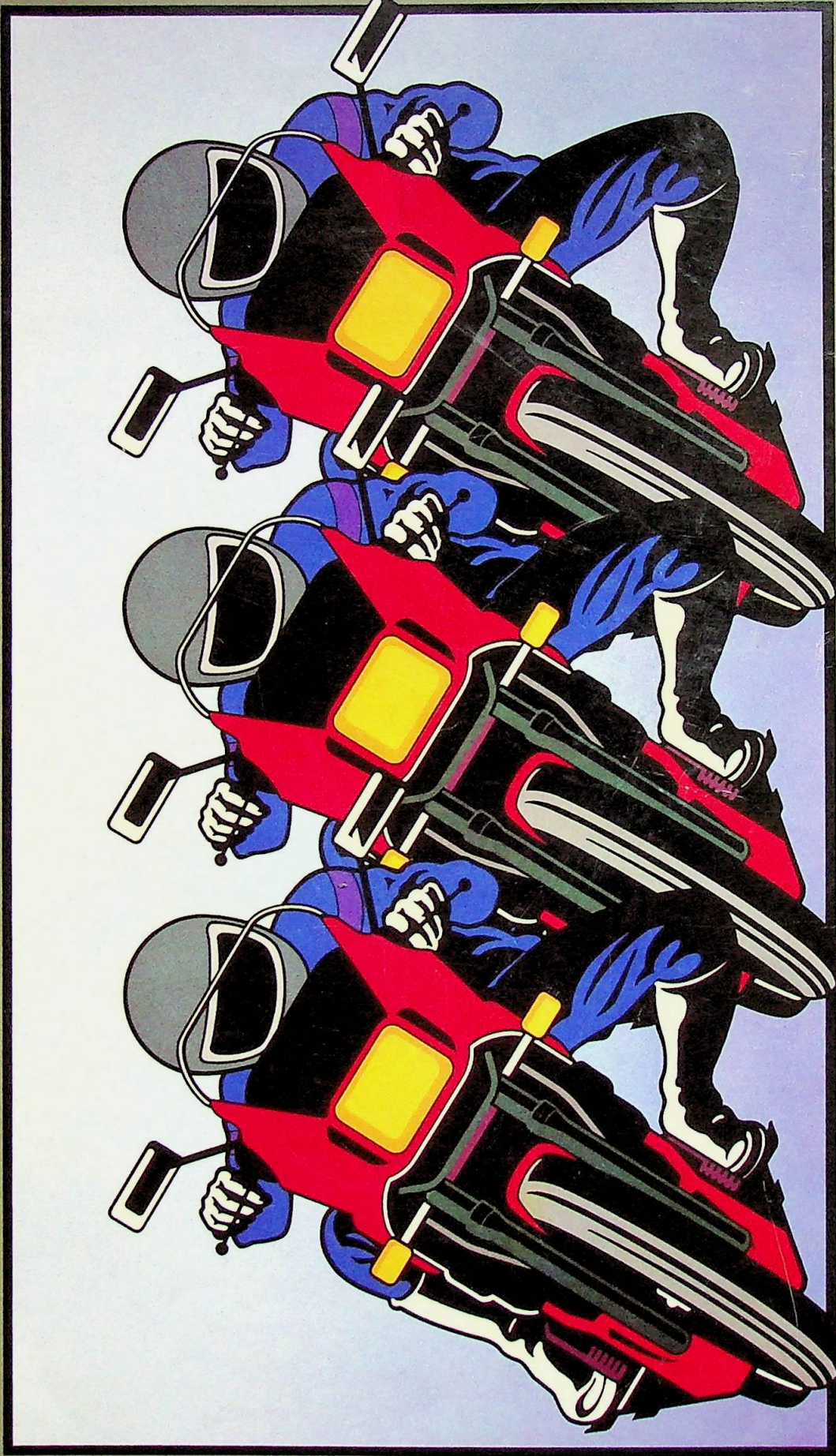


AMA CAMEL PRO SERIES



ND DENSO / 17 MAY 18

WESTERN SCOOTER CLASSIC

SEARS POINT INTERNATIONAL RACEWAY

THE REAL STUFF™



The White Wine and Orange Juice Cooler
**CALIFORNIA
COOLER**
ORANGE
Natural Pulp Retained
ALCOHOL 6% by VOL. 12 FL. OZ. 355 ml
CALIFORNIA CO.

The Citrus and White Wine Cooler
**CALIFORNIA
COOLER**
Natural Fruit Particles Retained
ALCOHOL 6% by VOL. 12 FL. OZ. 355 ml
STOCKTON, CA 95205 U.S.A.

TWO COMMITTED TO AMA



PHIL: "Back in the 1960's we joined American Motorcyclist Association to ride an AMA sanctioned Poker Run. Today AMA membership still gives us a tremendous calendar of events to ride, a growing list of useful benefits and experiences to share with interesting people: committed motorcyclists."

"The onslaught of legislative activity affecting motorcycling in the early 1970's prompted AMA to develop what we feel is the root of our lifetime commitment: the AMA Government Relations Department. In 1984, the AMA Government Relations Department is seven persons strong and genuinely protects our right to ride. They currently monitor about 250 pieces of legislation a year which affect motorcyclists. Helmet laws, helmet speakers, emission standards, rider education and licensing plus their work in off-road motorcycling are just a few of the areas in which the AMA has been extremely influential in prompting legislation favorable to motorcyclists."

Phil Eramo
Phil Eramo

NORA: "I've really enjoyed the quality that the AMA has brought to motorcycling. AMA's professional approach in representing motorcyclists to government and the lifelong friends we've made while participating in AMA sanctioned activities have made me proud to be a motorcyclist and an AMA member. The AMA's efforts toward developing an attitude of responsibility and safety in motorcycling are also very reassuring. I'm sure that the AMA has been partially responsible for bringing motorcycling, as seen through the public eye, out of the dark ages."

"Phil asked that I join AMA seventeen years ago when we started riding together. Those seventeen years of experience have built my commitment to the AMA."

Nora Eramo
Nora Eramo

BEGIN YOUR COMMITMENT

"You should make your commitment to the AMA and support the Association that supports you."

"Take a few minutes and join by calling AMA toll-free:

1-800-AMA-JOIN."
(In Ohio phone 1-614-891-2425—toll call.)

AMA
AMERICAN MOTORCYCLIST ASSOCIATION

"Rules of the Road"

Welcome to Sears Point International Raceway We're glad you're here and hope that you have a great day at the races!

Please follow these few simple guidelines to help insure a safe and enjoyable time for everyone

*Please respect the rights and possessions of other spectators. Remember that they also are here to have a good time.

*Please drive slowly. Be on the alert for pedestrians and respect the 15 mph posted speed limit on the Ring Road.

*No open fires are allowed. Please help us to control the fire hazard.

*Please don't litter or throw anything on the race track. Wind blown debris and broken glass could result in a serious accident and injury to our competitors.

*Please leave your pets at home. If you do have them with you, keep them on a tight leash. Nothing is more dangerous than a loose animal at a race track.

*Please keep your children under constant supervision, especially in the paddock area which can be a very busy, noisy and crowded place. We'd hate to see your child get lost or hurt in any way.

*For the safety and comfort of all our spectators, no dirt bike or off-road riding is allowed during a race weekend.

*Please follow all the instructions of track officials and security personnel. Stay in the designated spectator areas and don't climb or jump the fences in an attempt to get closer to the track. Cross the race track only at designated spectator crossing points. Please remember that motor racing is dangerous and that track officials are responsible for maintaining a safe track for both spectators and competitors.

Thanks very much for your cooperation. Have a great time and come back to see us again soon

THE SEARS POINT MANAGEMENT

SEARS POINT INTERNATIONAL RACEWAY is proud to extend a special WELCOME TO THE GREATEST FANS IN NORTHERN CALIFORNIA . . . OUR 1986 SEASON Ticket Holders!

Robert Keller	San Bruno	Terry Gocha	San Francisco	Dale Steichen	Livermore
Joe Darrell	San Francisco	Williams Briggs	Petaluma	Sandy Steichen	Livermore
Mitsuhiro Ozaki	Berkeley	Gary Parker	Santa Rosa	Ed Gardner	San Jose
John Saunders	Vallejo	Debbie Parker	Santa Rosa	Mike Luebke	Pleasant Hill
Patty Rietman	Aptos	Vicki Beam	Santa Rosa	Tony Skorke	Glen Ellen
Glenn Permar	Napa	Rusty Jump	Santa Rosa	Fran Sucha, Jr.	San Jose
Roy Desnoyer	Napa	Jerry Henderson	San Rafael	Peter Heinicke	Burlingame
Steven Ohara	Menlo Park	David Sapiane	Novato	Marvin Holtzberg	Burlingame
Johnson Motors	Santa Rosa	Amos West, Jr.	Stateline, NV	David Libchitz	Petaluma
Greg Nakagawa	Cotati	Jay Rouse	Livermore	Carl Evans	Benicia
Mark Robinson	Rohnert Park	Patrick Walsh	Vallejo	Renegade Racing	Santa Rosa
Frank McGuire	San Francisco	Sherry William	Sonoma	George Beegle	Alameda
Chris Harvey	Lafayette	Colin Vokoun	Sonoma	Uwe Gunnersen	Walnut Creek
Kurt Kruger	Richmond	Cater Alexander	Sonoma	Charles Warziniak	Santa Rosa
Judy Parsons	Richmond	Robert Masch	Fremont	Herbert Young, Jr.	Boyes Hot Springs
Joe Valls	Novato	Ronald Conley	Vallejo	Sandra Young	Boyes Hot Springs
Doris Fuchs	San Francisco	Marvin Miller	Wadsworth, NV	Motorcycles Unlimited	Corte Madera
Claude Fuchs	San Francisco	Brigida Miller	Wadsworth, NV	Danielle Fontaine	Novato
Jennifer Fuchs	San Francisco	Jim Packard	Santa Rosa	Nevada Propane Co.	Reno, NV
Clyde Sutherland	Suisun City	Judy Packard	Santa Rosa	Steve Churchill	Livermore
Quaker State Oil Co.	Oakland	Andrew Nielsen	San Francisco	David Vallero	Pittsburg
Chris Orlie	Mill Valley	Bruce Sutton	Union City	Tom Stapleton	Rohnert Park
Doug Strabel	Milpitas	Samantha Peters	Santa Rosa	Robert Adams	Yountville
Bradley Strabel	Milpitas	Joe Williams	Santa Rosa	Mayo McKee	Fairfield
Chris Strabel	Milpitas	John Barneson	Zephyr Cove, NV	Earlene McKee	Fairfield
Mike Houston	Rohnert Park	Louis Zayas	San Mateo	Manuel Rodriguez	San Francisco
Ed Witherly	Sunnyvale	Valley Import Center	San Ramon	John Kirk	San Anselmo
Didier Torres	San Francisco	Darrell Parker	Alameda	P. Duane Niesen	Rough & Ready
Jeff Johnson	Oakland	Bob Ferrario	So. San Francisco	James Keller	San Francisco
Joe Jeung	Oakland	Bob Ferrario, Jr.	So. San Francisco	John Raney	Fremont
Roger Hall	San Rafael	Bruce Ferrario	So. San Francisco	Jan Laskowski	Mountain View
Jim & Jims Motorcycles	Santa Rosa	H-H Enterprises	San Rafael	Sofia Laskowski	Mountain View
Leighton Parks	Santa Rosa	Robert Tonge	Pacifica	Don Carlos Salisbury	Sonoma
William Phelps	Napa	Eric Strong	Vallejo	Thijs Van Stigt	Sausalito
Mostly Mustangs	Oakland	Phillip Frye	Sebastopol	David Burnham	Rio Nido
Rod Hurtado	Pleasant Hill	Jack Hiles	Walnut Creek	Michael Marcon	Cupertino
Dave Silva	Modesto	Roger Longfellow	San Jose	Paul Zimmerman	Mill Valley
William Box	Rohnert Park	Mary Longfellow	San Jose	Lynn Hemus	San Ramon
Ronald Flohr	Novato	Stephen Yip	Concord	Cyrus Carter	San Francisco
John Hountalas	Sausalito	Charles Frost	Sonoma	Peter Toft	Petaluma
Carolyn Silsby	Fremont	Dave Hankin	Redding	Erin Haney	Santa Clara
Peter Wagner	San Jose	Tim Kelly	Santa Rosa	Leonard Winstead	San Rafael
Enid Wagner	San Jose	James Williams	Santa Rosa	Ernie Moreno	Sacramento
Jim Whitaker	San Leandro	Kevin Goodrich	Dublin	Mike Holmes	Benicia
Tom Lewis	So. Lake Tahoe	Bruce Lasater	Rancho Cordova		
Jackie Lewis	So. Lake Tahoe	Art Samuelson	San Francisco		

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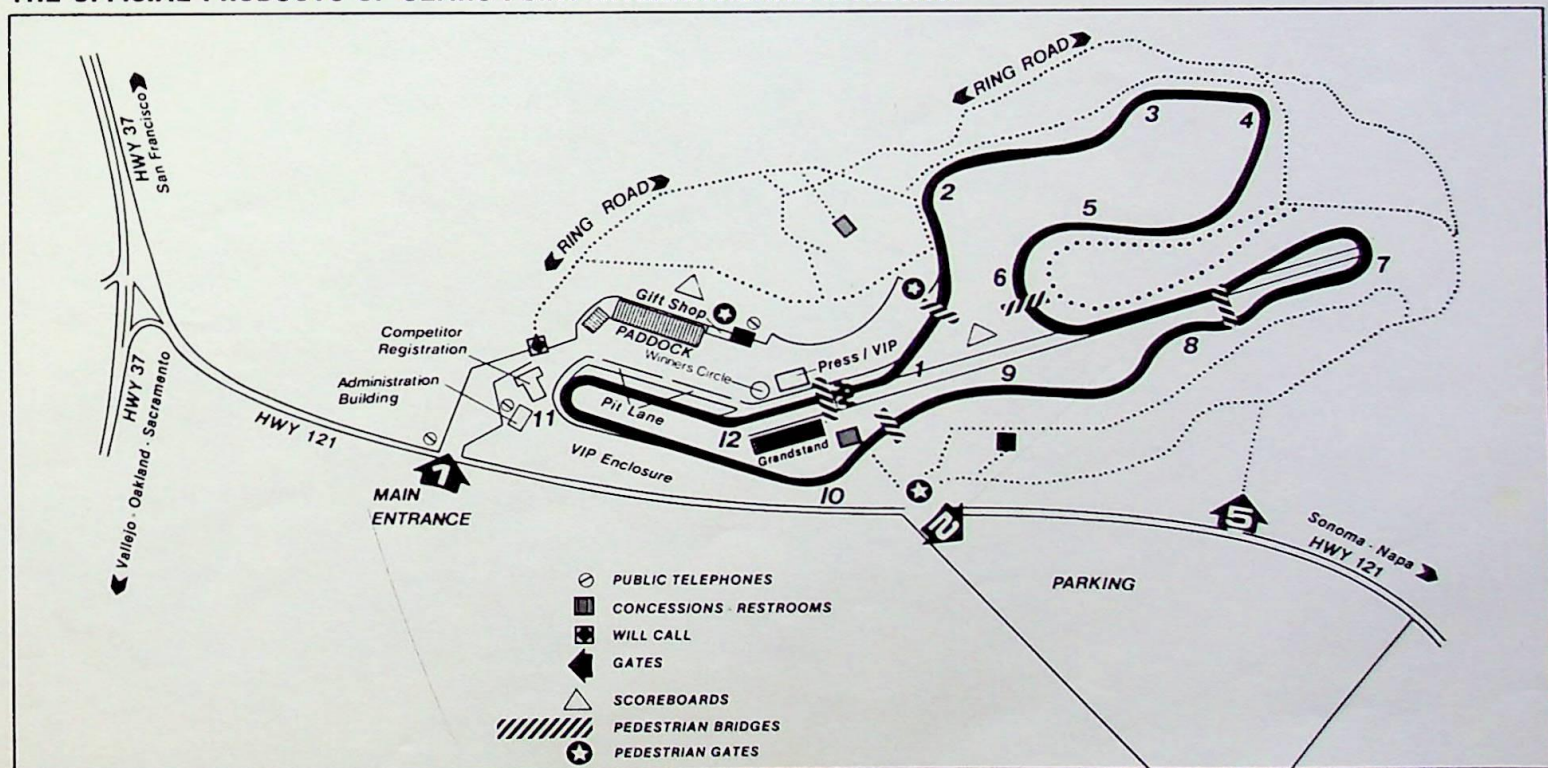


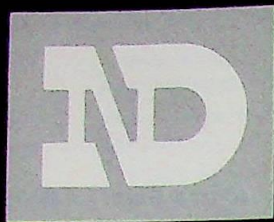
Program Editor.....	Rick Lalor
Program Layout.....	Zenith Printing
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THE OFFICIAL PRODUCTS OF SEARS POINT INTERNATIONAL RACEWAY





SPARK PLUGS®

THERE IS A DIFFERENCE.

Western Scooter Distributors knows that difference. And their dealers do too.

ND Spark Plugs available at these Northern California dealers.

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Oakland Honda
3060 Broadway
Oakland, CA

San Jose Cycle Accessories
1878 West San Carlos
San Jose, CA

Richmond Kawasaki
4610 Barrett Ave.
Richmond, CA

Powell Ent.
1828 Park St.
Alameda, CA

California Suzuki
2478 El Camino Real
Mountain View, CA

Hayward Honda
27955 Mission Blvd.
Hayward, CA

Hayward Yamaha
27185 Mission Blvd.
Hayward, CA

Daly City Yamaha
6259 Mission St.
Daly City, CA

Honda Peninsula
1289 West El Camino Real
Sunnyvale, CA

Cycle Imports
2355 El Camino Real
Santa Clara, CA

Santa Clara Cycle & Access.
1470 Halford
Santa Clara, CA

Marin Motorsports
1101 Francisco Blvd.
San Rafael, CA

San Rafael Yamaha
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Healdsburg, CA

Cycle Rider Supply
1338 West Texas St.
Fairfield, CA

Fairfield Cycle Center
1370 Holiday Lane
Fairfield, CA

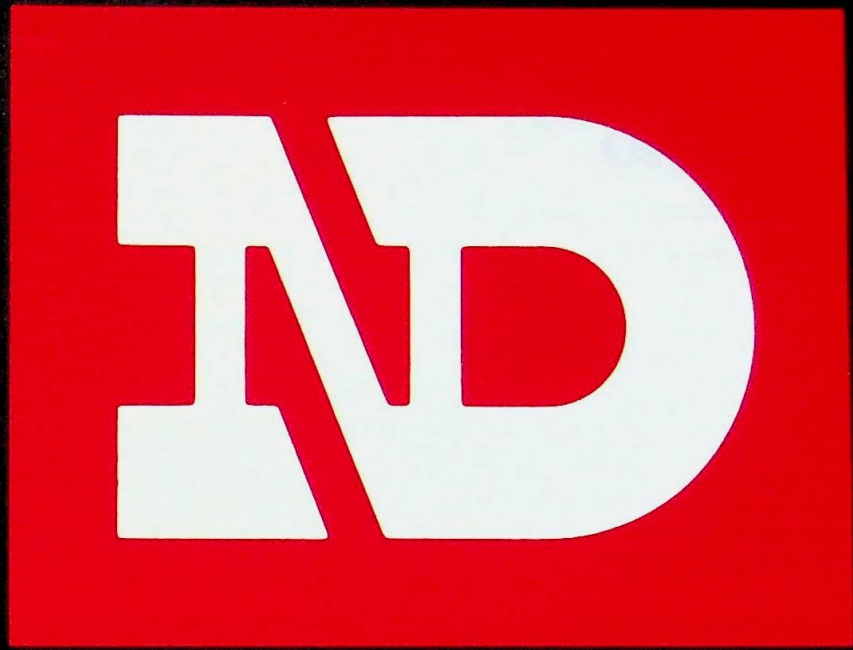
Honda of Sacramento
6922 Franklin
Sacramento, CA

Roseville Sui Cycles
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Daves Cycle Shop
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Cycle Source
731 5th St.
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SPARK PLUGS®

New Road Race Format Highlights 1986 Camel Pro Schedule



The 1986 AMA Camel Pro road racing format has been updated to include both the Formula 1 and Superbike classes. Racers in both classes will be vying for the AMA Camel Pro Road Racing Championship in addition to separate crowns for each class.

Under the new rules structure, riders who are competing in both classes at the same race meet will only be allowed

to count one of the events toward the combined championship.

In the AMA Camel Pro road racing schedule there are a record total of 10 road race nationals. Of those, the Daytona Beach, Florida event is for the Superbike class only. That will mean there are nine Formula 1 point paying races and ten for Superbikes.

"While on the surface it may seem that the Superbike riders will have an advantage for the championship," AMA public relations manager Patrick Murphy explains, "it is expected that the depth of competition in the Superbike races will be more intense and the top Formula 1 riders will have a legitimate shot at the title. Additionally, Formula 1 riders who get a ride for the Daytona Superbike round will have an equal opportunity."

A rule has also been adopted that will forbid the same motorcycle being entered in both Formula 1 and Superbike events at the same race meet. Also, all Formula 1 motorcycles will be required to use a full GP style fairing. It will be allowable, however, for a rider to enter a machine in the Superbike class at one meet, then outfit it with a fairing and run the Formula 1 event at another site.

R.J.R. Posts Record Points Fund for '86 Camel Pro Riders!

A record point fund and incentive awards program of \$275,000 has been posted by the Camel brand of R.J. Reynolds Tobacco Co. for professional motorcycle racers competing in the 1986 Camel Pro Series.

"A total of \$250,000 will be used to fund two separate championships for dirt track and road racing," says Curtis Gray, Camel Pro team manager.

Dirt-track racers will compete in a 23-race schedule for \$150,000. Prize money will be paid to the top ten dirt-track riders who accumulate the most points in the mile, half-mile, short track and TT steeplechase events.

The top ten road racers will divide \$100,000 at the end of the 10-race 1986 season. Road racers can earn points toward the Camel Pro Series road race championship in either Formula 1 or Superbike road racing divisions or a combination of the two.

The remaining \$25,000 has been earmarked for a new award to an overall Camel Pro Series champion. The

award, called the Camel Challenge Cup, will be presented to the competitor who competes in and earns points in both the dirt-track and road-race divisions and accumulates the highest overall point total.

Following is a breakdown of the 1986 Camel Pro point fund:

CAMEL PRO DIRT TRACK CHAMPIONSHIP

1.....	\$40,000
2.....	24,000
3.....	18,000
4.....	15,000
5.....	13,000
6.....	10,000
7.....	9,000
8.....	8,000
9.....	7,000
10.....	6,000
TOTAL.....	\$150,000

CAMEL PRO ROAD RACE CHAMPIONSHIP

1.....	\$30,000
2.....	15,000
3.....	12,000
4.....	10,000
5.....	8,000
6.....	7,000
7.....	6,000
8.....	5,000
9.....	4,000
10.....	3,000
TOTAL.....	\$100,000

CAMEL CHALLENGE CUP \$25,000

GRAND TOTAL: \$275,000

Schedule of Events



ND Denso / Western Scooter Classic



May 16, 17, 18, 1986

Friday, May 16, 1986

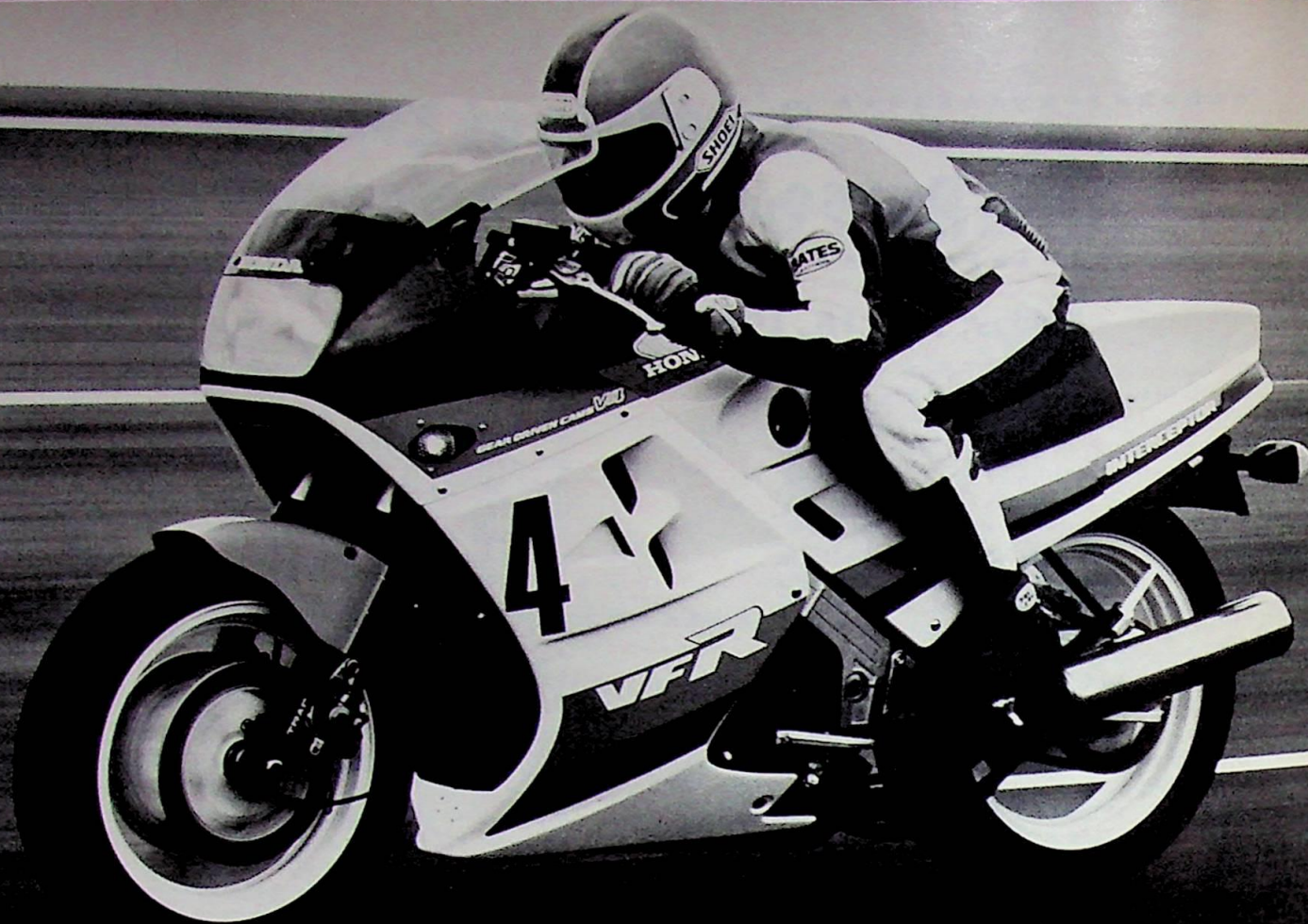
- | | |
|-------------------------|---|
| 8:00 a.m. - 12:00 Noon | - Registration and tech inspection at the track. |
| 9:00 a.m. | - Riders Meeting. |
| 9:30 a.m. - 9:50 a.m. | - B.O.T.T. practice. |
| | - Retrieve disabled motorcycles. |
| 10:30 a.m. - 10:50 a.m. | - Superbike practice. |
| 10:55 a.m. - 11:15 a.m. | - Formula I practice. |
| 11:20 a.m. - 11:40 a.m. | - U.S. Endurance Series practice. |
| | - Retrieve disabled motorcycles. |
| 11:40 a.m. - 12:40 p.m. | - Lunch break. |
| 12:45 p.m. - 1:05 p.m. | - B.O.T.T. practice. |
| 1:00 p.m. - 5:00 p.m. | - Registration and tech inspection at the track. |
| | ALL ENTRIES CLOSE AT 5:00 P.M. FRIDAY FOR ALL CLASSES. |
| 1:10 p.m. - 1:30 p.m. | - Formula II practice. |
| | - Retrieve disabled motorcycles. |
| 1:45 p.m. - 2:05 p.m. | - Superbike practice. |
| 2:10 p.m. - 2:30 p.m. | - Formula I practice. |
| | - Retrieve disabled motorcycles. |
| 2:45 p.m. - 3:05 p.m. | - B.O.T.T. practice. |
| 3:10 p.m. - 3:30 p.m. | - Formula II practice. |
| 3:35 p.m. - 3:55 p.m. | - Superbike practice. |
| 4:00 p.m. - 4:20 p.m. | - Formula I practice. |
| | - Retrieve disabled motorcycles. |
| 4:35 p.m. - 4:55 p.m. | - U.S. Endurance Series practice. |
| 5:00 p.m. - 5:20 p.m. | - Vintage exhibition practice. |

Saturday, May 17, 1986

- | | |
|-------------------------|--|
| 8:00 a.m. - 12:00 Noon | - Registration and tech inspection at the track. |
| | NO RIDER ENTRIES ACCEPTED AFTER 5:00 P.M. ON FRIDAY. |
| 8:00 a.m. | - Riders Meeting. |
| 8:30 a.m. - 8:50 a.m. | - B.O.T.T. practice. |
| 8:55 a.m. - 9:15 a.m. | - Formula I practice. |
| 9:20 a.m. - 9:40 a.m. | - Superbike practice. |
| | - Retrieve disabled motorcycles. |
| 9:55 a.m. - 10:15 a.m. | - U.S. Endurance Series practice. |
| 10:20 a.m. - 11:40 a.m. | - Formula II practice. |
| | - Retrieve disabled motorcycles. |
| 11:00 a.m. - 11:20 a.m. | - First Formula I heat (5 laps) |
| 11:25 a.m. - 11:45 a.m. | - Second Formula I heat (5 laps) |
| 11:50 a.m. - 12:10 p.m. | - First Superbike heat (5 laps) |
| 12:15 p.m. - 12:35 p.m. | - Second Superbike heat (5 laps) |
| 12:35 p.m. - 1:20 p.m. | - Lunch break. |
| 1:00 p.m. - 5:00 p.m. | - Registration and tech inspection at the track. |
| 1:30 p.m. - 2:00 p.m. | - B.O.T.T. FINAL - 16 LAPS, 40 MILES. |
| 2:30 p.m. - 6:30 p.m. | - U.S. ENDURANCE SERIES FINAL - 125 LAPS, 500 KM OR 4 HOURS. |

Sunday, May 18, 1986

- | | |
|-------------------------|---|
| 8:00 a.m. - 10:00 a.m. | - Registration and tech inspection at the track. |
| | NO RIDER ENTRIES ACCEPTED AFTER 5:00 P.M. ON FRIDAY. |
| 8:30 a.m. | - Riders Meeting. |
| 9:00 a.m. - 9:20 a.m. | - Formula II practice. |
| 9:25 a.m. - 9:45 a.m. | - Formula I practice. |
| 9:50 a.m. - 10:10 a.m. | - Superbike practice. |
| | - Retrieve disabled motorcycles. |
| 10:25 a.m. - 10:40 a.m. | - Vintage exhibition practice. |
| 10:45 a.m. - 11:05 a.m. | - First Formula II heat (5 laps). |
| 11:10 a.m. - 11:30 a.m. | - Second Formula II heat (5 laps). |
| 11:35 a.m. - 11:55 a.m. | - Formula I Last Chance Qualifier (5 laps). |
| 12:00 Noon - 12:20 p.m. | - Superbike Last Chance Qualifier (5 laps). |
| 12:20 p.m. - 1:20 p.m. | - Lunch break. |
| 1:30 p.m. - 1:50 p.m. | - Vintage exhibition (10 laps, 25 miles). |
| 2:00 p.m. - 2:45 p.m. | - FORMULA I FINAL - 24 LAPS, 60 MILES. |
| 3:00 p.m. - 3:40 p.m. | - FORMULA II FINAL - 20 LAPS, 50 MILES. |
| 4:00 p.m. - 4:45 p.m. | - SUPERBIKE FINAL - 24 LAPS, 60 MILES. |



ROCKET AROUND THE CLOCK.

Recently, we set out on our new VFR700 Interceptor™ and VFR750 Interceptor™ to break a few world records at the Uniroyal® test track in Laredo, Texas. Except for tires, wheels and a smaller rear sprocket, both bikes were stock.

The VFR700 started first, followed by the VFR750. Twenty-four hours later, the 700 had broken all the FIM recognized speed and endurance records briefly held by a Suzuki GSX-R750*. . .and set two more.

When the VFR750 crossed the finish line, it broke every record again. Not only that, the VFR750 has claimed two more records: The highest top speed and quickest quarter mile of any production 750.

Performance like this isn't surprising when you consider that both machines

have the same powerful V-4 engine.

THEN THEY WERE RIDDEN HOME.

In fact, our V-4 is so strong and reliable that after breaking the endurance records, two magazine editors rode both VFRs home from Laredo to Los Angeles. At the speed limit, of course.

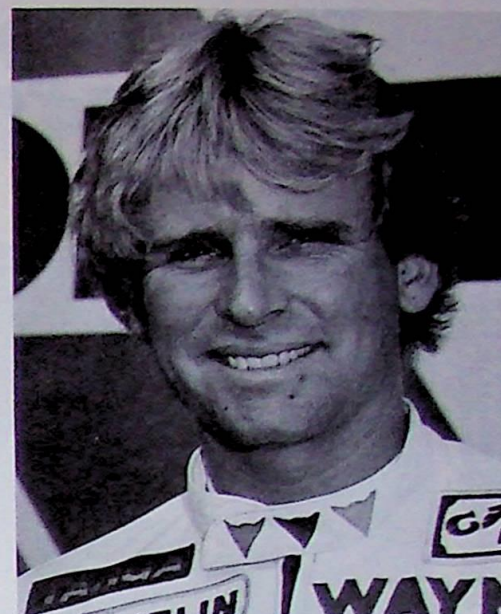
The hot new VFR700 and VFR750 Interceptors are available now. If you're a highly experienced rider, they're a riding experience you won't want to miss. But you better hurry. With machines like these, even the record books can't keep up with them.

ALWAYS WEAR A HELMET AND EYE PROTECTION. The Interceptor has a 12-month unlimited mileage warranty. See your local Honda dealer for complete details. Specifications and availability subject to change without notice. Interceptor is a Honda trademark. Uniroyal is a registered trademark of Uniroyal. Endurance records subject to FIM approval. *Tests conducted and records held by Cycle World Magazine. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 334, P.O. Box 7055, No. Hollywood, CA 91609-7055. © 1986 American Honda Motor Co., Inc. (5/86)

HONDA 
FOLLOW THE LEADER

Wayne Rainey

Secret Weapon for Team Honda in 1986



Wayne Rainey is no stranger to the American motorcycle racing scene. At age 25, he's well equipped to become a dominant force in American Road Racing.

Joining Team Honda in the fall of 1985, Rainey acquired the one ingredient that had been missing in his formula for success — a long term contract with a top manufacturer.

Assured of three years of top quality equipment and support, Wayne and Honda may well make history in the 80's. Any historian might predict great things of the Rainey/Honda alliance, given Wayne's record of rapid advancement through the ranks and his remarkable learning curve.

Success came quickly for Wayne. After only eight years of minibike and amateur racing, he turned Pro at age 16. He cleaned up in the Novice and Junior ranks, then struggled against the faster Harley Davidson machines as a rookie Expert in 1979. In 1980, life became better for Rainey as he was chosen to represent a major manufacturer in the road race scene.

As talented on pavement as he was on dirt, Rainey won 16 of 18 West Coast production road races in 1981. This success resulted in a full factory Superbike contract in 1982, just a year after his first amateur pavement event.

Rainey's remarkable learning curve carried him to third behind Eddie Lawson and Mike Baldwin in the 1982 Superbike standings. In 1983, he won six races and claimed the Superbike Championship. He spent part of 1985 in Europe racing the Grand Prix 250 Series for Kenny Roberts, and gained experience that was invaluable.

In AMA road racing competition last season he campaigned both the 500cc and 250cc series. He won two Formula 1 events and five 250cc races but fell short of the Championship due to receiving injuries . . . The high point of his '85 season had to be the impressive double victory last May at "The Point" where Wayne totally dominated both the F-1 and F-2 AMA feature events.

With Team Honda support and superior equipment, Rainey will be a force to reckon with this year. Teamed with the reigning Superbike Champion Fred Merkel, and also honing his skills in the Formula 1 GP Series, Wayne can see his World Championship goal getting closer with every race.

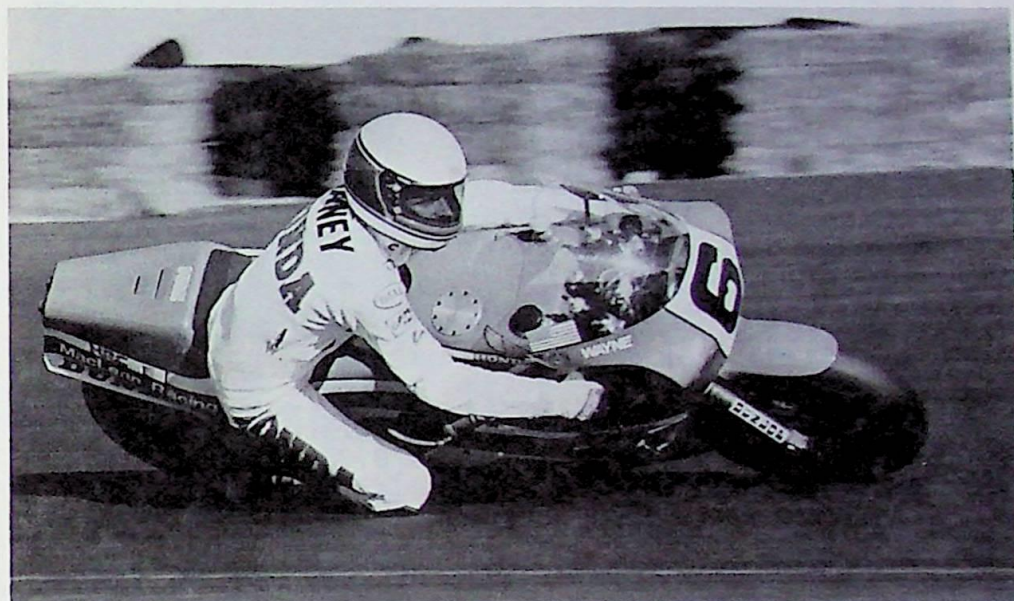


Photo by Robert Dragich



Rider Profile Wayne Rainey

Birthdate.....	October 23, 1960
Birthplace.....	Downey, CA
Residence.....	Norwalk, CA
Started Riding.....	Age 5
Hobbies.....	Hunting, Fishing, Golfing
Height.....	5'7"
Weight.....	135 lbs.
Marital Status.....	Single
First Race.....	Age 9, Minibike

Career Highlights

AMA Superbike "Rookie of the Year".....	1982
AMA Superbike Champion.....	1983
Member - "Kenny Roberts - Marlboro" European GP Team.....	1984
Member - "Team MacLean" USA F-1 & F-2.....	1985

Time / Speed Conversion Chart

Sears Point International Raceway

Length: 2.523 Miles

Time	.0	.1	.2	.3	.4	.5	.6	.7	.8	.9
1:20.	113.54	113.39	113.25	113.11	112.97	112.83	112.69	112.55	112.41	112.27
1:21.	112.13	112.00	111.86	111.72	111.58	111.45	111.31	111.17	111.04	110.90
1:22.	110.77	110.63	110.50	110.36	110.23	110.09	109.96	109.83	109.70	109.56
1:23.	109.43	109.30	109.17	109.04	108.91	108.78	108.65	108.52	108.39	108.26
1:24.	108.13	108.00	107.87	107.74	107.62	107.49	107.36	107.23	107.11	106.98
1:25.	106.86	106.73	106.61	106.48	106.36	106.23	106.11	105.98	105.86	105.74
1:26.	105.61	105.49	105.37	105.25	105.12	105.00	104.88	104.76	104.64	104.52
1:27.	104.40	104.28	104.16	104.04	103.92	103.80	103.68	103.57	103.45	103.33
1:28.	103.21	103.10	102.98	102.86	102.75	102.63	102.51	102.40	102.28	102.17
1:29.	102.05	101.94	101.83	101.71	101.60	101.48	101.37	101.26	101.14	101.03
1:30.	100.92	100.81	100.70	100.58	100.47	100.36	100.25	100.14	100.03	99.92
1:31.	99.81	99.70	99.59	99.48	99.37	99.27	99.16	99.05	98.94	98.83
1:32.	98.73	98.62	98.51	98.41	98.30	98.19	98.09	97.98	97.88	97.77
1:33.	97.66	97.56	97.45	97.35	97.25	97.14	97.04	96.93	96.83	96.73
1:34.	96.63	96.52	96.42	96.32	96.22	96.11	96.01	95.91	95.81	95.71
1:35.	95.61	95.51	95.41	95.31	95.21	95.11	95.01	94.91	94.81	94.71
1:36.	94.61	94.51	94.42	94.32	94.22	94.12	94.02	93.93	93.83	93.73
1:37.	93.64	93.54	93.44	93.35	93.25	93.16	93.06	92.97	92.87	92.78
1:38.	92.68	92.59	92.49	92.40	92.30	92.21	92.12	92.02	91.93	91.84
1:39.	91.75	91.65	91.56	91.47	91.38	91.28	91.19	91.10	91.01	90.92
1:40.	90.83	90.74	90.65	90.56	90.47	90.38	90.29	90.20	90.11	90.02
1:41.	89.93	89.84	89.75	89.66	89.57	89.49	89.40	89.31	89.22	89.13
1:42.	89.05	88.96	88.87	88.79	88.70	88.61	88.53	88.44	88.35	88.27
1:43.	88.18	88.10	88.01	87.93	87.84	87.76	87.67	87.59	87.50	87.42
1:44.	87.33	87.25	87.17	87.08	87.00	86.92	86.83	86.75	86.67	86.59
1:45.	86.50	86.42	86.34	86.26	86.17	86.09	86.01	85.93	85.85	85.77
1:46.	85.69	85.61	85.53	85.44	85.36	85.28	85.20	85.12	85.04	84.97
1:47.	84.89	84.81	84.73	84.65	84.57	84.49	84.41	84.33	84.26	84.18
1:48.	84.10	84.02	83.94	83.87	83.79	83.71	83.64	83.56	83.48	83.40
1:49.	83.33	83.25	83.18	83.10	83.02	82.95	82.87	82.80	82.72	82.65
1:50.	82.57	82.50	82.42	82.35	82.27	82.20	82.12	82.05	81.97	81.90
1:51.	81.83	81.75	81.68	81.61	81.53	81.46	81.39	81.31	81.24	81.17
1:52.	81.10	81.02	80.95	80.88	80.81	80.74	80.66	80.59	80.52	80.45
1:53.	80.38	80.31	80.24	80.17	80.10	80.02	79.95	79.88	79.81	79.74
1:54.	79.67	79.60	79.53	79.46	79.40	79.33	79.26	79.19	79.12	79.05
1:55.	78.98	78.91	78.84	78.78	78.71	78.64	78.57	78.50	78.44	78.37
1:56.	78.30	78.23	78.17	78.10	78.03	77.96	77.90	77.83	77.76	77.70
1:57.	77.63	77.56	77.50	77.43	77.37	77.30	77.23	77.17	77.10	77.04
1:58.	76.97	76.91	76.84	76.78	76.71	76.65	76.58	76.52	76.45	76.39
1:59.	76.33	76.26	76.20	76.13	76.07	76.01	75.94	75.88	75.82	75.75
2:00.	75.69	75.63	75.56	75.50	75.44	75.38	75.31	75.25	75.19	75.13
2:01.	75.06	75.00	74.94	74.88	74.82	74.76	74.69	74.63	74.57	74.51
2:02.	74.45	74.39	74.33	74.27	74.21	74.15	74.08	74.02	73.96	73.90
2:03.	73.84	73.78	73.72	73.66	73.60	73.54	73.49	73.43	73.37	73.31
2:04.	73.25	73.19	73.13	73.07	73.01	72.95	72.90	72.84	72.78	72.72
2:05.	72.66	72.60	72.55	72.49	72.43	72.37	72.32	72.26	72.20	72.14
2:06.	72.09	72.03	71.97	71.91	71.86	71.80	71.74	71.69	71.63	71.57
2:07.	71.52	71.46	71.41	71.35	71.29	71.24	71.18	71.13	71.07	71.01
2:08.	70.96	70.90	70.85	70.79	70.74	70.68	70.63	70.57	70.52	70.46
2:09.	70.41	70.35	70.30	70.25	70.19	70.14	70.08	70.03	69.98	69.92
2:10.	69.87	69.81	69.76	69.71	69.65	69.60	69.55	69.49	69.44	69.39
2:11.	69.33	69.28	69.23	69.18	69.12	69.07	69.02	68.97	68.91	68.86
2:12.	68.81	68.76	68.70	68.65	68.60	68.55	68.50	68.45	68.39	68.34
2:13.	68.29	68.24	68.19	68.14	68.09	68.04	67.99	67.93	67.88	67.83
2:14.	67.78	67.73	67.68	67.63	67.58	67.53	67.48	67.43	67.38	67.33
2:15.	67.28	67.23	67.18	67.13	67.08	67.03	66.98	66.93	66.88	66.83
2:16.	66.79	66.74	66.69	66.64	66.59	66.54	66.49	66.44	66.39	66.35
2:17.	66.30	66.25	66.20	66.15	66.10	66.06	66.01	65.96	65.91	65.87
2:18.	65.82	65.77	65.72	65.67	65.63	65.58	65.53	65.49	65.44	65.39
2:19.	65.34	65.30	65.25	65.20	65.16	65.11	65.06	65.02	64.97	64.92
2:20.	64.88	64.83	64.78	64.74	64.69	64.65	64.60	64.55	64.51	64.46
2:21.	64.42	64.37	64.33	64.28	64.23	64.19	64.14	64.10	64.05	64.01
2:22.	63.96	63.92	63.87	63.83	63.78	63.74	63.69	63.65	63.61	63.56
2:23.	63.52	63.47	63.43	63.38	63.34	63.29	63.25	63.21	63.16	63.12
2:24.	63.08	63.03	62.99	62.94	62.90	62.86	62.81	62.77	62.73	62.68
2:25.	62.64	62.60	62.55	62.51	62.47	62.42	62.38	62.34	62.30	62.25
2:26.	62.21	62.17	62.13	62.08	62.04	62.00	61.96	61.91	61.87	61.83
2:27.	61.79	61.75	61.70	61.66	61.62	61.58	61.54	61.49	61.45	61.41
2:28.	61.37	61.33	61.29	61.25	61.20	61.16	61.12	61.08	61.04	61.00
2:29.	60.96	60.92	60.88	60.84	60.80	60.75	60.71	60.67	60.63	60.59
2:30.	60.55	60.51	60.47	60.43	60.39	60.35	60.31	60.27	60.23	60.19

Bubba Shobert . . . Number One on the Camel Pro Circuit!



When Bubba Shobert won the 1985 Camel Pro national championship, he received \$143,000, the largest payoff in the 32-year-old history of AMA racing.

It was a payoff he felt was long overdue.

Shobert, the 23-year-old Honda factory rider from Carmel, just missed winning the 1984 Camel Pro national championship by a single point . . . At the end of that season he vowed, "Next year will be my year!"

Bubba mounted a steady attack in 1985, clinching the title two races before the end of the season, at the San Jose Mile.

"Remember, I like my champagne cold," Shobert told the San Jose promoter before the race.

On Shobert's road to the championship, he became the AMA Camel Pro's most prolific miler by winning four mile races in a row. Since 1980, when he was named dirt track rookie of the year, racing fans and experts alike predicted he would someday win the Camel Pro crown.

This year, he'll race a rigorous schedule for Honda in an effort to keep that coveted No. 1 plate!



He's Number One! . . . Bubba Shobert receives the number one plate, signifying his 1985 Camel Pro Championship.

Bubba Shobert's Career Summary

Year	Point-paying finishes	Wins	Top 5	Top 10
1985	21	5	16	20
1984	20	6	15	9
1983	23	3	14	20
1982	13	2	4	10
1981	7	0	0	6
1980	6	0	1	5
CAREER	90	16	50	80



1986 Camel Pro Competitors



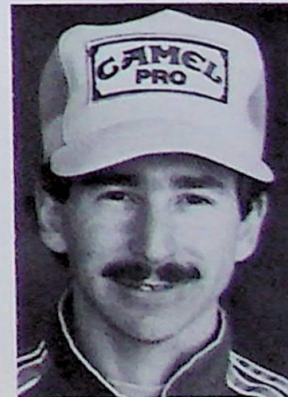
JAMES ADAMO



MILES BALDWIN



DAN CHIVINGTON



RANDY RENFROW

Kosar Racing

The Eyes of Texas Are Upon You!

by Jim Flagg

The idea of a privateer motorcycle road racing team on the AMA superbike championship trail competing against the major factory teams and their superstar riders may seem expensive and foolhardy.

Expensive, yes! Foolhardy, absolutely not!

Kosar Racing, a seven man privateer team from San Antonio, Texas is on the championship trail to prove that a team effort, aside from a factory effort, can do well and attract national attention and major corporate sponsorship money.

Richard Kosar, a young racing enthusiast from San Antonio has fielded a potent superbike team of former amateur road racing stars — Suzuki Motorcycle Dealer Ottis Lance of Fort Stockton, Texas and Texas A&M University mechanical engineering student Meril Moen.

Ottis, whose name is pronounced "Ahhtis," is a former motocrosser and drag racer with four years of road racing experience and a place in the **Guinness Book of World Records** for

accomplishing a quarter mile wheelie in 9.75 seconds at more than 112 mph.

Although not in the **Guinness Book of Records**, Meril is in the 1985 WERA (Western Eastern Racing Association) Record Book as the Expert National Champion in "A" (Open CC) Production Class and "A" Superbike Class. His championship wins came in November, 1985 at Road Atlanta after exciting, close races in both classes. The runner-up to Meril in "A" Superbike Class was his teammate-to-be Ottis Lance.

Kosar Racing's chief mechanic is Wayne Even, a championship winning road racer who has retired from active competition to build the Yamaha FZ750 superbikes into strong, fast and reliable racers.

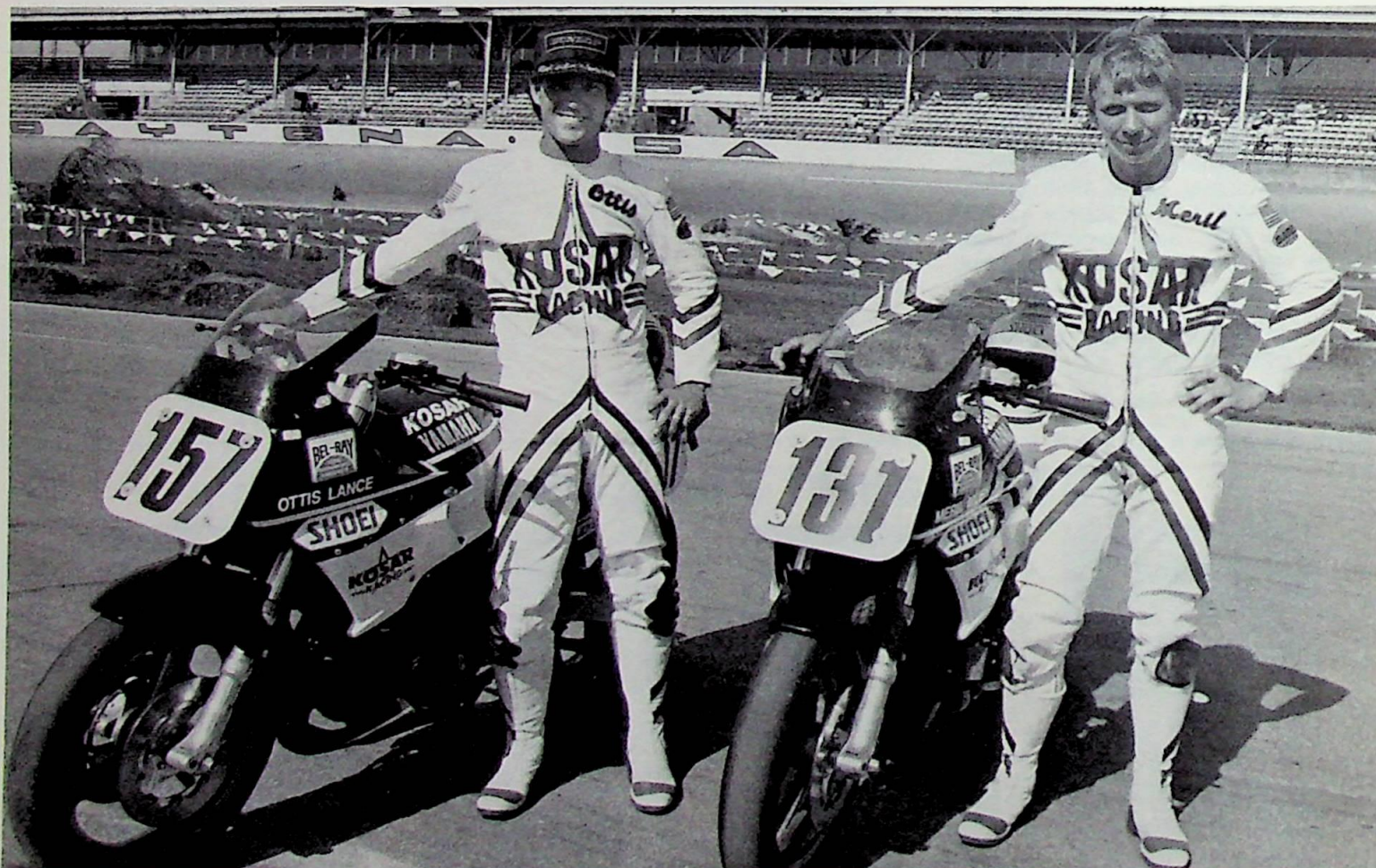
The motorcycles are transported from coast to coast in a beautifully prepared 36-foot self-contained goose-neck trailer with living quarters and a complete workshop. The trailer is towed to the races by a crew-cab, dual rear wheel pickup and this rig is

accompanied by the team motorhome. All of the vehicles are painted in team colors and the team logo, plus the riders and mechanics names and those of the team sponsors.

The high visibility of the transport vehicles, and twice traveling from coast to coast during the superbike racing season, will provide vast exposure for the team and its sponsors.

One of the goals of Kosar Racing is to develop the image of a handsome, articulate motorcycle road racing team that should attract the attention of major national corporations with advertising budgets geared toward support of motorsports. The entire team believes that major corporate sponsorship money from outside the motorcycle industry is available, not just for Kosar Racing, but for many yet to be organized motorcycle road racing teams. The success of Kosar Racing's efforts will set the stage for corporate advertising in motorcycle road racing in the coming seasons.

Follow their progress!



Texas Twosome! . . . Kosar Racing's Ottis Lance and Meril Moen.

Ottis Lance

The Wheelie Wizard Hits the Road!

by Jim Flagg

The motorcycle racing career of Ottis Ray Lance began in much the same way as that of many top racing stars, he got his start at age 10 riding a minibike.

In the early 1970's, Ottis (whose name is pronounced "Ahhtis") won numerous regional motocross championships in his native state of Texas. Although not aware of it at the time, his spectacular wheelies during motocross races were setting the stage for a world record performance.

In 1975, shortly after graduation from high school in Fort Stockton, Texas, where he had been an *All-State* baseball pitcher and shortstop, Ottis joined the U.S. Army. He continued riding motocross while in the army until he was transferred to Germany which brought a temporary end to his motocross racing.

In 1978, after discharge from the service, Lance resumed motocross competition and eventually switched to motorcycle drag racing when his local motocross track ceased operation.

Because his reaction time was honed to a fine edge from motocross racing, Ottis continued his winning performances on the dragstrip. For

three consecutive seasons, 1980 through 1982, Lance was the motorcycle drag racing champion at Penwell Raceway in Odessa, Texas.

In 1982, Ottis decided to try a different form of pavement competition — road racing. Having recently opened Lone Star Suzuki in Fort Stockton, he prepared one of his Suzuki street bikes for road racing and went to Firebird Raceway near Phoenix, Arizona and entered four classes... he won all four races.

Not one to rest on his laurels, Lance joined the Central Road Racing Club (CRR) of Texas and completed the 1983 season with championships in four classes. At the WERA (Western Eastern Racing Association) 1983 season finale at Road Atlanta he capped his season with National Championship wins in two classes plus a second and fourth in two other classes.

Because of his outstanding performances on road racing courses and his entry into the **Guinness Book of World Records**, 1983 became known as "The Year of the Otter."

Lance, who is called "Otter" by his friends, came to be enshrined in the **Guinness Book** through the efforts of

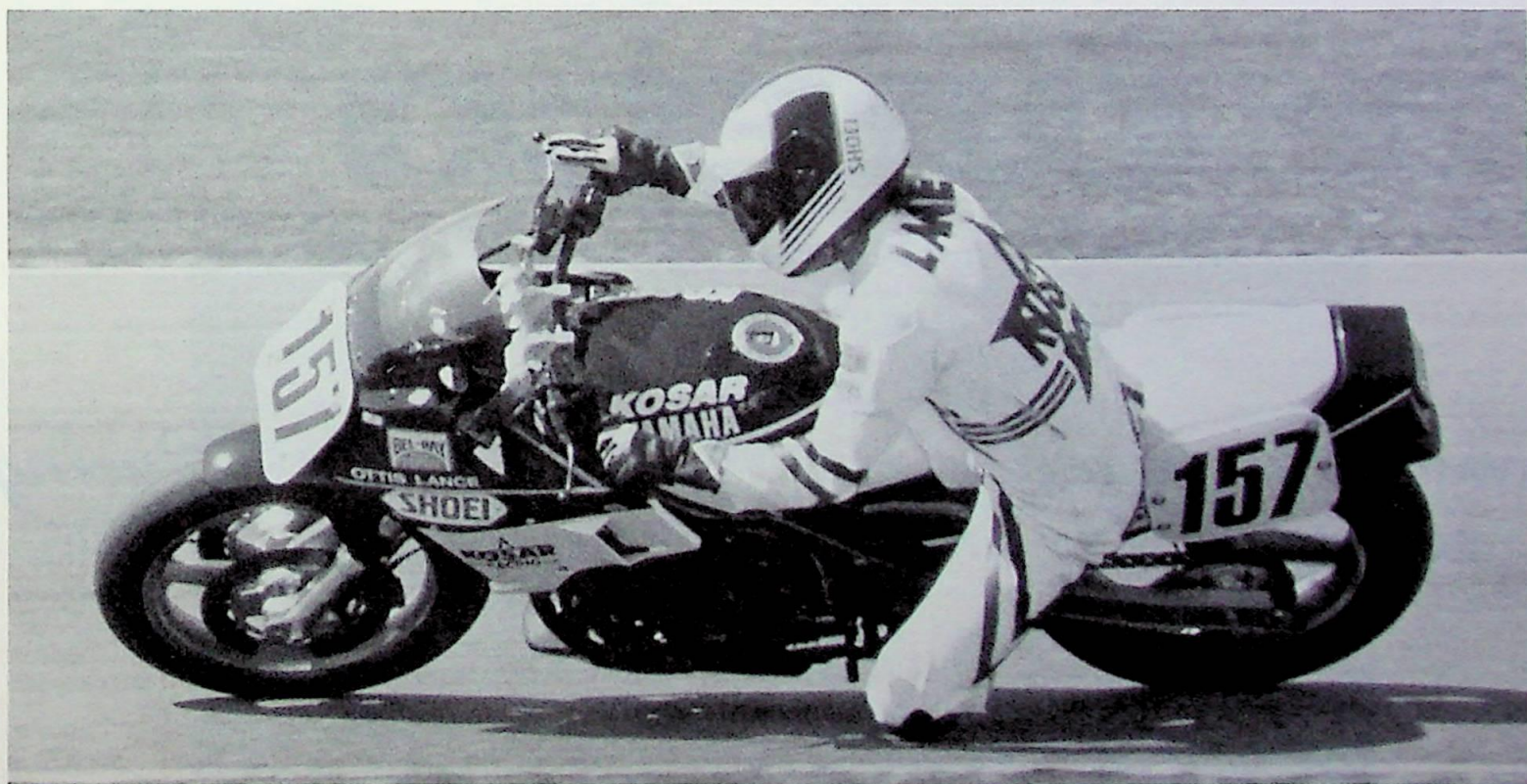
a friend who was greatly impressed by his wheelie skills. The friend answered an advertisement in *Cycle News* by Jimmy Gentile challenging anyone to a quarter mile wheelie speed contest with the winner to be recognized as the **Guinness** "world champion." Otter accepted the challenge and negotiations began for a site to hold the contest.

The bidding war for the match site was won by Jack Nance of Penwell Raceway in Odessa, Texas, the site of Lance's three consecutive drag racing crowns. And on a beautiful day in May, 1983, a record number of spectators at Penwell Raceway witnessed a world record performance of a quarter-mile wheelie at 112 mph in 9.75 seconds.

His record still stands in **The Guinness Book of World Records**.

Now, in 1986, Lance has other goals and one of them is capturing the AMA Superbike Road Racing Championship. Ottis, carrying AMA number 157, is riding a Yamaha FZ750 for Kosar Racing.

Along with teammate #131 Meril Moen, the two are sure bets for top-ten placings in the AMA Superbike Championship Series.



On The Road Again! . . . Ottis Lance in 1986 Superbike action at Daytona.

MAGGIE LAUGHLIN NAMED MISS SEARS POINT FOR 1986

Whether she's 30,000 feet up in the "wild blue yonder," or in victory circle at Sears Point International Raceway, Maggie Laughlin is flying high as Miss Sears Point for 1986.

Maggie, a 25-year-old flight attendant for Pacific Southwest Airlines, is a California native and a lifelong resident of Oakland.

A four year veteran with PSA, she has a love for motorsports that goes all the way back to her junior high school days when she and her twin brother Ray first developed an interest in automobiles.

"I love all forms of racing," says Maggie, "and I'm very excited about the opportunity of representing Sears Point all year long... And I'm really looking forward to meeting and getting

to know all of the fans and competitors."

An avid traveler, Maggie also enjoys cooking, water skiing and jazz dancing. She has studied liberal arts at Chabot College and hopes to pursue a career in public relations. But our new Miss Sears Point would also welcome the opportunity to climb behind the wheel of one of the high-powered machines racing around the 2.52-mile SPIR championship road course. So while she's looking forward to presenting the race winners with their trophies, don't be surprised to find her receiving one of her own sometime in the future!

Race fans from all over Northern California will be able to catch Maggie's smile at all Sears Point major races and promotional events this year.



MAGGIE LAUGHLIN

Photo by Dennis Ashlock

DAECO

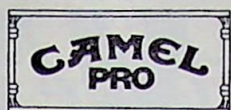
OFFICIAL RACING GASOLINE



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Formula One Class



Entry List



No.	Rider	City & State	Sponsor/Mach.
6	Wayne Rainey	Norwalk, CA	American Honda Motor Co./HON
10	Doug Chandler	Salinas, CA	Freddie Spencer/SuperTrapp/Bel-Ray/Arai/Nankai/HON
22	Miles Baldwin	Ontario, CAN	Hurst Yamaha/D.H. Motoworks/HON
23	Walter Nitto	Rubidoux, CA	Perf. Mach./SuperTrapp/Shoei/Dunlop/Spectro/ND/Team Sunset/SUZ
26	James Adamo	Glen Cove, NY	Team Leoni/Arai/Michelin/ND/DUC
32	Dale Quarterley	Rockland, MA	Eagle Racing/HMP/Arai/R.K. Chain/Megacycle/ND/PBI/Kosman/YAM
37	John Ashmead	W. Palm Beach, FL	Peter Brady/Honda/Michelin/ND/Fox/Bates/HON
41	Carry Andrew	Van Nuys, CA	Performance Mach./Hyper-Cycle/Shoei-
49	Dale Franklin	Bellevue, WA	Dinosaur Racing/Abernethy Prod./Marushin/Castrol/Renton Yamaha/YAM
53	Dan Chivington	Marion, OH	Gee Vee Perf./Michelin/Shoei/Castrol/Cam II/Tunstall Leathers/BUELL
56	Kerry Bryant	Sacramento, CA	Shoei/White Brothers/Tsubaki/ND/SuperTrapp/PBI Sprockets/SUZ
89	Kevin Monahan	Lake George, NY	SuperTrapp/Shoei/ND/Tsubaki/Spring City Cycle/YAM
96	Randy Renfrow	Fredericksburg, VA	Renfrow-Bigoney Racing/Dunlop/Shoei/Cam II/ND/HON
110	Jim Poet	Duarte, CA	War-Eagle/Maxi-Bore/Dr. Johns/Grizzly Eng./Bel-Ray/MCW/KAW
182	Edgar Hinton, III	N. Salem, NH	Suzuki of Tewksbury/Tsubaki/Motul/HMP/Russell/Shoei/KG/G & G Mach./ND/SUZ
**	Kork Ballington	Waccabuc, NY	Team MacLean/HON
21	Keith Pinkstaff	Portland, OR	Zlock Racing/SUZ
91	David Kieffer	Laramie, WY	Rough Stock Racing/DUC
145	Marco Greco	Germantown, NY	Honda of Brazil/HON
181	Malcolm Hill	Santa Monica, CA	TMC Race Center/Michelin/Shoei/Bel-Ray/SUZ

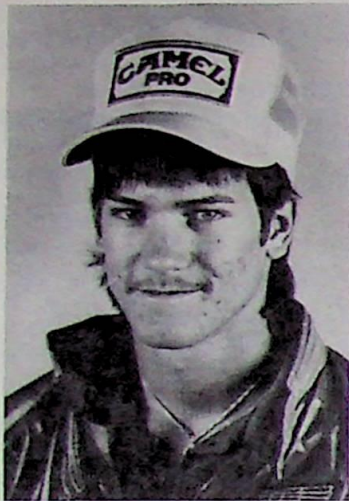
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Photo by Tom Parker

Doug Chandler

Motorcycle Racing Is His Stock In Trade!



Almost three-quarters of Doug Chandler's 20 years have been devoted to the sport of motorcycle racing.

Chandler's penchant for motorcycles developed early. Parents and friends often took their mini-bikes on camping trips and rode dusty trails for fun. At four years old, Doug wanted to join the group, but was too young to ride alone. A challenge by his father provided the incentive to learn quickly.

"My dad told me that he would get me a motorcycle the day after I learned how to ride a bicycle," recalls Chandler who makes his home in nearby Salinas.

The elder Chandler kept his word. At age 5, young Doug mounted a new Honda 50 mini-trail bike... One year

later, he began his racing career.

"I got second-place in my first race while competing against riders with better and bigger machines," he remembers.

Four years later, the No. 1 spot did not elude Chandler again. He won and retained the top title in the American Motorcyclist Association's District 36 in Central California from 1975-78.

At the age of 13, Chandler switched from dirt-track racing to motocross to ease the first symptoms of burn-out. He went on to win all four classes in the Mini-bike Nationals in Billingham, N.Y. in 1978 and the AMA voted him Amateur Athlete of the Year.

Shortly after receiving the AMA award, Chandler moved up to larger bikes — 250 and 500cc machines. He raced through the sportsman novice, junior and expert amateur classes in less than six months.

Despite an injury that laid him up for one season, Doug turned professional at the age of 16. But in his first season as a professional novice, his performance was better than his equipment. Although his bike blew up, Chandler still managed to acquire the points needed to advance to the junior professional class by mid-season.

After a full year as a junior pro, Chandler lacked only two points to jump to professional expert... a delay that had little effect upon his career.

Although he advanced to AMA's

expert ranks at mid-season, in 1983, Chandler still won the Rookie of the Year title, becoming the first rookie in five years to win a Camel Pro feature race. That memorable victory came in a short track race at Hinsdale, Ill.

On the Camel Pro circuit in 1984, Chandler ranked fifth in the overall point standings, and earned points in more races (23) than any other rider.

Last year was a good one for Chandler, too. In March, he married his girlfriend who he has known for 13 years. His wife, Sherry, is the daughter of his mechanic, Jerry Griffith, a former race track owner from Oakdale. The couple met at Griffith's track where Chandler used to race.

Chandler's 1985 season was brilliant at moments, highlighted by a victory in a TT steeplechase event at Santa Fe Speedway in Hinsdale, Ill. He also had a pair of runner up finishes and was among the top-five on 24 different occasions.

In addition to his considerable dirt track talent, Chandler has also shown considerable skill on the paved road courses of the Camel Pro Series. He earned a total of 55 championship points last season in AMA Formula One competition, highlighted by a third-place at Sears Point and a sixth-place finish at Laguna Seca.

On pavement or dirt, Chandler is a top contender and a pre-race favorite in this weekend's ND Denso/Western Scooter Classic at "The Point."



Superbike Superstar... Texan Kevin Schwantz is one of the top Superbike competitors in this weekend's ND-Denso/Western Scooter Classic at Sears Point.

Superbike Class



Entry List



<u>No.</u>	<u>Rider</u>	<u>City & State</u>	<u>Sponsor/Mach.</u>
1	Fred Merkel	Huntington Bch., CA	American Honda Motor Co./HON
6	Wayne Rainey	Norwalk, CA	American Honda Motor Co./HON
17	Jim Filice	Modesto, CA	Yamaha Motor Corp., USA/Shoei/Fox/YAM
22	Miles Baldwin	Ontario, CAN	Hurst Yamaha/D.H. Motorworks/YAM
23	Walter Nitto	Rubidoux, CA	Perf. Mach./SuperTrapp/Shoei/Dunlop/Spectro/ ND/Team Sunset/YAM
26	James Adamo	Glen Cove, NY	Team Leoni/Arai/Michelin/ND/DUC
29	Sam McDonald	Sapulpa, OK	Bell/Wiseco/Tsubaki/Yamaha Motor Corp./YAM
30	John Kocinski	N. Little Rock, AR	Yamaha Motor Corp., USA/YAM
32	Dale Quarterley	Rockland, MA	Eagle Racing/HMP/Arai/R.K. Chain/Megacycle/ ND/PBI/Kosman/YAM
34	Kevin Schwantz	Paige, TX	U.S. Suzuki/Yoshimura/Arai/Kushitani/Fox/ O'Neal/Dunlop/SUZ
37	John Ashmead	W. Palm Bch., FL	Peter Brady/Honda/Michelin/ND/Fox/Bates/HON
41	Carry Andrew	Van Nuys, CA	Performace Mach./Hyper-Cycle/Shoei/HON
51	Don Biava	Novato, CA	Jim Coda/Marin Motorsports/Arai/Dunlop/ Ams-Oil/YAM
53	Dan Chivington	Marion, OH	Gee Vee Perf./Michelin/Shoei/Castrol/Cam II/ Tunstall Leathers/YAM
56	Kerry Bryant	Sacramento, CA	Shoei/White Brothers/Tsubaki/ND/SuperTrapp/ PBI Sprockets/SUZ
89	Kevin Monahan	Lake George, NY	SuperTrapp/Shoei/ND/Tsubaki/Spring City Center/ YAM
110	Jim Poet	Duarte, CA	War-Eagle/Maxi/Bore/Dr. Johns/Grizzly Eng./ Bel-Ray/MCW/SUZ
131	Meril Moen	San Antonio, TX	Kosar Racing/Bates/Bel-Ray/Dunlop/Shoei/YAM
157	Ottis Lance	San Antonio, TX	Kosar Racing/Bates/Bel-Ray/Dunlop/Shoei/YAM
182	Edgar Hinton, III	N. Salem, NH	Suzuki of Tewksbury/Tsubaki/Motu!/HMP/Russell/ Shoei/KG/G & G Mach./ND/SUZ
208	Marvin West	Oklahoma City, OK	Euro Cycle/Hank Blackstock/MOTO-GUZZI
327	Richard Arnaiz	Stockton, CA	Arnaiz Dev./Kenny Roberts Yamaha/SuperTrapp/ Bell/DiD/YAM
383	John Bulawa	Bakersfield, CA	Suzuki of Bakersfield/Spectro/Shoei/SUZ
515	Joe Davis, III	Renton, WA	Renton Suzuki/SUZ
20	Larry Shorts	Lakewood, CA	Precision Car Audiio/Metzeler/-
21	Keith Pinkstaff	Portland, OR	Zlock Racing/SUZ
67	Bubba Shobert	Carmel Valley, CA	Vetter/Bell/HON
69	Lance Jones	Owensboro, KY	SuperTeam/YAM
86	Jeff Farmer	Longwood, FL	K & P Cyles of Orlando/YAM
91	David Kieffer	Laramie, WY	Rough Stock Racing/HON
141	Chuck Aksland	Modesto, CA	Bud Aksland Racing/Kenny Roberts Yamaha/YAM
148	Kevin Rentzell	Chattanooga, TN	New Haven Suzuki/SUZ
181	Malcolm Hill	Santa Monica, CA	TMC Racing center/Michelin/Shoei/Bel-Ray/SUZ
206	Gary Gibson	Wheeling, IL	North Shore Yamaha-Honda/Spectro/SuperTrapp/ Vance & Hines Racing/ Fox/ Shoei/ Dunlop/ Eurocycle/ SUZ
57	Scott Gray	Santa Rosa, CA.	

Vivian Chadbourne & Linda Hellund

Miss Camel Pro Representatives For 1986



VIVIAN CHADBOURNE

While Bubba Shobert and Ricky Graham are among the top stars in Camel Pro Series racing, so are Vivian Chadbourne and Linda Hellund.

The latter aren't competitors, but at the track they are as likely to turn heads as Shobert and Graham. Vivian Chadbourne and Linda Hellund are Miss Camel Pro Series representatives and serve as goodwill ambassadors for the Camel brand.

Either Vivian or Linda will attend every major Camel Pro event, assisting members of the Camel Pro Team with various duties at the track. The two can be found around the track, visiting with spectators, drivers and crew members.

Vivian is the senior member of the pair and is entering her third season of Camel Pro road racing. A resident of the beautiful Monterey Peninsula for the past six years, she is a native of Sacramento.

Her interest in Camel Pro racing

was sparked during the 1983 season when she served as Miss Laguna Seca. After observing CART Indy cars, IMSA Camel GT sports cars and AMA Camel Pro motorcycle racing, she opted for Camel Pro as a favorite.

Vivian's hobbies include skiing and riding motorcycles (only as a passenger so far). She hopes to earn a degree in psychology.

"I've really enjoyed working as a Miss Camel Pro representative, not only for the benefits of meeting so many people, but also because I enjoy travelling," Vivian says. "This has been an educational process and I wouldn't trade the excitement of the races or the friends I've made for anything."

Joining Vivian in 1986 will be Linda Hellund, a resident of Greensboro, N.C. Linda, a native of Long Island, N.Y., will graduate from the University of North Carolina at Greensboro this year.



LINDA HELLUND

Linda will earn a B.A. degree in communications and public relations and feels the opportunity to work as a Miss Camel Pro is a golden opportunity to meet people across the country.

She has worked as a consumer relations representative for People Express Airlines in Greensboro, as well as the advertising department of the Volvo White Truck Corporation.

"I was excited about becoming a Miss Camel Pro representative because I felt it would broaden my interests meeting so many different people," she says. "I'm looking forward to the 1986 season and think I will enjoy the challenge. I know I will enjoy working for a company like R.J. Reynolds Tobacco."

Vivian Chadbourne and Linda Hellund — the 1986 Miss Camel Pro representatives. Give them a warm welcome when you see them at the races.

Malcolm Hill Returns To Sears Point!

The San Francisco Bay Area should feel just like home to road racer Malcolm Hill.

Having spent his college years at San Francisco State University, where he graduated with a Bachelor of Science Degree in Business, Malcolm had plenty of time to grow familiar with the surrounding area.

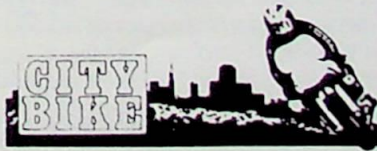
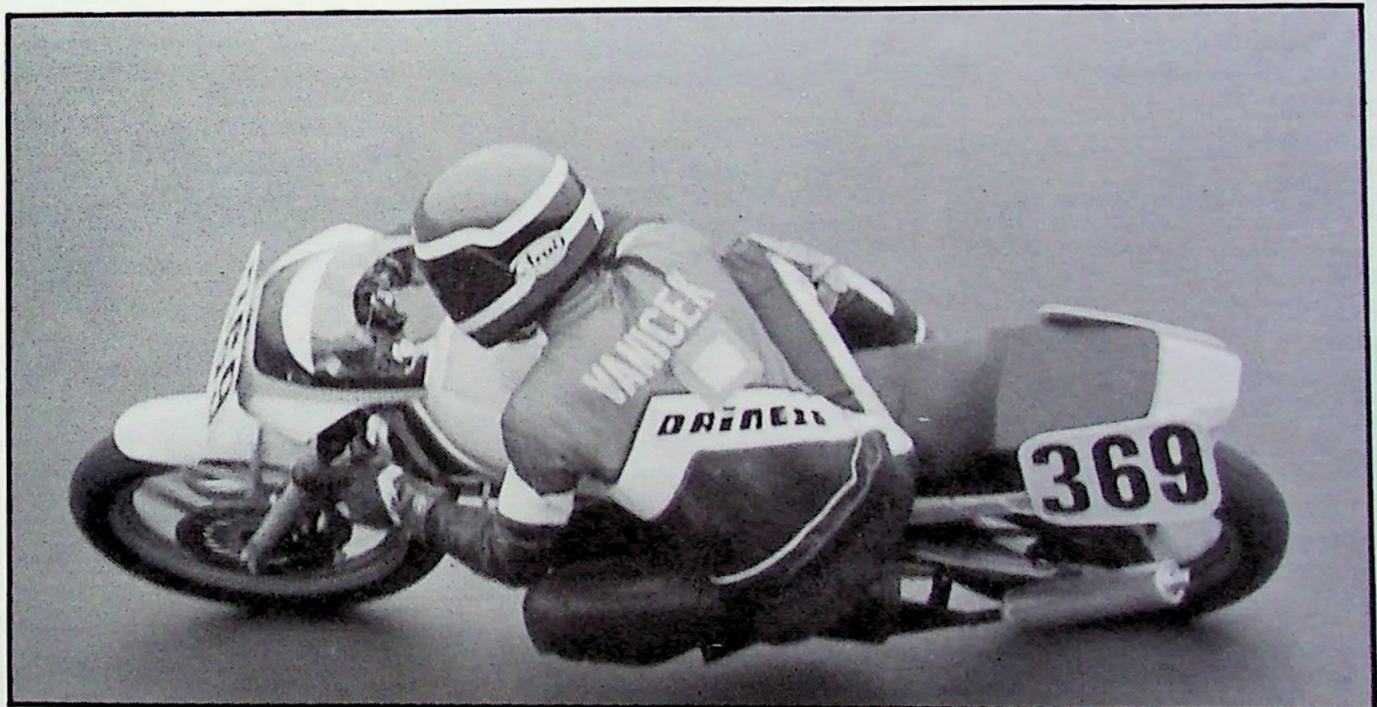
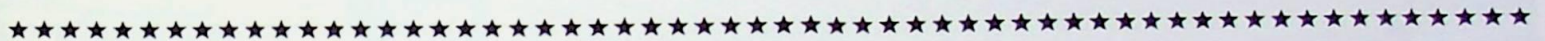
More recently, Hill has spent time getting familiar with Sears Point Raceway. During the 1985 season, along with tuner Ed Toomey, Hill visited Sears Point once a month in his campaign towards the Yamaha/A.F.M. Gold Cup Championship. In addition to winning the Yamaha series, Malcolm also piloted his RZ-350 to victories in A.M.A. PRO-AM 600cc Superstreet competition held here at Sears Point and at Willows Springs in Southern California.

For 1986, Hill and Toomey are again combining their efforts, campaigning

a Suzuki GSX-R750. "Competing on the big four stroke is really different than last year's ride," states Malcolm. "Although there's a learning curve involved, we feel fairly comfortable on the 750 already."

To help assure success, Malcolm has put together support from some of the finest companies in the business... Spearheading his assault is the TMC Race Center of Hermosa Beach. In addition, Michelin Tires, Shoei Helmets, Sudco International, Bel Ray Lubricants, Fox Racing, Nippondenso Spark Plugs, Cole Brothers Suzuki and Bill Lowell are contributing to his winning effort.

Now residing in Santa Monica, Hill considers Sears Point his favorite racetrack. "I'm looking forward to competing here," says Malcolm, "and I hope this race serves as a positive omen for the rest of the season."



We live, breathe, race, ride, read about, dream about and write about motorcycles! And thanks to you we're growing.

*Sears Point International Raceway
is proud to serve
the world's most delicious hamburger...*

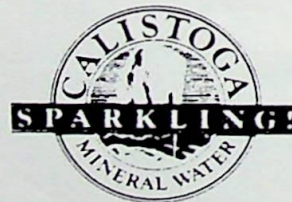
.....and cheeseburger, and hot dog, and chili, and nachos, and ice cream, and donuts, and soft drinks, and beer, and milk, and chips, and candy, and hot chocolate, and coffee, and

Try Us. You'll Like Us

- Menu -

1/3 lb. Hamburger	2.75
1/3 lb. Cheeseburger	3.00
100% Beef Hot Dog	1.75
100% Beef Chili Dog	2.00
(in a boat)	3.50
BBQ Beef	2.50
Chili Cup	1.75
Chili Size	4.00
Hot Nacho Cheese Chips (small)	1.50
(large)	2.00
Donuts75
Potato Chips50
Candy50
Gum50
Soft Drinks / Iced Tea (small)50
(medium)	1.00
(large)	1.50
California Cooler	2.00
Calistoga Water	1.00
Beer	1.00
Milk / Orange Juice50
Coffee50
Hot Chocolate	1.00
Dreyers Mud Pie	1.00
Cigarettes	1.25

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Don Greene

The "Greene Machine" Rides Again!

by Rick Lalor

GET READY AMERICA! The "Greene Machine" is on the road again in 1986.

Twenty-four year old Don Greene, the two-time American Motorcyclist Association Formula Two National Champion from Novato, is making a strong bid to capture an unprecedented third-straight 250cc road racing title.

Not since the AMA incorporated the Formula-Two National Championship Series in 1982 has one rider so dominated the class that many racing insiders consider to be the most exciting in two-wheeled road racing.

"Hungry" riders and wheel-to-wheel competition are the hallmarks of Formula Two, where America's finest young riding talent vie for fame and fortune with the hope of earning factory rides in the prestigious Camel Pro Formula One and Superbike Series.

And you'll have to look far and wide to find a "hungrier" rider than Greene.

You see, Don has done it all the hard way. Without any major sponsorship, and working out of the garage at his parents' home, he first came to national attention in 1981 when he won the AMA Novice National Championship. Fifth in the 1982 and 1983 Formula Two campaigns, Greene had it all come together in 1984 when he piloted a privateer Yamaha TZ-250 to his first F-2 national championship crown.



Photo by International Speedway Corp.

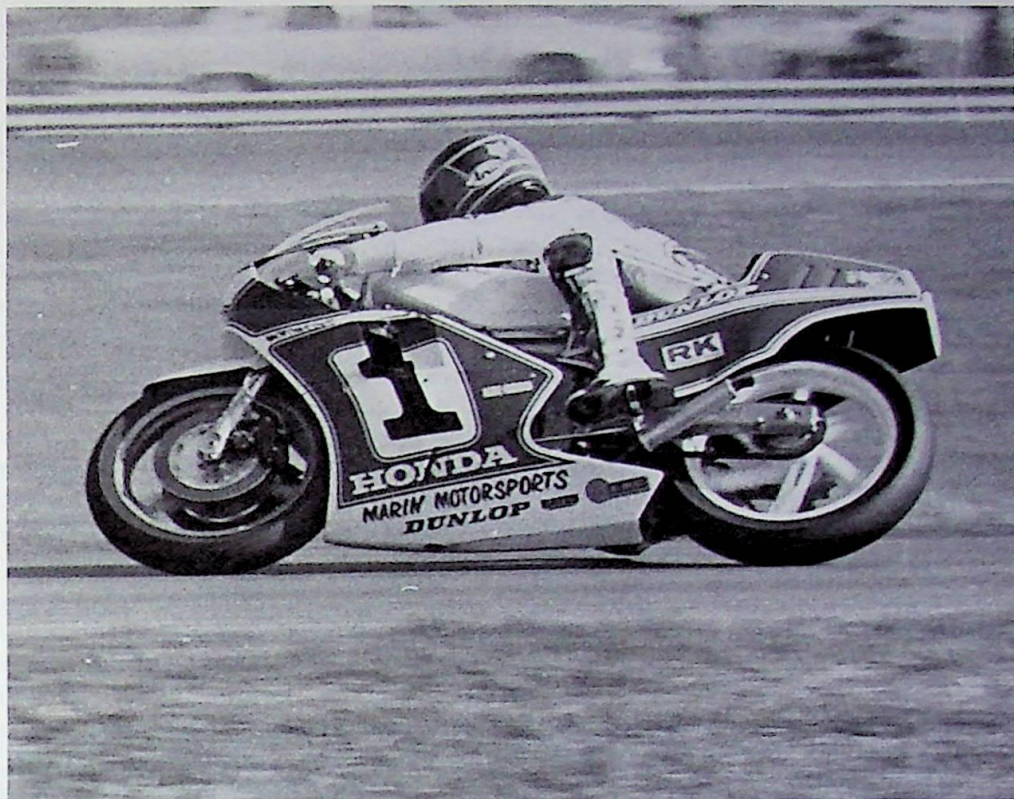


Photo by Floyd Busby

But even sweeter and more satisfying was his 1985 campaign, a year in which he had to do battle with the formidable MacLean Racing juggernaut of Wayne Rainey and Richard Schlachter all the way to the final checkered flag of the season.

Following a rare mechanical failure at the Daytona season opener, when the motor of his new Honda 250 seized during the final warm up session, the hard charging Greene was the model of consistency for the rest of the '85 season.

Criss-crossing the country from California to New England, Rainey, Schlachter and Greene waged a torrid war in which the trio shared the victory podium no less than five times over the course of the 12-event schedule. Schlachter and Greene found themselves together in victory circle two additional times... And by season's end, while Rainey had notched up five victories, and Schlachter had put together two wines, it was Greene who rode away with the championship crown.

Running up a total score of one victory, four second-place finishes, five third-places and one fourth-place showing, Greene's top-three finishing

percentage was an incredible 83 percent.

With expert assistance provided by Roland Cushway, AMA's 1985 Tuner of the Year, Greene's almost bulletproof machine brought home to American Honda their first F-2 manufacturers championship title.

A natural competitor, with a gyroscope seemingly mounted in the seat of his pants, Greene has always harbored a burning desire to race and to win.

"I don't think that there's anyone who's worked harder than I have to earn my success in motorsports," says Greene of his two championship titles. "And it's just great to be honored for something that I love to do."

Yet all of his considerable accomplishments and accolades haven't tempered Greene's competitive spirit. And when the flag drops, signaling the start of this weekend's Formula Two action, keep your eye on Don's Honda RS-250-R "Greene Machine."

It will be easy to spot at the front of the pack, and charging hard into the AMA motorcycle road racing record book.

***** **Formula Two Class** *****



Entry List



<u>No.</u>	<u>Rider</u>	<u>City & State</u>	<u>Sponsor/Mach.</u>
1	Don Greene	Novato, CA	Dunlop/Fox/Arai/Bates/ERC/Kal-Gard/HON
3	Dwayne Chung	Albany, CA	Berkeley Yamaha/DC-RRR
25	Wayne Montoya	Oakland, CA	Berkeley Yamaha/Team Bozo/Silvia's Garage/ Mom/Don/YAM
30	John Kocinski	N. Little Rock, AR	Yamaha Motor Corp., USA/YAM
31	Andrew Price	Bartlesville, OK	Performance Art/P.R. Racing/-
34	Keith Kiyota	Steamboat Sprgs., CO	K & K Racing/Fay Myers Honda/Castrol/HON
44	Michael Kenyon	Renton, WA	Renton Yamaha/Galco/MKR/YAM
46	Doug Brauneck	Macon, GA	John Hasty Racing/Shoei/Michelin/Castrol/ Diamond/YAM
47	David Curtis	Stamford, CT	Aavon Ext./D.E. Machina/Shoei/Tunstall Lths./ HON
64	Jeff Heino	Henniker, NH	Jeff Heino Racing/Michelin/Bel-Ray/ND/ So. Cal/Shoei/HON
83	Ed Key	Cottage Grove, WI	Trim/Spectro/Marushin/SuperTrapp/Dunlop/HON
97	Richard Oliver	Richmond, CA	Roland Cushway/Kosman/Lockheed/Fox/Red Line/ ND/SuperTrapp/Shoei/HON
150	Chris McNellis	Los Angeles, CA	Long Beach Yamaha/J & D Stoess Racing/TCP/ Dunlop/Jack & Son Auto./YAM
188	Andrew Leisner	La Canada, CA	Shoei/Dunlop/Maxima Lub./F-I Pipes/A J Rac./HON
189	Joe Montoya	Oakland, CA	Berkeley Yamaha/Team Bozo/YAM
243	Phil Baird	Redding, CA	Yamaha North/YAM
274	Mike Sullivan	Centralia, WA	Richard Shepherd, DDS/Baldwin Freight/ Tausers Auto Body/C.M./Bell/HON
340	Martin Vogel	La Canada, CA	B-Line/Dunlop/Klure & Hairrs/Shoei/Bel-Ray/HON
411	Marcello Del Giudice	Las Vegas, NV	Cee Kay Racing/YAM
439	David Merritt	Utica, MI	R K Chain/Shoei/O'Neal USA/Magic Acc. Dist./ND/ Dunlop/Flow Res. Perf. Parts & Serv./YAM
29	Allan Scott	Pleasant Hill, CA	Sport Video International/YAM
86	Gary Gibson	Wheeling, IL	North Shore Yamaha-Honda/Spectro/SuperTrapp/ Marushin/Trim/YAM
87	Robert DeWitt	Northridge, CA	DeWitt Racing/Shoei/Castrol/Deist Safety/I.M.C./ YAM
106	Gary Tatsumi	Sylmar, CA	Granada Yamaha/PJ-1/Matzinger Racing/Dunlop/ O'Neal USA/YAM
184	David Roper	Hicksville, NY	Team Obsolete/Bell/Castrol/Accessory Mart/ MATCHLESS
186	Keith Code	Los Angeles, CA	The Soft Science/Dunlop/HON
280	James Henderson	Westminster, CA	Desperado Racing/Shoei/Beach Yamaha/YAM
444	Lance Tilghman	San Mateo, CA	Self/HON
497	Carl Wassersleben	Walnut Creek, CA	Red Line Oil/YAM

Team Rennsport

Guzzi Holiday at Sears Point!

What do you get when you combine a gifted machinist who has a passion for Italian twins with a tremendously talented rider boasting a 90% first place record after only three years of racing?

Team Rennsport is the answer, an unorthodox melding of raw talent and enthusiasm that might just take the Battle of the Twins out of the hands of the big guns this year.

Santa Barbara local, 28 year old 155 lbs. Fred Eiker, began his racing career in 1983 when a friend introduced him to the sport. In the last three years, "Phenomenal Phred" has taken home 60 trophies, with 54 firsts.

In national racing, he is 4 for 4, having won once at Sears Point, twice at Laguna and once at Daytona this March, making him current BOTT points leader.

Last summer's win at Laguna Seca was his first on the "Rennsport Guzzi," a powerhouse of a twin lovingly put together by Charles (C.B.) Rice, owner of Rennsport Racing and Manu-

facturing, a Moto Guzzi and BMW shop in Santa Barbara.

The 5'9" Eiker had only one practice bout at Willow Springs before the battle to come. Riding in the heavy-weight class, "Phenomenal Phred" was out ahead of the pack so fast that the announcer never even saw him. Eiker himself didn't realize he had taken the fabulous "Rennsport Guzzi" to the fore. He claims that he thought he was behind national champion Dave McClure, and that playing catch-up spurred him on. It was not until near the end of the race that the announcer realized his error and started calling Team Rennsport tops.

The remarkable black and yellow "Rennsport Guzzi" is a hybrid of a '74 V7 Sport and C.B. Rice's ingenuity and resourcefulness. The bike features an ingenious oiling and rebreathing system, a billet aluminum flywheel weighing less than two pounds, pressure-oiled aluminum timing gears, Lectron carburetors and a host of other clever and effective innovations

that combine to make it Attila the Guzzi in the engine department.

This season, Rice has beefed up the frame with new bracing and added an entirely new front end, including 42mm forks and 13" full-floating aluminum brake rotors to the already winning combination. Serious weight saving measures, including spun aluminum wheels, have taken 50 lbs. off the bike, resulting in a dry weight of nearly 350 lbs. Team Rennsport sponsors include Lectron carbs, Performance machine wheels and brakes, EGC carbon graphite gaskets, Norris cams, Kal Gard finishes and Michelin tires.

Fred Eiker is high on the updated motorcycle, and on the opportunity to take on the competition at Sears Point. Judging by what Team Rennsport has already shown us they could do at Daytona and Laguna Seca, the coalition of this brilliant rider and tuner may just turn the Battle of the Twins into a Guzzi Holiday this weekend.



Champagne Tasting! . . . Team Rennsport celebrates a recent race victory.



**Race fans, go out of your
way for the taste of** 

Vintage Riders Take Center Stage at SPIR!

Spectators attending this weekend's AMA National Road Race at Sears Point will have a unique opportunity to retrace the "Golden Age" of motorcycle racing and see some of the FASTEST vintage motorcycles and motorcyclists in the country!

The California Vintage Racing Group (CVRG), founded in July of 1984, is the most active vintage motorcycle racing organization in North America, boasting close to 30 road racing events in 1986 alone. The CVRG also plays a major role in vintage Motocross and Trials, their major event being the Dick Mann Dirt Bike Rally held every fall.

This weekend's race marks the third year in which the CVRG has run along with an AMA competition weekend, and is round two of their 1986 Championship Vintage Series.

Last year's CVRG overall and 250cc class champion, Mike Green, is responsible for the major boost in popularity of the CVRG, promoting additional major race dates, and participation in shows like the Great American Motorcycle Show at the San Francisco Cow Palace. CVRG board members Chris Quinn, Fred Mork and Dick Mann also play a major role within the CVRG, making the group the largest and strongest in the country.

The CVRG "Wrecking Crew," as they are known, made their first trip to the famed high banks of Daytona this past March. Taking the 250cc class by



*Wheel-to-Wheel! . . . 1986 Vintage action at Daytona International Speedway.
Photo by Carmen Lynaugh*

★★

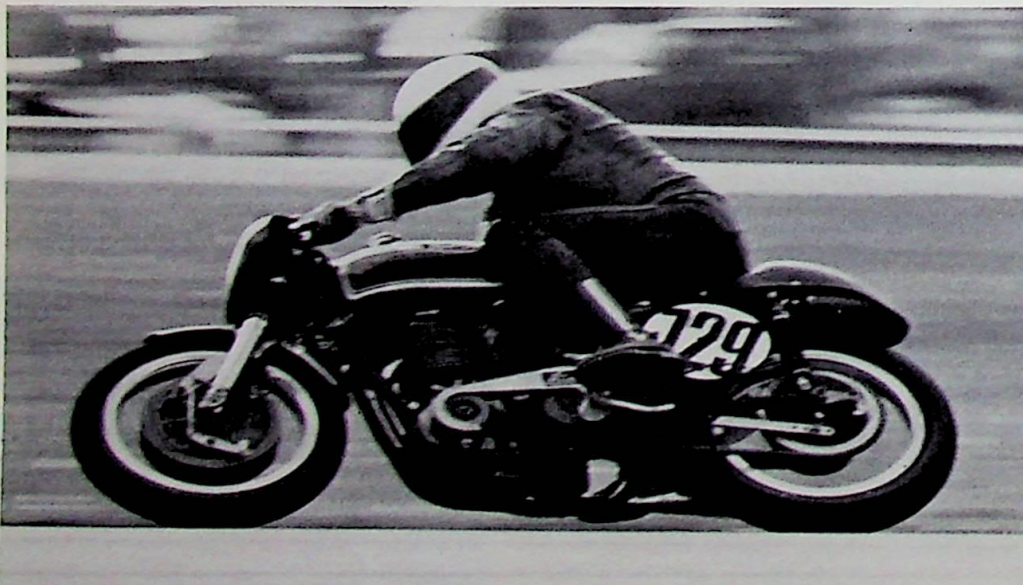
storm, Green took the win, followed by Jeff Hecox in fourth and Mork in seventh. CVRG riders also finished 6th, 10th, and 13th in the 500cc event.

At this weekend's event you'll see machines from as far East as New York, "Team Obsolete" to be specific. During last year's AMA National, Dave

Roper on his "Team Obsolete" G50 Matchless took the 500cc win, followed by his teammate on another G50. Also keep an eye on the Triumph of Dave Walden and the BSA Goldstar of Fred Mork to mix it up with the East Coast boys. As for the 350cc class, your best bet would be Bret Morshead and Malcom Tunnstall on their Ducati Singles. Again the 250cc class might prove to be the best to watch, taking note to keep an eye on #1, Mike Green with his Ducati, plus lady racer Michele Bisson. And don't forget Mike Canepa and Jeff Hecox . . . they all could be in the winners circle at days end!

Making it easier for the spectators to follow the bikes on the track, the CVRG has adopted the FIM International number plate colors to differentiate between the various classes. White plates with black numbers mark the 500cc machines, blue plates with white numbers for 350cc, green plates with white numbers for 250cc bikes and black plates with white numbers for the under 175cc machines.

To learn more about vintage motorcycle racing, contact the CVRG at 6398 Dougherty Rd., #34, Dublin, CA 94568, or call (415) 829-6091.



*Hard Charger! . . . Craig McLean's G-50 Matchless is a top performer in the Vintage competition.
Photo by Carmen Lynaugh*

***** **Vintage Entry List** *****

500cc Class

NO.	NAME	CITY	CLASS	MACHINE	SPONSORS
3	Fred Mork	El Cerrito, CA	500	BSA	Mork Racing / Shoei
8	Craig McLean	Kentfield, CA	500	Matchless	Motorcycles Unlimited
9	Ken Heuser	Sacramento, CA	500	Triumph	Eutectic Welding, Chicken Ranch Racing
12	Jim Cooper	Berkeley, CA	500	Triumph	TT Motors
16 (96)	Bud Riddle	Daly City, CA	500	Triumph	Riddle Racing
17	Gary Hubback	Los Altos, CA	500	BSA	Self/IRS
18	Dave Roper	Hicksville, NY	500	Matchless	Team Obsolete
20	Dave Walden	Sebastopol, CA	500	Triumph	Mill Station Garage
106	Ed Meagor	San Rafael, CA	450	Ducati	Milania Spl.

350cc Class

11	Dave Troetschler	Milpitas, CA	350	Ducati	Self
13	Carmen Lynaugh	Richmond, CA	350 (250 Twin)	Suzuki	Phil Foronda Racing
22	Bill Ojala	Berkeley, CA	350	Ducati	Mork Racing
25	Bret Morshead	Dublin, CA	350	Ducati	Hap Jones, Avon Tyres, Shoei, West Coast British, Castrol
266	Malcom Tunnstall	St. Petersburg, FL	350	Ducati	Syd's Cycles, Michelin, ND, Castrol, Aral, Lou's Leathers

250cc Class

1	Michael Green	Dublin, CA	250	Ducati	Hap Jones, Avon Tyres, Shoei, West Coast British, Castrol
2	Mike Canepa	San Jose, CA	250	Aermacchi	10K Engineering
4	Chris Quinn	Hayward, CA	250	Ducati	Wheel Work MC Service
5	Michele Bisson	Richmond, CA	250	Yetman/Ducati	Mork Racing, City Bike, Avon Tyres
6	Henry Deaton	Richmond, CA	175	Honda	Self
14	Jeff Hecox	San Jose, CA	250	Aermacchi	10K Engineering
19	Scott Borem	Elk Grove, CA	250	Bultaco	Self
23	Jim Craig	Fontana, CA	250	Ossa	Self

KRRR

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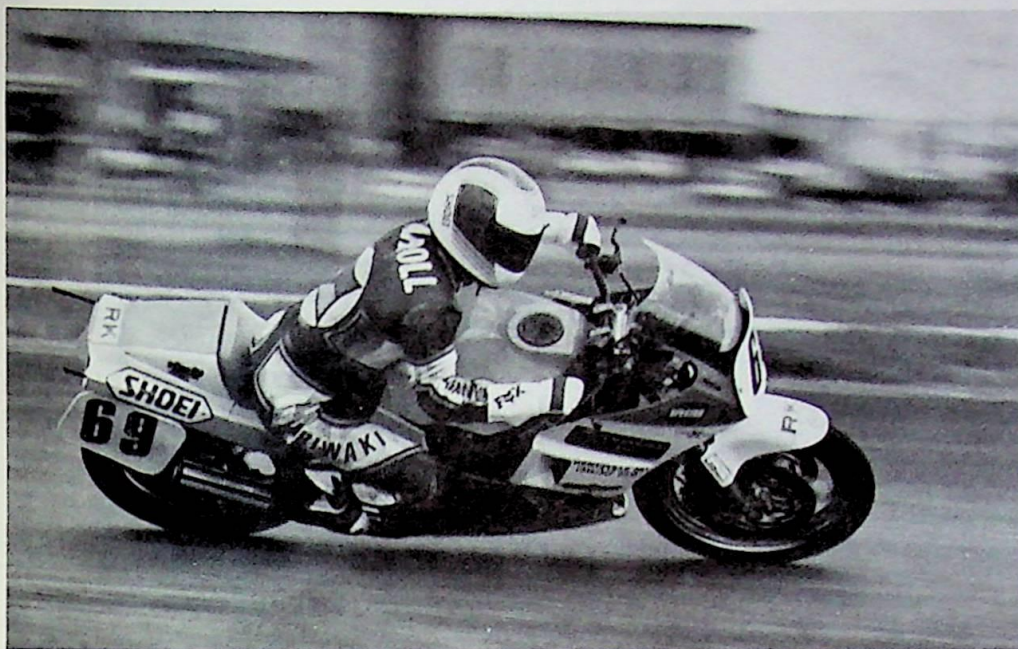
AFTER THE RACE

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AMA Championship Cup Series

"High Noon for Team Sunset at Sears Point!"



Fast Company! . . . Peter Carroll rides for Team Sunset.

Team Sunset's entry into the American Motorcyclist Association (AMA) MotoWorld U.S. Endurance Series is the culmination of two men's shared dream and the determination of one of them to carry that dream onto success.

Team Sunset was born out of the love that Team Owners Marcus Falley and his father, Frank, have for motorcycle racing . . . particularly endurance racing.

At first, Team Sunset was simply a vehicle for the younger Falley to enter and gain experience in road racing. His proud father, a long time Bell Helmet employee and motorcycle enthusiast usually watched from the pit wall.

In 1985, Southern California riders Peter Carroll and Walt Nitto joined the team and some California rounds of national endurance series' were entered with good results — thus prompting the Falleys to mount an all-out attack on the 1986 AMA/MotoWorld U.S. Endurance Series GTU class riding Kawasaki Ninja 600Rs.

But their plan received a sad setback on November 12, 1985, when Frank Falley suffered a stroke while attending Willow Springs International Raceway. He died several days later and a very important and likeable part of Team Sunset had been lost.

"He was the one who brought professionalism to Team Sunset," said Marcus Falley. "He was our Team

Manager and statistician and he did an excellent job."

In honor of his memory, the name "Team Sunset" was adopted for the Falley Racing efforts.

"That name comes from the place both my father and I lived in and loved a whole lot, which is Sunset Beach, California. It's a little community surrounded by a crowded metropolis."

"Sunset Beach just happens to think of itself as a little town in the middle of nowhere. Everybody knows everybody, it's a lot of fun. Everybody knows what Team Sunset is doing. There's a lot of moral support for our races and we just liked the town so much, that's the name we gave the team."

Despite personal grief, Falley's objectives did not falter and a Kawasaki Ninja 600, sponsored and prepared by Champion Moriwaki USA, and ridden by Carroll. Nitto and Terry Statum, was entered for the first round of the '86 series at Firebird International Raceway in February.

The Team Sunset machine was the quickest of the meet, with Nitto, the 1984/1985 American Federation of Motorcyclists Champion setting a new outright lap record. But the team's hopes for a victory were thwarted early on when lead rider Peter Carroll crashed, necessitating an hour in the pits for repairs.

Carroll, a motorcycle mechanic, and

Statum, a mechanical engineer, were joined by 1985 AMA Superbike ace Todd Brubaker for the second round of the series at St. Louis in April . . . Nitto being forced to withdraw due to injuries he suffered in a racing crash prior to the event.

"That result proved the effectiveness of our Champion Moriwaki USA supplied products," says Falley, who has assumed the full time Team Manager's role. "Our 600cc Ninja is faster than many 750 and 1000cc motorcycles thanks to the bolt on performance products which Champion Moriwaki USA distributes."

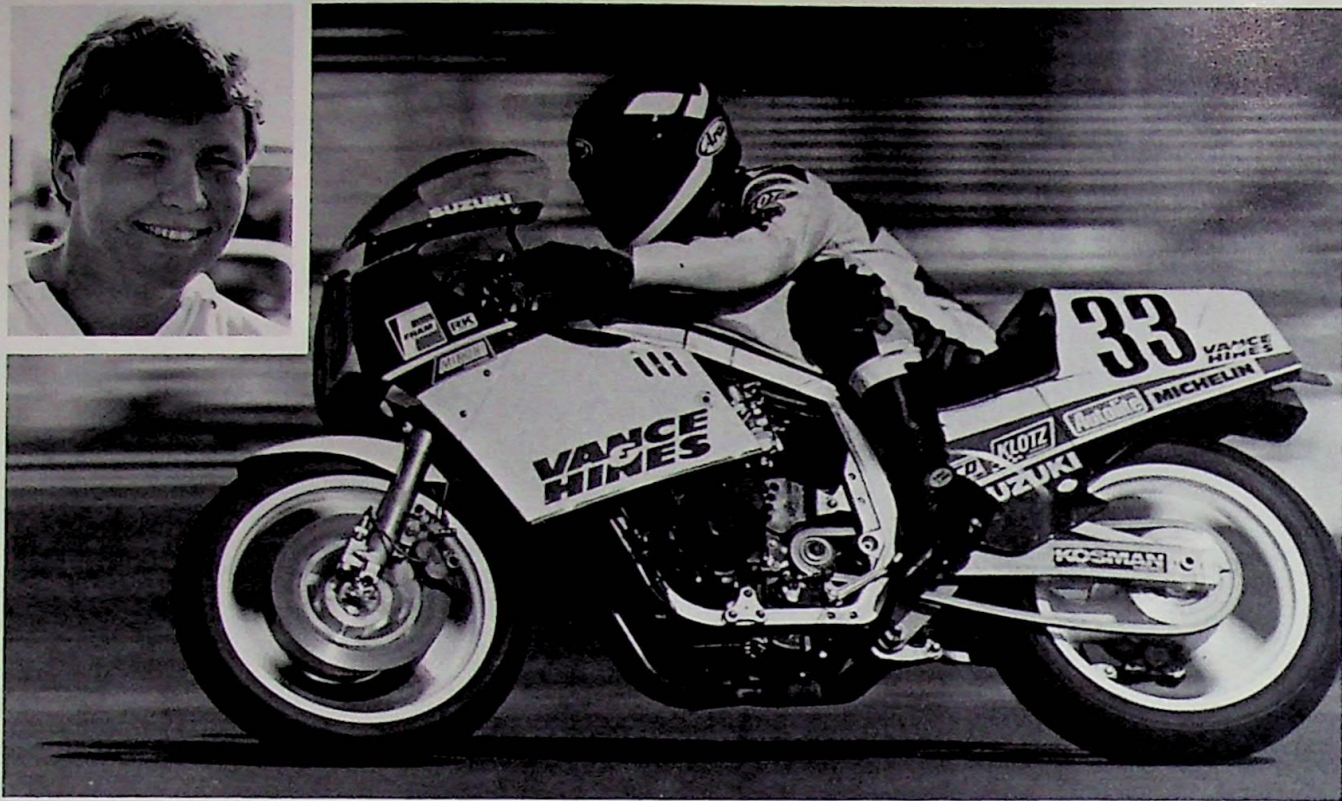
Falley also acknowledges the assistance of Spectro Oils, Dunlop, Shoei, Performance Machine, ND Denso, Frank Thomas Boots, Fox, RK Chain, Lockhart, SBS, Russell Industries, Calfab, Progressive Suspension, and The Frame Shop.

The late Frank Falley will also be making a contribution in 1986, through a legacy he left his son, part of which will go to Team Sunset: "He loved racing and he would have approved of me spending it this way," Marcus explains.

"We've put together a team of riders who have ability and a professional attitude," says Falley. "They're going to show everyone at a national level that they can do the job, in whatever conditions."

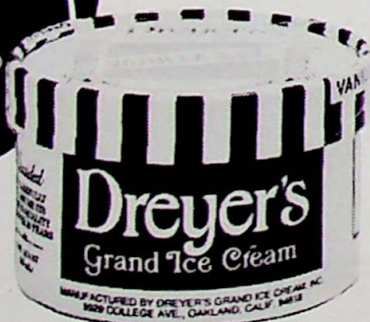


Quick Service! . . . Team Sunset pits for fuel and a rider change in recent AMA Championship Cup competition.



Vance & Hines at "The Point" . . . Doug Toland (Bike #33) and Santa Rosa's Scott Gray (inset) will be riding a matched set of Suzuki GSXR750 machines this weekend in the 24 lap/60 mile Superbike feature event.

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1986 Schedule of Major Events

April 26-27	9th Annual AC-Delco 300 NASCAR Winston West Stock Car Race
May 17-18	5th Annual ND Denso/Western Scooter Classic AMA Camel Pro Road Race
May 31 - June 1	5th Annual Motorcraft 100 SCCA Bendix Trans-Am Championship
June 21-22	5th Annual NHRA Winston Championship Drag Race
June 28-29	Vintage Motorcar Grand Prix
July 19-20	IMSA Firestone Firehawk Endurance Championship
August 2-3	11th Annual Ford California Grand Prix IMSA Camel GT Road Race
August 23-24	Andy Brizio's Muscle Car Shootout
September 20-21	SCCA Supercuts Pacific Coast Road Racing Championships
September 27-28	6th Annual Merkur Fall Classic SCCA Bendix Trans-Am Championship

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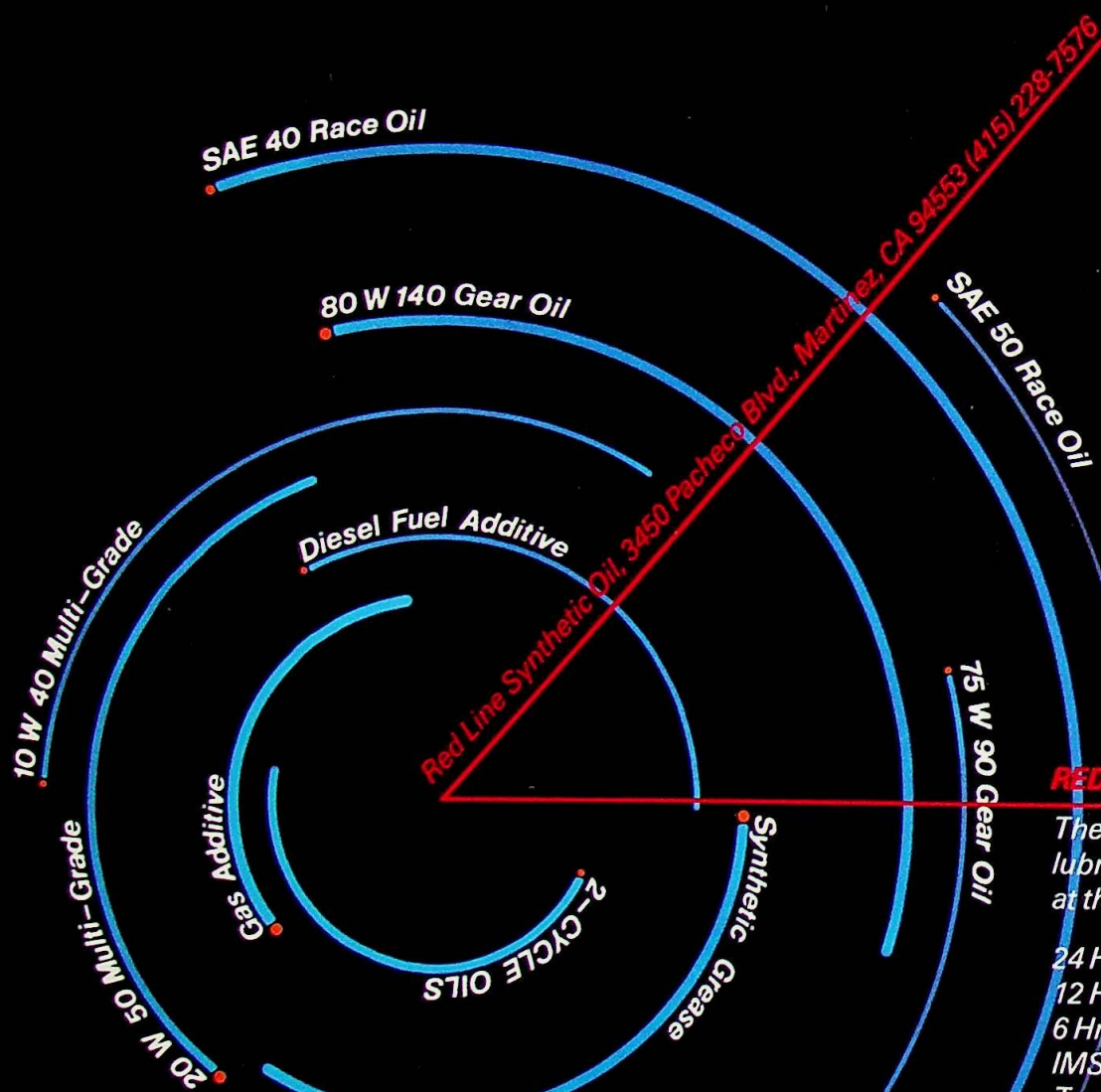
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Super Vee Mini Indy Championship
SCCA National Championships
AMA Nationals
National Boat Championships
National Air Races

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THE WORLD RENOWNED



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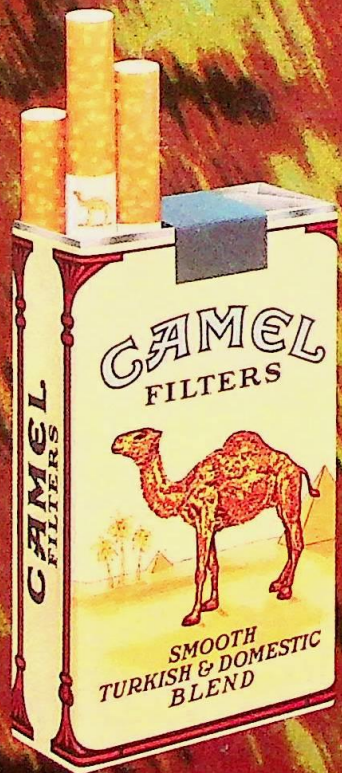
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