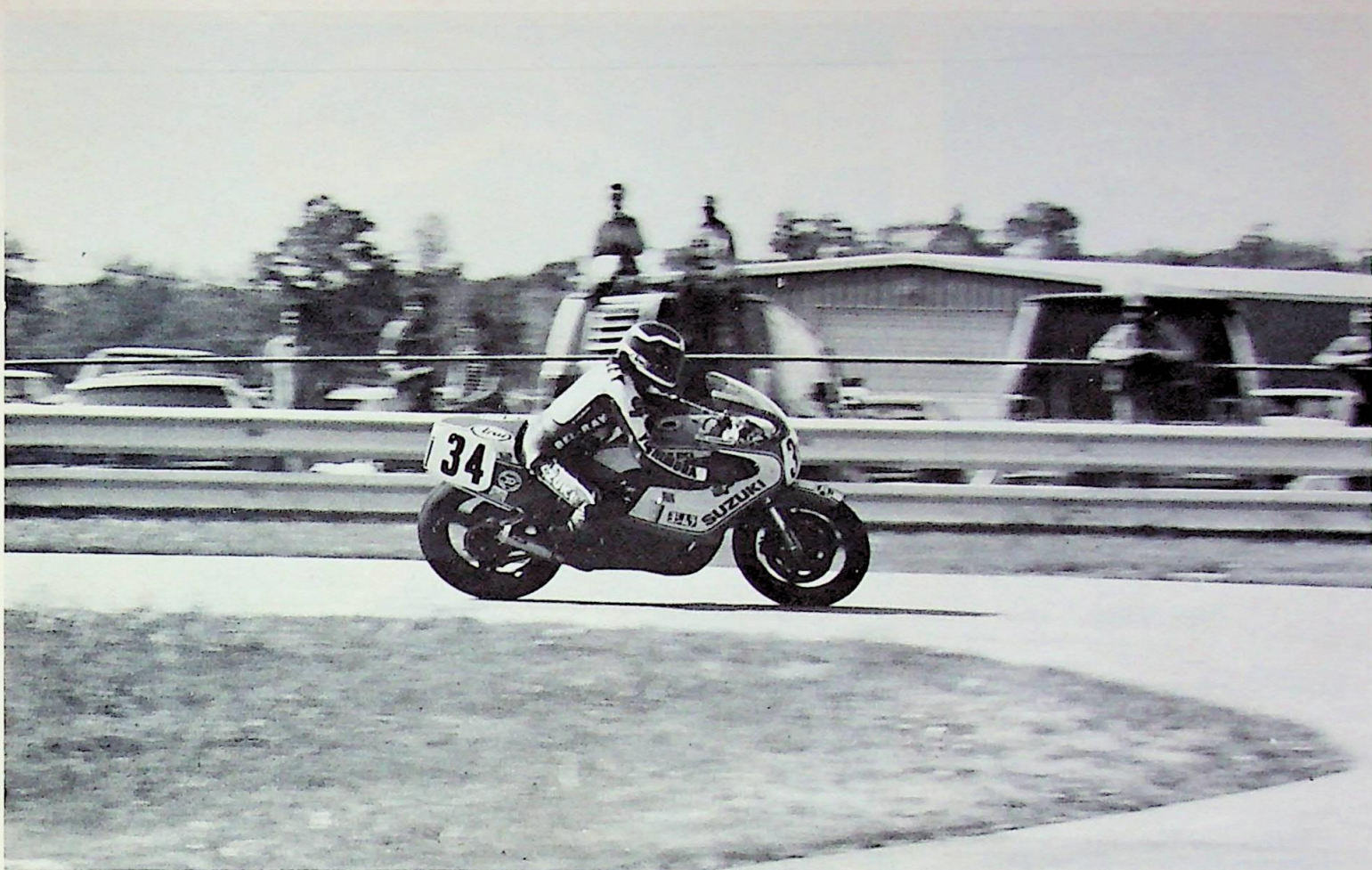
Mike Kidd, 1981 AMA/Winston Pro Series champ, practiced here but did not race. (Autocomp Graphics)



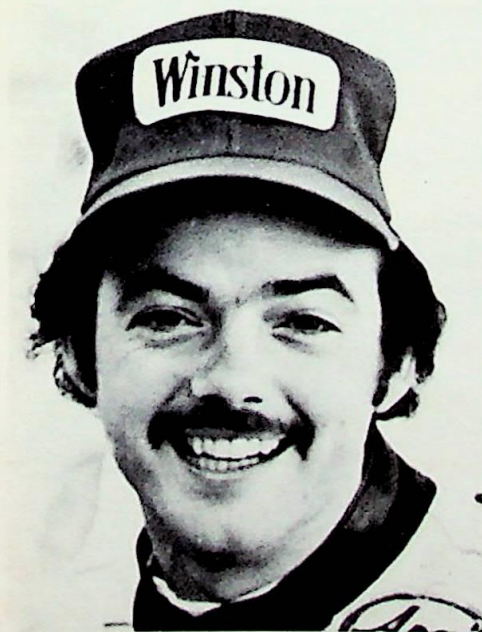
The "other" Spencer, Mike, had a good weekend here in '80. He finished second in both Superbike and Formula One. (Ruther Photographics)



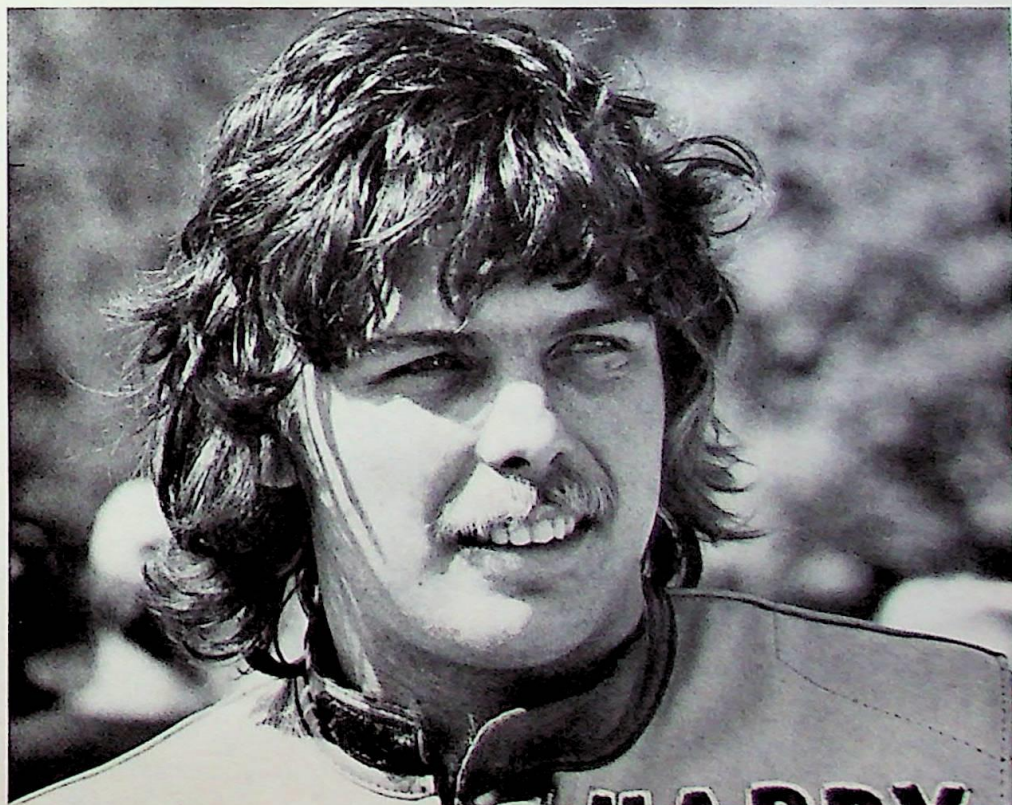
Winston Pro Series stars



Formula 1 star Wes Cooley retired his Suzuki with an oil-soaked tire in 1981. (P.R. Bukowski)

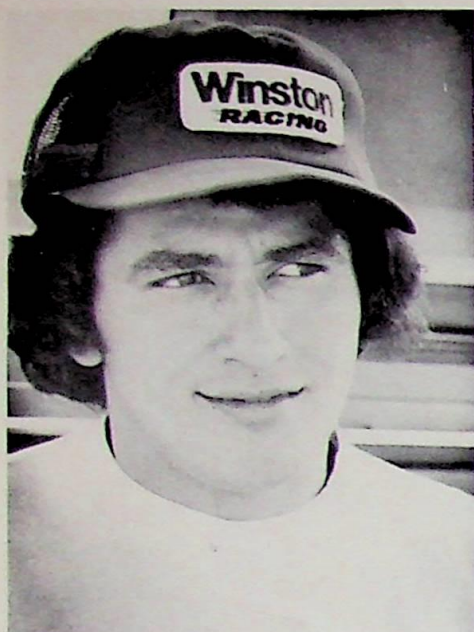


Dale Singleton



Harry Klinzmann

Winston Pro Series stars



David Aldana



(Right) Wes Cooley, always first off the line, awaits the drop of the flag in F1. (Sports News Photo)



Gene Romero



(Right) Freddie Spencer will campaign in Europe in '82.

Winston rewards road racers

The Winston Pro Series point fund for American Motorcyclist Association-sanctioned Grand National circuit has been increased to \$150,000 for 1982, R.J. Reynolds Tobacco Co. and the AMA have announced.

The \$25,000 increase will include a special segment of \$15,000 set aside to reward the road racers on the Winston Pro Series. Six of the 29 events in 1982 are road races, the remaining 23 are dirt track events.

In making the announcement of Winston's increased involvement, Gerald H. Long, president and chief operating officer of Reynolds Tobacco, said, "Our involvement with the AMA has been a very rewarding one. And to show our appreciation, we have not only increased the point fund for the dirt racers, but we've established the new road racing point fund.

"The battle for the Winston Pro championship has gone down to the last race almost on a yearly basis since we started sponsoring the

series and we feel this will again be the case in 1982, with even more money on the line."

Reynolds Tobacco has been sponsoring the AMA/Grand National circuit since 1974.

The 1982 Winston Pro point fund will be divided into three segments:

► The first payoff will be made at the season's halfway point. A total of \$35,000 will be paid out to the top 10 riders, with the Winston Pro point leader earning \$10,000.

► The other two payoffs will both come at season's end. A total of \$100,000 will be paid to the top 15 riders for the year and another \$15,000 will be awarded to the five riders who have earned the most road racing points during that season.

The 1982 Winston Pro Series champion will earn \$25,000 (by comparison, Mike Kidd, the 1981 champion, won \$20,000); and the road racing titleholder will receive \$7,000, the first time road racing has had a season-ending payoff.

Following is a breakdown of the first half, final standings and road racing payoffs for 1982 from Winston cigarettes, the series' sponsor:

FIRST HALF—Top 10 (\$35,000)

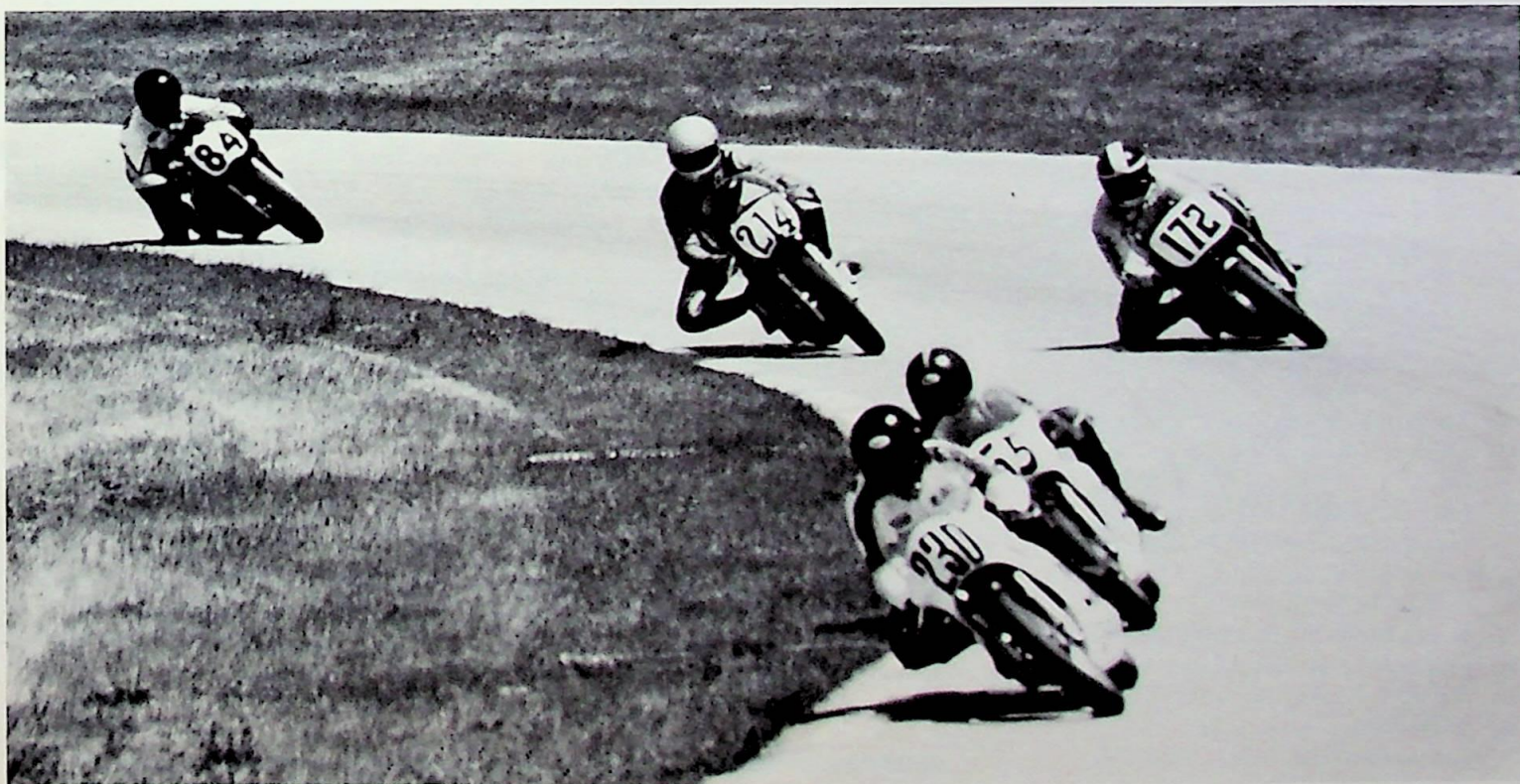
1.	\$10,000	6.	\$2,200
2.	6,000	7.	2,000
3.	4,000	8.	1,900
4.	3,000	9.	1,600

FINAL STANDINGS—Top 15 (\$100,000)

1.	\$25,000	9.	\$3,500
2.	14,000	10.	3,000
3.	12,000	11.	2,700
4.	9,500	12.	2,300
5.	7,500	13.	2,000
6.	6,000	14.	1,800
7.	5,000	15.	1,700
8.	4,000		

ROAD RACING—Top 5 (\$15,000)

1.	\$7,000
2.	3,500
3.	2,000
4.	1,500
5.	1,000



Winston has created a special fund for AMA road racers. (P.R. Bokowski)

1982 AMA National Numbers

AMA

Hundreds of motorcycle racers wouldn't consider a Sunday afternoon complete unless they climbed into a set of leathers and engaged in a little spirited competition.

For a fortunate few, the annual goal is the AMA's coveted Winston Pro Series championship. Winning that title in 1981 gives Mike Kidd the privilege of carrying the famed No. 1 plate on his machines throughout the 1982 season.

Also worthy of recognition are the other 98 racers who scored well enough in 1981 to earn AMA National Numbers for '82. What follows is a list of National Number assignments. Single-digit numbers are reserved for former Grand National Champions. Road racers appear in bold face.

1. Mike Kidd, Boyd, TX
2. **Kenny Roberts**, Oakdale, CA
3. **Gene Romero**, San Luis Obispo, CA
4. Bart Markel, Flint, MI
5. Gary Scott, Springfield, OH
6. Randy Godd, Hartland, MI
7. Vacant
8. Steve Eklund, San Jose, CA
9. Jay Springsteen, Lapeer, MI
10. Billy Labrie, St. Petersburg, FL
11. Scott Parker, Flint, MI
12. **Ted Boody**, Lansing, MI
13. **Cory Ruppelt**, Eau Claire, WI
14. Hank Scott, Findlay, OH
15. Garth Brow, Flint, MI
16. Ronnie Jones, Oklahoma City, OK.
17. Jim Filice, San Jose, CA
18. Terry Poovey, Euless, TX
19. **Freddie Spencer**, Shreveport, LA
20. **Mike Spencer**, Huntington Beach, CA
21. **Eddie Lawson**, Santa Ana, CA
22. **Miles Baldwin**, Toronto, Canada
23. Lance Jones, Gadsden, AL
24. Bubba Rush, Houston, TX
25. **Nicky Richichi**, Fresh Mdw, NY
26. **James Adamo**, Glen Cove, NY
27. Richard Arnaiz, Stockton, CA
28. Jeff Haney, Seaside, CA
29. **Randy Mamola**, Santa Clara, CA
30. **Dale Singleton**, Dalton, GA
31. **Harry Klinzmann**, Garden Grove, CA

32. **Mark Homchick**, Woodland Hills, CA
33. **Steve Gervais**, Toronto, Canada
34. **Wes Cooley**, Santa Ana, CA
35. **Kevin Stafford**, San Diego, CA
36. **Jeff Umrysz**, New London, CT
37. **Thad Wolff**, Thousand Oaks, CA
38. Rob Crabb, Levittown, PA
39. Dave Schlosser, Pittsburgh, PA.
40. **Dave Aldana**, Garden Grove, CA
41. Ricky Graham, Seaside, CA
42. Steve Morehead, Findlay, OH
43. Michael Gilkey, Plano, IL
44. Alex Jorgensen, Stockton CA
45. **Steve Biganski**, W. Palm Beach, FL
46. Willie Crabbe, Baltimore, MD
47. **Harry Cone**, Sherman, TX
48. **Richard Schlachter**, Old Lyme, Ct
49. Rod Spencer, San Jose, CA
50. **John Bettencourt**, West Bridgewater, MA
51. Brad Hurst, Eugene, OR
52. **Bruce Hammer**, Los Angeles, CA
53. Tim Mertens, Belleville, IL
54. Steve Monger, Tulare, CA
55. John Wincewicz, Junction City, OR
56. Dave Bradley, Tulsa, OK
57. **Alan Ward**, Rowayton, CT
58. Buddy Robinson, Salinas, CA
59. Mickey Fay, Auburn, WA
60. Wayne Rainey, Norwalk, CA
61. **Hap Eaton**, Circleville, OH
62. William Knott, Urbana, IL
63. Doug Brauneck, Macon, GA
64. Charlie Roberts, McKenny, VA

65. Rickey Campbell, Milford, OH
66. Mike Inderbitzin, Modesto, CA
67. Bubba Shobert, Lubbock, TX
68. Billy Hofmeister, Faribault, MN
69. Sonny Burres, Lake Oswego, OR
70. Jeff Campbell, Grants Pass, OR
71. Steve Mendenhall, Garner, NC
72. Steve Hall, Millville, NJ
73. Keith Ulicki, Kenosha, WI
74. Bruce Hanlon, Belmont, CA
75. Brett Barkman, Tacoma, WA
76. **Richard Chambers**, Raphine, VA.
77. Peter Hook, Burnsville, MN
78. Ronnie Edgens, Baker, LA
79. Randy Waldrop, Houston, TX
80. Rich King, Waterloo, IA
81. **Stephen Foote**, Alexandria, VA
82. Frank McTaggart, Wayne, MI
83. Russ Gourley, Alvin, TX
84. Jay Beach, Huron, SD
85. Frank Work III, Grants Pass, OR
86. Doug Ahn, Belleville, IL
87. Jeff McDaniel, Longview, WA
88. **Roberto Pietri**, Los Angeles, CA
89. Danny Perkins, Anaheim, CA
90. **Dan Chivington**, Marion, OH
91. Scott Drake, Xenia, OH
92. Rodney Farris, Cockeysville, MD
93. Dave Hebb, Canton, IL
94. Terry Wolf, Peru, IN
95. Scott Pearson, San Jose, CA
96. Billy Schaeffer, Pine Grove, PA
97. Butch Brown, Bothell, WA
98. John Hateley, Northridge, CA
99. **Rusty Sharp**, Colorado Sprg, CO

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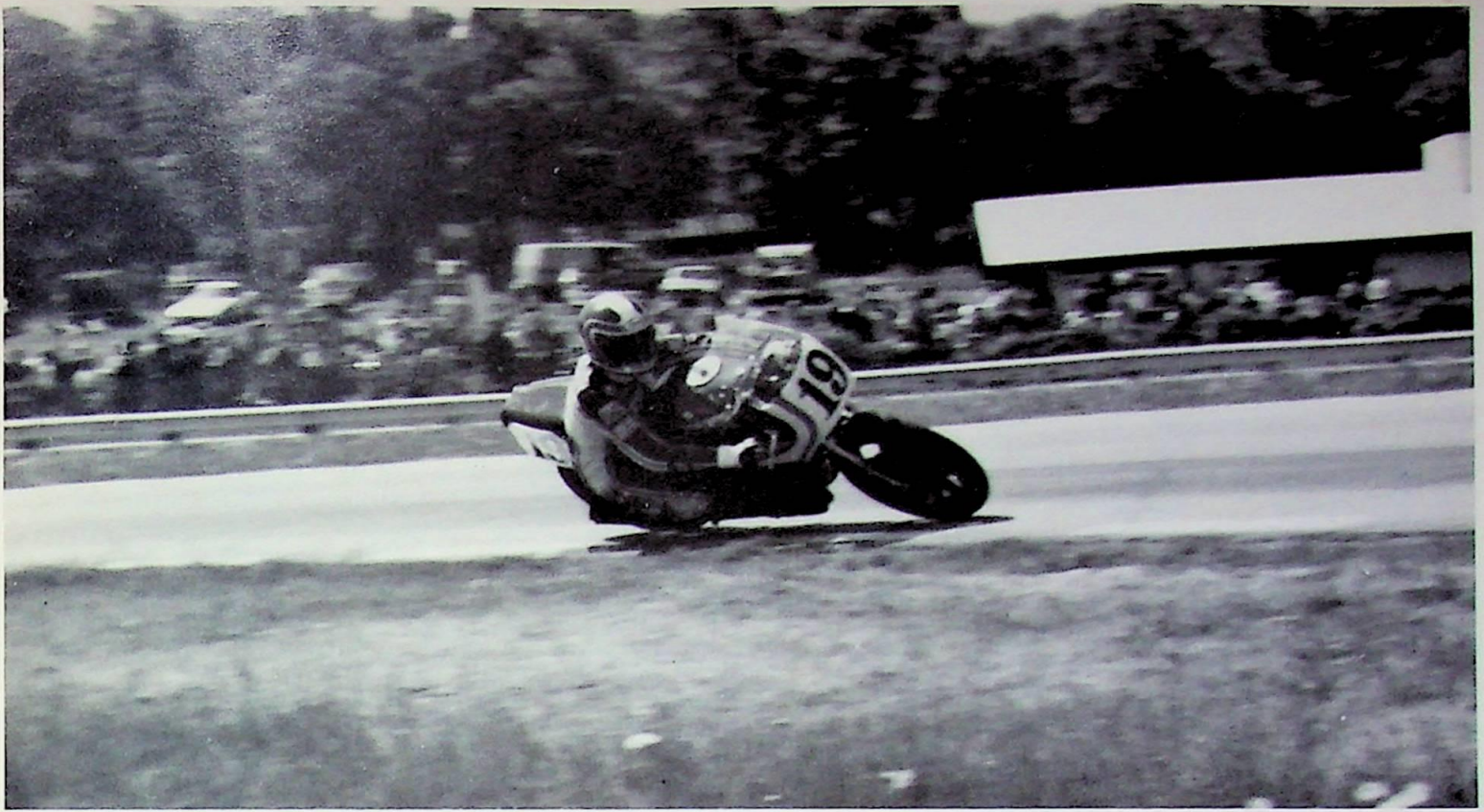


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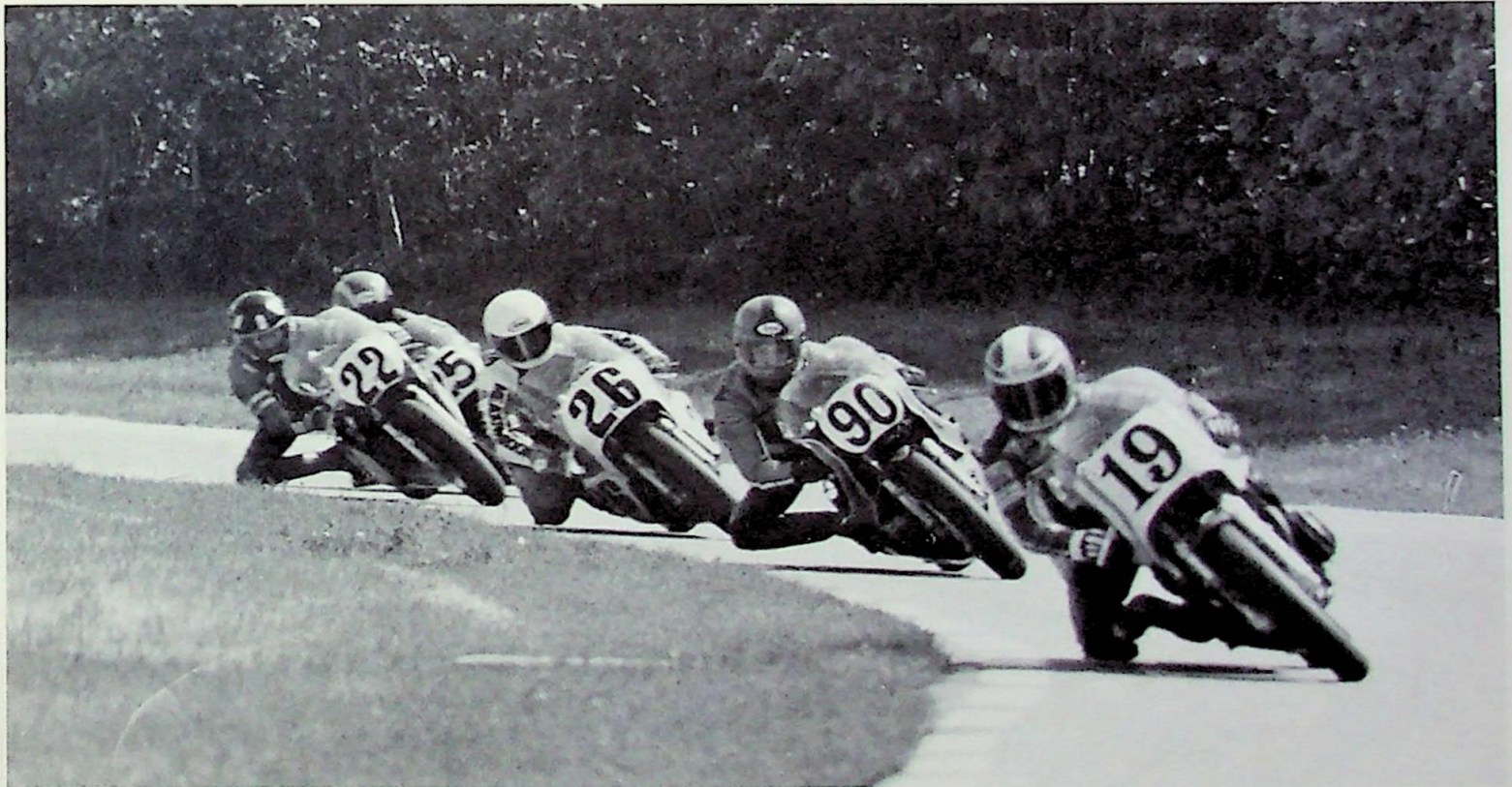
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Freddy Spencer, running this year in Europe, finished 19th in the '81 AMA standings.



Freddy Spencer leads a heat race through the Carousel. (Dan Schlosser)

The history of the championship

Through the 58 years it has served America's motorcyclists, the American Motorcyclist Association (AMA) has enjoyed no success more lasting than its Grand National championship.

With the addition of the sponsorship of R.J. Reynolds Tobacco Co. and Winston cigarettes in 1974, the meaning, rewards and prestige of the Winston Pro Series have been enhanced to the point where the series ranks as one of the nation's finest and most competitive racing circuits, four-wheeled or two-wheeled.

Prior to 1954, there was a radical change as 18 major events on a variety of tracks nationwide were granted status as "Nationals." Eight of those races were won by future auto racing champion "Smoky Joe" Leonard, the first AMA Grand National champion.

(Ironically, that same year, in March the R.J. Reynolds Tobacco

Co. introduced to Americans a filtered cigarette named "Winston," after the city, Winston-Salem, N.C., in which it was made. Now, of course, Winston is the series' sponsor.)

Point structures have varied over the years and the National schedule has ranged from a low of seven 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's high point rider earning the distinction of being Number One.

Some interesting milestones have stood through the years in Winston Pro racing.

Only one rider, Carroll Resweber, has won four consecutive national championships (1958, 1959, 1960, 1961).

The all-time leader in National

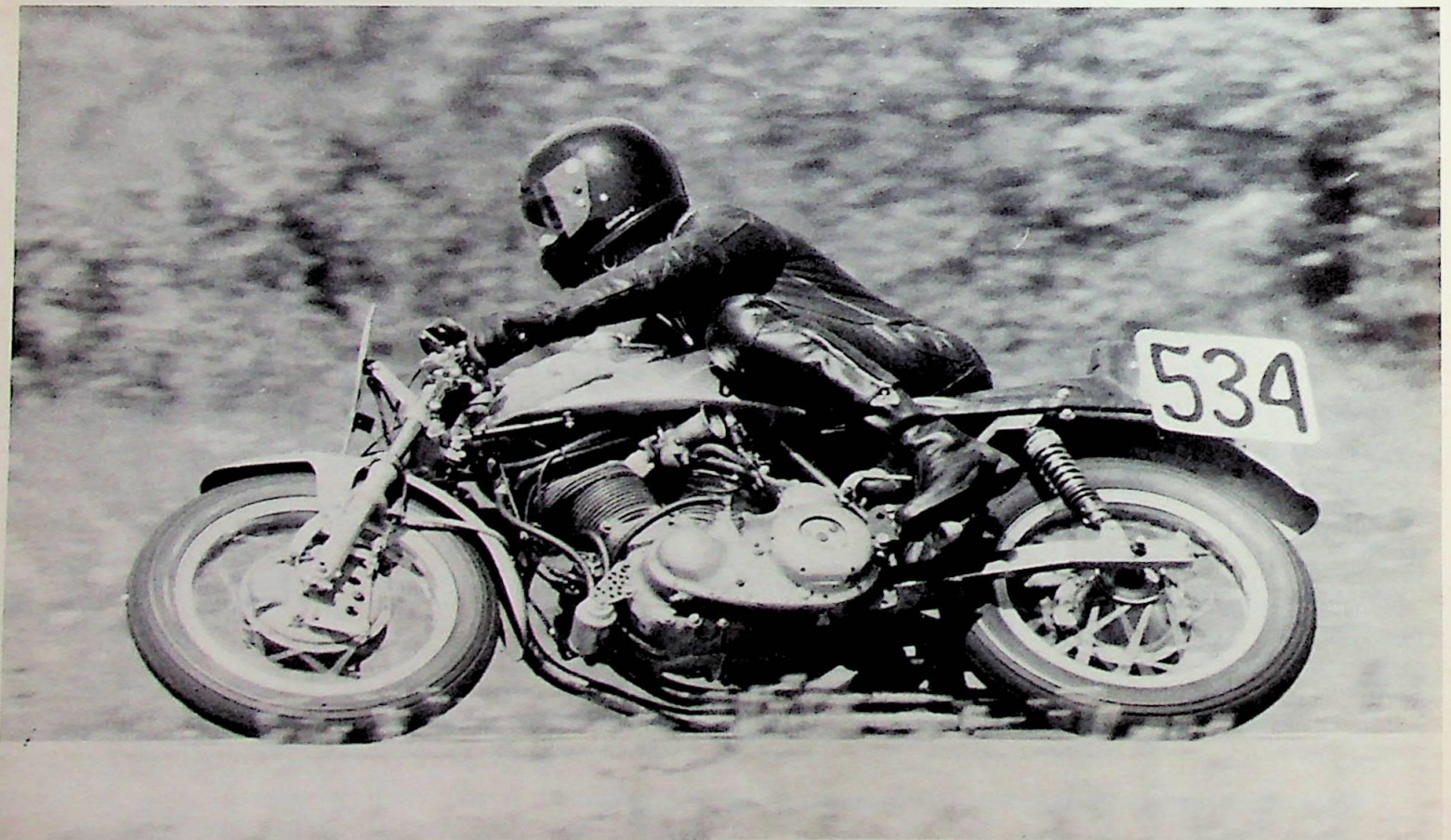
victories remains two-time Winston Pro champion Kenny Roberts, the three-time World Road Racing champion, with 29 National victories.

And in 1981 Hank Scott, of Findlay, Ohio, tied Joe Leonard's all-time Mile National victory mark by scoring his ninth career mile victory at Indianapolis.

Also in 1981, Jay Springsteen inched closer to Roberts' all-time National victory standard by scoring three Winston Pro Series wins for a career total of 28.

By any measure, the Grand National circuit has come a long way since the dusty days of its youth.

The Winston Pro Series enters 1982 as a top sports attraction, its 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 motorsports.

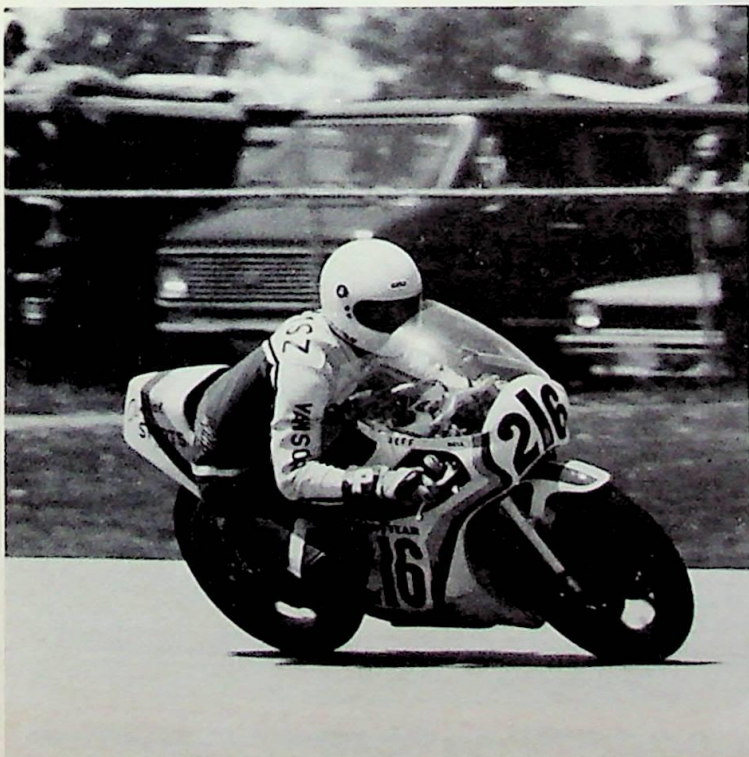


Harley-Davidsons star in the Twins road race and in AMA flat-track events. (Jay Kraemer)

Front runners



Dave Cheek's Suzuki superbike leads a formation into Corner 7. (Autocomp Graphics)



Jeff Umrysz seems to get faster with each race. (Jay Kraemer)

CATCH THE HOT LAPS IN YOUR LIVING ROOM!

You've seen the 1982 AMA/Winston Pro Series from the vantage points at Road America. Now you can watch those same racers screaming through the straights or coming around Canada Corner in the comfort of your easychair.

This year the AMA/Winston series will be taped for viewing by certain segments of the U.S. cable market. You can order a copy of these same exciting 1982 races for your very own. Simply send in the coupon below with your check or money order.

The program will include the Formula 1, Side Cars and highlights of the Superbikes. (total length — 60 minutes)

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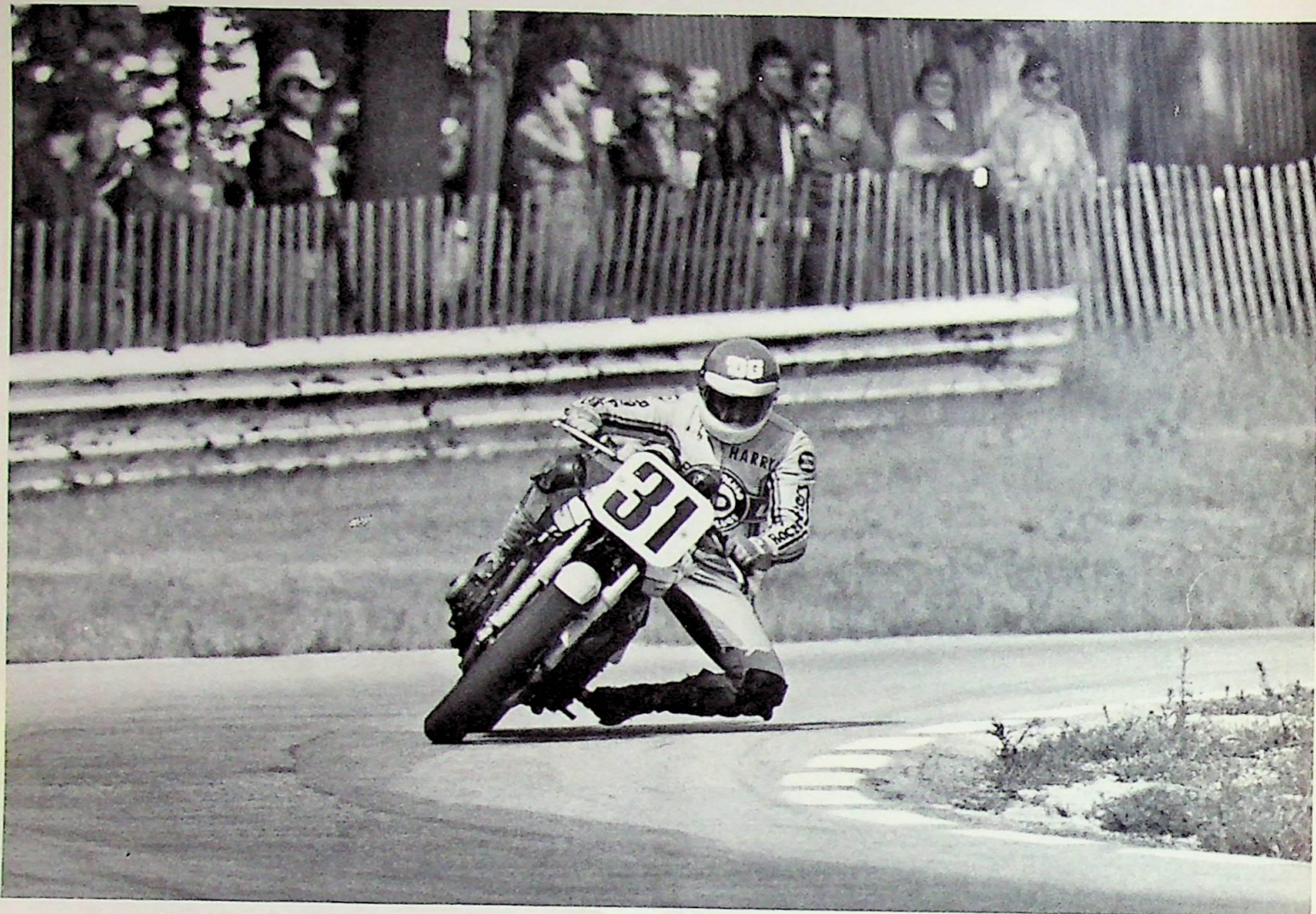
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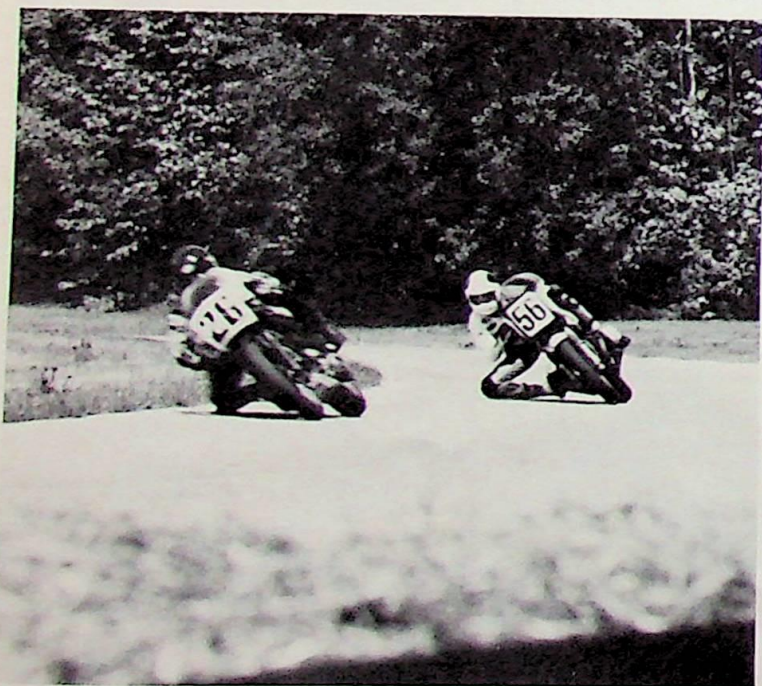
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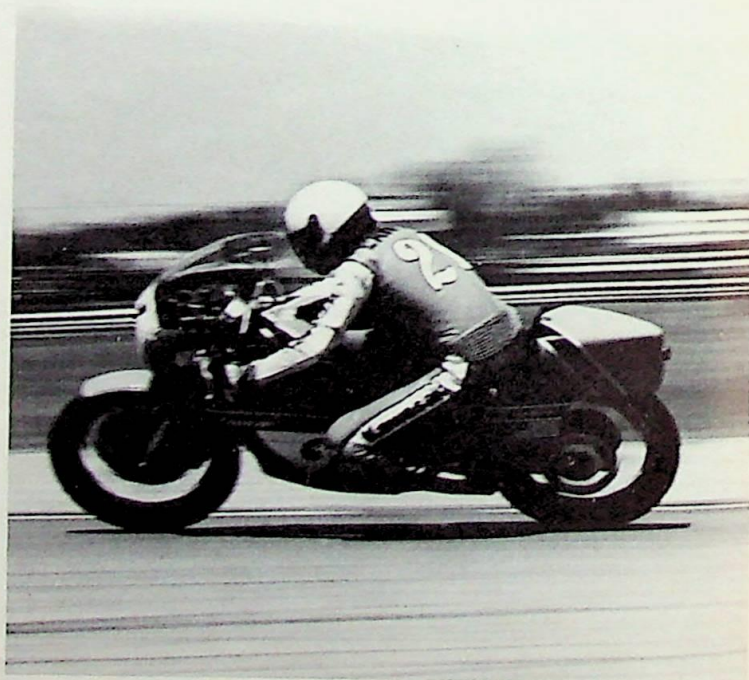
Front runners



Harry Klinzman was fourth in Superbikes and the first non-factory bike home on his Kawasaki. (Steve Donisch)

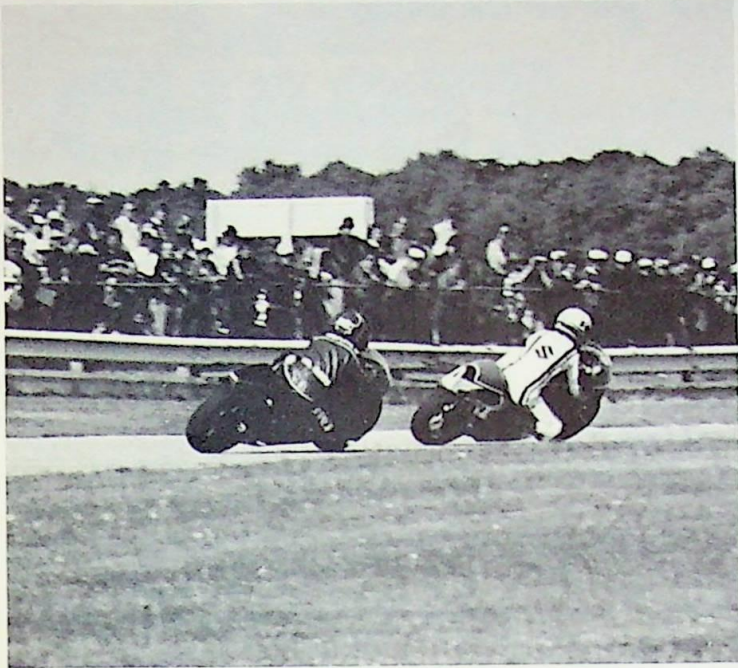


Dave Emde pursues Jim Adamo in the Battle of the Twins contest. Emde won the event on a BMW, followed by Adamo's Ducati. (Peter Bukowski)



Mr. Show-no-mercy himself, Eddie Lawson. (Warner Halverson)

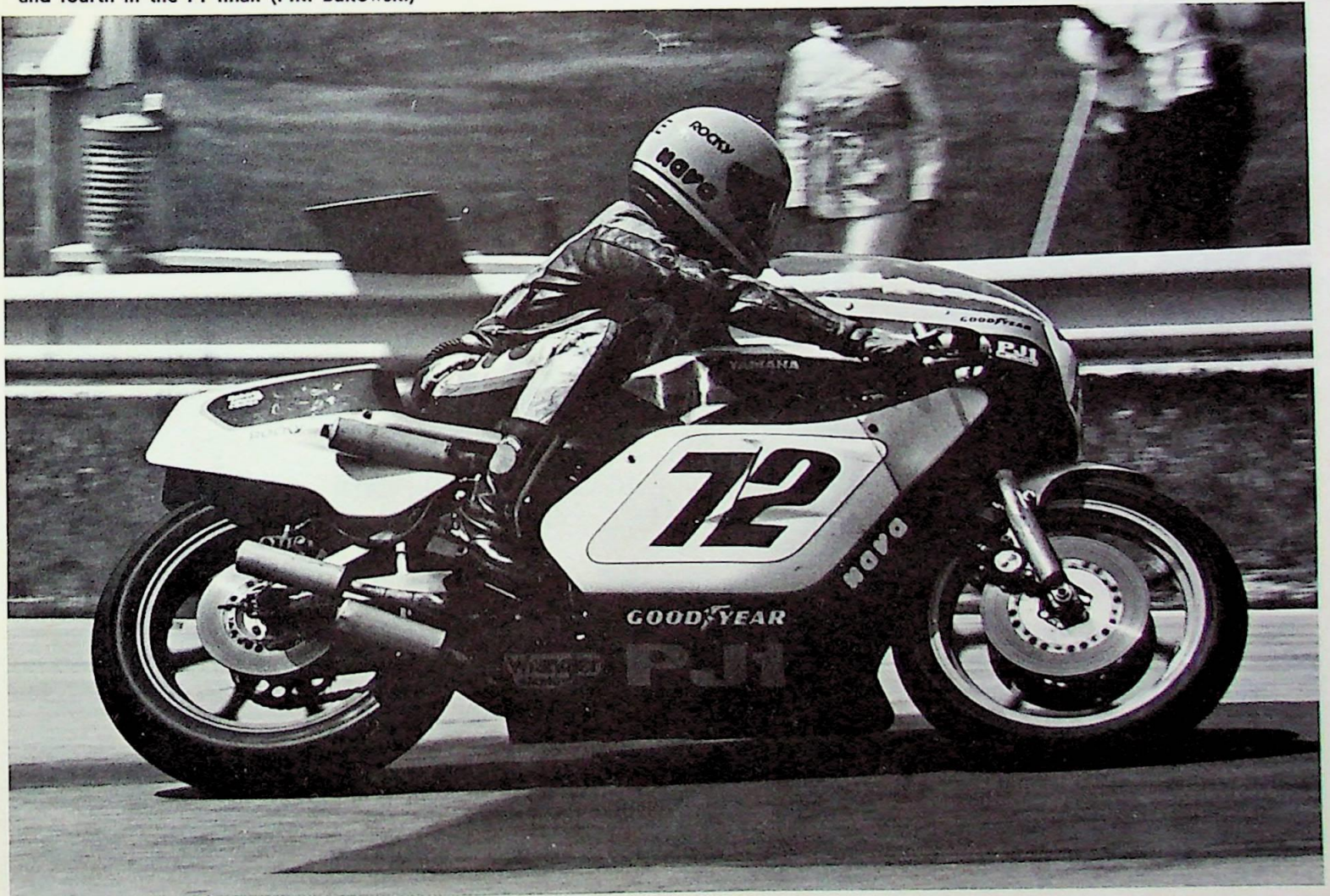
Front runners



Thad Wolff on a 500 cc Suzuki and Bruce Hammer finished third and fourth in the F1 final. (P.R. Bukowski)



Dave Busby's Yamaha was imported from the European GP circuit.



Mike Kidd practiced here before returning to Louisville in an extra effort for AMA/Winston Pro Series points. (Ruther Photographic)

How riders score Winston Pro Series points

Winston Pro Series points, paid to the top 14 finishers in each National race, are the key to the AMA Grand National Championship and the lucrative Winston point fund.

Just earning the right to start a National is a severe test for a motorcycle racer and his bike.

- At a road race, sometimes as many as 100 competitors try to earn entry in the National. Qualifying times over the road course determine who earns a spot in a National. Only the top 14 finishers of the race will earn points.

- At the dirt tracks, gaining entry to the National is more than just running qualification laps. A rider must first qualify as one of the 48 fastest riders at the event in time trials. (Often 60-70 riders show up trying to earn their way into a National on dirt.)

If a rider is fortunate (and fast) enough to be one of the fastest 48 riders, he's in the "show"

THE SHOW

- Four 10-lap heat races are run with 12 riders in each.

- The top three finishers from each heat race earn their way directly into the National, or feature event.

- The last three riders in each heat race are through for the day.

- After the four heat races, 12 riders are already in the National and 12 riders are packing to go home.

- Riders finishing 4th, 5th, 6th, 7th, 8th, or 9th in the heats still have two chances left to make the National. Of those 24 riders, three will make it.

- The 24 riders are divided into two 12-rider semifinal heat races, usually 10-lap chases, and only the two winners of the semis earn berths in the National. (On miles, first and second place finishers in the semis make the National.)

In 1982, the AMA has done away with the "trophy" race, replacing it with the new "last chance qualifier," giving a rider one final shot at making the National. After the semifinals, riders finishing 2nd, 3rd, 4th, 5th or 6th (add 7th on miles) in each semifinal are eligible to run the "last chance qualifier." The winner of the "last chance qualifier" transfers to the National, making the field of 15 (or 17 miles).

- Now the field is set for the Winston Pro Series National with 15 riders chasing points in a 20 or 25-lap championship event. (On miles, there are 17 starters but only the top 14 finishers earn points.)

THE SCORING SYSTEM

After the event, points are tallied. The winner receives 20 points toward the Winston Pro Championship and the rainbow payoff waiting at the halfway point and end of the long season.

- Following are the points awarded based on finishing order:

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



Two cylinders, two strokes and thousands of rpm - that's Lightweight racing. (Rutherford Photographic)

LAP CHARTS

EXPERT LIGHTWEIGHT FINAL RACE 14 LAPS—56 MILES

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1														
2														
3														
4														
5														
6														
7														
8														
9														
10														

SUPERBIKE PRODUCTION FINAL RACE 15 LAPS—60 MILES

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															

Winston Pro Series



FORMULA ONE NATIONAL CHAMPIONSHIP 18 LAPS—72 MILES

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1																		
2																		
3																		
4																		
5																		
6																		
7																		
8																		
9																		
10																		



SCHEDULE OF EVENTS

FRIDAY, MAY 21, 1982

- 8:00am-12:00 noon — OPTIONAL PRACTICE
- 10:00am-12:00 noon — Registration, Tech Inspection & Sound Test at track
- 12:00 noon-1:00pm — Practice, alternating classes
- 1:00pm — Lunch
- 1:00pm-5:00pm — Registration, Tech Inspection & Sound Test at track
- Practice, alternating classes

SATURDAY, MAY 22, 1982

- 8:00am-12:00 noon — Registration, Tech Inspection & Sound Test at track
- 10:00am — ENTRIES CLOSE FOR F-2 AND SUPERBIKE
- 8:00am-11:45am — Practice, alternating classes:
- Formula Two, Superbike, Formula One, Sidecar & B.O.T.T.
- 12:00 noon-1:00pm — Lunch
- 12:30pm — Riders Meeting for Superbike and Formula Two
- 12:30pm — Final Tech for Superbike and Formula Two
- 1:00pm (approx.) — Superbike Heats (5 laps-20 miles)
- 2:00pm (approx.) — Formula Two Heats (5 laps-20 miles)
- 2:30pm (approx.) — Final Tech for Superbike Final
- 3:00pm (approx.) — Superbike Final (15 laps-60 miles)

SUNDAY, MAY 23, 1982

- 8:00am-10:00am — Registration, Tech Inspection & Sound Test at track
- 9:00am — ENTRIES CLOSE FOR F-1, B.O.T.T. and SIDECAR
- 8:00am-10:00am — Practice, alternating classes:
- Sidecar, Formula One, Formula Two, & B.O.T.T.
- 10:00am — Riders Meeting for F-1, F-2, Sidecar & B.O.T.T.
- 10:30am — Formula One Heats (5 laps-20 miles)
- 11:30am — Sidecar Heats (4 laps-16 miles)
- 12:00 noon-1:00pm — Lunch
- 12:30pm — Final Tech for Formula Two
- 1:00pm — Formula Two Final (14 laps-56 mile)
- 1:30pm — Final Tech for Sidecar
- 2:00pm (approx.) — Sidecar Final (8 laps-32 miles)
- 2:30pm (approx.) — Final Tech for B.O.T.T.
- 3:00pm (approx.) — Battle of the Twins Final (10 laps-40 miles)
- 3:30pm (approx.) — Final Tech for Formula One
- 4:00pm (approx.) — Formula One Final (18 laps-72 miles)

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Assistant Operating Stewards	Dick Eisenmann, Barney O'Connor, Greg Schick, Hank Jaffe, Doug Reed, Bob Vance
Assistant Chief of Safety	Roger Lewis
Chief Registrar	Steve Behl
Assistant Chief Registrar	Karen Cauty
Chief of Communications	Barb Jaffe
Assistant Chief of Communications	Jack Swanson, Trudy Sutton
Chief Flag Marshall	John Sutton
Assistant Flag Marshall	Dave Sullivan, Rick Ryan
Chief Course Marshall	Wendell Fujibayashi
Assistant Course Marshall	Carter Fujibayashi
Chief Pit Marshall	Jim Diana
Assistant Pit Marshall	Dave Hettinger, Tom Flynn
Chief Paddock Marshall	Larry Sammarco
Assistant Paddock Marshall	Mike Pogar
Chief of Medical	Dr. Bill Semlar
Chief of Rescue	Dan Bell



NATIONAL CHAMPIONSHIP ROAD RACE



"ROAD AMERICA"

ELKHART LAKE, WISCONSIN

MAY 21, 22, 23, 1982

FORMULA ONE ENTRIES

NO.	RIDER	CITY & STATE	SPONSOR/MACH.
8	John Long	Miami, FL	Longevity/Klotz/SUZ
11	Benny Del Monico	Houston, TX	Larry Few/Jemco/Ted Byrom/YAM
15	Martin Morrison	Elida, OH	Self/Glenn Jordan's Motorsports/YAM
21	Eddie Lawson	Upland, CA	Kawasaki Motors Corp, U.S.A./KAW
22	Miles Baldwin	Toronto, Ont, CAN	Self/YAM
30	Dale Singleton	Dalton, GA	Beaulieu/Castrol/Arai/Champ./Pro-Trac/YAM
31	Harry Klinzmann	Garden Grove, CA	Racecrafters Inc./KAW
32	Mark Homchick	Woodland Hills, CA	EPM Wheels/Paul Dahmen/YAM
33	Steve Gervais	Toronto, Ont., CAN	Castrol Can/Yam. Can/Jas Air Cargo/YAM
34	Wester Cooley	Yorba Linda, CA	U.S. Suzuki/Yoshimura R & D/SUZ
36	Jeff Umrysz	New London, CT	Central Sports/Self/YAM
38	Steve Wise	McAllen, TX	American Honda Motor Co, Inc./HON
39	Dave Schlosser	Pittsburg, PA	Self/Arai/Castre/Lectron/ND/Dutch Cyc/YAM
42	Andrea Weck	Rolla, MO	Chick's Kaw/Yam/Self/KAW
43	Mike Baldwin	Darien, CT	American Honda Motor Co., Inc./HON
47	Harry Cone	Sherman, TX	Cones M/C Sales/YAM
48	Richard Schlachter	Old Lyme, CT	MacLean Racing/YAM
50	John Bettencourt	W. Bridgewater, MA	Bettencourt's Honda/Suzuki/YAM
52	Bruce Hammer	Los Angeles, CA	Chevron USA/Vance & Hines/Derale/SUZ
58	Craig Morris	Taylor, MI	Rampy Chev./Suzuki/YAM
59	Steve Baron	Elmwood Park, NJ	Self/YAM
60	Wayne Rainey	Norwalk, CA	Kawasaki Motors Corp., USA/KAW
61	Hap Eaton	Circleville, OH	Self/YAM
62	William Knott	Urbana, IL	TTFN/Knott Kustom Fab/ND/G. Bang/YAM
63	Doug Brauneck	Macon, GA	Self/YAM
65	Kurt Liebmann	Teaneck, NJ	AMOL Prec./Castrol/Arai/DID/Lectron/YAM
73	Erik Buell	Milwaukee, WI	Pittsburgh Perf. Prod./BARTON
76	Richard Chambers	Raphine, VA	Whites Truck Stop/TAM
78	Bruce Lind	Seattle, WA	Renton Yamaha/Bruce Lind Racing/YAM
79	Henry DeGouw	Loxahatchee, FL	Palm Beach Imported Motorcycles/YAM
81	Stephen Foote	Alexandria, VA	Perf. Eng./Sportsman Cyc/C.P.E./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	Castrol/C. Clancy/Gee Vee Perf./YAM
96	Harry Vanderlinden	Hickory, NC	Self/Gary Coffey/SUZ
99	Rusty Sharp	Colorado Springs, CO	The Flower Company/Bruce Sass/HON
107	Arthur Kowitz	Gainesville, FL	Self/YAM
114	Joe Paton	Midland, TX	Metts/Glenn's Honda Sales/G. Patton/HON
121	Clive Ng-A-Kien	Pickering, Ont, CAN	Microlon/D. Georger/TenPow Auto/YAM
125	Josheph Osowski	Southbridge, MA	Bob's Cyc Sls/Brimstur Tire/SUZ
131	Rueben McMurter	London, Ont CAN	Kaw. Can/Shoei/McMurter Rac/Bel-Ray/KAW
134	Glen LaRock	Menomonie, WI	D.O.W.D./Pepsi/Eau Claire Cycle/-
163	Mark Jones	Overland Park, KS	JoCo Motors/YAM
164	Wayne Canale	Naperville, IL	Downers Grv Yam/The Cyclery/YAM
193	Doug Polen	Ft. Worth, TX	D&D Enterprises/HON
202	Uri Bergbaum	Jamaica, NY	Self/SUZ
204	Bill Beneker	Houston, TX	Polymer Dynamics/Byars Suz/Team 315/SUZ
220	Jim Young	St. Petersburg, FL	Barney's Yamaha/YAM
231	Robert England	Chelmsford, MA	Gill's Yamaha/YAM
244	George Morin	Mississauga, Ont, CAN	McBrides Cyc./Cam 2 Motor Oil/Arai/SUZ
252	Dieter Guttner	Mt. Clemens, MI	Emonts Yamaha/YAM
259	R. Lynn Miller	Athens, AL	Minor Tire & Wheel/Sure-Fire/KC Rac/SUZ
261	Vincent Hill	Washington, DC	Thanks to Barbara/Sure-Fire/Cyc Spec KAW

SUPERBIKE ENTRIES

NO.	RIDER	CITY & STATE	SPONSOR/MACH.
8	John Long	Miami, FL	Longevity/Klotz/KAW
21	Eddie Lawson	Upland, CA	Kawasaki Motors Corp, U.S.A./Kerker/KAW
31	Harry Klinzmann	Garden Grove, CA	Racecrafter's Int./KAW
34	Wester Cooley	Yorba Linda, CA	U.S. Suzuki/Yoshimura R & D/SUZ
38	Steve Wise	McAllen, TX	American Honda Motor Co., Inc./HON
42	Andrea Weck	Rolla, MO	Chick's Kaw/Yam/Self/KAW
43	Mike Baldwin	Darien, CT	American Honda Motor Co., Inc./HON
60	Wayne Rainey	Norwalk, CA	Kawasaki Motors Corp, U.S.A./Kerker/KAW
62	William Knott	Urbana, IL	M.P.S./KAW
65	Kurt Liebmann	Teaneck, NJ	AMOL Prec/Castrol/Arai/DID/Lectron/HON
76	Richard Chambers	Raphine, VA	Whites Truck Stop/KAW
81	Stephen Foote	Alexandria, VA	G. Williams/Cycle Perf. Eng./SUZ
83	Dave Boggess	Oak Brook Terr, IL	Self/IL Kaw./Phoenix Prod./KAW
88	Roberto Pietri	Los Angeles, CA	American Honda Motor Co., Inc./HON
90	Dan Chivington	Marion, OH	Castrol Oil/Chivington Honda/HON
96	Harry Vanderlinden	Hickory, NC	Self/Gary Coffey/SUZ
97	David Weston	Indianapolis, IN	I.C.S./Ed Tucker Dist/Weston Eng./KAW
99	Rusty Sharp	Colorado Springs, CO	The Flower Company/Bruce Sass/HON
107	Arthur Kowitz	Gainesville, FL	Self/KAW
109	C.E. Pritz, Jr.	Chicago, IL	Ace Cycle World/Self/HON
114	Joe Patton	Midland, TX	Metts/Glenn's Honda Sls/G. Patton/HON
115	David Hoyle	N. Attleboro, MA	Audage/Paule Boy/KAW
122	David Kieffer	Laramie, WY	Rough Stock Racing/KAW
125	Joseph Oswowski	Southbridge, MA	Bob's Cyc Sls/Brimstur Tire/SUZ
126	Dan Nolan	Blauvett, NY	Self/Nyack Suzuki/SUZ
131	Rueben McMurter	London, Ont, CAN	Kaw. Can./Shoei/McMurter Rac/Bel-Ray/KAW
132	Alexander Bub	Milwaukee, WI	Two Wheeler Dealer/SUZ
157	Ron Sbordone	Cheshire, CT	Schuster Cycle/DUC
166	Joey Mills, III	Algiers, LA	Veron's Cycles/DUC
192	Tony DeSimone	Rosemont, IL	Bellucci Eng/Subaki/Self/ND/KAW
193	Doug Polen	Ft. Worth, TX	D&D Enterprises/HON
204	Bill Beneker	Houston, TX	Polymer Dynamics/Byars Suz/Team 315/SUZ
206	Kevin Bracken	Santa Ana, CA	Bracken Eng./Woods Motor Shop/DUC
211	Bryan Kenney	Tucker, GA	Proline Suzuki/-
213	Michael Casey	Wrentham, MA	Paul Beauvais/KAW
216	Rhys Howard	N. Vanc, BC, CAN	Original Leather Factory/KAW
227	Jerry Dean	Norwood, OH	Sandy & Jerry/DUC
242	Howard Petty	Hinsdale, IL	Self/KAW
244	George Morin	Mississauga, Ont, CAN	Cam 2/McBrides/Arai/Treen/SUZ
259	R. Lynn Miller	Athens, AL	Minor Tire & Wheel/Sure-Fire/KC Rac/SUZ
261	Vincent Hill	Washington, DC	Thanks to Barbara/Sure-Fire/Cyc Spec/KAW
268	Scott Chisholm	Toronto, Ont, CAN	Doug's Cyc/Scepter Mfg./KAW
273	James Knipp	Indianapolis, IN	Greenwood Honda's Superbike Factory/HON
283	John Gambill	Carbondale, IL	Self/HON

FORMULA TWO ENTRIES

NO.	RIDER	CITY & STATE	SPONSOR/MACH.
3	Fred Merkel	Stockton, CA	Wright Mtrs/Bratton Cranks/Castrol/YAM
7	Rodney Crosby	Birmingham, AL	John Hasty/A&M Yam/White Bearing Co./YAM
9	Dusty Behrman	Riverside, CA	ND Plugs/Jet-Bear Racing/YAM
11	Dennis Hayslett	Wheeling, IL	Charles & Ethel Hayslett&YAM
14	William Himmelsbach	Quakertown, PA	Self/Wife/H-D
17	Jimmy Filice	Ceres, CA	Yamaha Motor Corp, U.S.A./YAM
20	Don Greene	Novato, CA	C.P. Ent/ND/Castrol/Kal-Gard/DID/Yam
25	Walter Bernardi	Highland Park, IL	Porta-Weld/YAM
29	Gary McDonald	Sapulpa, OK	K&N/Yamaha/Lectron/Bell/YAM
32	Mark Homchick	Woodland Hills, CA	EPM Wheels/P. Schilling/Dunlop/YAM
37	J.A. Macy	Escondido, CA	Susie/YAM
41	Mark Bougas	Lexington, MA	Vanson Leathers/Boston Cycles/YAM
42	Andrea Weck	Rolla, MO	Chick's Kaw/Yam/Self/YAM
45	Daryl Cornwell	N. Vanc. BC, CAN	Modern Suzuki/YAM
48	Richard Schlachter	Old Lyme, CT	MacLean Racing/YAM
52	Paul Krikorian	Yorktown Hts, NY	Self/YAM
53	Keith Kiyota	Steamboat Spgs, CO	K&K Racnign/J&B Yamaha/YAM

NO.	RIDER	CITY & STATE	SPONSOR/MACH.
56	Tom Edwards	Richmond, VA	Self/YAM
57	Tom Rennick	Maitland, Ont., CAN	K&K Racing/J&B Yamaha/YAM
58	Craig Morris	Taylor, MI	Self/YAM
59	Steve Baron	Elmwood Park, NJ	Knapp's Yamaha/YAM
62	William Knott	Urbana, IL	Rampy Chev./Suzuki/-
65	Stephen Schultz	Waterloo, IA	Self/YAM
69	Carl Muffley	Plymouth, IN	TTFN/Knott Kustom Fab/ND/G. Bang/ARMS
71	Richard Lydon	Davenport, IA	Self/YAM
73	Kevin Gardner	Shingle Springs, CA	Self/YAM
74	Robb Garrett	Traverse City, MI	Sponsor Needed/YAM
75	Joseph Sommers, III	Shelton, CT	Self/ARMST
77	Garry Griffith	Chattanooga, TN	Self/YAM
78	David Geiger	Livonia, MI	Popp's Cyc Ctr/Superbike East/YAM
84	Dan Guglielmo	Plymouth, MI	Griffith's Honda/-
85	James Woolsey	Birmingham, AL	Self/YAM
91	Paul Lauricella	Bedford, NY	Self/YAM
98	Richard Bonelli	Robinson, IL	Self/Friends/YAM
102	Jay Parnell	Sumter, SC	Self/Wheel Sport Center/YAM
103	Mike Landrum	Chillicothe, OH	Metrick Motors/YAM
107	Dan Geiger	Inkster, MI	Self/YAM
111	Michael Davidson	Denver, CO	Self/YAM
117	T. Mark Schmidt	Orlando, FL	Self/Dave Isely/YAM
120	Norma Bonelli	Robinson, IL	TTFN/Knott Kustom Fab/ND/G. Bang/YAM
121	Clive Ng-A-Kien	Pickering, Ont., CAN	Microlon/D. Georger/TenPow Auto/YAM
127	Alan Labrosse	Repentigny, Que, CAN	Ckol-FM/YAM
129	Russell Paulk	Atlanta, GA	Self/YAM
142	Gary Iazzi	Richfield, CT	Street & Comp. Cyc/Fairfield Yam/YAM
158	Bruce Maus	Clermont, NY	Self/YAM
164	Wayne Canale	Naperville, IL	Downers Grv Yam/The Cyclery/YAM
179	Steve Arnold	Clifton Park, NY	Arnold Ent./Fiberite/Koni America/-
194	Mark Heim	Three Rivers, MA	Self/-
216	Rhys Howard	V. Vancouver, BC	Vancouver Suzuki/YAM
225	Larry Bishop	Mansfield, OH	Bill Bishop/YAM
230	Mike Elmore	Evansville, IN	Castrol/Champion/Kal-Gard/YAM

SIDECAR ENTRIES

NO.	RIDER	MACHINE	PASSENGER
1	Bruce Lind Seattle, WA Hart Rac/Bruce Lind Rac/Bates Leathers	YAM	Jack Hart Kent, WA
4	Ian Fillery Toronto, Ont, CAN	—	Brian Ceelen Pt. Credit, Ont, CAN
5	FRed Hopp Philadellhia, PA Fred's Cycle	KAW	William Alston Lansdowne, PA
12	Peter Essaff Redwood City CA	—	Dennis Crueger San Mateo, CA
14	Charls Rice Santa Barbara, CA Self	—	Bill Newman Santa Barbara, CA
16	Paul Knoll Milwaukee, WI Vern's Kaw	KAW	Tim Mooney West Bend, WI
21	George Fisher Ann Arbor, MI Eclipse, Inc.	DAW	Mark Medrud Ann Arbor, MI

BATTLE OF THE TWINS

(possible entries)

EXPERT MODIFIED CLASS

NO.	RIDER	CITY & STATE	SPONSOR/MACH.
5	Devin Battley	Annandale, VA	H.T.W.T./Sure-Fire/Cycles, Inc./BMW
10	Jon Minonno	Dallas, TX	TRIUMPH
11	Jeff MacMillan	Downsview, Ont., CAN	DUCATI
12	Madison Cox	Knoxville, TN	DUCATI
13	Ron Sbordone	Cheshire, CT	DUCATI
15	John Stapleton	N. Syracuse, NY	MOTO-GUZZI
17	David McClure	Danielsville, GA	DUCATI
23	Walter Schaefer	Altoona, AL	DUCATI
30	John Dodge	Cincinnati, OH	DUCATI
31	Dwayne Williams	Lakeland, FL	NORTON
34	Wendell Phillips	Seal Beach, CA	NORTON
42	Stan Friduss	Gainesville, FL	Stan's BMW Service/BMW
61	Winfried Hopp	Philadelphia, PA	DUCATI
77	Bob Ramsbottom	Knoxville, TN	NORTON
116	Joseph Mils, III	Algiers, LA	DUCATI

AMATEUR MODIFIED CLASS

NO.	RIDER	CITY & STATE	SPONSOR/MACH.
4	Bill Atkinson	Nashua, NH	BMW
14	Gregory Richmond	New Ipswich, NH	MOTO-GUZZI
20	Douglas Gross	Key West, FL	DUCATI
22	Tom Wegman	Iowa City, IA	VINCENT
24	Bruce Kloete	Medford, NY	DUCATI
25	Jeffrey Hover	Pinellas Park, FL	YAMAHA
27	Ronald Raymond	New Orleans, LA	DUCATI
35	Danny Lindsey	Norfolk, VA	YAMAHA
36	David Vendola	Andersonville, TN	MOTO-GUZZI
45	Alan Taylor	Gainesville, FL	MOTO-GUZZI
48	Frank Sortelli	Tucson, AZ	MOTO-GUZZI
51	Ed Culbertson	St. Petersburg, FL	DUCATI
65	James Visser	St. Augustine, FL	San Sebastian Marine/DUCATI
69	Eugene Hise, III	Knoxville, TN	DUCATI
89	Jack O'Neill	Sarasota, FL	NORTON
97	Mike Pangborn	Smithsburg, MD	H-D
99	Whitey Illigasch	Mahopac, NY	New York Motorcyclist/MOTO-GUZZI
100	Chris Bannister-Brown	Rexdale, Ont., CAN	DUCATI
101	Alan Cathcart	London, ENGLAND	DUCATI
102	Starr Lothrot	Miami, FL	MOTO-GUZZI
103	Paul Zarkovich	Hunter, OK	BMW
105	Miles Frederick	Troy, NY	Street & Comp. Cyc/M. Davies/GUZZI
106	Gary DeNucci	St. Paul, MN	
110	Lawrence Brown	Syracuse, NY	TRIUMPH
111	Jeffrey Melcher	Iowa City, IA	DUCATI
135	Dr. B.H. Rawls, Jr.	Ormond Beach, FL	MOTO-GUZZI
145	Richard Kelly	Mt. Baldy Village, CA	LAVERDA
173	Denny Turnbull	Sugar Land, TX	Sam's MC Supply/DUCATI
269	David Ladner	Miami, FL	YAMAHA
422	Don Barber	Clearwater, FL	LAVERDA

STOCK CLASS

NO.	RIDER	CITY & STATE	SPONSOR/MACH.
26	Floyd Clark	St. Petersburg, FL	DUCATI
32	Clifford Lucas	Chaplin, CT	YAMAHA
96	Wayne Reiss	Merchantville, NJ	BMW
104	Eric Demant	New Smyrna Bch, FL	BMW
140	Christopher Steward	Los Angeles, CA	YAMAHA
177	Charles Bostwick	Tarpon Springs, FL	Syd's Cycles/DUCATI
181	Peter Brady	W. Palm Bch, FL	BMW
182	William Lokey	Rockville, MD	DUCATI
186	Mark Mercadante	Glen Cove, NY	MOTO-GUZZI
226	Paul Harrison	Chesapeake Bch, MD	BMW
336	David Buck	Dahlonega, GA	DUCATI
408	Jake Hendricks	Denton, TX	NORTON
424	Philip Mahood	West Hill, Ont., CAN	DUCATI

1982 AMA WINSTON PRO SERIES ROAD RACE CONTINGENCY POSTINGS

SPONSOR/PRODUCT	FORMULA I	FORMULA II	SUPERBIKE	SIDECAR
AMERICAN HONDA MOTOR CO/ Honda Motorcycles			\$2,000 EVNT POINT FUND	
ARAI HELMET LTD/Arai Helmets	1st—\$250 2nd—\$100 3rd—\$50 \$1,000 SER. POINT FUND		1st—\$250 2nd—\$100 3rd—\$50 \$1,000 SER. POINT FUND	
BATES INDUSTRIES INC/Bates Leathers	1st—\$250 2nd—\$125 3rd—\$75 \$1,000 SER. POINT FUND	1st—\$150 2nd—\$75 3rd—\$25	1st—\$200 2nd—\$100 3rd—\$50 \$1,000 SER. POINT FUND	1st—\$100 2nd—\$50 3rd—\$25
BELL HELMETS INC./Bell Helmets	\$5,000 SER. POINT FUND		1st—\$300 2nd—\$200	
BEL-RAY COMPANY INC /Bel Ray Lubricants			1st—\$200 Mech—\$50 Priv—\$100 Mech—\$50	
BURMAH-CASTROL INC./Castrol Lubricants	1st—\$150 2nd—\$75 3rd—\$25 \$1,000 SER. POINT FUND	1st—\$100 2nd—\$50 3rd—\$25 \$750 SER. POINT FUND	1st—\$150 2nd—\$75 3rd—\$25 \$1,000 SER. POINT FUND	1st—\$100 2nd—\$50 3rd—\$25 \$750 SER. POINT FUND
CHAMPION SPARK PLUG CO/ Champion Spark Plugs (*Includes Patch Award)	1st—\$350* 2nd—\$200 3rd—\$100 \$1500* SER. POINT FUND	1st—\$350* 2nd—\$200 3rd—\$100	1st—\$250* 2nd—\$100 3rd—\$50	
DAIDO CORPORATION/D.I.D. Chain			1st—\$150 2nd—\$100 3rd—\$50	
GOODYEAR TIRE & RUBBER CO/ Goodyear Tires	1st—\$125 2nd—\$75 3rd—\$50	1st—\$125 2nd—\$75 3rd—\$50	1st—\$125 2nd—\$75 3rd—\$50	
KAL-GARD COATING & MFG. CORP/ Kal-Gard Lubricants			1st—\$300	
KLOTZ SPECIAL FORMULA PRO-DUCTS/ Klotz Speical Formual Products			1st—\$150 2nd—\$60 3rd—\$40 4th—\$30 5th-10th—20	
NIPPONDENSO OF LOS ANGELES/ Nippondenso Spark Plugs (*Includes Patch)	1st—\$350* 2nd—\$200 3rd—\$100	1st—\$350 2nd—\$200 3rd—\$100	1st—\$250 2nd—\$100 3rd—\$50	
PERRON LEATHERS/Perron Leathers	1st—\$200 2nd—\$100 3rd—\$50	1st—\$100 2nd—\$50 3rd—\$25	1st—\$150 2nd—\$100 3rd—\$50	1st—\$100 2nd—\$50 3rd—\$25
SHOEI SAFETY HELMETS INC. / Shoei Helmets	1st—\$200 2nd—\$100 3rd—\$50 4th—\$50 OR \$50 TO TOP SHOEI RIDER		1ST—\$200 2nd—\$100 3rd—\$50 4th—\$50 OR \$50 TO TOP SHOEI RIDER	
U.S. SUZUKI MOTOR CORPORATION Suzuki Motorcycles			\$2,000 EVNT POINT FUND	

BATTLE OF THE TWINS

15 LAPS—60 MILES

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															

SIDECAR FINAL

8 LAPS—32 MILES

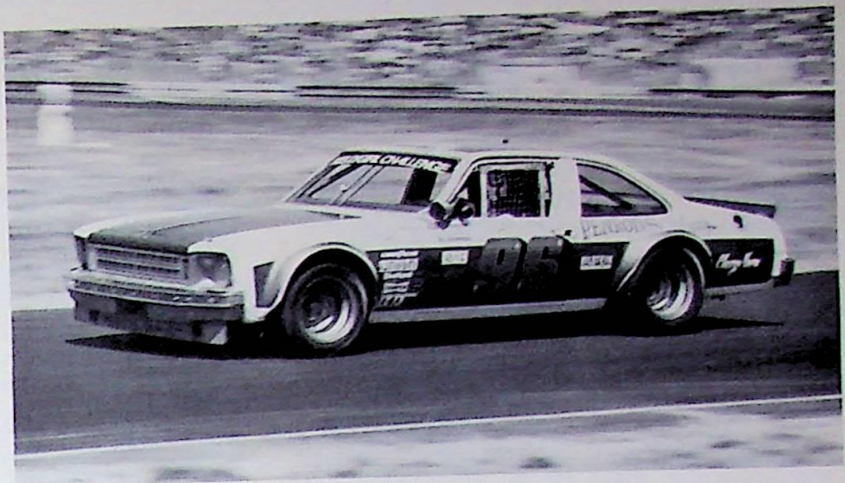
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								

Riders in various stages of dismount set up for a turn. (Autocomp Graphics)



Detailed Lap Speed Chart

Courtesy of Union 76



1:55.2	125.0000	2:25.0	99.3103	2:55.0	82.2857
1:55.5	124.6766	2:25.5	98.9691	2:55.5	82.0513
1:56.0	124.1388	2:26.0	98.6301	2:56.0	81.8182
1:56.5	123.6056	2:26.5	98.2935	2:56.5	81.5864
1:57.0	123.0769	2:27.0	97.9592	2:57.0	81.3559
1:57.5	122.5528	2:27.5	97.6271	2:57.5	81.1268
1:58.0	122.0331	2:28.0	97.2973	2:58.0	80.8989
1:58.5	121.5178	2:28.5	96.9697	2:58.5	80.6723
1:59.0	121.0068	2:29.0	96.6443	2:59.0	80.4469
1:59.5	120.5037	2:29.5	96.3211	2:59.5	80.2228
2:00.0	120.0000	2:30.0	96.0000	3:00.0	80.0000
2:00.5	119.5021	2:30.5	95.6811	3:00.5	79.7784
2:01.0	119.0083	2:31.0	95.3642	3:00.5	79.5580
2:01.5	118.5185	2:31.5	95.0495	3:01.0	79.3388
2:01.0	118.0328	2:32.0	94.7368	3:01.5	79.1209
2:02.5	117.5510	2:32.5	94.4262	3:02.0	78.9041
2:03.0	117.0732	2:33.0	94.1176	3:02.5	78.6885
2:03.5	116.5992	2:33.5	93.8111	3:03.0	78.4741
2:04.0	116.1290	2:34.0	93.5065	3:03.5	78.2609
2:04.5	115.6627	2:34.5	93.2039	3:04.0	78.0488
2:05.0	115.2000	2:35.0	92.9032	3:04.5	77.8378
2:05.5	114.7410	2:35.5	92.6045	3:05.0	77.6280
2:06.0	114.2857	2:36.0	92.3077	3:05.5	77.4194
2:06.5	113.8340	2:36.5	92.0128	3:06.0	77.2118
2:07.0	113.3858	2:37.0	91.7197	3:06.5	77.0053
2:07.5	112.9412	2:37.5	91.4286	3:07.0	76.8000
2:08.0	112.5000	2:38.0	91.1392	3:07.5	76.5957
2:08.5	112.0623	2:38.5	90.8517	3:08.0	76.3926
2:09.0	111.6279	2:39.0	90.5660	3:08.5	76.1905
2:09.5	111.1969	2:39.5	90.2821	3:09.0	75.9894
2:10.0	110.7692	2:40.0	90.0000	3:09.5	75.7895
2:10.5	110.3448	2:40.5	89.7196	3:10.0	75.5906
2:11.0	109.9237	2:41.0	89.4410	3:10.5	75.3927
2:11.5	109.5057	2:41.5	89.1641	3:11.0	75.1958
2:12.0	109.0909	2:42.0	88.8889	3:11.5	75.0000
2:12.5	108.6792	2:42.5	88.6154	3:12.5	
2:13.0	108.2707	2:43.0	88.3436		
2:13.5	107.8652	2:43.5	88.0734		
2:14.0	107.4627	2:44.0	87.8049		
2:14.5	107.0632	2:44.5	87.5380		
2:15.0	106.6667	2:45.0	87.2727		
2:15.5	106.2731	2:45.5	87.0091		
2:16.0	105.8824	2:46.0	86.7470		
2:16.5	105.4945	2:46.5	86.4865		
2:17.0	105.1095	2:47.0	86.2275		
2:17.5	104.7273	2:47.5	85.9701		
2:18.0	104.3478	2:48.0	85.7143		
2:18.5	103.9711	2:48.5	85.4599		
2:19.0	103.5971	2:49.0	85.2071		
2:19.5	103.2258	2:49.5	84.9558		
2:20.0	102.8571	2:50.0	84.7059		
2:20.5	102.4911	2:50.5	84.4575		
2:21.0	102.1277	2:51.0	84.2105		
2:21.5	101.7668	2:51.5	83.9650		
2:22.0	101.4085	2:52.0	83.7209		
2:22.5	101.0526	2:52.5	83.4783		
2:23.0	100.6993	2:53.0	83.2370		
2:23.5	100.3484	2:53.5	82.9971		
2:24.0	100.0000	2:54.0	82.7586		
2:24.5	99.6540	2:54.5	82.5215		

How To Time And Score

Start your stopwatch as a driver passes a point in front of you. Check the time for the driver to return to the same point. Then refer to the above chart and enter the data in the appropriate box on the lap chart page.

To keep score, enter the number of each competitor in the order the field passes your vantage point. Don't expect to get them all — instead, try for the top five or at most the top 10 drivers per lap.

What the flags mean

We're running two versions of flag interpretation so that you can tell the difference between AMA/Winston Pro Series flags and SCCA flags when they flutter over the cycling weekend and the June Sprints, respectively.

AMA FLAGS

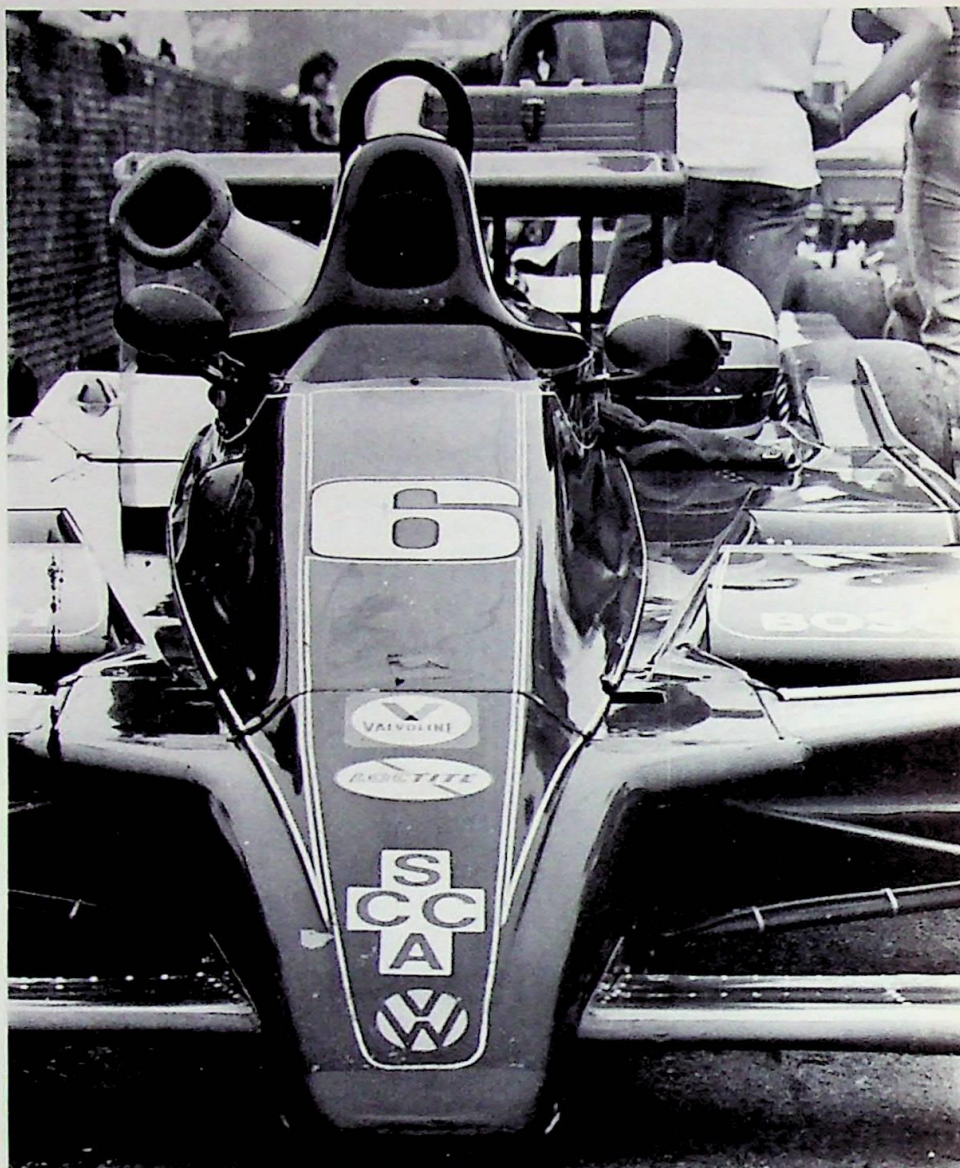
GREEN: Start the race.
RED: Stop the race.
WHITE: One lap to the finish.
YELLOW, RED STRIPS: Oil on track.
BLUE: Move over.
CHECKERS: Finish.
YELLOW: Caution.
RED & WHITE: Hold your position.
BLACK, WHITE BORDER: Disqualification.
WHITE, RED CROSS: Ambulance on track.

SCCA FLAGS

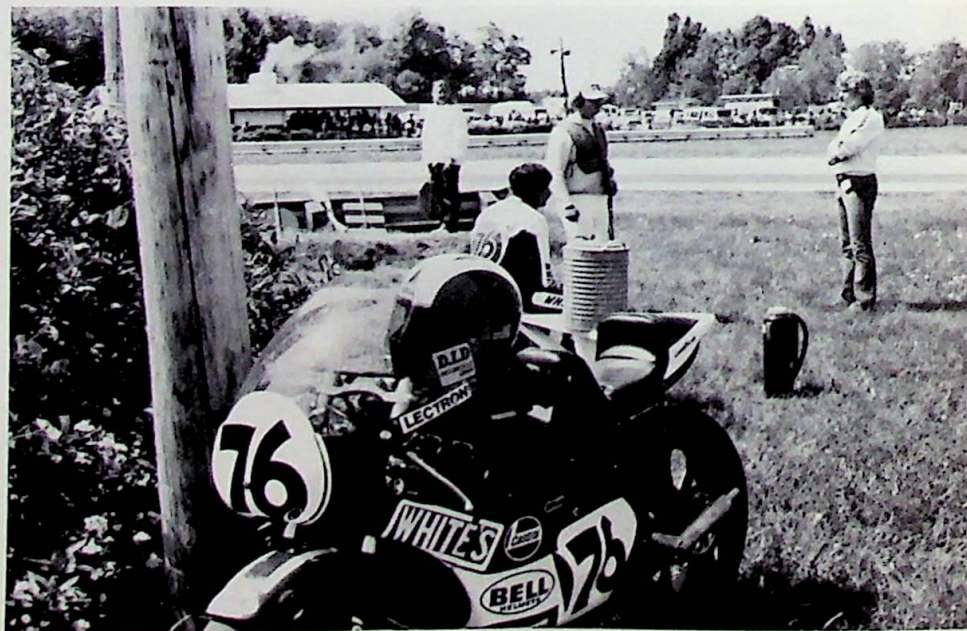
GREEN: Start the race.
RED: Stop the race.
WHITE: Emergency vehicle on course.
YELLOW, RED STRIPES: Oil on track.
BLUE, DIAGONAL YELLOW: Move over.
CHECKERS: Finish.
YELLOW: Caution.
BLACK, WHITE BORDER: Disqualification.
BLACK, ORANGE CIRCLE: Report to your pit.

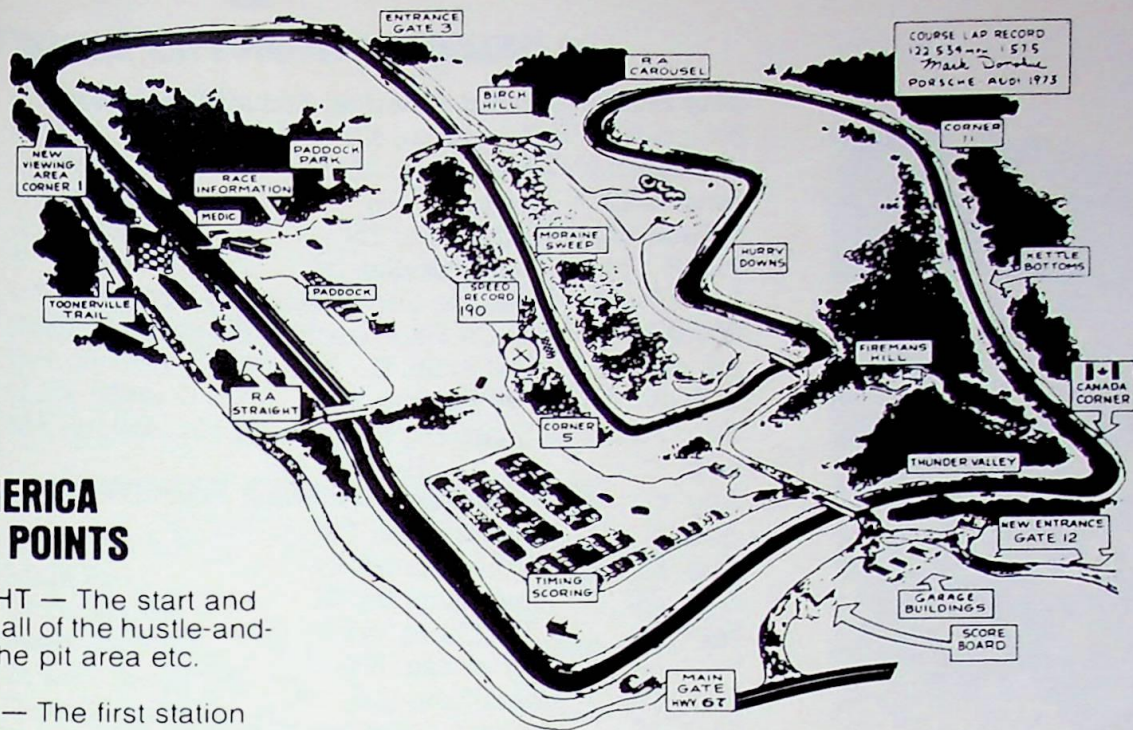
For your information, USAC and CART use the same system as the AMA, while IMSA favors the SCCA lineup.

Formula 1 Yamaha rider Richard Chambers reluctantly views the action from Corner 3. (Kerry Jeffords)



Bob Schader's Formula Atlantic on the pre-grid. (Eric Wunrow)





ROAD AMERICA VANTAGE POINTS

RA STRAIGHT — The start and finish line, all of the hustle-and-bustle of the pit area etc.

CORNER 1 — The first station after the start

CORNER 3 — A downhill curve, producing fast speeds and excitement

MORAINE SWEEP — Fastest part of the course

CORNER 5 — Difficult because of its extreme 90° left angle and downhill grade immediately after the Moraine Sweep speed section

HURRY DOWNS — Fascinating because of downhill, weaving turns

RA CAROUSEL — A sweeping, high-speed half circle curve

KETTLE BOTTOMS — Very fast with gentle but demanding bends

CORNER 12 — The popular Canada Corner with a tight right-hand turn at speed

THUNDER VALLEY — Up a gentle incline and through a wooded valley

CORNER 14 — The last chance to out-corner a rival before RA Straight.

A FAST GETAWAY

Assuming your machine is full of fuel, please don't use it to exceed the 55 mph speed limit. To get you on your way quickly but lawfully, here are some tips on departing Road America Sunday afternoon.

We're indebted to the Sheboygan County Sheriff's Department and the Wisconsin State Police for the information and for the efficient way they organize traffic.

From the main gate: There are four lanes here. Stay in the right lanes to exit right onto Wis. Hwy. 67. Officers will greet you at Co. Hwy. J, where you'll head east to Wis. Hwy. 57. Access to Green Bay, Sheboygan, Milwaukee, Chicago. The two left lanes will exit to the left on Hwy. 67 which will take you into Elkhart Lake.

From Gate 3: This two-lane on the south side of the track exits onto Co. Hwy. J. By staying in the left lane, you'll travel east to Wis. Hwy. 67, then south into Plymouth. Access to Green Bay, Sheboygan, Milwaukee and Chicago.

Right lane travelers will be directed west to Co. Hwy. C and to Wis. Hwy. 23, which runs into Fond du Lac. Access to Madison, Rockford, LaCrosse, the Twin Cities.

From Gate 12: Folks exiting hard left here will be directed onto a local road that runs into Co. Hwy. C. Access to Madison, Rockford, LaCrosse, the Twin Cities.

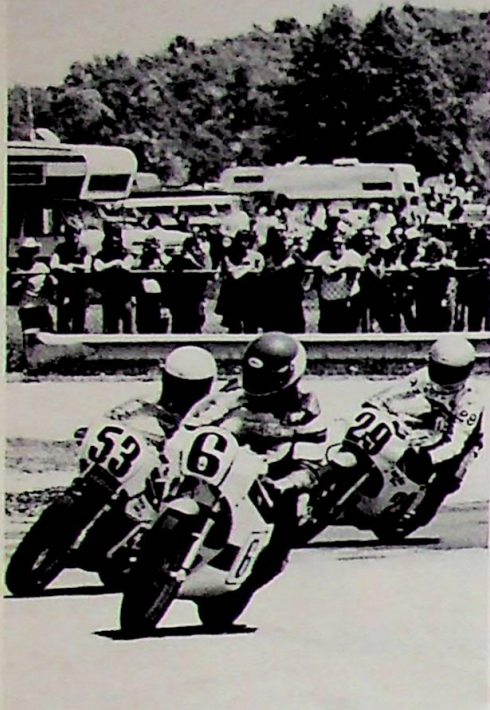
Hwy. 67 heading north out of 12 will lead into Elkhart Lake. No right turn is permitted out of Gate 12 after the races. Continue north on Wis. Hwy. 67 to Wis. Hwy. 57, five miles north of the village. Access to Green Bay, the Fox River Valley. Also if you pick up Co. Hwy. A heading east out of Elkhart Lake, you'll junction with Wis. Hwy. 57. Access to Green Bay, Sheboygan, Milwaukee, Chicago.

No matter how you get home, please drive or ride with care.



Road America

1982 Professional Racing Schedule



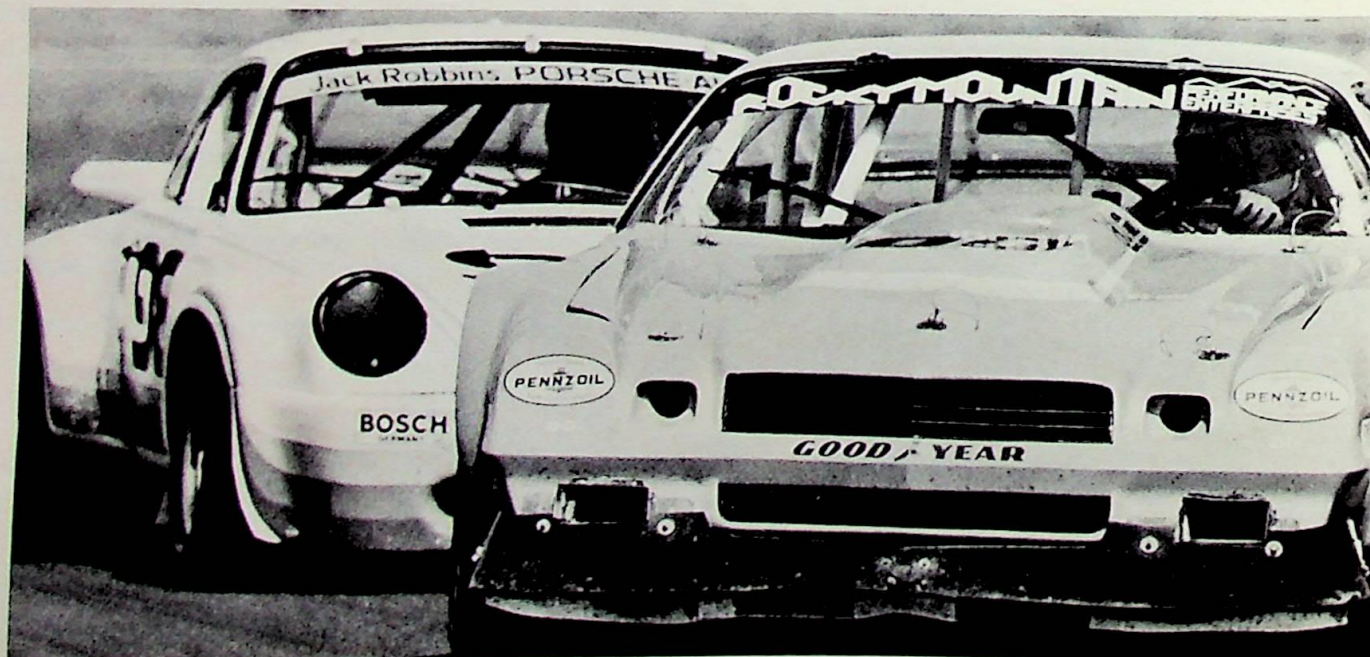
Next stop on the tour for road racers is Loudon, NH, June 19-20. (Warner R. Halverson)

AMA/WINSTON PRO SERIES

May 21-23	Road America, Elkhart Lake, WI	road race
June 5	Louisville, KY	½ mile
June 12	Harrington, DE	½ mile
June 19-20	Loudon, NH	Road Race
June 26	Knoxville, TN	½ mile
July 3	Indianapolis, IN	mile
July 11	Laguna Seca, Monterey, CA	road race
July 16	Santa Fe, Hinsdale, IL	TT
July 24	DuQuoin, IL	mile
Aug. 8	Mt. Pocono, PA	road race
Aug. 13	Santa Fe, Hinsdale, IL	short track
Aug. 15	Peoria, IL	TT
Aug. 22	Tulsa, OK	5/8 miles
Aug. 21-22	Sears Point, CA	road race
Aug. 28	Indianapolis, IN	mile
Aug. 29	Indianapolis, IN	mile
Sept. 4	Hamburg, NY	½ mile
Sept. 12	Syracuse, NY	mile
Sept. 19	San Jose, CA	mile
Sept. 25	Ascot, Gardena, GA	½ mile

IMSA/CAMEL GT SERIES

May 31	Lime Rock, CT	GT, GTU, RS, AC
July 4	Daytona	GT
July 11	Brainerd, MN	GT, RS, AC
July 25	Sears Point, CA	GT, GTU, RS, AC
Aug. 1	Portland, OR	GT, GTU, RS, AC
Aug. 15	Mosport, Ont.	GT, RS
Aug. 22	Road America, Elkhart Lake, WI	GT, RS, AC
Sept. 5	Mid-Ohio, Lexington, OH	GT, RS, AC
Sept. 12	Road Atlanta, GA	GT, RS
Sept. 26	Mt. Pocono, PA	GT, RS, AC
Oct. 9	Lime Rock, CT	GT, GTU, RS
Nov. 28	Daytona, FL	GT, RS, AC



1982 Professional Racing Schedule

PPG/CART CHAMPIONSHIP SERIES

May 30	Indianapolis 500	Indianapolis, IN
June 13	Gould Rex Mays 150	Milwaukee, WI
July 4	Cleveland 500 Kilometers	Cleveland, OH
July 18	Norton Michigan 500	Brooklyn, MI
Aug. 1	A.B. Dick 200	Milwaukee, WI
Aug. 15	To be announced	
Aug. 29	LA Times 500 Kilometers	Riverside, CA
Sept. 19	Road America 200	Elkhart Lake, WI
Sept. 26	Detroit New Grand Prix	Brooklyn, MI
Oct. 31	Copa Mexico 150	Mexico City
Nov. 6	Miller High Life 150	Phoenix, AZ

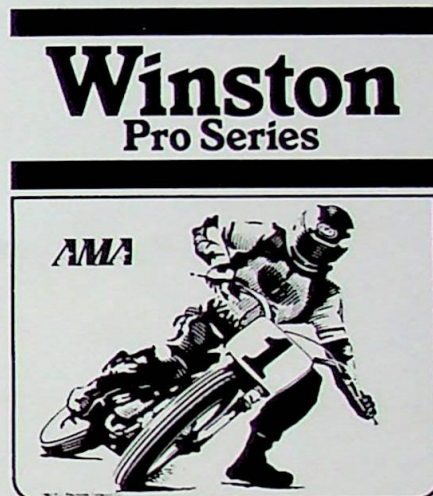
Races have a way of jumping about on the calendar. Save money and grief by checking with the track before you drive to what may be a cancelled or shuffled event.

SCCA BUDWEISER CAN-AM CHALLENGE

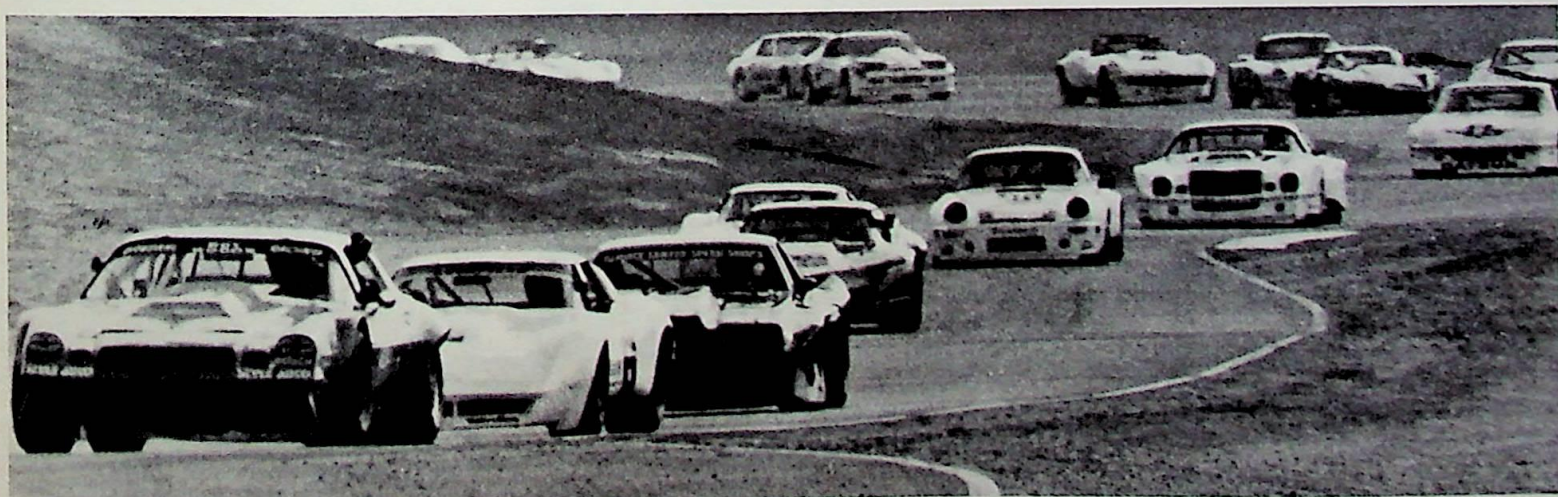
June 6	Mosport Park	Bowmanville, Ont.
June 27	Mid-Ohio	Lexington, OH
July 11	Watkins Glen	Watkins Glen, NY
July 25	Road America	Elkhart Lake, WI
Aug. 15	To be announced	
Sept. 5	Trois Rivieres	Trois Rivieres, Queb.
Sept. 12	Mosport Park	Bowmanville, Ont.
Sept. 26	Caesar's Palace	Las Vegas, NV
Oct. 3	Riverside Raceway	Riverside, CA
Oct. 10	Laguna Seca	Monterey, CA

SCCA CRC CHEMICALS TRANS-AM

June 6	Sears Point	Sears Point, CA
June 13	Portland Raceway	Portland, OR
June 27	Laguna Seca	Monterey, CA
July 4	Seattle Raceway	Seattle, WA
July 18	Mid-Ohio	Lexington, OH
July 24	Road America	Elkhart Lake, WI
Aug. 8	Brainerd Intl. Raceway	Brainerd, MN
Sept. 5	Trois Rivieres	Trois Rivieres, Queb.
Sept. 12	Mosport	Bowmanville, Ont.
Oct. 10	Laguna Seca	Monterey, CA



The CRC Chemicals Trans-Am cars run here July 23-25.



Daytona sets stage for Road America



Venezuela native Roberto Pietri has established himself as a world class rider. (David Wright)

Neither wind nor rain nor gathering darkness could prevent Yamaha from yet another win in the Daytona 200. New Zealander Graeme Crosby outlasted several riders on faster machines to give the TZ750 two-strokes their tenth straight victory.

Pole sitter and lap record holder Kenny Roberts, aboard a 500cc Yamaha, suffered his usual Daytona luck—he led briefly, then dropped out at the 36-mile mark. World champion runnerup Randy Mamola lasted an even shorter time. He and his GP Suzuki fell on lap 1; Mamola later blamed winner Crosby for giving him a shot in the 3.87-mile track's horseshoe curve.

But the big story of the race, which did not begin till after 4pm

Sunday due to rotten weather, was the multimillion dollar Honda effort. Freddy Spencer and Mike Baldwin, on board space age V-4s, consistently charged to the front of the pack, only to pit repeatedly for new rear tires. Spencer finished 20 seconds or so behind Crosby, with Roberto Pietri on a conventional Honda third and Baldwin fourth.

Fifth spot was snagged by Georgia pig farmer Dale Singleton, like Crosby on a TZ750. Singleton, whose three previous Daytona runs included two wins and a second, was in the hunt all day but could not close on the superfast Hondas. A number of pre-race favorites failed to make the distance, including Wes Cooley (Suzuki), Eddie

Lawson (Kawasaki) and Frenchman Marc Fontan (Yamaha).

Rounding out the top ten were Steve Gervais (Yamaha), Steve Wise (Honda), Thad Wolff (Suzuki), Jimmy Filice (Yamaha) and Nick Richichi (Yamaha). As many as eight of the top ten finishers are expected here in our Formula 1 race. Incidentally, Crosby set a record for the 200-miler, 109.103 miles per hour.

SUPERBIKES

Honda also swept the first five (or was it four?) places in the 100-mile Superbike race. Wes Cooley—and many fans—believed the Suzuki pilot finished fourth, but a revised posting dropped Cooley to fifth spot. The Hondas were led across

the finish line by Freddy Spencer, followed by Mike Baldwin, Roberto Petri and Steve Wise.

1981 Superbike champ Eddie Lawson gambled that his Kawasaki would go the distance without a fuel stop and lost the gamble just two laps before the end of the contest. He had been running in second place, well behind the vanishing Spencer, before fuel woes hit. Nevertheless, Lawson was placed in seventh overall, just behind teammate Wayne Rainey's Kaw. Rounding out the top ten were Thad Wolff (Suzuki), Art Kowitz (Kawasaki) and Rusty Sharp (Honda).

FORMULA 2

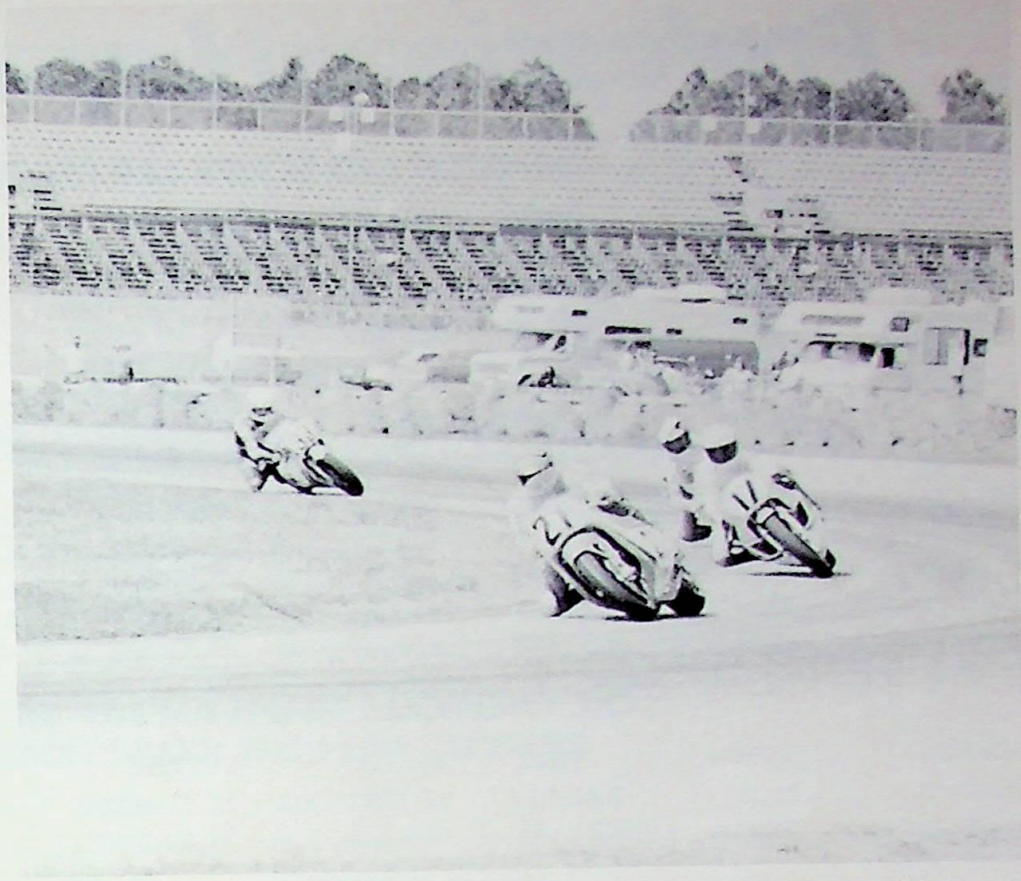
More than 60 riders took the green for the 100-mile lightweight run, with West Germany's Martin Wimmer charging to the front on his Yamaha. He was followed by Jim Filice and Russell Paulk; both were on Yamahas. But Filice crashed out of contention quickly and Rich Schlachter moved up to do battle with the leaders.

Schlachter, who ran second here in RA's first Formual 1 event in 1980, continued to do battle with Wimmer throughout the contest. By lap 15, there had been 23 lead changes. But the American's high-bank experience paid off as Rich slingshot his way by Wimmer to win the dash by half a bike length. Speed of the race was 101.544 miles per hour, an amazing figure for 250cc engines.

BATTLE OF THE TWINS

If there was one no-contest contest, this was it. Jim Adamo, riding a Reno Leoni-prepared Ducati, left his fellow twins runners in the dust as he zoomed to a convincing win over nearly 70 riders. He was followed home by a BMW and what has to be the fastest Harley-Davidson XR750 in the country, ridden ably by Hal Coleman. Speed of the Adamo ride exceeded 101 miles per hour.

With Freddy Spencer, Rich Schlachter and Kenny Roberts running in Europe, who'll take the checker here? We'll all know when the sun sets on Sunday.



Eddie Lawson leads Formula 2 bikes through Daytona's infield. (David Wright)



Team Honda's new V-4 attracts admirers. (David Wright)

Professional Lap Records

WINSTON PRO SERIES LAP RECORDS

CLASS	TYPE	TIME	SPEED	DRIVER	CYCLE	DATE
F1	race	2:26.916	98.015	F. Spencer	Honda	5/31/81
Superbike	race	2:25.914	98.973	F. Spencer	Honda	5/30/81
Ltwt.	race	2:37.068	91.680	E. Lawson	Kawasaki	5/30/81
Novice	race	2:42.482	88.603	S. Simmons	Yamaha	5/31/81
Sidecar	race	2:55.396	82.100	Essaff/Harrold	Kawasaki	5/30/80

CANADIAN-AMERICAN CHALLENGE LAP RECORDS

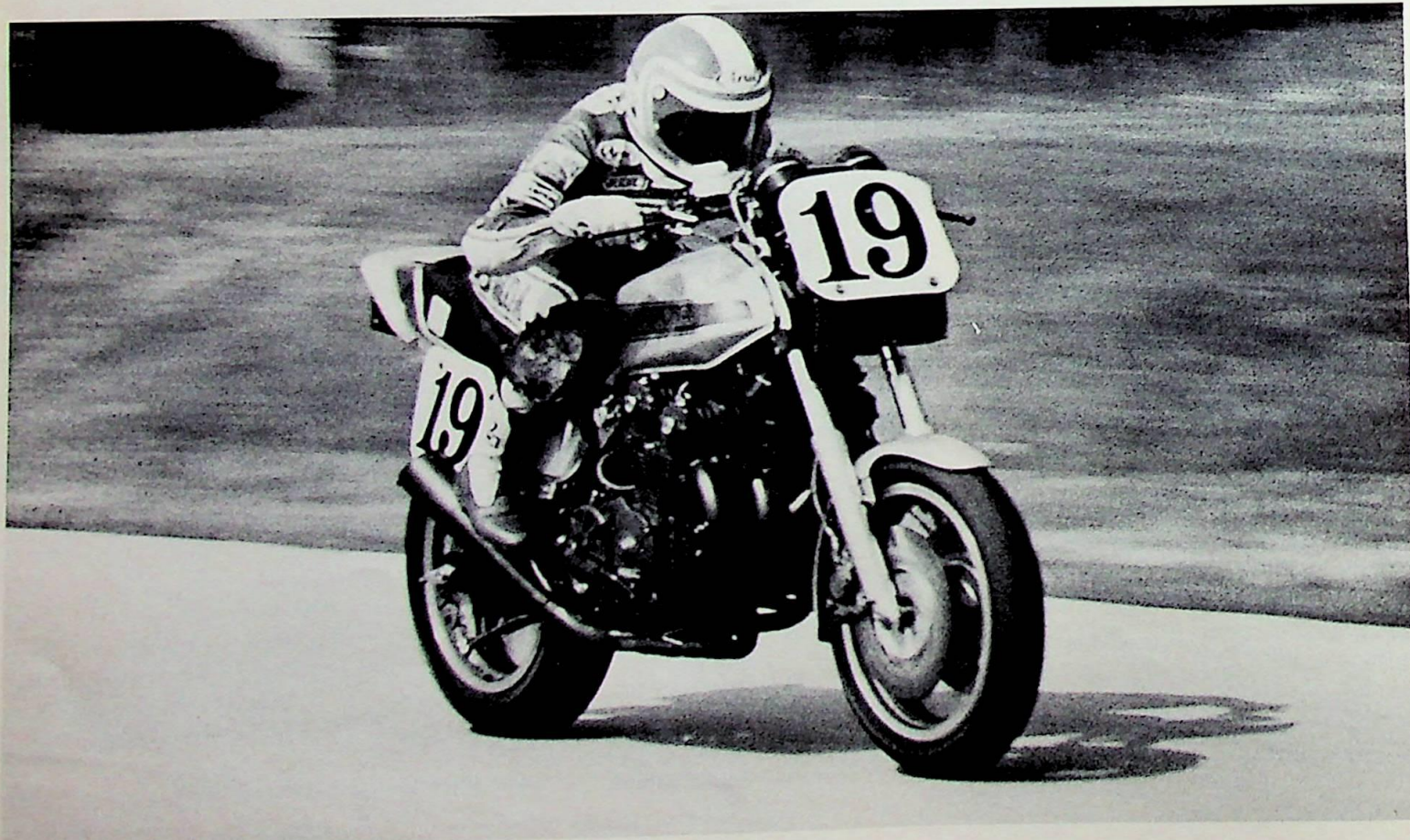
CLASS	TYPE	TIME	SPEED	DRIVER	CAR	DATE
O2L	race	2:00.268	119.733	G. Brabham	VDS/Lola	7/26/81
O2L	qual.	2:01.290	118.724	T. Fabi	March 817	7/25/81
U2L	race	2:12.231	108.900	M. Hall	Lola T294	7/22/79
U2L	qual.	2:10.648	110.200	G. Gove	Ralt RT2	7/20/80

CRC CHEMICALS TRANS-AM LAP RECORDS

CLASS	TYPE	TIME	SPEED	DRIVER	CAR	DATE
T-A	race	2:24.460	99.682	M. Shelton	Porsche	7/25/81
T-A	qual.	2:21.233	101.959	M. Shelton	Porsche	7/25/81

BOSCH SUPER VEE LAP RECORDS

CLASS	TYPE	TIME	SPEED	DRIVER	CAR	DATE
S/V	race	2:12.394	108.766	A Unser, Jr.	Ralt	7/25/81
S/V	qual.	2:12.907	108.346	P. Halsmer	Ralt	7/25/81



Freddy Spencer holds both the Superbike and Formula 1 records. (Sports News Photo)

NORTH AMERICAN FORMULA ATLANTIC LAP RECORDS

CLASS	TYPE	TIME	SPEED	DRIVER	CAR	DATE
F/A	race	2:11.168	109.783	P. Cobb	March	7/19/80
F/A	qual.	2:09.721	111.007	J. Villeneuve	March	7/25/81

BILSTEIN RABBIT LAP RECORDS

CLASS	TYPE	TIME	SPEED	DRIVER	CYCLE	DATE
VW	race	3:05.079	77.805	P. Schwartzott	Rabbit	7/26/81
VW	qual.	3:05.872	77.473	W. Deters	Rabbit	7/25/81

PABST 500/CAMEL GT LAP RECORDS

CLASS	TYPE	TIME	SPEED	DRIVER	CAR	DATE
GTX	race	2:10.250	110.557	J. Paul, Jr.	Porsche	8/23/81
	qual.	2:08.578	111.990	J. Paul, Jr.	Porsche	8/22/81
GTO	race	2:20.340	102.608	D. Devendorf	Datsun	8/23/81
	qual.	2:20.826	102.250	K. Miller	BMW	8/22/81
GTU	race	2:28.480	96.983	T. Adamowicz	Datsun	8/31/80
	qual.	2:27.624	97.545	D. Devendorf	Datsun	8/31/80

CHAMPION SPARK PLUG LAP RECORDS

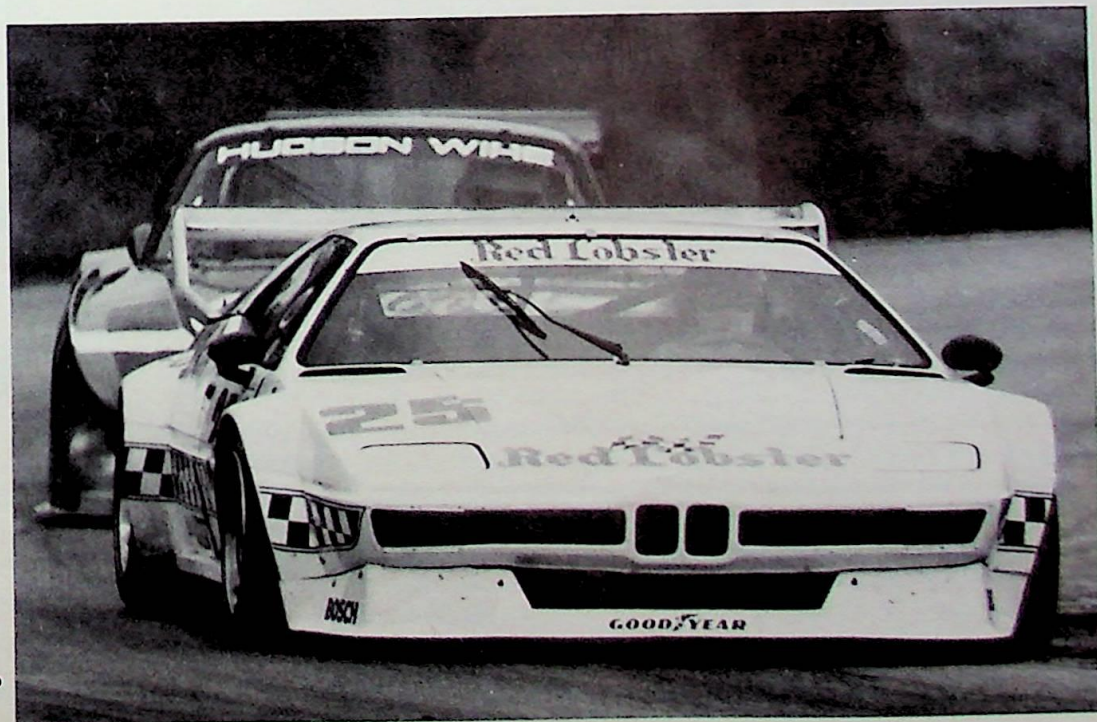
CLASS	TYPE	TIME	SPEED	DRIVER	CAR	DATE
	race	2:43.915	87.850	J. Downing	Mazda	8/22/81
	qual.	2:42.911	88.392	J. Downing	Mazda	8/22/81

KELLY AMERICAN LAP RECORDS

CLASS	TYPE	TIME	SPEED	DRIVER	CAR	DATE
	race	2:26.578	98.241	G. Felton	Camaro	8/22/81
	qual.	2:26.289	98.436	V. Smith	Camaro	8/22/81

ABSOLUTE LAP RECORDS

CLASS	TYPE	TIME	SPEED	DRIVER	CAR	DATE
	race	2:00.268	119.733	G. Brabham	VDS/Lola	7/26/81
	qual.	1:57.518	122.534	M. Donohue	Porsche	8/25/73



Kenper Miller's BMW holds the current GTO lap record. The Camel GT comes to RA Aug. 20-22. (Gloede Photography)

Kidd's ill luck ends with Winston championship

"I returned, and saw under the sun that the race is not to the swift, nor the battle to the strong."

THE BIBLE, Ecclesiastes 9:11

Mike Kidd was neither the swiftest nor the strongest, but he demonstrated a championship quality—perseverance—en route to his 1981 Winston Pro Series championship.

Kidd, 29 has been chasing the title as the nation's best motorcycle racer for ten years. But there have been occasions when quitting seemed the thing to do.

Last year alone, Kidd had to overcome a broken back early in the season, a strong challenge by 1975 titlist Gary Scott and his own history of bad luck to earn the coveted No. 1 number plate.

In his career, consider some of the bad times:

✓ Kidd was second in the Winston Pro Series title chase halfway through the 1974 season when he broke his leg in a crash at Santa Fe Speedway at Hinsdale, Ill. It ended the season for him.

✓ The following season, after a six-month rehabilitation program, Kidd again crashed badly, this time in practice for the season's first race at Houston, his initial appearance back on a motorcycle in competition. The result of the accident was that he had re-broken his leg.

✓ In 1976, near season's end, he parked his van in a Toledo, Ohio, motel parking lot. Overnight the van was broken into and Kidd lost everything: four racing motorcycles, his riding leathers, a welder and all his tools. "It was like a businessman going down to his hardware store one morning and finding that he'd been totally cleaned out by thieves," says Kidd.

✓ In 1979-80, Kidd was sponsored by the U.S. Army, but when the Army decided to go in a different direction for 1981, Kidd was without a sponsor.

Again, he came back, joining the Merv Lawwill/Kenny Roberts Racing Team and riding to the Winston Pro championship.

The 1981 season looked like it might be another bad year for Kidd. He came into the chicane turn while practicing for the Daytona 200 race and missed his braking point. He was tossed like a rag doll hundreds of feet down Daytona International Speedway. Kidd suffered three crushed vertebrae in the fall.

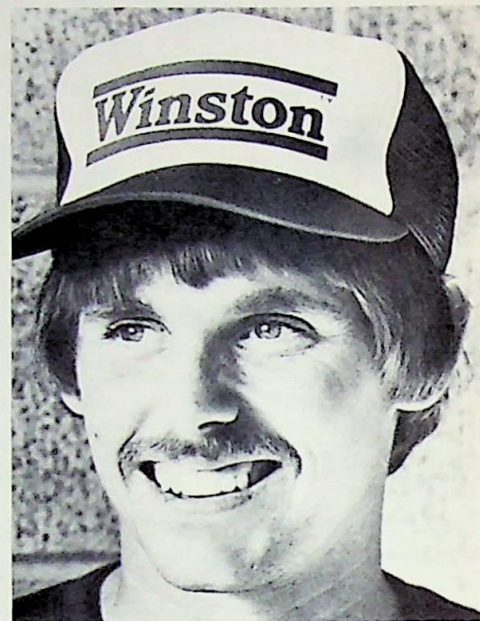
But at the next race, the April steeplechase at Ascot Park in Gardena, Calif., there he was, strapped up like El Cid in a back brace. Kidd won the race, his first victory of 1981.

"The good times make up for the bad times I've had in my career," says Kidd. "I really hit a string of bad luck in '74 at Santa Fe, and it followed me a while. I really felt my career was all over. I was at my lowest point. But, I had a really good doctor who believed in me and my racing.

"There have been a lot of those low times when I thought about retiring, but somehow I took the gamble to keep going. The decision to keep racing was strictly up to me. My dad and my wife didn't try to influence me one way or another. It was something I had to work out for myself because I had to live with the decision. "Winning the title makes the last ten years all worthwhile."

The Kidds live in a small Texas community of 800 northwest of Dallas; their family consists of Mike and wife, Sandra, and two children, a son, four-year-old Randy, and daughter, Tammy, 1.

The family lives on a 57-acre Texas ranch where Kidd raises cattle, including a calf named, "Indy,"



Mike Kidd.

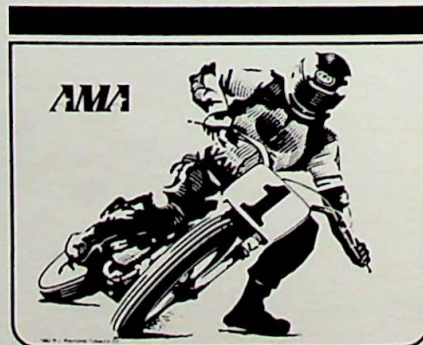
born on the night of the Indianapolis Mile National.

In addition to winning \$20,000 from Winston cigarettes, the series' sponsor, Kidd wants to do his share to help his sport gain stature and recognition.

"I want to do a lot of promotional work. I feel that between myself, Winston and the AMA working together we can upgrade the sport. I feel we have a good program to sell and I want to do my part."

"I don't want this championship to slip away from me without having gained anything from it," said Kidd.

Winston Pro Series



Superbike road racing records



Superbikers (from left) Mike Spencer, Eddy Lawson and Wes Cooley share Victory Circle. (Sports New Photo)

1980 SUPERBIKE SERIES

DATE	LOCATION	WINNER	MACHINE
3/7	Daytona Beach, FL	Graeme Crosby, New Zealand	SUZ
4/13	Talladega, AL	Eddie Lawson, Ontario, CA	KAW
4/20	Charlotte, NC	Wes Cooley, Mission Viejo, CA	SUZ
5/1	Elkhart Lake, WI	Freddie Spencer, Shreveport, LA	HONDA
6/15	Loudon, NH	Freddie Spencer, Shreveport, LA	HONDA
6/29	Braselton, GA	Eddie Lawson, Ontario, CA	KAW
8/3	Monterey, CA	Freddie Spencer, Shreveport, LA	HONDA
8/17	Mt. Pocono, PA	Eddie Lawson, Ontario, CA	KAW
8/24	Braselton, GA	Wes Cooley, Mission Viejo, CA	SUZ
10/5	Daytona Beach, FL	Wes Cooley, Mission Viejo, CA	SUZ

1981 SUPERBIKE SERIES

DATE	LOCATION	WINNER	MACHINE
3/6	Daytona Beach, FL	Wes Cooley, Santa Ana, CA	SUZ
3/15	Talladega, AL	Freddie Spencer, Shreveport, LA	HONDA
5/30	Elkhart Lake, WI	Eddie Lawson, Ontario, CA	KAW
6/20	Loudon, NH	Eddie Lawson, Ontario, CA	KAW
7/18	Monterey, CA	Eddie Lawson, Ontario, CA	KAW
8/16	Mt. Pocono, PA	Freddie Spencer, Shreveport, LA	HONDA
9/13	Kent, WA	Eddie Lawson, Ontario, CA	KAW
10/4	Daytona Beach, FL	Freddie Spencer, Shreveport, LA	HONDA

1980 SUPERBIKE SERIES STANDINGS

	POINTS
1. Wes Cooley, Mission Viejo, CA	128
2. Eddie Lawson, Ontario, CA	121
3. Freddie Spencer, Shreveport, LA	111
4. Dave Aldana, Garden Grove, GA	99
5. Chuck Parme, LA Jolla, CA	62
6. Roberto Pietri, Los Angeles, CA	61
7. Ron Pierce, Bakersfield, CA	53
8. James Adamo, Glen Cove, NY	49
9. Mike Baldwin, Darien, CT	37
10. Harry Klinzmann, Garden Grove, CA	34

1981 SUPERBIKE SERIES STANDINGS

	POINTS
1. Eddie Lawson, Ontario, CA	125
2. Freddie Spencer, Shreveport, LA	115
3. Wes Cooley, Santa Ana, CA	91
4. Mike Spencer, Huntington Beach, CA	84
5. Harry Klinzmann, Garden Grove, CA	48
6. Richard Chambers, Raphine, VA	45
7. Gennady Liubimsky, S. San Francisco, CA	40
8. Carry Andrew, Van Nuys, CA	39
9. Roberto Pietri, Los Angeles, CA	32
10. Thad Wolff, Thousand Oaks, CA	31

Quick Nick a pure road racer

The high banks of Daytona International Speedway or the twisting turns of California's Laguna Seca are typical breeding grounds for professional motorcycle road racers in the U.S. Nicky Richichi is probably the first to discover his talent on the straightaways of the Long Island Expressway.

"I got my first street bike when I was about 19, but I kept getting pulled over for speeding all the time," says Richichi, who in 1980 became the first pure road racer (not entering dirt-track events) to win the Winston Pro Series Rookie of the Year title.

"I finally figured that if I was that fast on the street, there was no tellin' what would happen if I got serious about racing."

To quench his thirst for motorcycle speed, Richichi began entering weekend road races at Bridgehampton Speedway on Long Island. His hunch had been correct—within months Richichi was a consistent winner at the club level. By 1978, he was entering races throughout the Northeast as a "novice" on the American Motorcyclist Association circuit.



Richichi won his first Winston Pro Series event last year at Loudon. (Ruther Photographic)

Despite moderate success at the novice and lightweight expert levels of AMA competition during 1978 and 1979, few followers of the sport had even heard of Richichi when he advanced to the Formula One Expert class last year.

"I started out the year sort of cautious," explains Richichi, a 26-year old bachelor who lives in the small community of Fresh Meadows, N.Y.

"For one thing, switching to the 750 Yamaha was a big change. That is an awfully powerful machine to get used to. Also, I was seeing some of the tracks for the first time. I'll be honest—I certainly never expected to win rookie of the year."

No one really expected Richichi to be able to run with the accomplished stars of American road

racing—men like Kenny Roberts, Freddy Spencer and Dale Singleton. As it turned out, he didn't win any races, but Richichi was by far the most consistent rookie of the Winston Pro circuit with four top-ten finishes out of the six road races which were contested.

More surprising was the fact that he out-pointed all the dirt-track rookie experts as well. The Winston Pro schedule includes 14 more dirt-track races than road races. Never before had a pavement rookie finished ahead of the dirt-trackers in the final Winston Pro standings.

"The funny thing about it was that I didn't even know I had a chance for Rookie of the Year," says Richichi. "When the season ended in September, I went down to



Nicky Richichi

Argentina and rode for a pro road racing team there. My mother called me in October to tell me I'd won the award."

Richichi proved his 1980 honor was fully deserved last summer when he rode the Yamaha to his first Winston Pro Series national event win in the Laconia Classic at Loudon, N.H. His top 1980 finish had also been at Loudon when he finished second to reigning U.S. Road Racing Champion Rich Schlachter.

"I guess you would have to say that Loudon is my favorite (track), especially based on winning it this year," says Richichi. "It's very challenging because there aren't any real straightaways, so your arms never get a break from shifting. You just have to conserve your energy and keep thinking!"

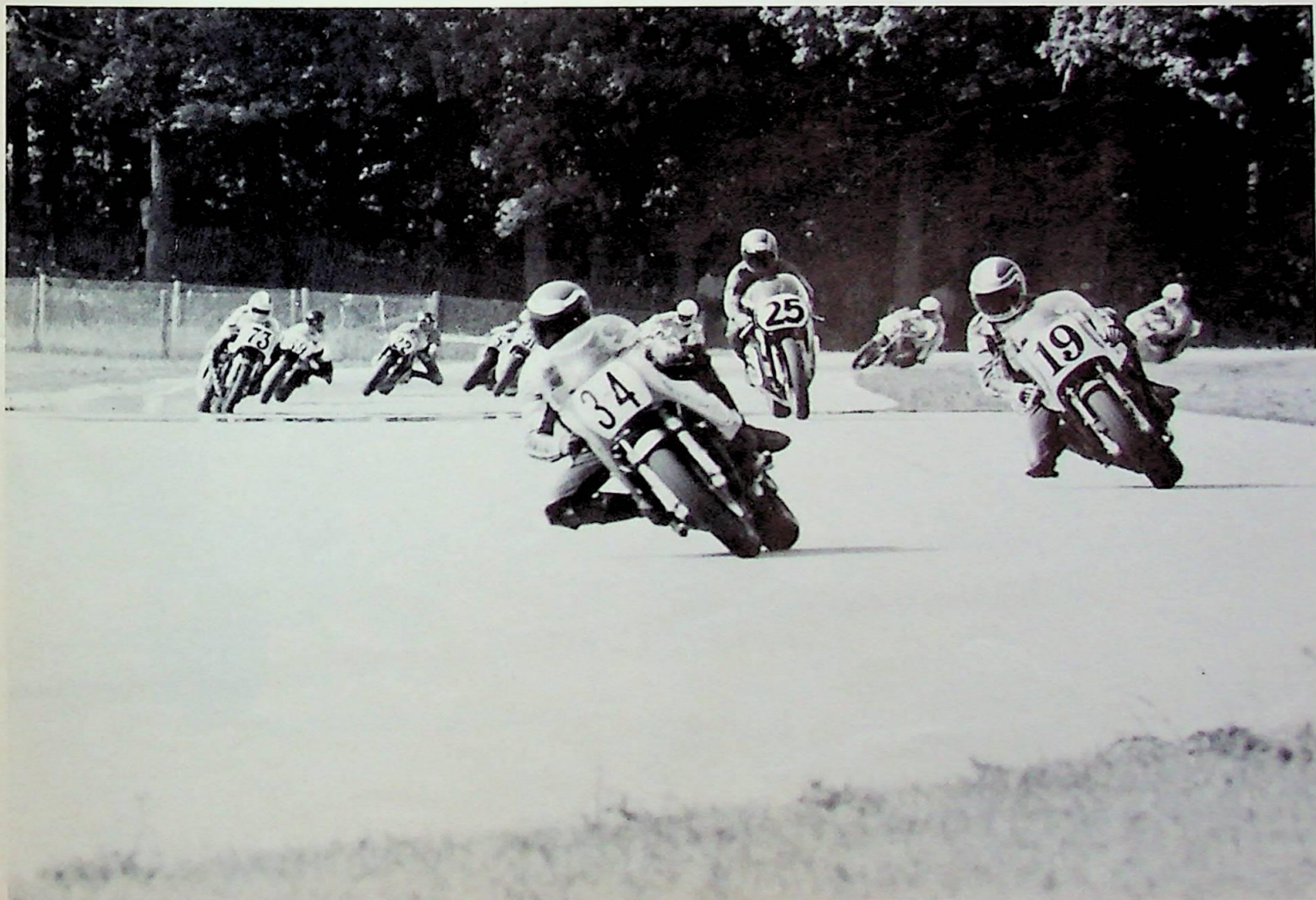
Following his Loudon win,

Richichi finished seventh at Laguna Seca in July.

In the fall, Richichi plans on heading south of the border to Argentina once again to pick up more international road racing experience. He'll be riding in what is called the "Maxi-Moto" division, which is roughly equivalent to the Superbike class of the AMA.

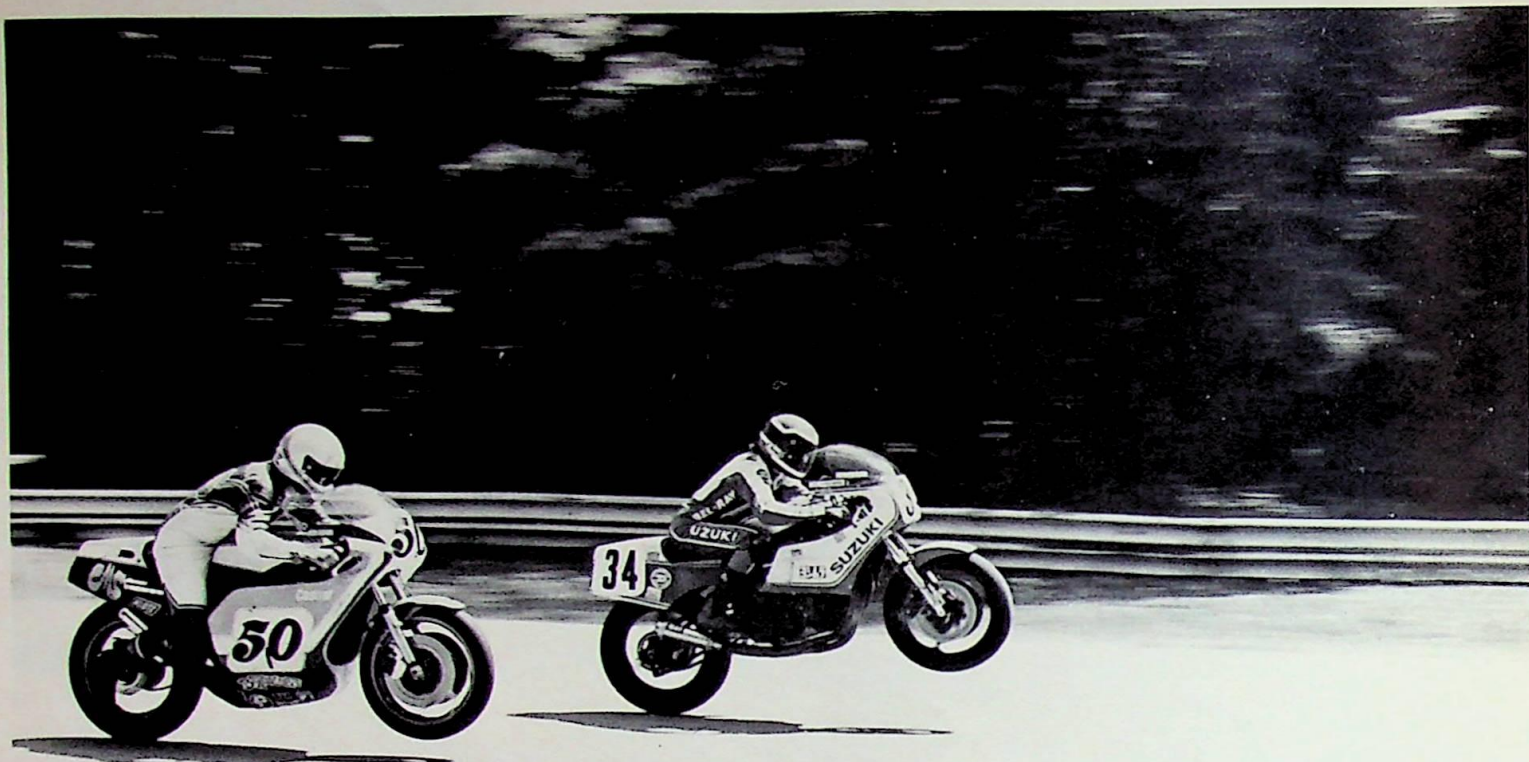
"The competition down there isn't quite as tough as in this country, but it's still valuable to get some international experience while I can," adds Richichi. "Someday, my goal is to go over to Europe and win a Grand Prix event. I don't think it will be too long before I'm ready for that."

Quick Nick Richichi, 1980 AMA/Winston Pro Series rookie of the year, failed to finish the Formula One event at RA last year. (Ruther Photographic)

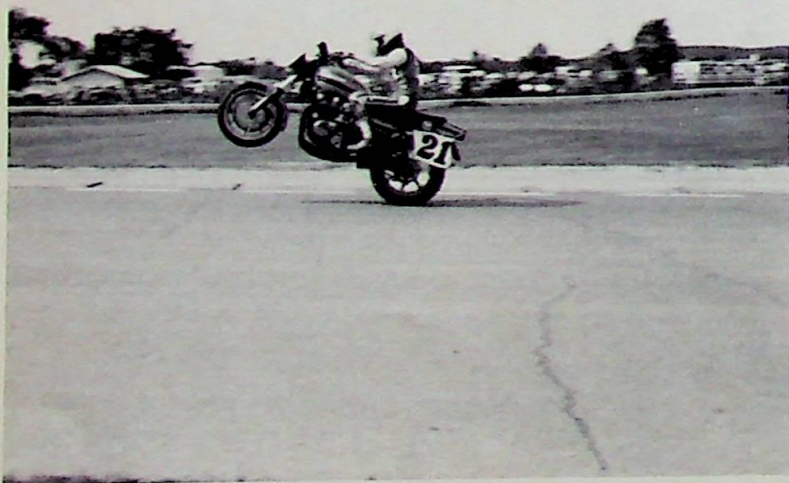


Wes Cooley leads Freddy Spencer, Richichi and the herd into Corner 7. (Ruther Photographic)

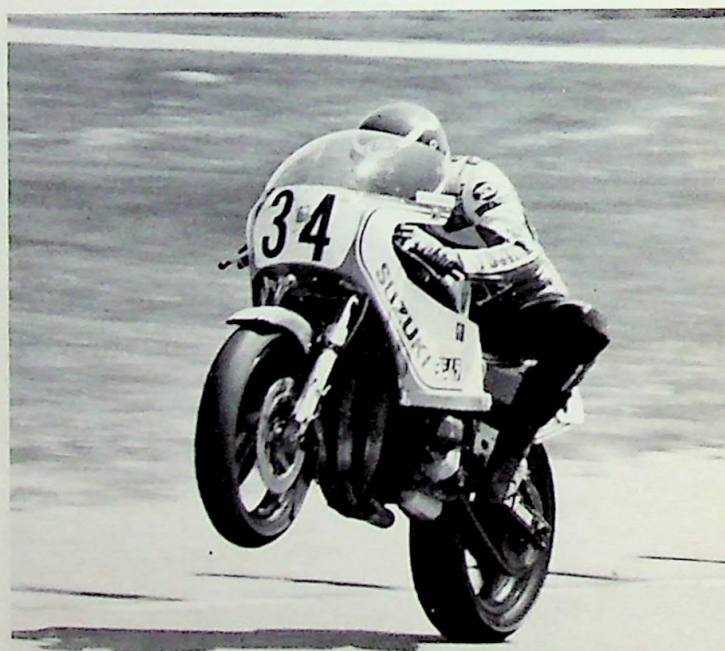
Wheels aloft



Cooley (34) and John Bettencourt shift gears at the start of their F1 heat race. (Warner R. Halverson)



Eddy Lawson carries the wheel up the hill to Corner 6. (Kerry Jeffords)



Cooley launches the Yoshimura/Suzuki space probe. (Ruther Photographic)

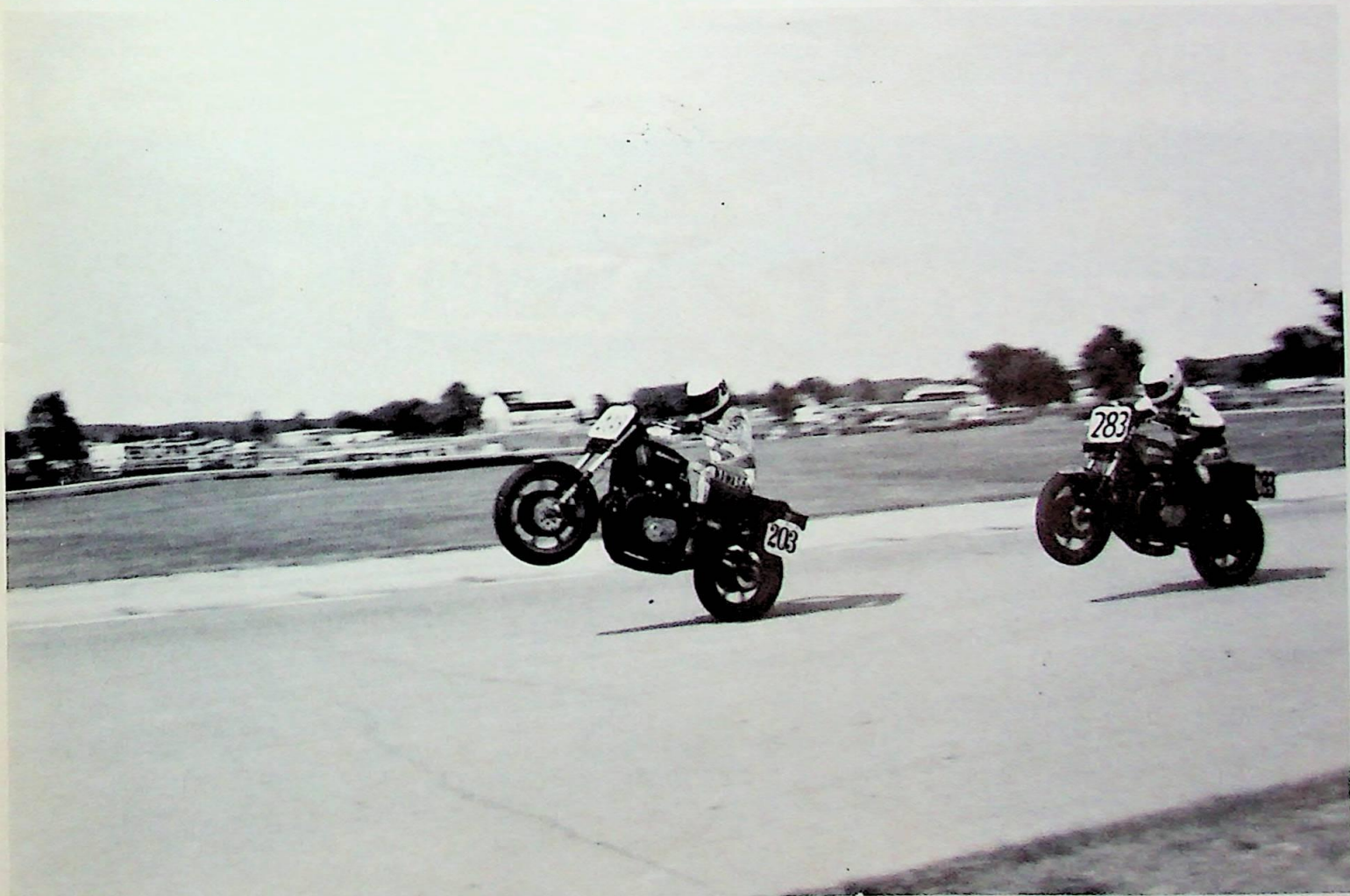
Wheels aloft



Thad Wolff tilts his Suzuki to the rear in exiting Corner 5.
(Ruther Photographic)



Benny Del Monico hikes the wheel of his 250cc Yamaha.
(Autocomp Graphics)



Kawasaki-mounted Canadians Lang Hindle (203) and Rueben McMurter (283) depart Corner 5. (Kerry Jeffords)

Wanna race? Go to school

Only the foolhardy street rider would attempt some of the racing techniques you'll see this weekend at Road America. He lacks the training and, equally important, his bike isn't set up for road racing.

But anyone with adequate street riding experience, \$150 and who is 18 or older can participate in Keith Code's California Superbike School, set for May 24 and 25 here on our four miles of asphalt. That background will get you a minimum of 40 miles (10 laps) aboard a modified Kawasaki GPZ 550—after Keith and his fellow racers teach you the basics of going faster than you thought you could.

Yes, the fee provides full-coverage helmet, gloves, boots, leathers and the bikes, which include a number of modifications. Besides sticky tires, the machines feature special shocks, exhaust pipes, oil cooler, ignition, sprocket,

handgrips, bars, filters and oil. And for an additional small fee, you're insured so that you don't have to pay for a portion of the damage to the bike in the event you have a mishap.

Code, an experienced Superbike competitor, doesn't tell students they'll learn all the racing tricks. Instead, he intends to make them more savvy street riders, teaching them the limits of their ability under his watchful eye. Riders will learn such things as how to avoid another bike that falls in their path, or how to use the brakes and gearbox in an expert manner.

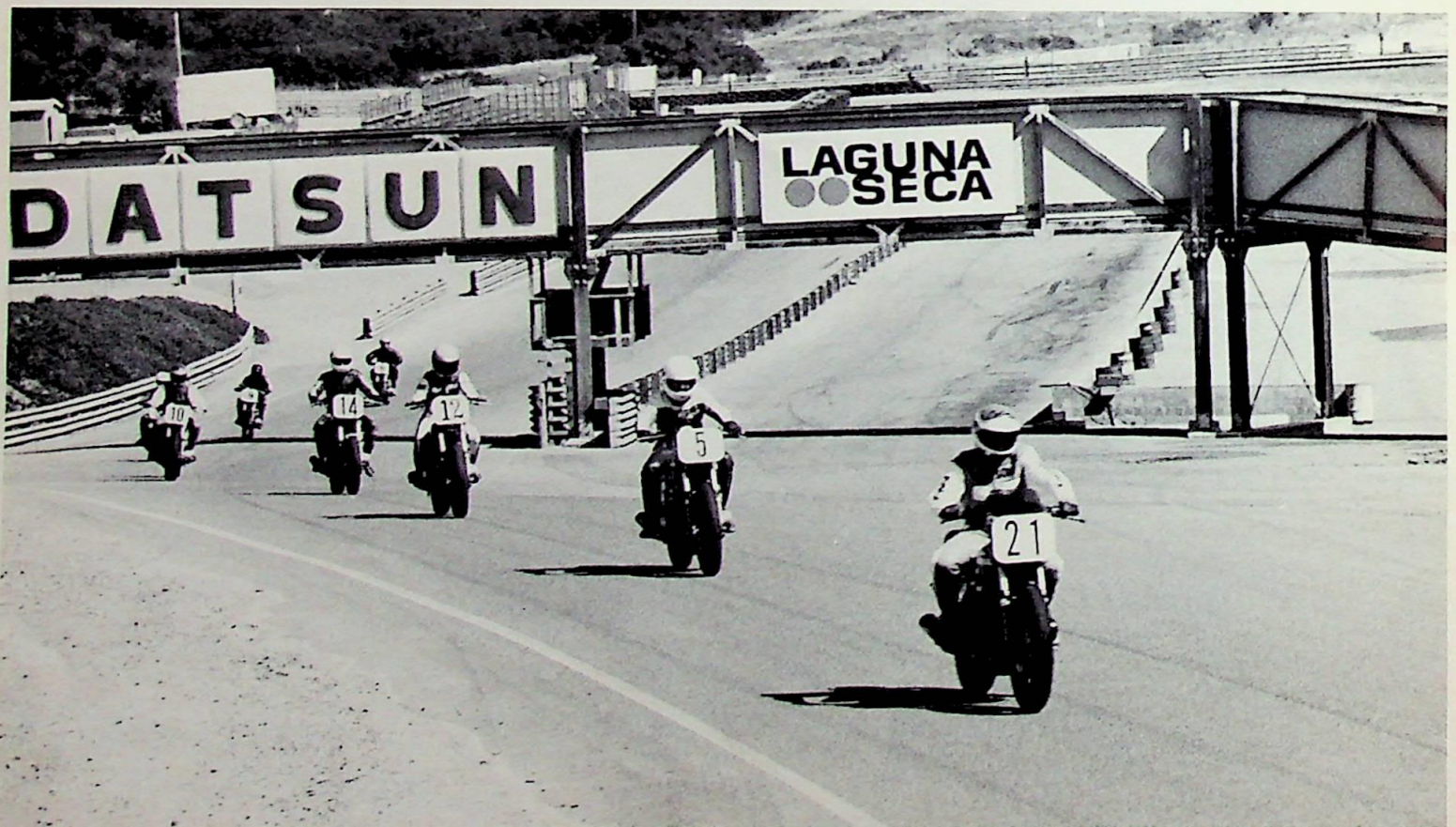
The only way to flunk the course is to have an accident. Unlike car drivers' schools, there is no diagramming of turns, skid pad tests, etc. Rather, Code conveys the principles of fast, safe riding and lets the student apply them to the 14 corners and sweeping straights here at RA.

Lap times are kept for each student, who is led around by an expert for two laps before being turned loose, single file, on his own. Students also have the opportunity to watch other would-be racers corner, accelerate, brake and shift.

Successful completion of the school will give each student a certificate, good for competition on the club racing level. In case you missed signup for the session at Road America, there will be more: Loudon, Laguna Seca, Riverside, Daytona, Willow Springs, Shannonville (Canada) and Seattle International are all on the school calendar for '82.

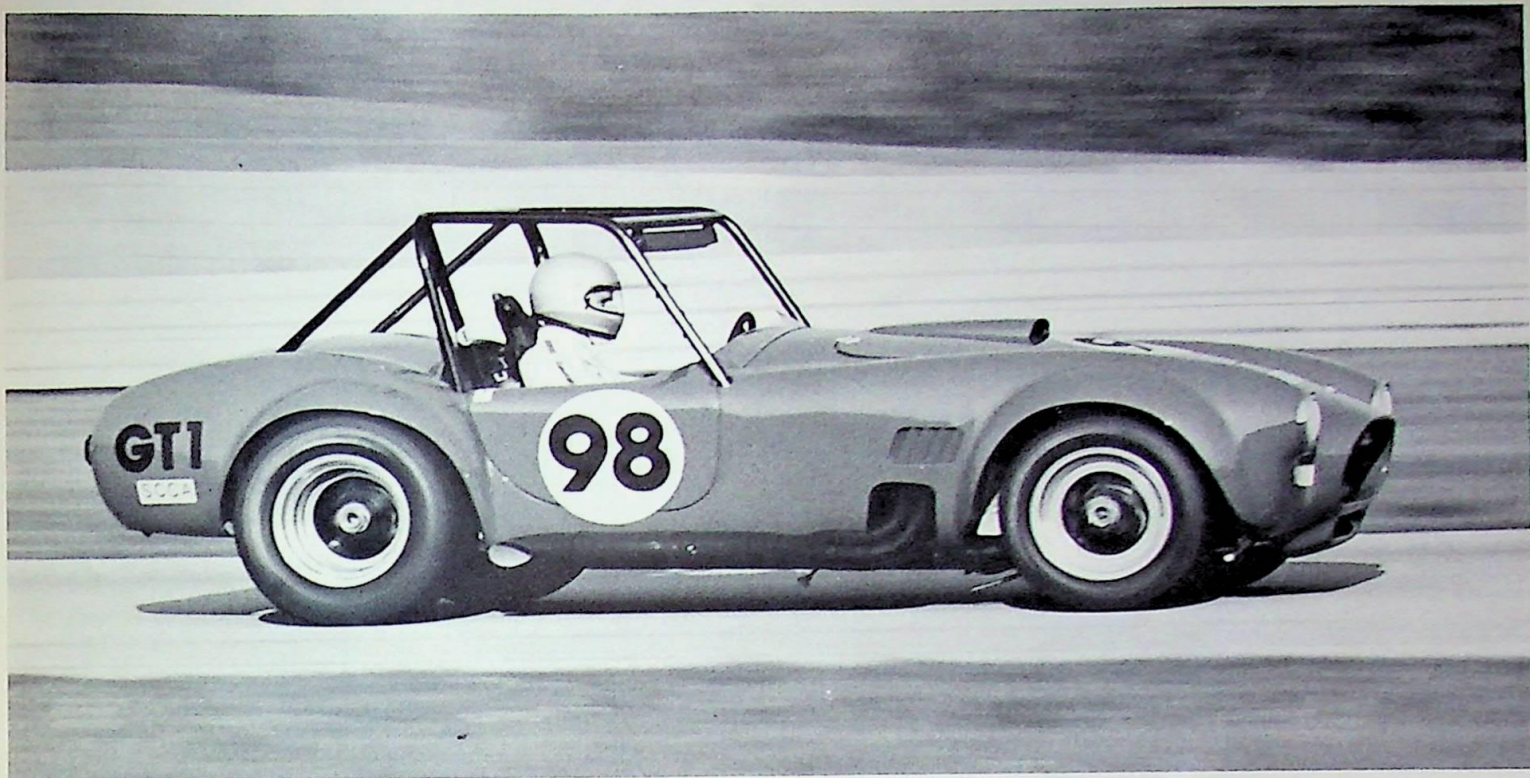
For more information, write or call: California Superbike School, Inc. PO Box 3743, Manhattan Beach, CA 90266, 213/545-4450.

\$150 to ride as fast as you wish on the most famous road courses in North America strikes us as quite a bargain.



Superbike champ Eddie Lawson leads California Superbike School students onto the Laguna Seca track.

Sprints set for June 4-6



Cobras run in Sprints GT-1 competition. (John Gaciouch)

Tired of races that turn too quickly into processions? Then the June Sprints, June 4-6, are for you.

Last year, our four Saturday races (G- and H-Production, Formula Vee, D- and E-Production, Formula Ford) featured more eyelash finishes than ever. In fact, less than 50 feet total accounted for the distance between first and second place throughout that warm and sunny day.

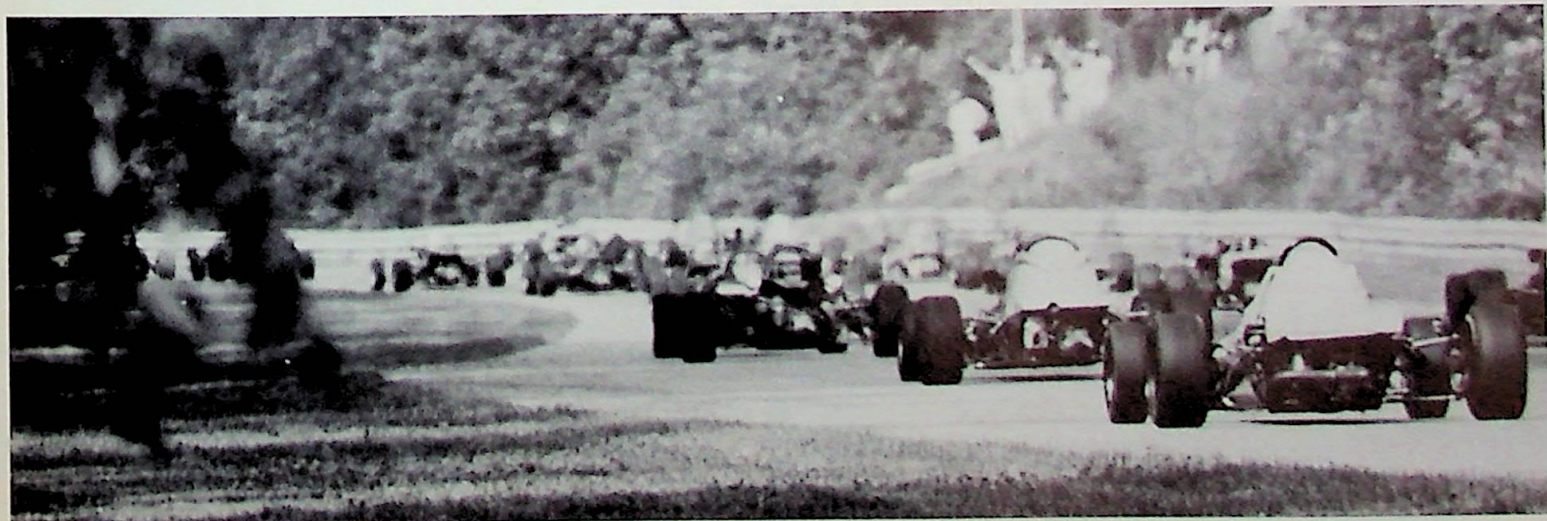
Bigger bore machines didn't run

quite so close on Sunday, but drivers such as Formula Atlantic's Stu Moore of Libertyville, IL., and Camaro competitor Jerry Dunbar of So. Beloit, IL. showed less experienced competitors how to navigate all 14 turns.

Inflation may be catching up with amateur races, but you would never have known it among the 350 competitors who made the '81 Sprints the largest SCCA national. In fact, it may have made Showroom Stock, won by RA regular D.J.

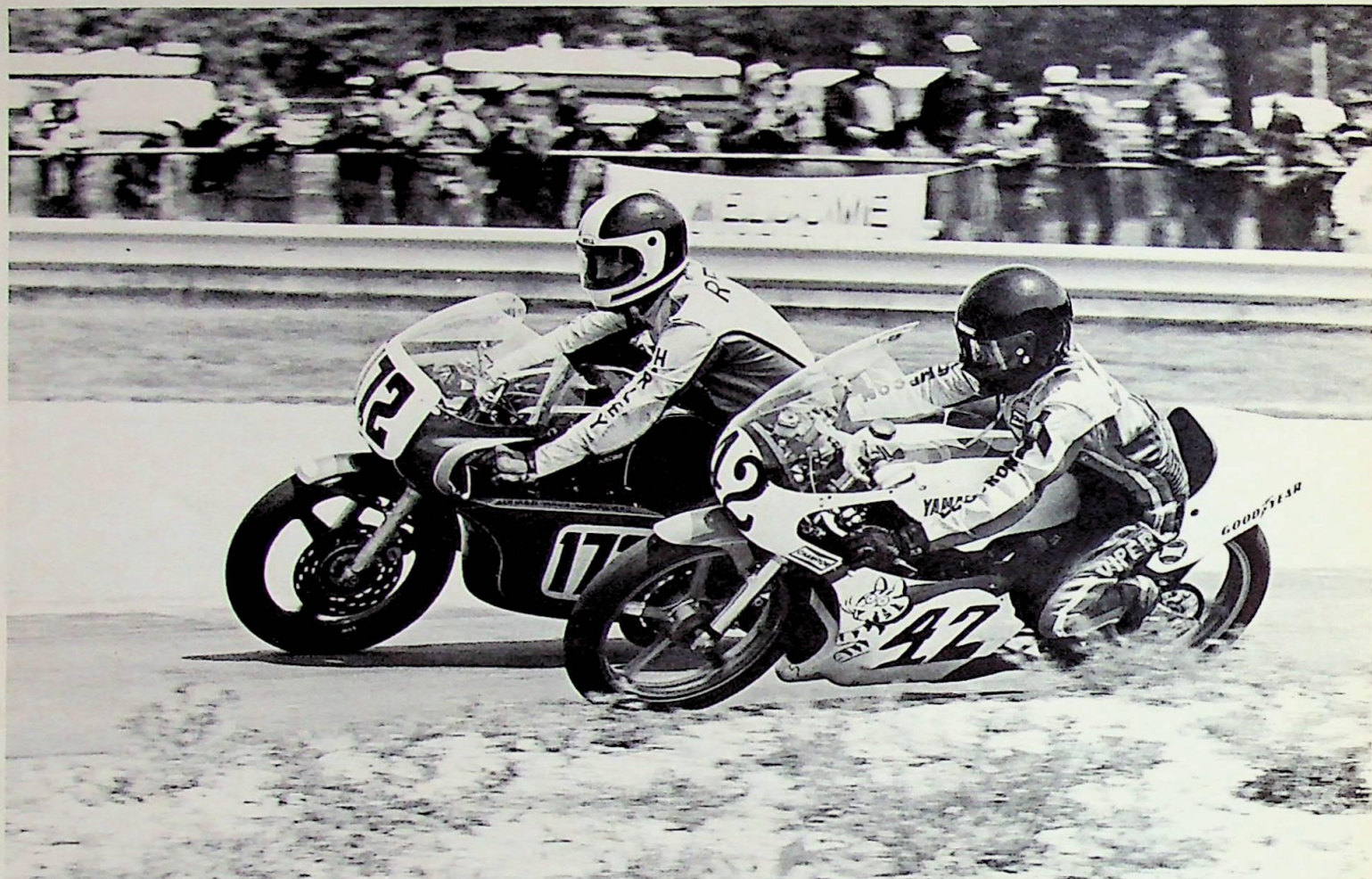
Fazekas of Indianapolis in a Porsche 924, work even harder. This class is coming on strong, what with its squealing tires and silent but swift counterparts to many of the cars in our parking areas.

Two things are certain regarding amateur racing: many of our Sprints contenders will show in Atlanta this fall for the Champion Spark Plug Road Racing Classic. And they'll return in '82 to run the June Sprints. Won't you join them?



Formula Fords fly through Corner 10. (Autocomp Graphics)

Lightweights light up our '81 weekend



David Reed (172) and Andrea Weck (42) go wheel-to-wheel in the 250cc Expert contest. (Ruther Photographic)

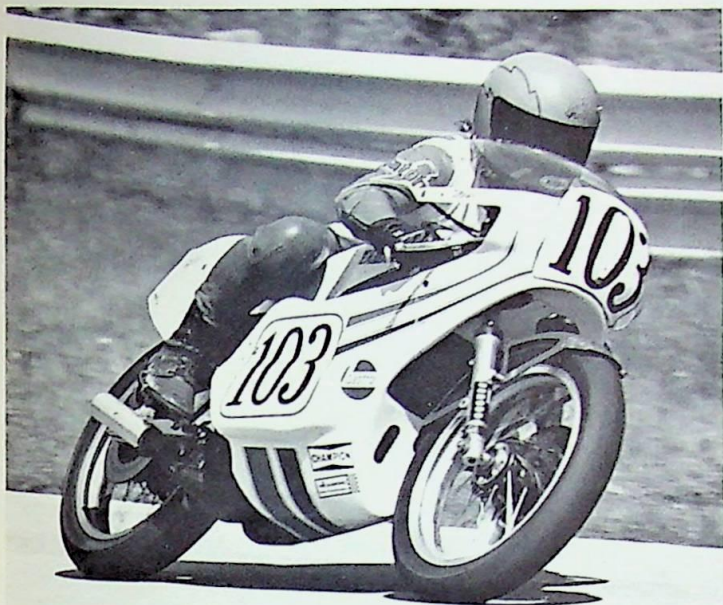


Floridian Nobuhiro Makamura steers clear of an asphalt patch. (Autocomp Graphics)

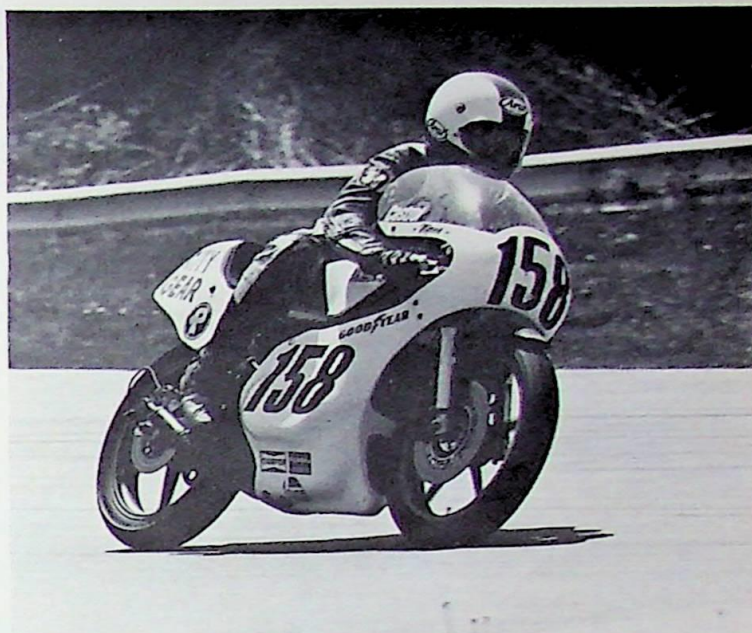


Mark Bougas of Lexington, MA, shows how to cross an asphalt patch. He finished 13th in Expert Lightweight. (Ruther Photographic)

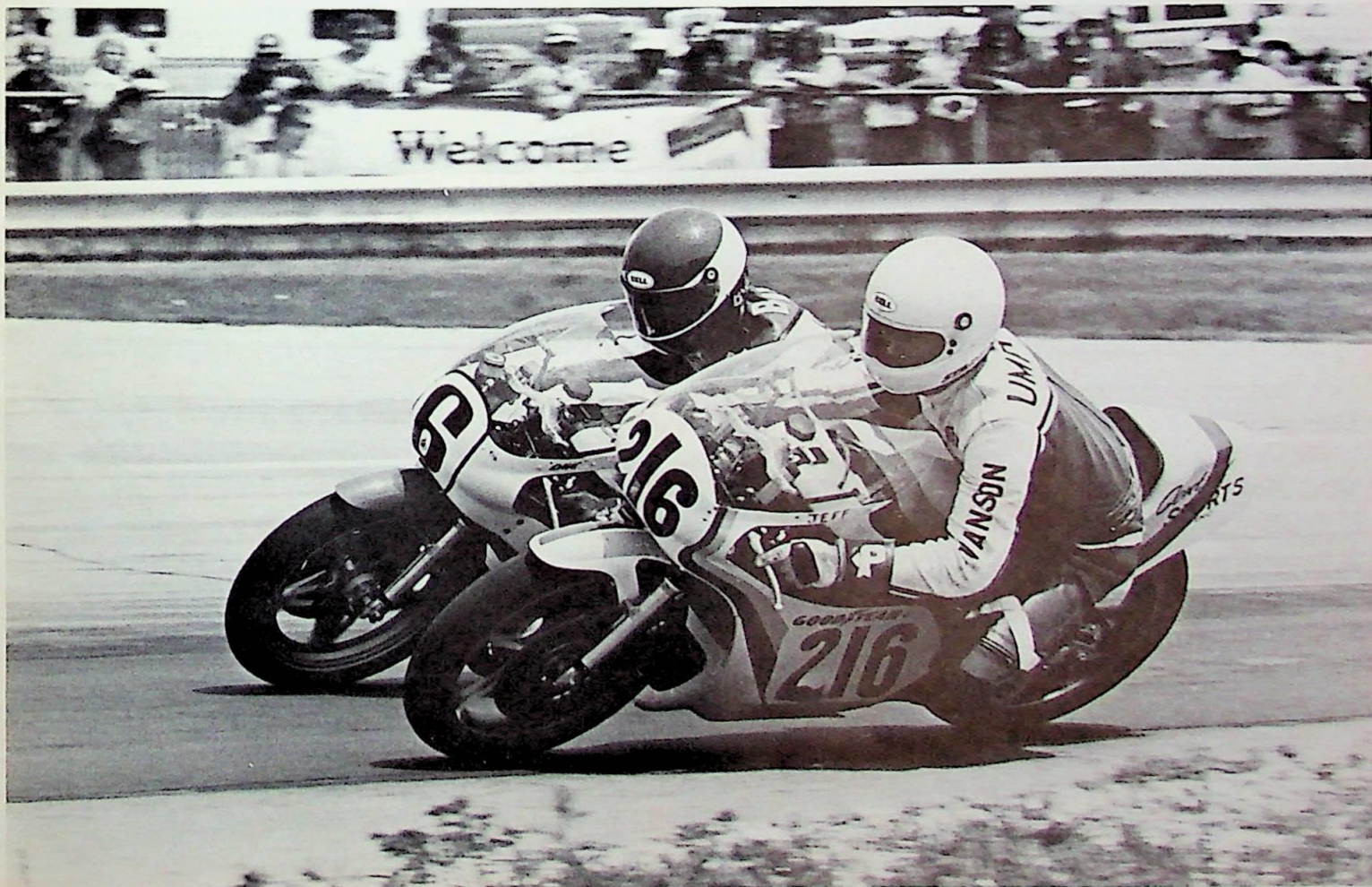
Lightweights light up our '81 weekend



The pride a Chillicothe, OH, Mike Landrum, cocks his Expert Lightweight bike into a turn. (Steve Donisch)

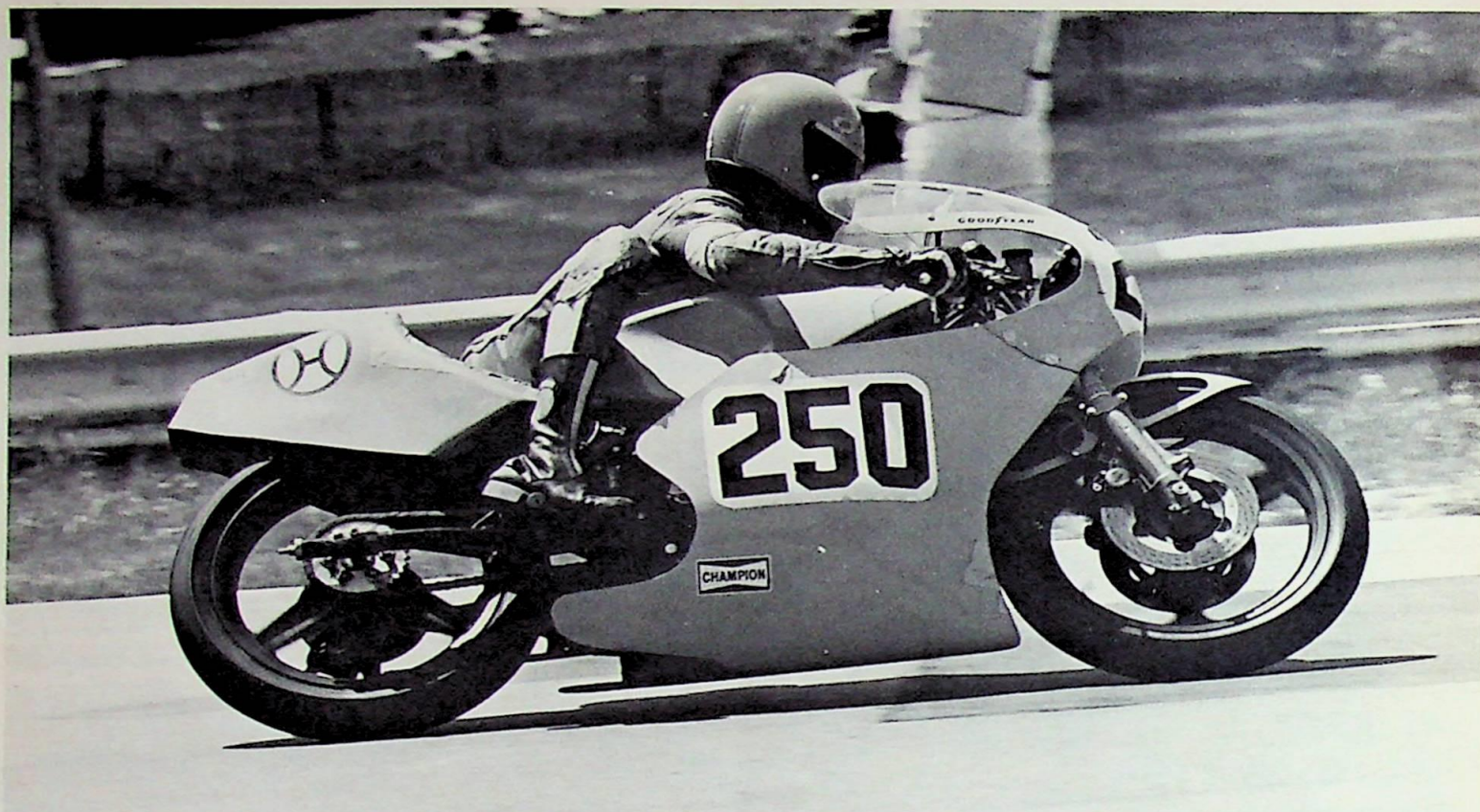


Bruce Maus, Clermont, NY, snagged a fine fifth place here in our Lightweight 56-miler. (Ruther Photographic)



Dave Busby (6) and Jeff Umrysz (216) try on Corner 5 simultaneously. (Ruther Photographic)

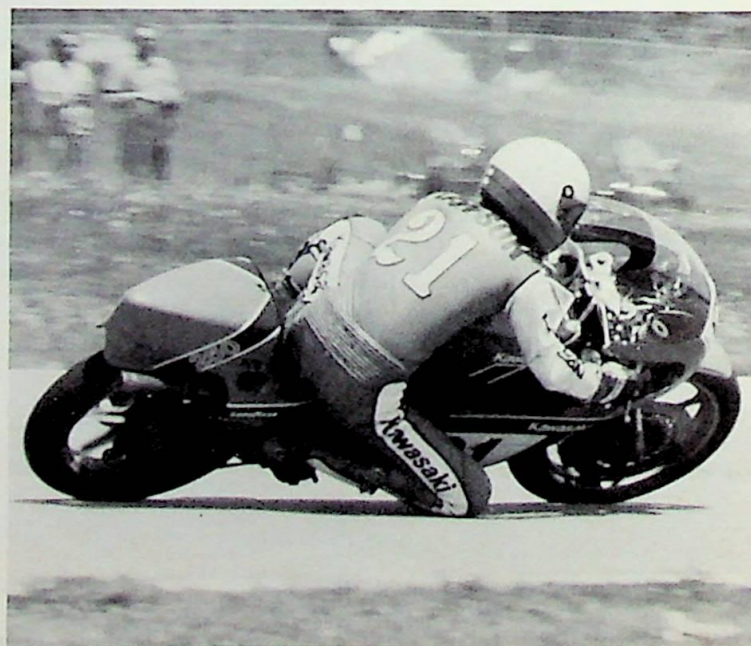
Lightweights light up our '81 weekend



Kevin Brunson placed sixth among 41 Lightweight Experts. (Ruther Photographic)

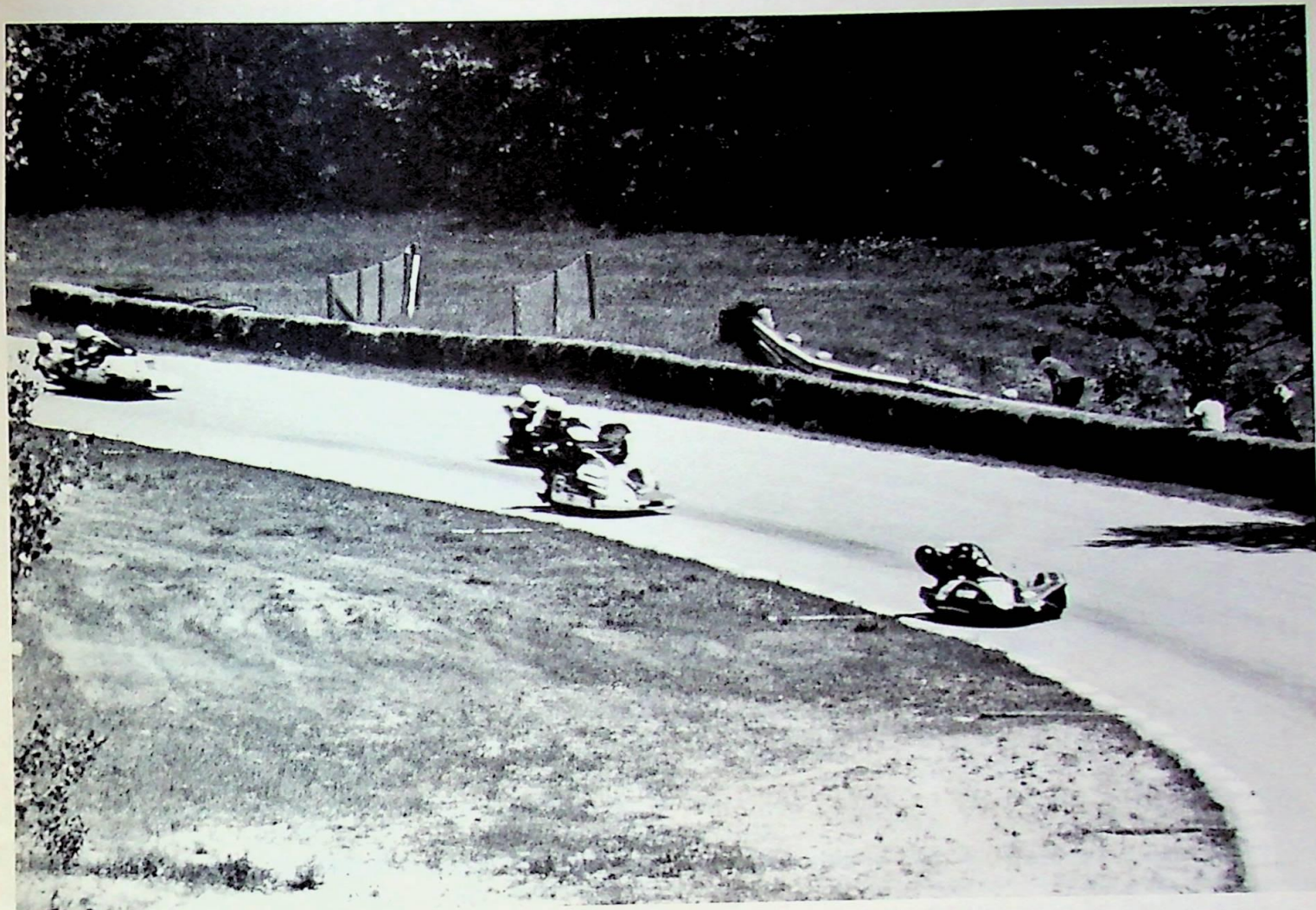


Bobby Behel survived a spectacular fall in the Expert Lightweight tussle. (Autocomp Graphics)



Eddie Lawson makes three-point contact on his way to checker. (Jay Kraemer)

Sidecar symptoms



Sidecar racers experience togetherness in the Carousel. (P.R. Bukowski)

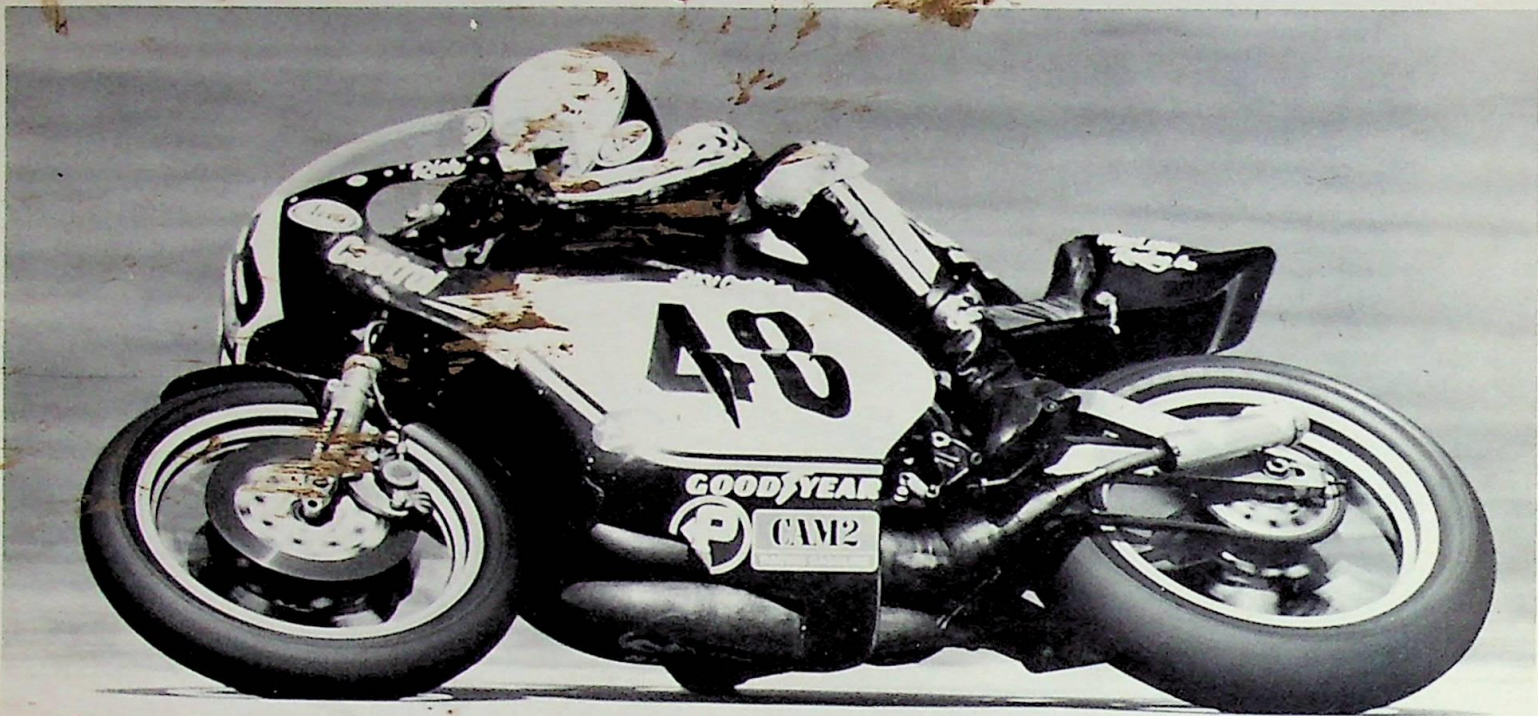


The Kalitta/Fulker Yamaha slides through Corner 6. (Ruther Photographic)



The winning Lind/Hart Yamaha sidecar dives into Corner 6. (Ruther Photographic)

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!

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I WANT TO JOIN THE AMA!
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 - \$60.00 — 5 year membership.
 - This is a new membership.
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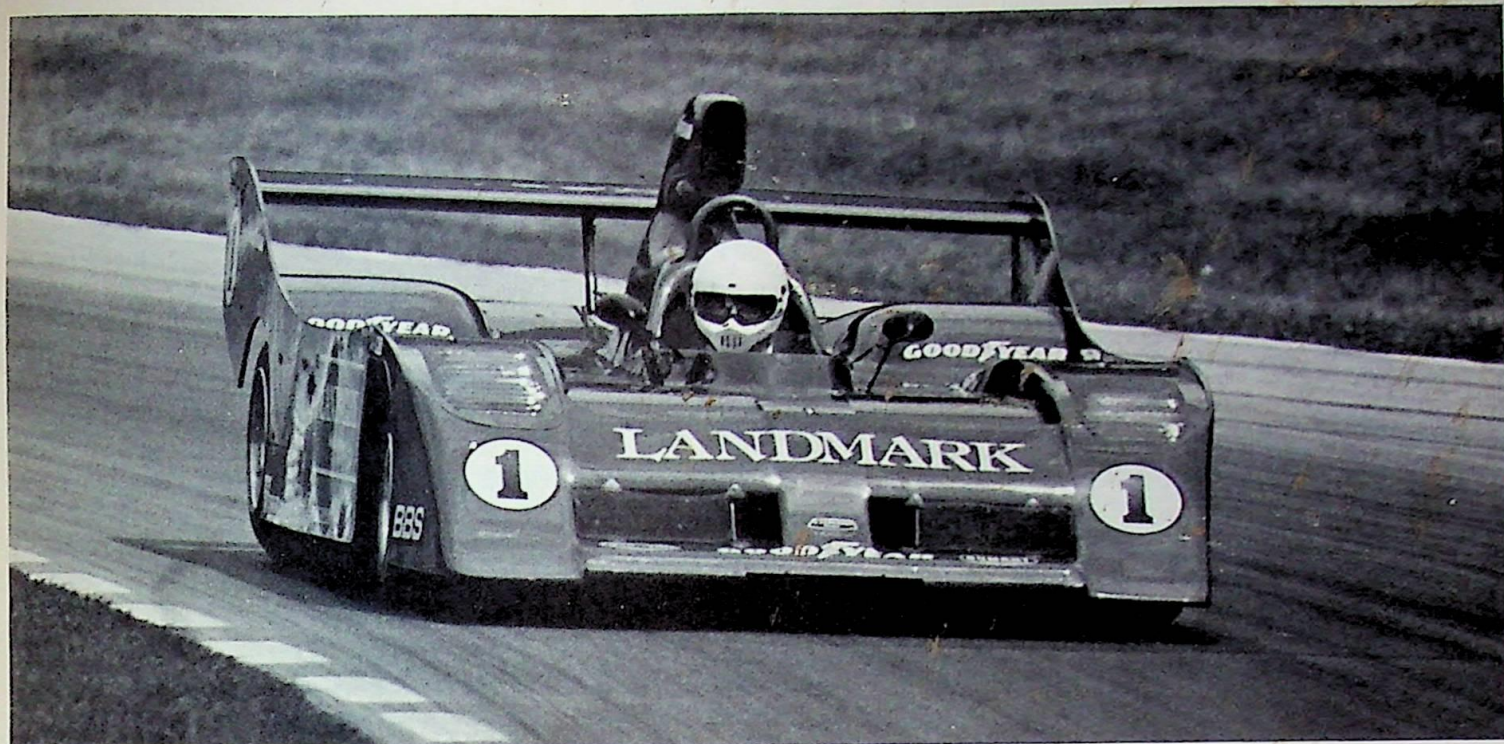
I ride primarily:

- On the road - Off the road
 - In competition

Mail with remittance to:

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

Budweiser Can-Am July 23-25



Jeff Wood shoved Al Holbert off the track and was docked for it. (Dan Schlosser)

Canadian-American Challenge Cup drivers really did want to win at Road America in July—they just didn't act like it. This year's Can-Am is July 23-25.

David Kennedy ground a piece of his right rear hub off the Frissbee-Prophet during Wednesday practice, and Teo Fabi put his Paul Newman-owned March into the trees Friday afternoon in qualifying. Danny Sullivan inherited the pole position when Fabi withdrew in favor of teammate Al Unser, Sr., then ran out of fuel half way through the race.

The destruction continued as Geoff Brabham took a lead he somehow managed to hold. On the next-to-last lap, Jeff Wood (Lola) pushed Al Holbert (CAC-2) off the track and into the guardrail, causing our 1980 winner to limp home without front bodywork. Brabham's only error was an out-of-control donut in pit lane snapping the five-year-old absolute race lap record.

The Trans-Am showed a similar strategy behind Monte Shelton, who led from flag to flag in a Porsche 930. Carl Shafer's Oftedah Camaro failed to survive Lap 1,

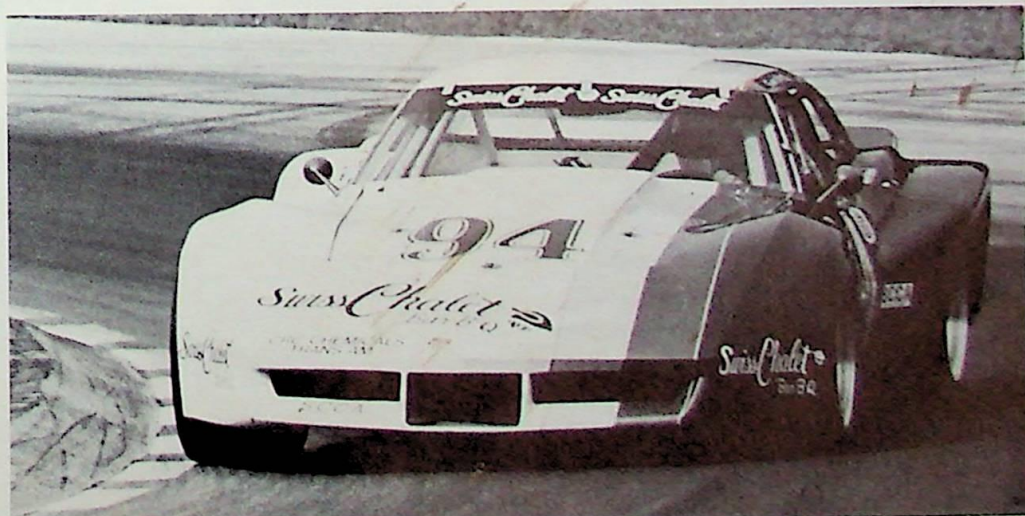
while a number of others drove merrily on with fenders flapping.

Formula Atlantic, normally a Jacques Villeneuve benefit, was captured by Whit Ganz after the French-Canadian developed a problem with his right rear wheel; Villeneuve's crew removed the damaged wheel only to puff smoke and slow rapidly. Ganz took command at 18 laps and held on for the remaining seven.

The best race of the weekend looked to be the Bosch Super Vee

contest. Pete Halsmer of Lafayette, IN. saw it another way. He showed a very talented field the quick way home in his Arciero Ralt. Second, third and fourth went to Al Unser, Jr., Holland's Arie Luyendyk and '79 and '80 RA Formula Atlantic winner Bob Earl, respectively.

The Rabbit Bilstein Cup was what RA fans have come to expect: Peter Schwartzott won by a (twit-ching) nose in the weekend's closest contest.



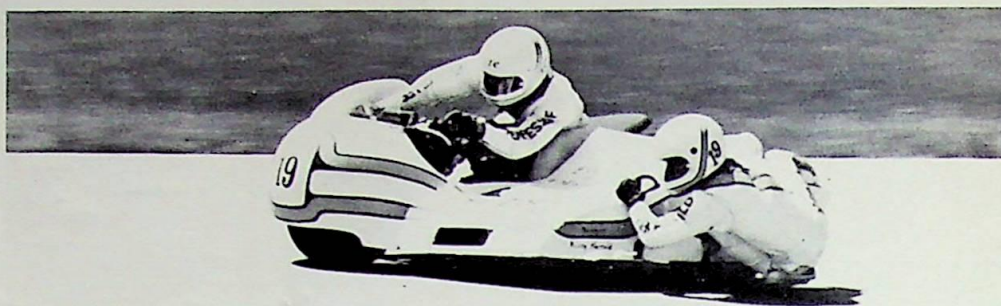
Canadian Eppie Wietzes is the current CRC Chemicals Trans-Am champ. (Jim Alyis)

Lind/Hart team tops sidecar field

Bruce Lind and Jack Hart aren't crazy—they just look like it as they team up to fly around road race circuits throughout North America. They're the reigning AMA/Winston Pro Series sidecar champs, winners of our 1981 race and odds-on favorites this weekend.

Driver Lind is a buyer for the Boeing Co. in Seattle, while passenger Jack Hart is a lineman with Puget Power. Both are college graduates and both have valid career highlights. Bruce has completed since 1973 on two- and three-wheelers alike; Jack ran two years as a sidecar passenger at the Isle of Man TT races.

By current standards, they're prehistoric. Hart will celebrate his 39th birthday here on Saturday.



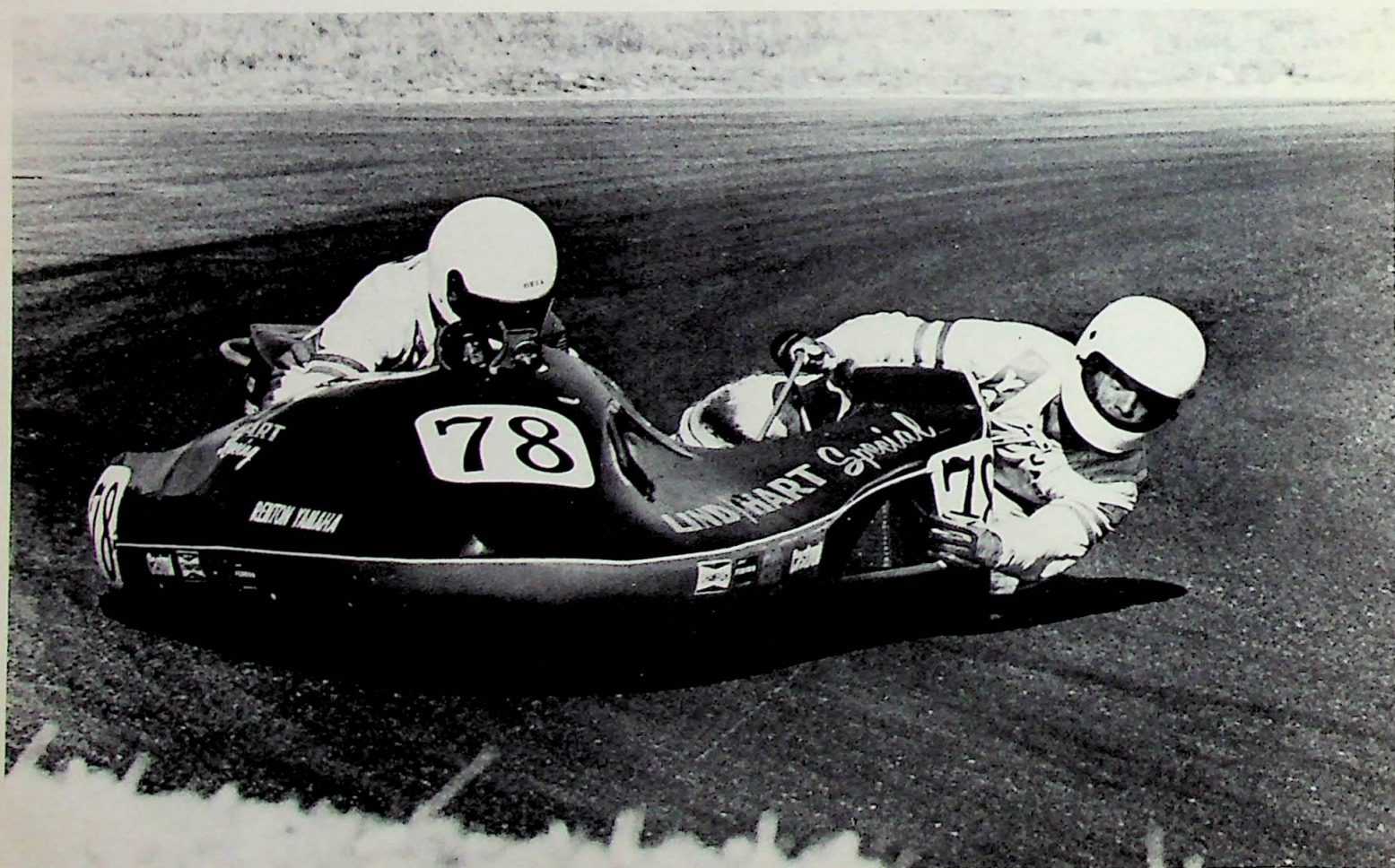
A sidecar can be successfully drifted through a turn. (Jay Kraemer)

Lind will turn a ripe old 35 in the fall.

A sidecar platform (where the passenger rides) can be mounted on either the right or the left. Lind/Hart favor being on the inside in left-hand bends. Platform inside, it is perfectly normal procedure for Lind to toss the machine into a perfect three-wheel drift in a turn. Look for Hart, his ear literally to the ground, enjoying the ride.

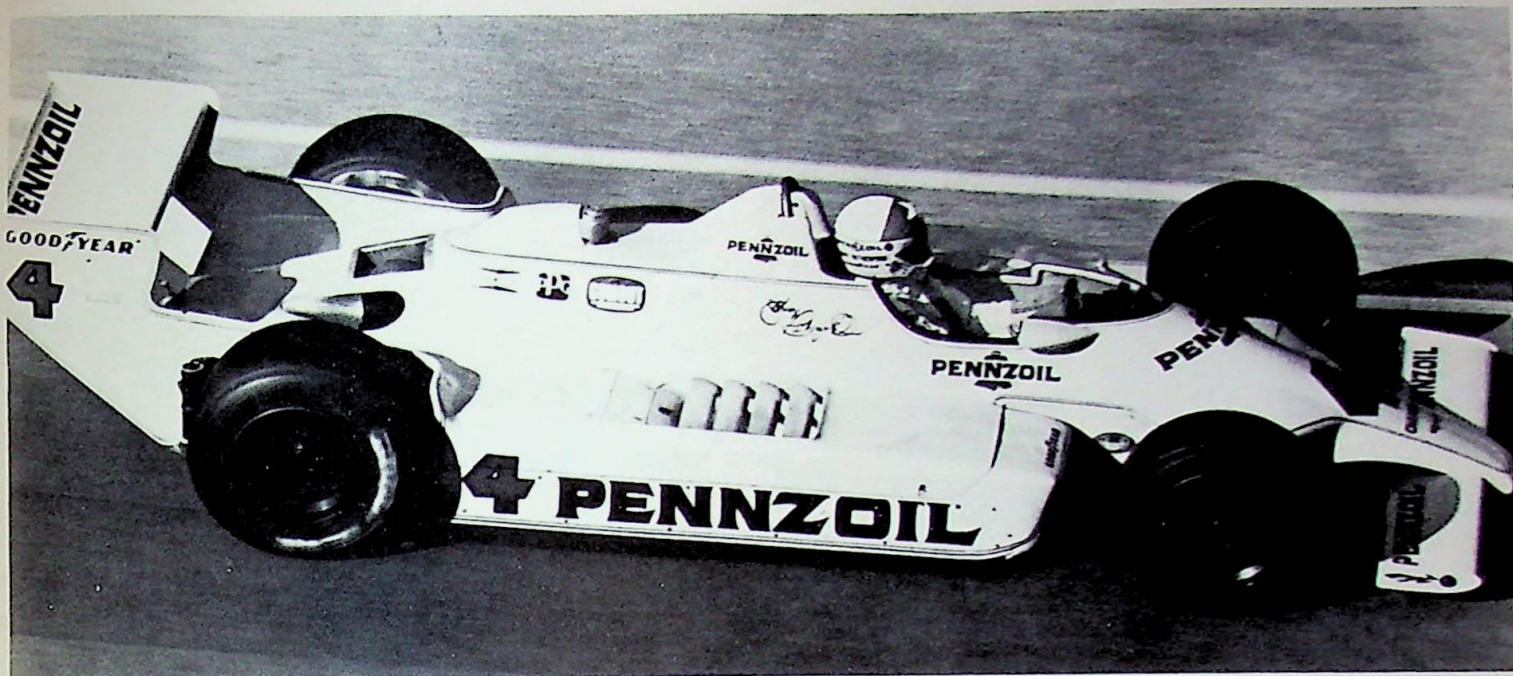
Their No. 78 machine is 1,000 cc Yamaha powered, features automobile-type wheels and tires and rakish fiberglass shell. Beneath the glass is a maze of tubular framing, brakes on all three wheels and very little else. While Hart is hanging around, Lind is driving the rig in a kneeling position.

When you see Jack, wish him happy birthday.



Lind drives, Hart hangs on. It works.

RA challenges Indy Cars



Johnny Rutherford will streak down our straights for the first time ever in '82

How fast will they go... That's the question on the minds of road race and Indy car fans alike when they think of Road America's first ever CART Indy-type car weekend, set for Sept. 17-19.

But there are other questions. Will the many, many Super Vee drivers (Pete Halsmer, Al Unser, Jr., Chip Ganassi, Geoff Brabham) enjoy an edge over the experienced oval guys (Gordon Johncock, Johnny Rutherford, Bobby Unser and others)? Will Mario Andretti recall that he's won here and win in the same fashion as in the old Formula 5000 days?

With renewed interest in the CART series, thanks in part to PPG Industries support to the tune of \$1 million, there will be more and better teams that ever on road racing tracks and on ovals this year. Come out for a full weekend of racing at Road America as the leaves turn to gold and the Indy cars turn up the wick. See you in September.



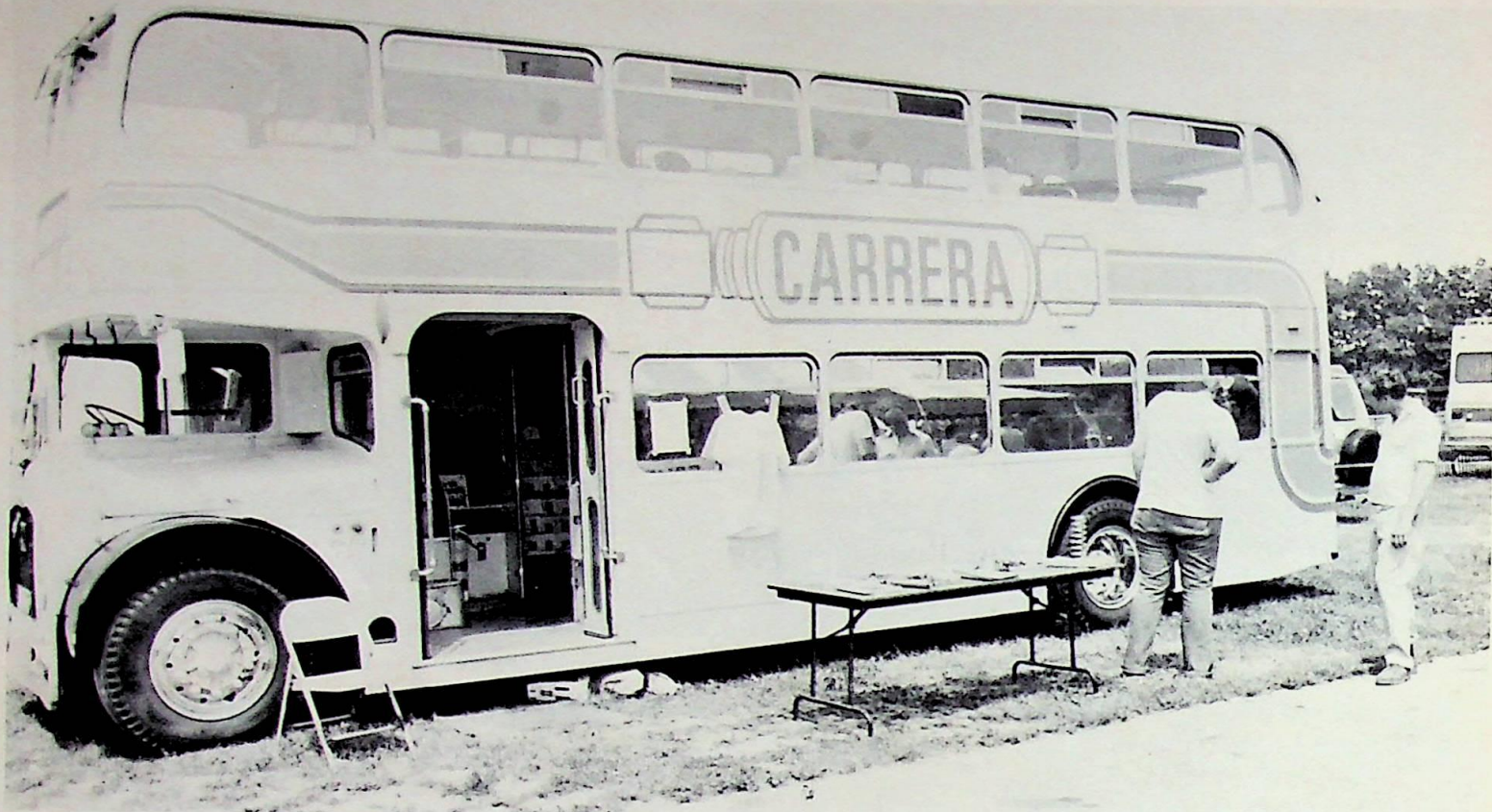
'81 Super Vee RA winner Pete Halsmer may run the entire CART schedule. (Autocomp Graphics)



Mario is expected here Sept. 17-19.



People



A double-deck showroom. (Autocomp Graphics)



A little sun never hurt anyone. (Autocomp Graphics)



Cyclists were buzzed by a VW-powered biplane. (Jay Kraemer)

People



Hats off to our concessionaires. (Autocomp Graphics)



A new model attracts attention. (Eric Wunrow)

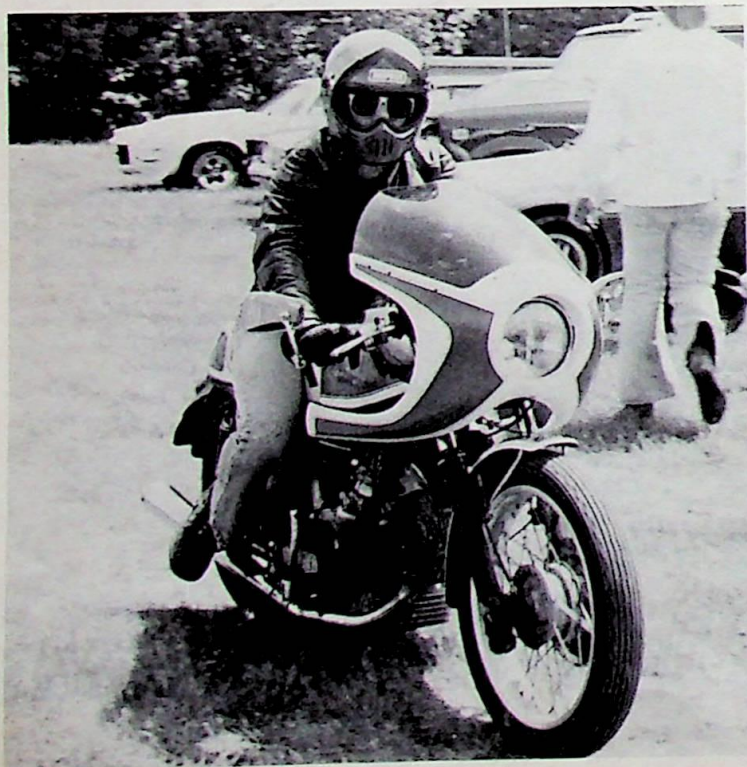


Zoom lenses are a must. (Bob Stone)

People

KAWASAKI LETS THE GOOD TIMES ROLL!

Eddie Lawson must have gotten this message from on high. (Jay Kraemer)



A Ducati looks good, even at 5 mph. (Autocomp Graphics)



A shadow of a smile. (Autocomp Graphics)

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The racetrack is an unforgiving taskmaster. It demands performance. It demands precision. And it preys on weakness. To win the AMA Superbike Championship and two consecutive AMA Lightweight Championships as Kawasaki has done, takes a superior machine to begin with. A machine that has it all. A blazing fast motor. Flex-resistant frame. Responsive suspension. Powerful brakes. And reliability. If just one of these areas isn't up to par, the racetrack will weed it out. And you'll be a spectator.

Kawasaki's AMA Superbike starts out as a

production machine, just like the ones at your local dealer. And our line of production bikes is ready for you because their design incorporates the lessons we learn at the track. Lessons we've learned in also winning the 1981 World Endurance Racing Championship, and both 250 cc and 350 cc World Roadracing Championships. Because we want you to share in our success. And in our reputation.

So when you go down to your local Kawasaki dealer to check out the new line of 1982 Kawasakis, remember, you're looking at more than just motorcycles. You're looking at a winning reputation. Kawasaki's.

And yours.

Kawasaki
Let the good times roll.



AMA Superbike Champion Eddie Lawson and his race-prepared Kawasaki KZ1000.

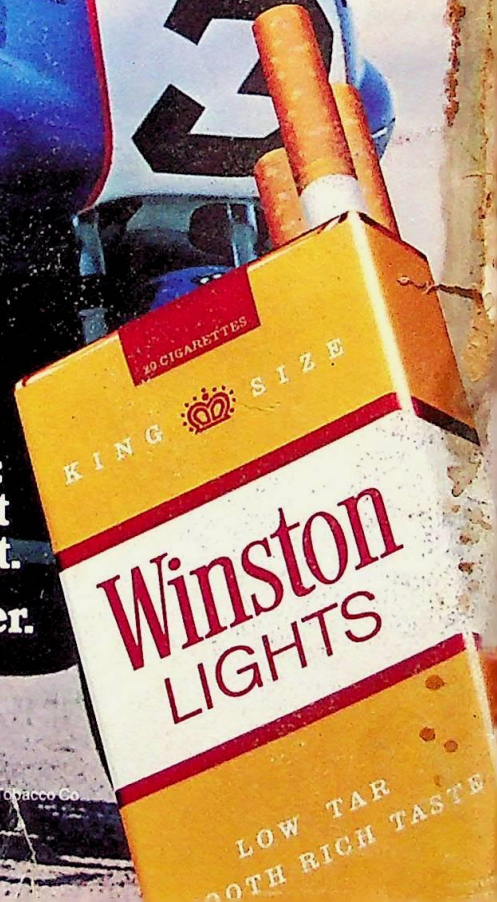
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Winston Pro Series



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