

# Kawasaki

## SuperBike International Laguna Seca Monterey



JULY 26th, 27th & 28th, 1974  
OFFICIAL PROGRAM: \$1.00

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# The liquid-cooled Suzuki 750. Hot stuff.

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\*Warranty detail and engine specs on preceding page.



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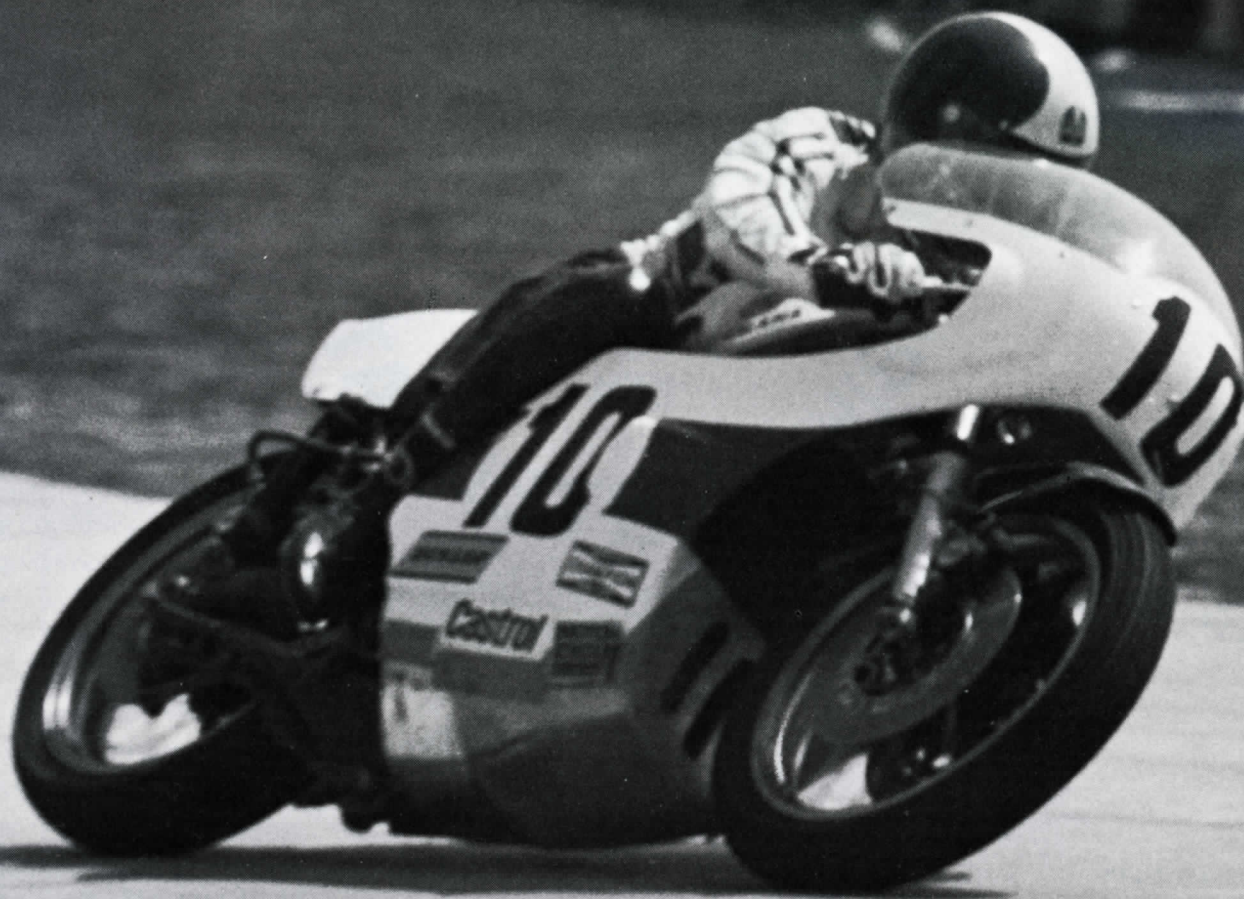
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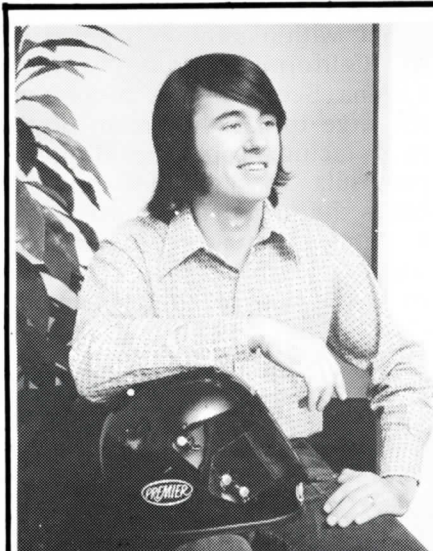
# THE CAMEL PRO SERIES

A Camel Filters point fund of \$15,000 will be offered for the top ten finishers in the Series which consists of three mid-summer events on the AMA Grand National Championship trail.

Races selected from the 23-event Grand National circuit include the Kawasaki Superbike International at Laguna Seca Raceway near Monterey, CA, July 28; the Santa Fe Speedway Short Track National near Chicago, IL, August 9, and the Half-Mile National Championship at Vigo County Fairgrounds, Terre Haute, IN, August 11.

Thus, the Camel Pro Series features different elements of Grand National Championship racing, including an international road race, a night short track and a half-mile dirt track, giving all the AMA's championship riders an opportunity to collect from the \$15,000 fund.

Distribution of Camel Filters money will be determined by the AMA Grand National Championship points earned by the riders in the Laguna Seca, Santa Fe and Terre Haute events.



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The Background Build-Up For This Weekend's Races

# Looking At Laguna

Today sees the running of the third Kawasaki Superbike International — an FIM sanctioned international motorcycle road race. This race first appeared on the International Calendar in 1972, and had a total prize fund of over \$50,000. It will take place at the demanding Laguna Seca racetrack over the last weekend in July.

1972 was the first time professional motorcycle racing had come to the picturesque 1.9 mile track situated on the beautiful Monterey Peninsula and the popularity of this type of racing was evident as 26,000 people watched the late Calvin Rayborn on his American Harley-Davidson, ride a typically masterful race to take the chequered flag. In 1973, the race turned out to be a super race for Kawasaki, as their factory riders Gary Nixon and Cliff Carr scored a convincing one, two victory in a race that was dominated by Kawasaki motorcycles. Nearly 31,000 people were on hand to watch this sponsor's dream come true and it is anticipated that the popularity of this event will increase again.

This year, with a total purse in the region of \$60,000, the Kawasaki Superbike International is one of the richest races on the American Motorcycle Association's national championship trail and offers West Coast enthusiasts their first opportunity to see some of the world's top road racers in action. The major factory teams such as Kawasaki, Yamaha, Harley-Davidson and Norton will be on hand and a good entry is expected from Europe. Riders such as Paul Smart and Cliff Carr from England, Yvon DuHamel of Canada, will compete against America's best, Kenny Roberts, Gary Nixon, Gene Romero, Don Castro, Mark Brelsford, Gary Scott, Dave Aldana, Dick Mann and Gary Fisher, and they will be supported by many more national class riders.

Last year the Kawasaki

Superbike International was run using the well tried dirt track formula of heats, a semi and a final to ensure that only the fastest and most competitive riders reached the main event. This format provided fast, close and exciting racing and was so popular with the riders and spectators that it will be adopted again this year. As if this isn't enough, events for sidecar and production bikes add to the appeal of the weekend program.

Internationally recognized riders from Europe will challenge America's best on the rural Laguna Seca road course.

In contrast to the stark reality of "stadiumized" speed arenas, Laguna Seca Raceway affords the spectator a resemblance of European road racing. Instead of concrete lined super raceway facilities, Laguna Seca remains a road course in the true definition.

Set within minutes from some of California's prime scenery, Laguna Seca satisfies more than the urge to see the cream of the road racing crop. The Monterey peninsula background however belies the fact that Laguna Seca is a demanding and heartbreaking course. The 1.9 mile circuit is complete with all the elements of classic European road racing

venues. Foremost in its challenges is the infamous "Corkscrew" with its 30 degree slope and 20 foot drop.

Negotiating the corkscrew takes more than timing and a strong, reliable motorcycle. It takes courage.

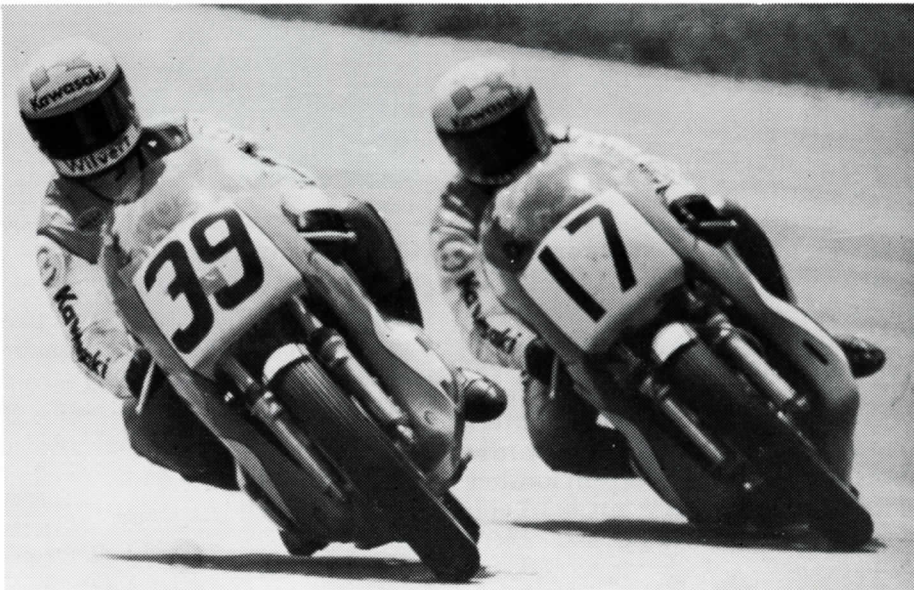
Team Kawasaki rider Hurley Wilvert has been through the corkscrew dozens of times and describes it as "a notorious turn."

"Coming up to the corkscrew there is a straightaway that rises slightly. After the rise the track levels off into a left turn. Then before you know it, you're headed down a 30 degree slope that's a fast 15 or 20 foot drop. Then a right turn and you're out, for a couple of minutes at least."

"You're doing about 110 miles an hour just before the corkscrew. You have to brake and downshift to about 30 or 35 miles an hour."

"One of the corkscrew's challenges is that just before you get to the drop, you're in a blind situation. You can't see what's happening ahead. If there's someone in trouble below you don't know about it until you're on top of them."

Wilvert, who won a hard-earned third place at this year's Daytona 200, says Laguna Seca is a good track for race fans. "It's the kind of track where you just set out a



Kawasaki team-mates, Hurley Wilvert leading Yvon Du Hamel.

blanket, open up a beer and watch us fight through 75 miles of tough competition."

This year's contest will see Kawasaki fielding its "mean green" effort headed by last year's hard luck pilot, Yvon DuHamel. DuHamel threw it away while lapping the late Cal Rayborn. Yvon had led the race and looked to be the eventual winner.

Art Baumann and Hurley Wilvert fill out the factory spots along with Canadian DuHamel. Wilvert surprised more than few when he finished third at Daytona, demonstrating a competent and consistent style.

Team Kawasaki mainstay, Art Baumann, will round out the factory effort. Baumann, a dynamic rider whose racing expertise is unquestionable, ran in fourth last year until ignition troubles set in forcing him to retire. Art has continued to succumb to mechanical woes, being forced out of the English Match Series, the Imola 200 and Daytona.

Needless to say, the entire Kawasaki effort will depend on the reliability of the race proven H2R.

Competition will be strong with the other factory teams serving up the latest in exotic road racing machinery including the now well-recognized Yamaha TZ750.

Kawasaki fielded six (factory or semi-factory) riders in last year's Superbike International. By the third lap they had filled the top six positions; Yvon DuHamel in front, followed by Gary Nixon, Cliff Carr, Art Baumann, Mashiro Wada and Hurley Wilvert.

In the early laps Wada's engine began to sour putting him out of contention.

By lap nine DuHamel had put 15 seconds between himself and the second place Nixon. Baumann held down the fourth position unchallenged.

Positions remained basically that way for most of the race. Six laps from the finish a hard charging DuHamel threw it away while lapping Cal Rayborn. DuHamel's efforts were prompted by Nixon's gradual but consistent shortening of DuHamel's lead. Nixon had closed the spread to a two second margin and with DuHamel out of the contest, Nixon went on for the win.

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Lightweight race possible.....Gary Scott.

Baumann, who had maintained a consistent fourth, shared in DuHamel's hard luck, suffering ignition trouble on the back side of the course.

Meanwhile, Carr pushed up into second and offered Nixon a substantial challenge. Carr was hampered by a leaking rear brake cylinder and decided to settle for a safe second.

The 1973 Superbike classic proved Kawasaki was determined to win their own race and they had the talent on the course and seemed to handle better than the competition.

DuHamel made up for his main event woes by motoring away to a first in the production bike class race. He pushed his Yoshimura prepared Z-1 to an undisputed first.

Steve McLaughlin piloted his Z-1 from a dead last start to second behind DuHamel.

### Private Pressure

With strong finishes in two of the year's toughest Championship races behind him, privateer Steve McLaughlin expects to resume his

chase of the factory teams in today's race.

McLaughlin, a second-generation racer whose father campaigned motorcycles on the high-speed Monterey Peninsula circuit a decade ago, will bring to Laguna Seca the same 180 mph TZ700 Yamaha that carried him to fifth and sixth place finishes at the recent Road Atlanta, Ga., and Loudon, N.H., 75-mile American Motorcycle Assn. Nationals as well as seventh, and first privateer at Daytona.

Although billed as a battle of the Kawasaki, Yamaha, Harley-Davidson and Suzuki teams, McLaughlin who is sponsored by the newspaper, MotorCycle Weekly, sees the prestigious Superbike International as being his best chance yet of scoring an upset win.

"We're getting closer all the time," enthused Steve, an outspoken 24-year old from Santa Ana, California. "Thanks to my tuner, Mel Dinesen, my Yamaha has the same acceleration as the factory bikes of Kenny Roberts and Gene Romero."



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Star privateer, Steve McLaughlin leads Suzuki team rider, Cliff Carr.

Acceleration will be crucial in the Superbike race, McLaughlin believes, because the narrow, nine-corner Laguna Seca circuit is a devilishly difficult one to pass on. "There isn't a whole lot of racing room, and each lap is only 1.9 miles long. If you get caught in traffic, or make a bad start, it can cost you a lot of time."

Semi-secret tuning changes to the exhaust system of his 110-horsepower Yamaha should add even more power, McLaughlin adds.

A dedicated professional who wants to race for a motorcycle world Championship in Europe someday, McLaughlin plays tennis, racketball and runs two

miles a day to stay in shape for the rigors of racing.

"I've neglected my conditioning program lately," he admits, "and it's been costly for me. My legs have become tired toward the end of some of the races, and my concentration has suffered too."

With the extra horsepower, a confident frame of mind, and a strengthened physical conditioning program, Steve doesn't expect to become fatigued at Laguna Seca.

### Carr Ready To Win

Shrugging off a recent 110-mile-per-hour racing crash, Englishman Cliff Carr believes he's ready for his strongest effort to date in today's race.

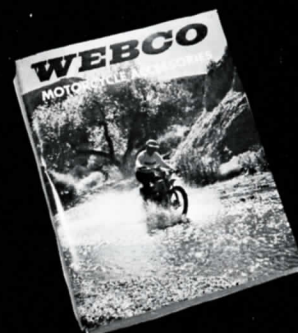


Two more private aces....Dave Aldana leading Jim Evans.



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The distinctive knee-out style of Englishman, Paul Smart...a Suzuki team member.

Carr, a globe-hopping full-time professional racer and member of the factory Suzuki team along with fellow Englishman Paul Smart and former U.S. Champion Gary Nixon, is enthusiastic about Laguna Seca's total purse which is over \$50,000. "With that much money at stake, it would certainly be a good race to win," said Carr, who placed second to winner Nixon in last year's 75-mile Superbike International when both were members of Team Kawasaki.

The already-rich Kawasaki Superbike International recently picked up another \$5,000 when Camel Cigarettes added that amount to the pot as part of its \$15,000 three-race Camel Pro Series.

"Laguna Seca sorts out the different riders," Carr continued. "It is definitely a rider's type of circuit, and not a place where you just need the fastest bike to win."

A badly lacerated right elbow is Carr's only souvenir from his rugged high-speed spill last June 16 at Bryar Motorsports Park in Loudon, N.H. The crash completely destroyed Cliff's \$50,000 factory machine, but the happy-go-lucky touring Englishman is confident he'll have a newer, faster Suzuki in time for Laguna Seca. "It's my favorite American race course," concluded Carr, who has raced to National and International wins in England and the Continent.

But the high-powered Suzuki

team of Carr, Smart and Nixon may be at less than full strength at Laguna Seca, owing to the recent serious injuries suffered by defending race Champion Nixon in Japan. The hard-luck American broke two arms, his left ankle and wrenched his back.

Nixon, who won his last race at Loudon, New Hampshire was lying 5th in the National Championship and obviously hoped to improve his position with another win in the Kawasaki Superbike International. However, defending Grand National Champion Kenny Roberts of Modesto, California, continues to dominate the National Championship and he will be a hard man for anyone to beat at Laguna Seca.

### DuHamel A Favorite

Kawasaki's Yvon DuHamel registered his strongest racing effort of 1974 in the most recent AMA Road Race at Loudon, New Hampshire, thus serving notice that he is among the favorites in today's event.

DuHamel, meanwhile, impressed everyone with a spirited fifth place finish.

It was the highest placed showing this year for Yvon, the Captain of the Kawasaki racing team, who has been running into bad luck for much of the season.

DuHamel, who has been dividing his road racing starts between America and Europe, had earlier announced he was cutting short his European travels because of continuing mechanical woes.

"I don't want to go clear to Europe for a race and not even finish," snapped the plucky little French-Canadian motorcycle and snowmobile racer. But his strong

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Loudon finish indicates that the 33-year old DuHamel has now found the finishing combination again. This is bound to stimulate even more interest in the Kawasaki Superbike International, which after only three years has become one of the richest on the American Motorcycle Assn.'s Grand National tour.

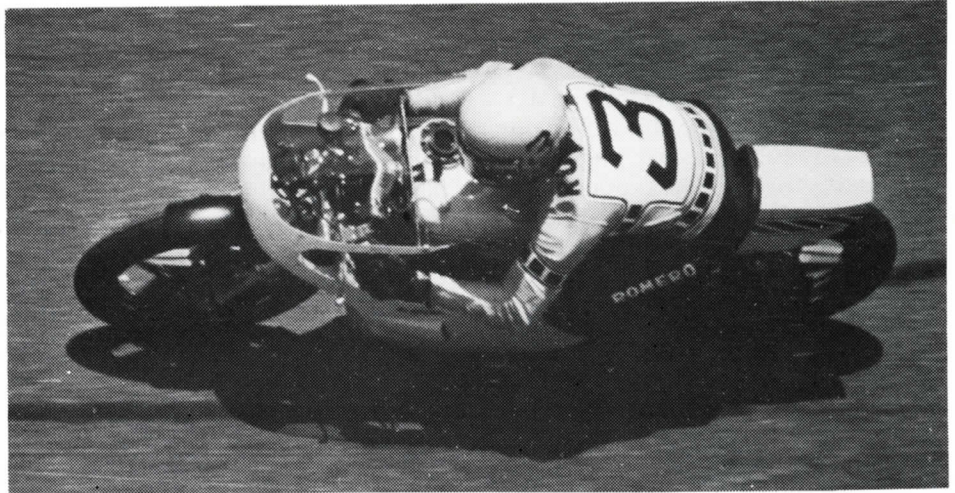
Less fortunate than DuHamel at Loudon was his hard-charging Kawasaki teammate Art Baumann. The San Francisco rider took a nasty spill during the rain-delayed race and received a severe shaking. Baumann, however, is expected to be back in action in time for Laguna Seca.

Interestingly, while former-Kawasaki-now-Suzuki rider Nixon was holding off the second and third-place Yamahas of Gene Romero and David Aldana at Loudon, Yamaha super-star Kenny Roberts was running the furthest behind he has all year. The defending Grand National racing champ was back in fourth place for the entire 75 miles.

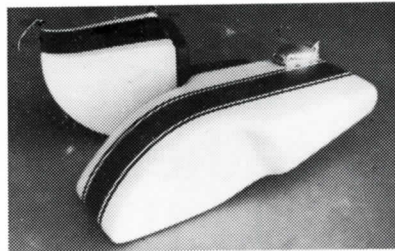
### "A Slick Operator"

Thanks to a "slick operator," most lap records are expected to tumble here at Laguna Seca during today's \$60,000 Kawasaki Superbike International. The "slick operator" happens to be a radical new racing tire developed by the Goodyear Tire Company. In appearance just like a drag racing tire, it has no tread at all. In fact, so smooth and slick is the new tire that it appears to be worn out and threadbare, a unique contradiction to normally accepted adhesion principles. In the past motorcycle racing tires have had tread patterns running clear up their sides so that racers can heel their 400-pound 100 hp super powered bikes over so far that footpegs and occasionally riders knees drag the ground in some turns.

At the recent American Motorcycle Association National at Road Atlanta, Ga., the new treadless Goodyears helped National championship points leader and Grand National champion Kenny Roberts and teammate Gene Romero first and second places on their factory Yamahas. This 1-2 result was the most notable American success to



Gene Romero, flat on the tank of his factory Yamaha.



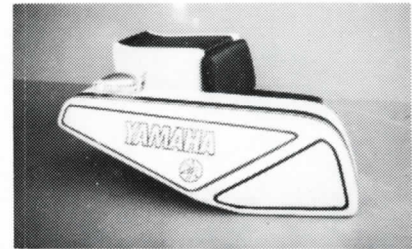
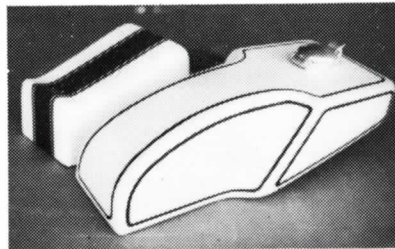
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date for the new tire. At today's race, the ambitions of the factory team bikes from Kawasaki, Yamaha, Suzuki and Harley-Davidson may be riding on them. Goodyear racing engineers say that their "slick operator" works so well not because it lacks tread, but because of exotic and highly secret synthetic compounds built into the tire.

Goodyear tires, however, do not monopolize motorcycle racing. Challenging the U.S.

company for superior racing results is Dunlop of England. Dunlop's latest competition tire does have tread, and at Road Atlanta Suzuki star Gary Nixon rode to a close third on Dunlops a hairs breadth behind Gene Romero after a place swapping race long duel.

Observers of the continuing rivalry between Goodyear and Dunlop are reminded more and more of the tire company rivalries that exist in big-time car racing.

For example, at Indianapolis and other major races in America and Europe, millions of dollars are repeatedly spent each year on development in order to gain results that aid the sales of domestic auto tires.

Whatever the brand of tire that wins today's race, it is sure to receive a thorough workout over 125 miles of Laguna Seca's torturous 1.8 miles of twisting blacktop this July the 28th. The Laguna Seca road course is praised by nearly every rider who has ridden it. It has so many kinks and fast swerves that expert riders will have no time to relax during the entire 75-mile main event concentrating all their attention on it's demanding nature.

Time will tell if Goodyear's "slick operator" can overcome the challenge of Laguna Seca as well as it has other road circuits in America and Europe.

### Scott/Roberts Duel

Perennial runner-up Gary Scott believes that anything Grand National motorcycle racing champion Kenny Roberts can do, he can do better. And he hopes to prove it here today. Scott, tough little 22-year old bike racing vet out of Baldwin Park, California, says that the Laguna Seca circuit, venue for the Kawasaki Superbike International is one of his favorites. "It's the kind of race track that favors a good-handling motorcycle," Scott explained. "There's not such a demand for raw horsepower. It's the road race I'm looking forward to the most."

While Scott was mapping out strategy, however, his nemesis Roberts was winning again — this time at Gainesville, Ga. Riding in last Sunday's 75-mile championship road race at Road Atlanta, the sixth round in the American Motorcycle Association's professional series, Roberts took his factory Yamaha to a big win over teammate Gene Romero. Gary Nixon, on a Suzuki, was third, while Art Baumann, on his factory Kawasaki, rode a very determined race to finish fourth, not far behind Romero and Nixon. Roberts, also 22, from Modesto, California, and Scott have been racing rivals since way back. "Five years ago when we were both



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Novices racing at the Ascot track in Southern California, Kenny and I were fighting for the season championship," Scott said. "We repeated our fight the next year as Juniors, and as Expert classed riders the next year, we were still fighting." That was in 1972, and at season's end Scott found himself America's second-rated motorcycle racer, behind veteran Mark Brelsford, and Roberts it's fourth. Last season Roberts changed things by taking the Grand National championship for himself, but Scott again found himself a disgruntled runner-up.

"Of course it's upsetting to always be a runner-up and not a winner," Scott admitted. "I find it depressing not to be able to come out on top." Over last winter Scott switched racing teams, jumping from the British Triumph motorcycles to the orange-and-black American Harley-Davidsons. Out of six races on the tour, he has notched two second place finishes, and currently finds himself again second in the point standings behind perennial rival Roberts.

Following his Road Atlanta win, Roberts now has 671 points, to Scott's 335, but Scott says he isn't worried. "I don't care how many Yamahas Kenny Roberts has, or how fast they are," he said. "I don't think he's going to be able to beat me on the dirt tracks.

The Laguna Seca Racetrack, of course, is pavement — 1.9 miles of high-speed blacktop undulating through the oak scrub hills of the Monterey Peninsula. But Scott says it doesn't matter. "Everyone knows that Yamaha's road racing bikes are faster than the road racing Harleys. But, like I said, horsepower is not that important at Laguna Seca. It's more of a handling track, a rider's track which Cal Rayborn proved by winning here for Harley-Davidson the first year they ran the race."

At Laguna Seca here today, however, Scott will not only have to face Roberts, but also the powerful Kawasaki racing team led by the fiery French-Canadian Yvon DuHamel, who nearly won the race last year, but crashed with a handful of laps remaining.

Scott insists that his fight with Roberts is a racing one only.

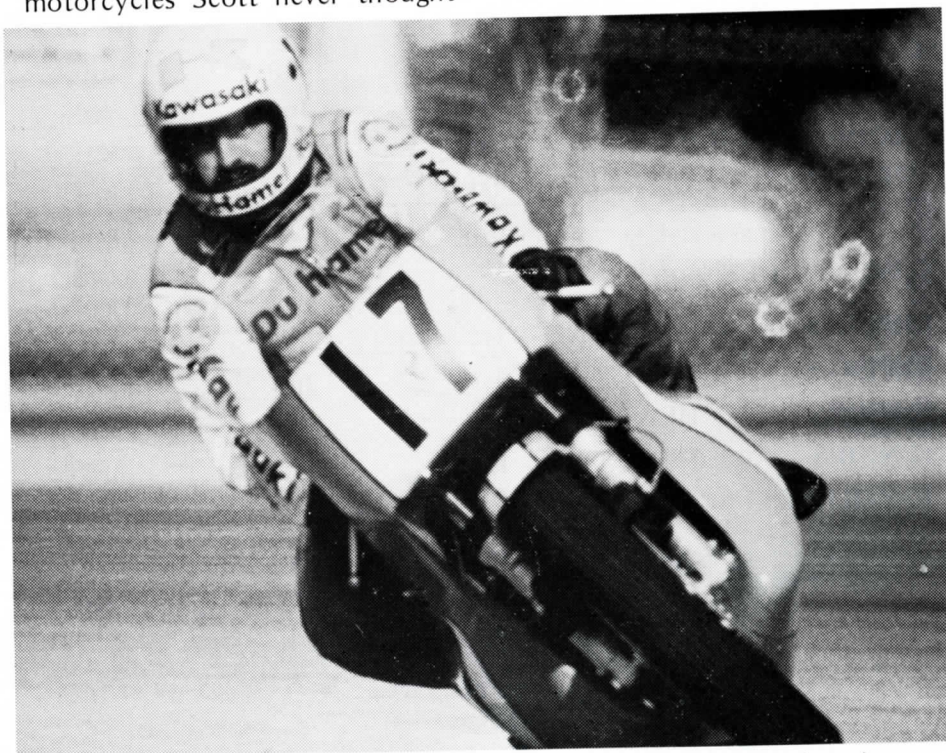


America's Grand National Champion at 21 years old, Kenny Roberts of the Yamaha team.

"Kenny and I are good friends when we are off the track." Scott started racing when he was eight years old in tiny TQ midget cars. By the time he was ten he had already won a car championship. But once he started racing motorcycles Scott never thought

about cars again.

"Last year was last year, and this year is this year," concluded Scott, emphasizing that he will not be satisfied with another runner-up placing to Kenny Roberts.



Yvon Du Hamel led Laguna Seca last year until he crashed a few laps from the end.

# PROGRAM OF EVENTS

## SATURDAY, JULY 27th:

- 11:00 AM: Start of heat races (Novice and Expert/Junior Lightweight race). Two 5 lap heats in each class.
- 12:15 PM: Lunch Break.
- 1:00 PM: Novice Final. 50 Miles, 27 Laps.
- 2:00 PM: Expert/Junior Lightweight Final. 50 Miles, 27 Laps.
- 3:00 PM: Lightweight Production Race. 19 Miles, 10 Laps.
- 3:45 PM: Open Production Race. 38 Miles, 20 Laps.

## SUNDAY, JULY 28th:

- 11:00 AM: Start of Heat Races (Two 20 Mile, 19 Lap Expert Heats and two Five Lap Junior Heats). Followed by Expert Semi-Final.
- 1:00 PM: Junior Final. 50 Miles, 27 Laps.
- 2:00 PM: Expert Final. 75 Miles, 40 Laps.
- 4:00 PM: Exhibition Sidecar Race.

(ALL TIMES ARE APPROXIMATE).

# TODAY'S RESULTS

## SATURDAY, JULY 27th:

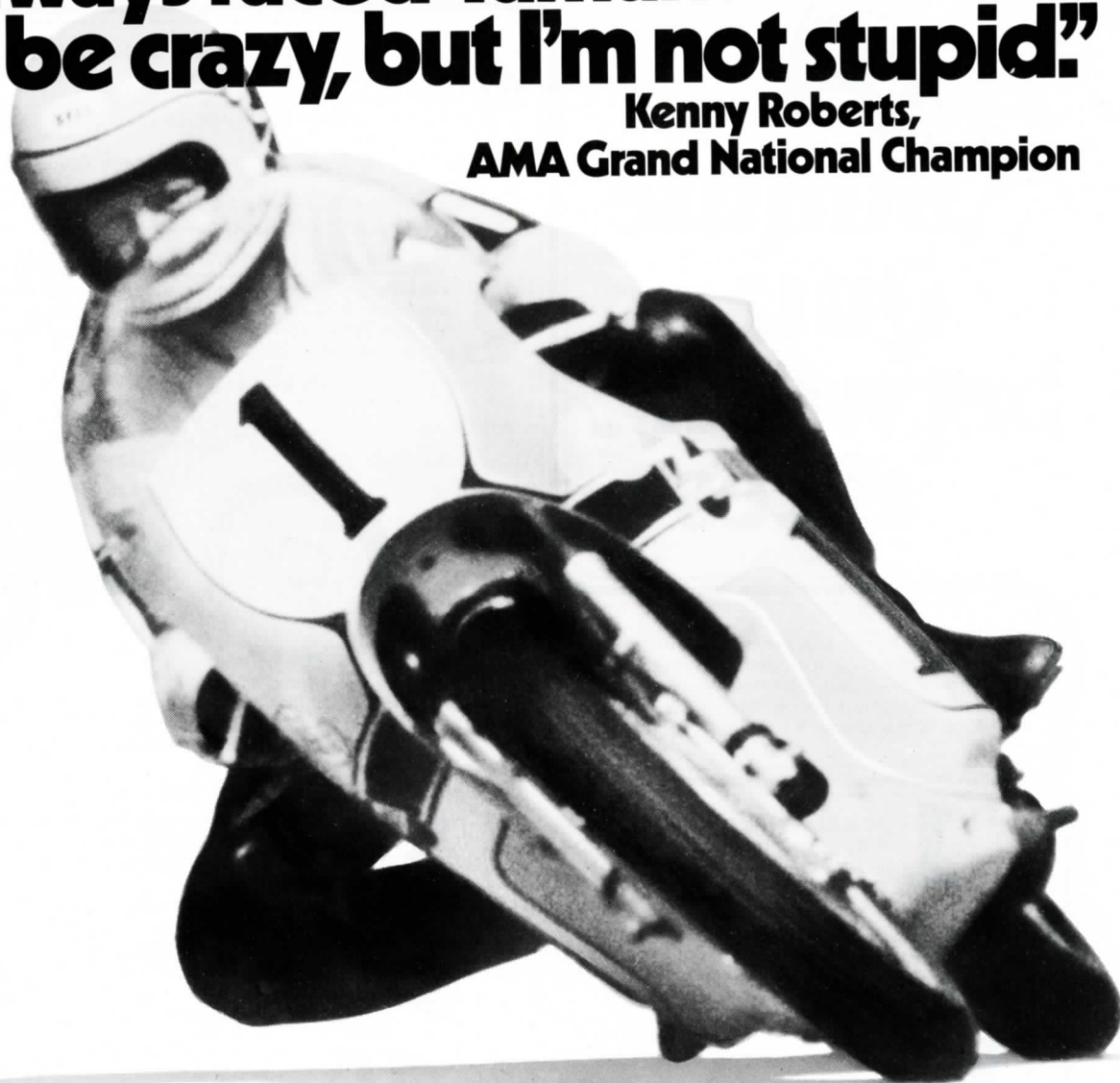
NOVICE RACE – HEAT ONE	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
NOVICE RACE – HEAT TWO	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
EXP/JUNIOR – HEAT ONE	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
LIGHTWEIGHT – HEAT TWO	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
NOVICE FINAL	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
	– 6th _____	7th _____	8th _____	9th _____	10th _____
EXP/JUNIOR	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
LIGHTWEIGHT FINAL	– 6th _____	7th _____	8th _____	9th _____	10th _____
LIGHTWEIGHT	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
PRODUCTION RACE	– 6th _____	7th _____	8th _____	9th _____	10th _____
OPEN PRODUCTION RACE	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
	– 6th _____	7th _____	8th _____	9th _____	10th _____

## SUNDAY, JULY 28th:

EXPERTS – HEAT ONE	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
EXPERTS – HEAT TWO	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
JUNIORS – HEAT ONE	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
JUNIORS – HEAT TWO	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
EXPERT SEMI-FINAL	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
	– 6th _____	7th _____	8th _____	9th _____	10th _____
JUNIOR FINAL	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
	– 6th _____	7th _____	8th _____	9th _____	10th _____
EXPERT FINAL	– 1st _____	2nd _____	3rd _____	4th _____	5th _____
	– 6th _____	7th _____	8th _____	9th _____	10th _____
EXHIBIT. SIDECAR FINAL	– 1st _____	2nd _____	3rd _____	4th _____	5th _____

# "I've always raced Yamahas. I may be crazy, but I'm not stupid."

**Kenny Roberts,  
AMA Grand National Champion**



"I don't have a death wish," says Kenny Roberts. "I have a wealth wish." Last year Kenny won more than \$130,000. As well as the Number One Plate awarded by the American Motorcycle Association to the country's best all-around motorcycle racer. He says it was just a matter of "going into the corners a little deeper and coming out a little faster."



When Kenny takes a corner at 140 mph, he leans his bike over so far, the pavement grinds the toes off his boots. The boy has a lot of nerve. And a lot of confidence in the machines he rides: Yamahas.

"You don't need the biggest bike to win," Kenny says. "Just the best bike. Last year when we raced our 350cc Yamahas against the 750cc machines at Daytona and Talladega, we swept the first three places. Simply because our Yamahas were the most reliable bikes on the track. If they weren't, I'd be stupid to ride the way I do!"

This same reliability is built into all

Yamahas. For example, our RD350 street bike has the same basic frame, engine, transmission and suspension designs as the road racer Kenny's riding in the picture above. Which may be what prompted one motorcycle magazine to name it "The bike most likely to lose you your driver's license."

However, putting racing components on production bikes doesn't just make them faster. It makes them tougher. Because you don't dominate international racing the way Yamaha does with gearboxes that jam. Or engines that seize. Or brakes that fade. Or frames that flex.

By putting proven racing designs to work on production motorcycles, we feel we've built the most reliable line of bikes in the world. And, as Kenny Roberts says, "Unless you think a bike is gonna stay in one piece, you'd be out of your gourd to get on it!"



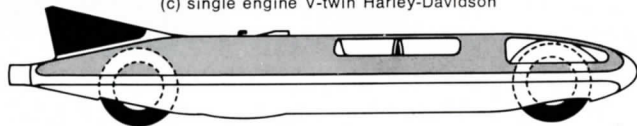
**Someday,  
you'll own a Yamaha.**

# A 5 minute Quiz between races

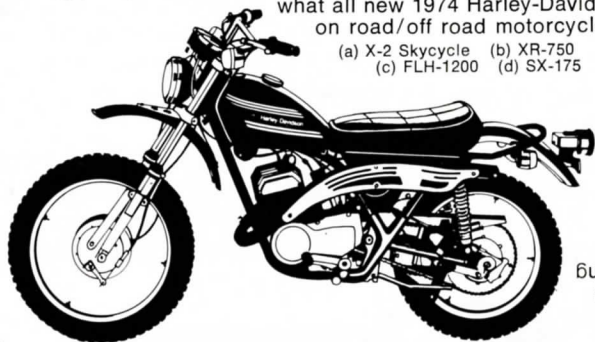
Get 'em all right, and you're a Grand National Champion motorcycle expert. Anything under 5 right answers—well, just call yourself a Novice because that's not bad either. Please disregard the logo while doing the quiz.

**1** Who broke the 9-second quarter-mile drag speed record back in 1971?  
(a) Al Smith (b) Joe Smith (c) Joe Namath

**2** Over the years, records are made and broken. But, one world's speed record has stood since October 16, 1970. Cal Rayborn hit 265.492 mph on the Bonneville salt flats. What motorcycle was he riding?  
(a) 4-cylinder Husqvarna (b) triple engine Ossa (c) single engine V-twin Harley-Davidson



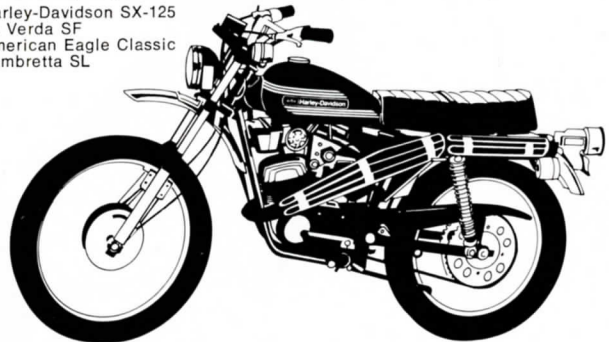
**3** Oil injection, I.S.D.T. quick change rear wheel, chrome bore aluminum cylinder, in-frame oil reservoir, 5-speed tranny, C.D. ignition, speedo and tach. The preceding are features of what all new 1974 Harley-Davidson on road/off road motorcycle?  
(a) X-2 Skycycle (b) XR-750 (c) FLH-1200 (d) SX-175



**4** What motorcycle was ridden to the greatest number of AMA Grand National Championships in the 28 years they've been awarded?  
(a) Harley-Davidson (b) Norton (c) Triumph (d) Indian

**5** Almost as amazing a record, the Columbus, Ohio National Half mile has been won 18 times in the 21 years it's been held by what make motorcycle?  
(a) MV Agusta (b) Harley-Davidson (c) Norton (d) Munch Mammoth

**6** The \_\_\_\_\_ features street and trail versatility with directionals, dual rear sprockets, oil injection, 5-speed trans, concentric float bowl carb, braced bars, high fender and exhaust, and Borletti speedo.  
(a) Harley-Davidson SX-125 (b) La Verda SF (c) American Eagle Classic (d) Lambretta SL



**7** There are champs and there are Grand National Champs. What rider is the All-Time Grand National Champion with 28 AMA Championship race wins and three National Championships?  
(a) Joe Leonard (b) Mark Brelstorf (c) Bart Markel (d) Evel Knievel

**8** Speaking of speed, super wrench Warner Riley rode a conventional Harley-Davidson Sportster to a record speed at the Bonneville salt flats in 1972. How fast did he go?  
(a) 184.653 mph (b) 197.339 mph (c) 206.544 mph

**9** What bike won more AMA dirt track Nationals in 1973 than any other?  
(a) Excelsior (b) Yamaha (c) Harley-Davidson XR-750 (d) Suzuki



**10** The first AMA Manufacturer's Cup ever awarded was in 1972. By now, you should be able to figure out who won it.  
(a) Hodaka (b) Yankee (c) Harley-Davidson (d) Vespa



**11** What famous Harley-Davidson high jumper can leap cars, trucks and canyons in a single bound?  
(a) Speedy Gonzales (b) Evel Knievel (c) Kareem Abdul-Jabbar

## ANSWERS:

(1) Plain ole Joe Smith on a Harley-Davidson. (2) Many others have tried, but at least until this fall, that time belongs to the single engine. (3) All that and more on the SX-175. (4) It's not surprising that it's Harley-Davidson again. (5) It has to be a Harley-Davidson. (6) Ain't no other than the dual purpose SX-125. (7) Bart did it on Harley-Davidsons. (8) Warner flew one way 202.931 mph and returned at 210.157 mph to set the existing record (an average of the two runs) of 206.544. (9) Naturally. (10) Who but Harley-Davidson? (11) Not even Kareem can out-jump Evel and his Harley-Davidson XR-750.

AMF Harley-Davidson  
Milwaukee, Wisconsin 53201  
Member Motorcycle Industry Council



# The Great American Freedom Machines.

# Lapping Laguna Seca

The rider and machine combination that wins the \$50,000 Kawasaki Superbike International at Laguna Seca on July 28 will not only have succeeded in beating some of the best riders in the world, but it will also have overcome one of the most demanding road racing tracks in the United States.

The winner, as he takes the checkered flag, will have raced around the tortuous 1.9 mile Laguna Seca track 53 times, covering 100 miles in a little over one hour at an average lap time of 1 minute 14 seconds, or 92.4 mph.

He will be tired and happy. Tired because he will have wrestled his 350 lb., 100 horsepower machine around 530 turns of Laguna Seca under blazing afternoon sunshine, made approximately 1300 gearshifts and lost 7 lbs. in sweat.

He will be happy because he will have won anything up to \$20,000 for his afternoon's work.

Not a bad job you might think, earning that sort of money in an afternoon, but study the map of Laguna Seca on the last page and then read the rider's description of one lap. You'll see that it's easy to lose more than just weight at Laguna Seca. That's why most people are better advised to stick to sauna baths.

**TURN ONE** — From the startline you accelerate hard up a slight rise and down into turn one, entering on the left side and exiting on the right, which lines you up for the next. Turn one is blind and you want to roll it off, but you know you shouldn't. There's not a great deal of room through here, so at the start it's a bit hairy.

**TURN TWO** — Into turn two you don't use too much brake as it slows you up for the only real straight on the track and you lose time; but there's curbing round the outside and if you don't use enough brake you don't make the turn.

**TURN THREE** — This is the fastest turn on the track, well over 100mph. You use all the road and then accelerate hard uphill, under the Castrol bridge, before shutting off for turn four.

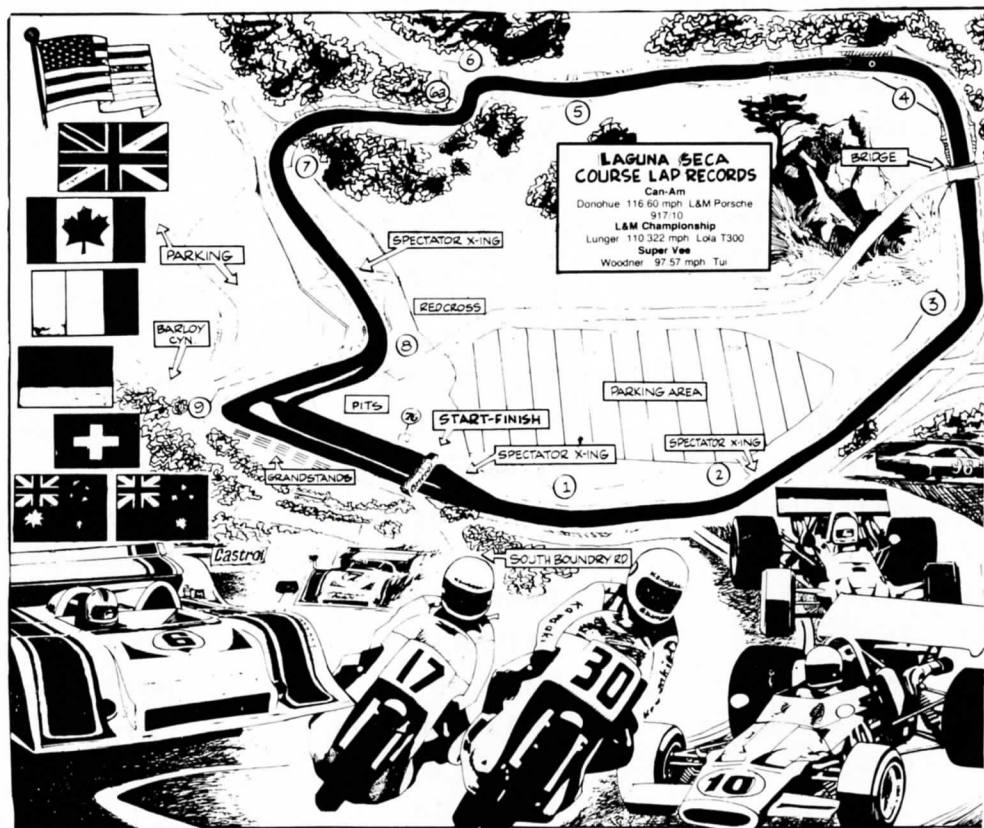
**TURN FOUR** — This has the hardest approach on the track. You always feel that you're not going fast enough, but there's a curb and a long drop if you go straight on, so discretion is the better part of valour here. If you make this turn you accelerate up a short straight to

**TURN FIVE**, a fast one leading to **TURN SIX "A"**, the "Corkscrew," is all down hill and the bottom drops away very quickly. You have to slow down to get through it on the right line and in the right attitude for **TURN SEVEN**. You accelerate hard in the middle of turn seven and the G-forces as you flick from left to right to left put a great strain on you and the machine.

**TURN EIGHT** — This is one of the most challenging turns on the track and it is reverse cambered on exit, making it difficult to take at high speed. It is narrow and deceptive and if you hit it too fast you're in an awful lot of trouble.

**TURN NINE** — This is where the lap comes to an end. A hairpin. You brake down to a walking pace, perhaps slip the clutch at the apex, and exit swinging wide, brushing the Armco barrier before accelerating up through the gears towards Turn One. This corner always has heavy traffic during the race and because it is greasy catches many people out.

Well, that's what it's like to do a lap of Laguna Seca on paper, so imagine what doing 53 laps on a racing machine is like and you realize just what we're talking about when we say that the \$50,000 Kawasaki Superbike International at Laguna Seca is going to be a tough one indeed.



# LAGUNA LINE-UP

## EXPERTS

<u>NO.</u>	<u>RIDER</u>	<u>CITY &amp; STATE</u>	<u>SPONSOR</u>	<u>MACHINE</u>
1	Ken Roberts	San Carlos, CA	Yamaha Int.	Yamaha
3	Gene Romero	San Luis Obispo, CA	Yamaha Int.	Yamaha
11	Don Castro	Gilroy, Cal.	Yamaha Intl.	Yamaha
13	Dave Aldana	Santa Ana, CA	Norton Corp.	Norton
17	Yvon DuHamel	Montreal, Que., Canada	Kawasaki Mtr. Corp.	Kawasaki
20	Dave Smith	Lakewood, CA	Self	Yamaha
21	Gary Fisher	Parkesburg, PA	Ed Fisher	Yamaha
26	Cliff Carr	Santa Fe Springs, CA	Suzuki Mtr. Corp.	Suzuki
27	Jim Evans	San Bernardino, CA	Boston Cycles	Yamaha
28	Conrad Urbanowski	Pembroke Pines, FL	Morristown Speed & Sport	Yamaha
30	Art Baumann	Brisbane, CA	Kawasaki Mtr. Corp.	Kawasaki
32	Steve Baker	Bellingham, WA	Yamaha Mtr. Canada	Yamaha
33	Paul Smart	Santa Fe Springs, CA	Suzuki Mtr. Corp.	Suzuki
40	Doug Libby	Milford, MI	Parts Galore	Yamaha
44	DeWayne Keeter	Oak View, CA	Terry Everhart	Yamaha
56	Marty Lunde	Manhattan Beach, CA	Don's Cycle	Yamaha
61	John Boote	Australia	Levi Jeans	Yamaha
62	Warren Willing	Australia	Levi Jeans	Yamaha
63	Reg Pridmore	Goleta, CA	Self	BMW
64	Gary Scott	Baldwin Park, CA	Harley-Davidson Mtr. Co.	Harley-Davidson
72	Mike Kidd	Hurst, TX	Triumph-Norton	Triumph
82	Harry Cone	Sherman, TX	Cone's M/C Sales	Yamaha
83	Steve McLaughlin	Santa Ana, CA	Mel Dinesen & M/C Weekly	Yamaha
95	Mike Ninci	Kansas City, MO	M&M Racing & Metro Yamaha	Yamaha
97	Ron Pierce	Bakersfield, CA	Mack Kambiashi	Yamaha
98	John Hateley	Van Nuys, CA	Larry Styles	Yamaha
104	John Long	Miami Beach, FL	Longevity	Yamaha
107	Burt Richardson	Carson, CA	Harley-Davidson of Lomita	Harley-Davidson
109	Phil McDonald	Sapulpa, OK	K & N Yamaha	Yamaha
110	Bob Endicott	Balboa, CA	Action Fours	Kawasaki
113	James Chen	Carson, CA	Self	Honda
114	Pat Evans	San Diego, CA	Paul Dahmen	Yamaha
125	R. W. Ring	National City, CA	Norrington Fabr.	Yamaha
128	Ted Henter	St. Petersburg, FL	Self	Yamaha
131	Rudy Galindo	Santa Fe Springs, CA	Target Prod. & City Cycle	Yamaha
132	Len Fitch	Woodslee, Ont., Can.	Wheeler Sports	Yamaha
143	Mike Clarke	Downey, CA	Jas. Clarke Rac.	Yamaha
160	Eugene Brown	Portland, OR	Milwaukee Yamaha	Yamaha
166	Dennis Purdie	Wayne, MI	Bob & Denny Weinburg	Yamaha
608	Jerry Christopher	Ft. Lauderdale, FL	Larry Few	Kawasaki
684	George Miller	Oakland, CA	Self	Yamaha
687	Dale Wylie	Atlanta, GA	R. J. Harris	Yamaha

# LAGUNA LINE-UP

## EXPERT-JUNIOR COMBINED

<u>NO.</u>	<u>RIDER</u>	<u>CITY &amp; STATE</u>	<u>SPONSOR</u>	<u>MACHINE</u>
1	Ken Roberts	San Carlos, CA	Yamaha Int.	Yamaha
3	Gene Romero	San Luis Obispo, CA	Yamaha Int.	Yamaha
17	Yvon DuHamel	Montreal, Que., Canada	Kawasaki Mtr. Corp.	Kawasaki
20	Dave Smith	Lakewood, CA	Self	Yamaha
21	Gary Fisher	Parkesburg, PA	Ed Fisher	Yamaha
27	Jim Evans	San Bernardino, CA	Boston Cycles	Yamaha
28	Conrad Urbanowski	Pembroke Pines, FL	Harley-Davidson of Palm Beach	Harley-Davidson
32	Steve Baker	Bellingham, WA	Yamaha Mtr. Canada	Yamaha
40	Doug Libby	Milford, MI	Parts Galore	Yamaha
56	Marty Lunde	Manhattan Beach, CA	Self	Yamaha
64	Gary Scott	Baldwin Park, CA	Harley-Davidson Mtr. Co	Harley-Davidson
83	Steve McLaughlin	Santa Ana, CA	Harley-Davidson West	Harley-Davidson
97	Ron Pierce	Bakersfield, CA	Mack Kambiashi	Yamaha
98	John Hateley	Van Nuys, CA	Self	Yamaha
104	John Long	Miami Beach, FL	Longevity	Yamaha
110	Bob Endicott	Balboa, CA	Self	Yamaha
114	Pat Evans	San Diego, CA	Paul Dahmen	Yamaha
127	Mike Devlin	Manteca, CA	K & A	Yamaha
128	Ted Henter	St. Petersburg, FL	Self	Yamaha
131	Rudy Galindo	Santa Fe Springs, CA	Target Prod. & City Cycle	Yamaha
132	Len Fitch	Woodslee, Ont., Canada	Wheeler Sports	Yamaha
143	Mike Clarke	Downey, CA	Jas. Clarke Rac.	Yamaha
148	Jack Nash	No. Branford, CT	Nash Bros.	Yamaha
150	Wes Cooley	Placentia, CA	Kestelyn Cooley	Yamaha
154	Fred Walti	Santa Monica, CA	Self	Yamaha
157	Wade Killen	San Diego, CA	San Diego M/C Sal.	Yamaha
160	Eugene Brown	Portland, OR	Milwaukee Yamaha	Yamaha
172	Larry Bleil	Delray Beach, FL	Pro-Moto Cycles	Yamaha
180	Pat Hennen	San Mateo, CA	Ocelot Engr.	Yamaha
182	Ed Eaton	Circleville, OH	Self	Yamaha
188	Richard Chambers	Wallace, NC	Yamaha of Wilmington	Yamaha
192	Richard Seifried	Granada Hills, CA	Self	Yamaha
193	John Porter	Mequon, WI	Self	Yamaha
204	Gary Blackman	Allentown, PA	Blackman Cy.	Yamaha
206	David Singleton	Baltimore, MD	Doc's Cy. Center	Yamaha
212	Jay Levingston	Tampa, FL	Cahill's No. Tampa	Yamaha
219	S. J. Mallonee	Venice, CA	Self	Yamaha
233	Pat Hynan	Palmdale, CA	Self	Yamaha
235	Ronald Byrd	Santa Barbara, CA	Byrd Cy. & Econ. Cy.	Yamaha
246	Bruce Lind	Seattle, WA	JM Sup./Sea Tac Cy.	Yamaha
248	Pat McCaul	San Jose, CA	K-R Racing	Yamaha

# LAGUNALINE-UP

## EXP/JUN COMBINED cont.

251	William Forrest	St. Paul, MN	Self	Yamaha
256	Allan Engel	Palos Verdes Est., CA	Burak Bye-Prod.	Yamaha
257	Walt Foster	Colton, CA	Wacky Racers	Yamaha
260	Alan Barbic	San Jose, CA	Yamaha of San Jose	Yamaha
633	Fernando Cammaert	Pensacola, FL	Yamaha of Marietta	Yamaha
664	William Judkins	Hayward, CA	Self	Yamaha
684	George Miller	Oakland, CA	Self	Yamaha
739	Dean Cleeton	Vallejo, CA	Bob Wirth	Yamaha

## JUNIORS

148	Jack Nash	No. Branford, CT	Nash Bros.	Yamaha
150	Wes Cooley	Placentia, CA	Kestelyn, Cooley	Yamaha
151	Dennis Pegelow	Woodside, CA	A & A Motors	Yamaha
154	Fred Walti	Santa Monica, CA	Exhib. Engr./N.D. Sparkplugs	Yamaha
157	Wade Killen	San Diego, CA	S.D. M/C Salvage	Yamaha
158	Michael Wenzel	Alameda, CA	Self	Yamaha
172	Larry Bleil	Delray Beach, FL	Pro-Moto Cycles	Yamaha
180	Pat Hennen	San Mateo, CA	Ocelot Engr.	Yamaha
182	Ed Eaton	Circleville, OH	Self	Yamaha
188	Richard Chambers	Wallace, NC	Yamaha of Wilmington	Yamaha
192	Richard Seifried	Granada Hills, CA	Self	Yamaha
193	John Porter	Mequon, WI	Self	Yamaha
197	Jim Lapine	Hayward, CA	Karl's M/C	Yamaha
204	Gary Blackman	Allentown, PA	Blackman Cy.	Yamaha
205	Kurt Lentz	Bloomsbury, NJ	Self	Yamaha
206	David Singleton	Baltimore, MD	Doc's Cy.	Yamaha
212	Jay Levingston	Tampa, FL	Cahill's of Tampa	Yamaha
219	S. J. Mallonee	Venice, CA	Self	Yamaha
232	Bill Peters	Parkesburg, PA	Self	Yamaha
235	Ronald Byrd	Santa Barbara, CA	Byrd Cy. & Econ. Cy.	Yamaha
246	Bruce Lind	Seattle, WA	JM Supply/Lynwood Kawasaki	Kawasaki
251	William Forrest	St. Paul, MN	Self	Yamaha
255	Mark Leslie	Portland, OR	Cycle Weeks	Suzuki
256	Allan Engel	Palos Verdes Est., CA	Burak Bye-Prod.	Yamaha
257	Walter Foster	Colton, CA	Self	Yamaha
260	Alan Barbic	San Jose, CA	Yamaha - San Jose	Yamaha
361	John Talarico	N. Hollywood, CA	Norring Fabr.	Yamaha
728	Phil Frank	San Francisco, CA	Ron Grant's Racing Spec.	Yamaha
739	Dean Cleeton	Vallejo, CA	Bob Wirth	Yamaha
740	Frankie Juhan	Vancouver, B.C., Canada	Self	Yamaha

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# LAGUNA LINE-UP

## NOVICES

263	Erik Buell	Gibsonia, PA	Self	Harley-Davidson
271	James Miller	Morristown, TN	Self	Yamaha
272	Skip Aksland	Manteca, CA	ToVoRoCo	Yamaha
273	Blake Gambrill	Glyndon, MD	Boutwell's	Yamaha
278	Tommy Bright	San Francisco, CA	Self	Yamaha
286	Willie Hardin	Orange, CA	California Suzuki	Yamaha
291	Mike Whittlesey	Tumwater, WA	Self	Yamaha
307	Gill Martin	Dallas, TX	Self	Yamaha
330	Gary Bade	Olympia, WA	Self	Yamaha
337	George Taylor	Maitland, FL	Taylor'd Prod./Yam. Sprtscycls.	Yamaha
340	Robert Boyd	Fresno, CA	Self	Yamaha
377	Chuck Strohmenger	Edwards, CA	Ray Vebans Yamaha	Yamaha
381	Brad Caves	Golden, CO	Rink-A-Dinks	Yamaha
383	William Vickery	Denver, CO	Vickery Yamaha	Yamaha
386	Eric Paloheimo	San Jose, CA	Self	Yamaha
401	Clifford Guild	Timonium, MD	Elyria Triumph & Yamaha	Yamaha
419	James Carswell	Santa Barbara, CA	Economy Cycle	Yamaha
423	Dick Whitehurst	Winter Park, FL	Orlando Yamaha	Yamaha
432	Lance Gordon	San Jose, CA	Self	Yamaha
455	William Bartels	Los Angeles, CA	Harley-Davidson West	Harley-Davidson
463	Dale Singleton	Dalton, GA	Taylor White/Balt. City Tr. Rdrs	Yamaha
466	Dave Racine	Riverside, CA	Wacky-Racers	Yamaha
481	Eric Heczko	Los Gatos, CA	Yamaha - San Jose	Yamaha
488	Bruce Hammer	Culver City, CA	Malcolm Smith Enterprises	Yamaha
503	Whitney Blakeslee	Riverside, CA	Pearce of L.A.	Yamaha
508	Joe Valentine	Cheyenne, WY	Vickery Yamaha	Yamaha
518	Tommy Hayner	Newhall, CA	Self	Yamaha
519	Michael Ross	Benicia, CA	Self	Yamaha
523	Carlos Medeiros	Kailua, Hawaii	Domenico's Kailua Yamaha	Yamaha
528	Derald Bunnell	Ft. Bragg, NC	Yamaha of Wilmington	Yamaha
529	Gerald Pels	Mill Valley, CA	Self	Yamaha
531	John Romine	Tulsa, OK	DeLucca's Cy.	Yamaha
535	John Volkman	Seal Beach, CA	Self	Yamaha
539	Brian Oakes	Milwaukee, OR	Milwaukee Yamaha	Yamaha
548	Steven Arnold	Roswell, NM	Self	Yamaha
551	Roger Glickman	Long Beach, CA	Self	Yamaha
578	Richard Williamson	Santa Monica, CA	Self	Yamaha
579	Jim Gill	Prescott, Ont., Canada	Self	Yamaha
583	Neil Pound	National City, CA	Norring Fabr.	Yamaha
588	Mark Goslee	Tustin, CA	Self	Kawasaki
592	Kent Rockwell	Las Vegas, NV	Monotrack Engr./Rockwell Rcg.	Yamaha
601	Bruce Jensen	Denver, CO	Self	Yamaha



# LAGUNA LINE-UP

## LIGHTWEIGHT PRODUCTION

150	Wes Cooley	Placentia, CA	Kestelyn, Cooley	Yamaha
154	Fred Walti	Santa Monica, CA	Exhib. Engr.	Yamaha
157	Wade Killen	San Diego, CA	S.D. M/C Salvage	Honda
235	Ronald Byrd	Santa Barbara, CA	Byrd Cycle	Yamaha
246	Bruce Lind	Seattle, WA	JM SUP./Sea Tac Cycle	Yamaha
260	Alan Barbic	San Jose, CA	Yamaha - San Jose	Yamaha
263	Erik Buell	Gibsonia, PA	Self	Yamaha
278	Tommy Bright	San Francisco, CA	Self	Bridgestone
286	Willie Hardin	Orange, CA	California Suzuki	Suzuki
291	Mike Whittlesey	Tumwater, WA	Self	Yamaha
330	Gary Bade	Olympia, WA	Self	Yamaha
340	Robert Boyd	Fresno, CA	Self	Yamaha
508	Joe Valentine	Cheyenne, WY	Vickery Yamaha	Yamaha
530	Edward Meagor	San Rafael, CA	Vanguard Engr.	Yamaha
531	John Romine	Tulsa, OK	DeLucca's Cycle	Kawasaki
539	Brian Oakes	Milwaukee, OR	Milwaukee Yamaha	Yamaha
578	Richard Williamson	Santa Monica, CA	Self	Yamaha
657	Gerald Smith	Santa Clara, CA	Self	Yamaha
679	Michael Flint	Los Gatos, CA	Steve Montague	Yamaha
689	David Garoutte	Mill Valley, CA	Paul Unmacht	Yamaha
692	Darrell Lee	Hollywood, CA	Specialists II	Yamaha
693	Loren McCreary	Anaheim, CA	Fairway Yamaha	Yamaha
709	Gerhard Klemm	San Diego, CA	Harry Klemm Tuning	Kawasaki
728	Phil Frank	San Francisco, CA	Ron Grant's Racing Spec.	Yamaha
729	Quentin Hogan	Springfield, OR	Pterodactyl, Ltd.	Kawasaki
737	Robert Tigert	San Francisco, CA	Harry Hunt	Yamaha
738	Richard Fuller	Oxnard, CA	Wild Willie	Yamaha
763	Robert Lebo	Costa Mesa, CA	Monotrack Engr.	Yamaha
788	Gene Hornot	Shreveport, LA	Self	Yamaha

## OPEN PRODUCTION

17	Yvon DuHamel	Ville LaSalle, Que., Canada	Yoshimura Racing	Kawasaki
56	Marty Lunde	Manhattan Beach, CA	BMW	BMW
63	Reg Pridmore	Goleta, CA	Self	BMW
72	Mike Kidd	Hurst, TX	Triumph-Norton	Triumph
83	Steve McLaughlin	Santa Ana, CA	Ric. Eng.	Kawasaki
110	Bob Endicott	Balboa, CA	Action Fours	Kawasaki
118	Dale Alexander	Simi Valley, CA	Yoshimura Rac.	Kawasaki
143	Mike Clarke	Downey, CA	Self	Kawasaki
151	Dennis Pegelow	Woodside, CA	Self	Kawasaki
154	Fred Walti	Santa Monica, CA	Calif. Kaw./ND Sparkplugs	Kawasaki
160	Eugene Brown	Portland, OR	Hogan Rac. Ent.	Kawasaki
219	S. J. Mallonee	Venice, CA	Wheel Power Kawasaki	Kawasaki

# Incidentally...

Kawasaki knows why you're here. You appreciate the racing emotion... the concert of man and machine, speed and control.

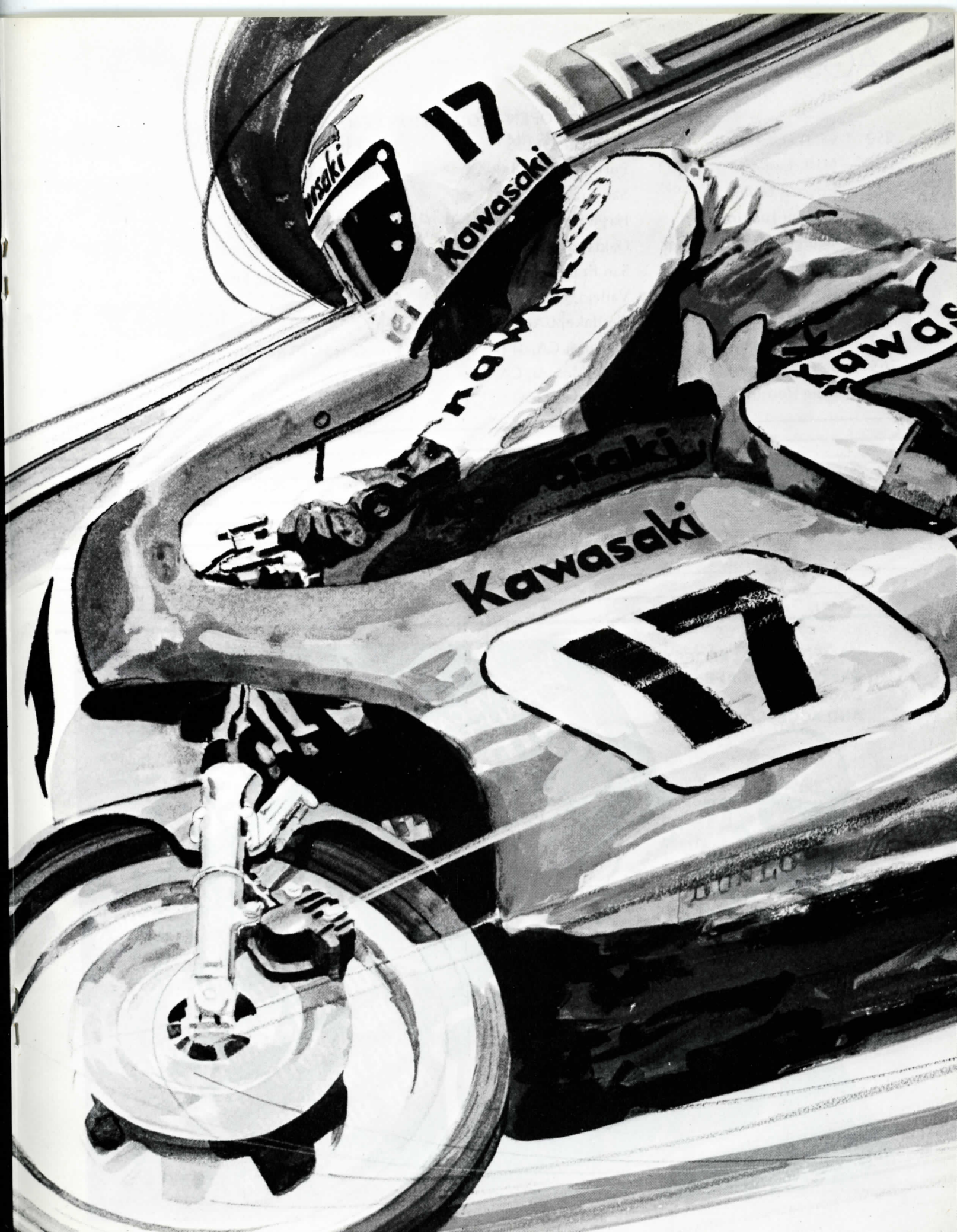
That same recognition brings us to Laguna Seca and to race circuits the world over. The Kawasaki machines you see today, blurring by in harmony are H2R's (R for race).

We also make **THE H2** and nineteen other models to keep your good times rolling.

**that's why we're here.**

# Kawasaki





# LAGUNA LINE-UP

## OPEN PRODUCTION Cont.

252	Gillis Ortmayer	Portland, OR	Heli-Fab Welding	Kawasaki
255	Mark Leslie	Portland, OR	Cycle Works	Suzuki
628	Edward Unini	San Francisco, CA	Self	Honda
664	William Judkins	Hayward, CA	Self	Kawasaki
684	George Miller	Oakland, CA	Self	Kawasaki
728	Phil Frank	San Francisco, CA	Ron Grant's Racing Spec.	Yamaha
739	Dean Cleeton	Vallejo, CA	Stan Eng	Kawasaki
750	Clarence Neilson	Westlake, CA	Self	Ducati
762	James Lipanovich	Oakland, CA	Ron Grant's Racing Spec.	Suzuki
765	Bob Crossman	Santa Monica, CA	Exhib. Engr.	Kawasaki
788	Gene Hornot	Shreveport, LA	Self	Kawasaki

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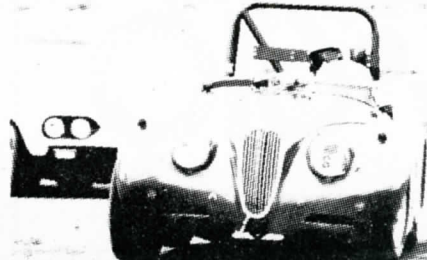
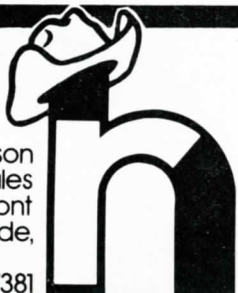
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# LAGUNA LINE-UP

## SIDECAR ENTRIES

<u>NO.</u>	<u>PILOT/PASSENGER</u>	<u>MACHINE</u>	<u>COMMENTS</u>
3	Bob Wiggins/Wendell Baird	500 Kawasaki	Portland, Oregon No. 1 in Northwest
7	Dave "Crash" Roesch/Gordon "Skip" Hatch	900 Harley-Davidson	
8	Alan Royce/Jim Tank	750 Kawasaki	Sponsored by Performance Conversions, Van Nuys, Calif.
14	Jerry Person/Ken Planovsky	750 Triumph	
16	Fran Blau/Larry Boots	750 Norton	Seattle, Washington
19	Dean Hummer/Rulon Gulbransen	1200 Harley-Davidson	AFM No. 1 '70 and '71 Won Laguna Seca '71
25	Jerry Jarman/Johnny Gervais	750 Honda	Sponsored by Side Striders, Van Nuys, Calif. and American Cycle, Orange, Calif.
28	Mike Kautzky/Keith "Keno" Mesecher	650 Triumph	
44	Wayne Lougee/Jack Morris	750 Honda	Sponsored by Cycle Analysts, Redwood City, Calif.
69	Jim McNeal/Sky Kerley	750 Honda	AFM No. 1 '73 Won Laguna Seca '73 Sponsored by Norris Cycle Products, San Clemente, Calif. AND Tom Sawyer Honda & Mike's Tire Center of Saugus, Calif.
77	Ed Wade/Ljubomir "Louie" Gligorijevic	1200 Harley-Davidson	Sponsored by Ventura Harley, Ventura, Calif.
75	Rick/Rosi Murray	750 BMW	Husband/Wife Team
81	LA "Tony" Masella/Bob Stichler	750 Honda	
83	Bob Bender/Andy Weisberg	900 Kawasaki	Sponsored by Temple City Kawasaki, Temple City and Performance Conversions, Van Nuys, Calif.
111	RA "Ross"/Millie Ross-Clunis	700 Triumph	Husband/Wife Team Sponsored by Mike's Tire Center, Saugus, Calif.
	Doug Bingham/Lonnie Doll	600 BMW	Sponsored by Side Striders, Van Nuys, Calif.
	Dave Steele/Jeff Steele	750 Honda	Sponsored by Side Striders, Van Nuys, Calif.

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# Australian Aces Will Star At Laguna

Two Australian stars will be among the international entries for the Kawasaki Superbike International at Laguna Seca on July 28th. They are John Boote and Warren Willing...both sponsored by Levi's and riding the 180 mph Yamaha four-cylinder 700cc racers.

Boote, in fact, was the first

rider ever to win a race on one of the new Yamahas. He took one to an International meeting in New Zealand early in the year and blitzed everybody!

Later he followed this up with a win over Dale Wylie (a New Zealander who will also be at Laguna Seca) in the Malaysian Grand Prix and a win just a couple

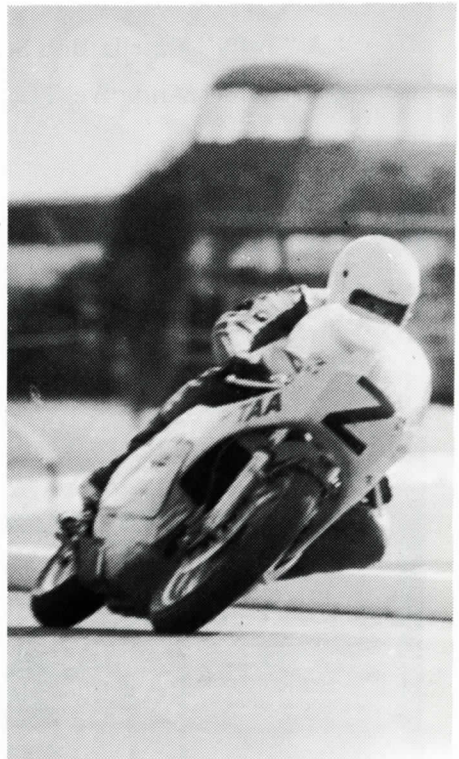


Australia's Warren Willing.....

of weeks ago in the big Australian International at Sandown Park which featured AMA racing stars like Cliff Carr, Hurley Wilvert and top Junior, Pat Hennen.

Boote is also aiming to stay in the U.S. for the meeting at Talladega in September.

Willing is another of Australia's best...with a win in the Easter International at Bathurst his best effort so far this season.



.....and New Zealand's John Boote.

# ROSE & SHINE!

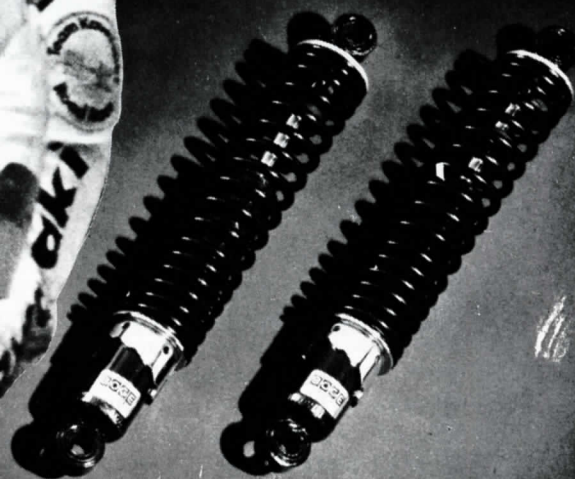
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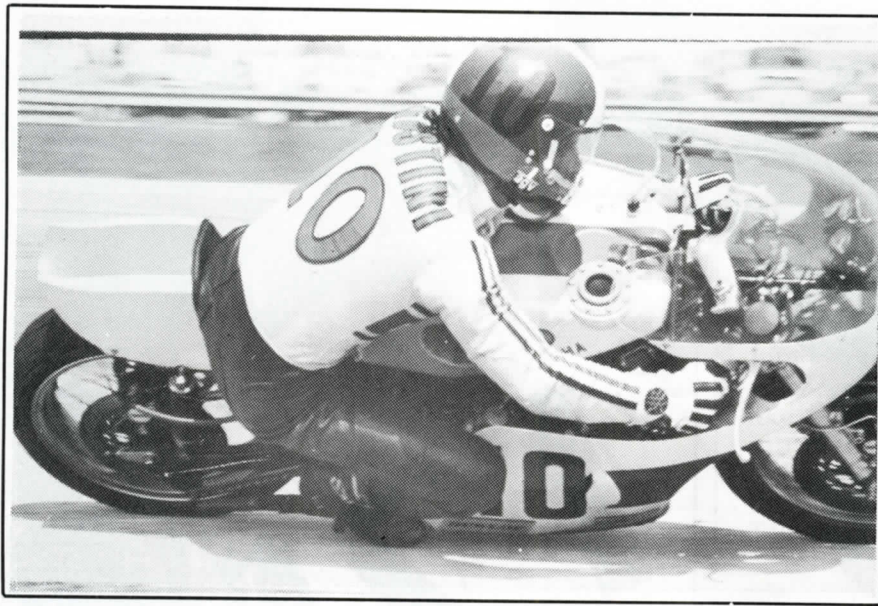
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# GIANTS CLASH AGAIN AT ONTARIO



Daytona winner and 13 time World Champion, Giacomo Agostini, will be back for Ontario.

Kenny Roberts and Giacomo Agostini, the American racing champion vs. the World racing champion, meet at Ontario Motor Speedway, California, this October 5-6, in a rematch of a motorcycle rivalry that has spread across two continents.

The battle between the two feuding bike super-stars is to be the highpoint of this year's Champion Spark Plug Classic, which is being rejuvenated by Trippe, Cox Associates, Inc., promoters of the recent World Championship Motocross Grand Prix at Carlsbad, California, and the Superbike International at Laguna Seca, Monterey, California.

Exciting changes in the format of this year's Champion race, include the opening of the Ontario infield to overnight camping and race viewing, and the possibility of running the three-mile-long road course in the opposite direction

from past years. But it will be the sparkling Roberts vs. Agostini rivalry that spectators will be watching. Agostini of Italy made his U.S. racing debut at Daytona Beach, Florida, last March by winning the 200-mile National with his Yamaha teammate Roberts a close second. Later the pair met again at Imola, Italy, where Roberts led for much of the way, and set a new lap speed record before finally giving way to the Italian in the closing stages.

Afterwards Roberts of Modesto, California, a motorcycle racing great at the tender age of 22, remarked that he wanted to meet up with Agostini again to see who was best. "Ago didn't really beat me, I just finished second," Roberts remarked.

Agostini, a 32-year old millionaire, handsome part-time Italian movie star, and 13-time world road racing champion, is also keenly looking forward to another meeting with his brash

young American rival.

Ontario's high-speed road course seems an ideal spot for the rematch. A little more than three miles per lap, it has corners of all speeds and descriptions — hairpins, fast sweepers, and switchbacks.

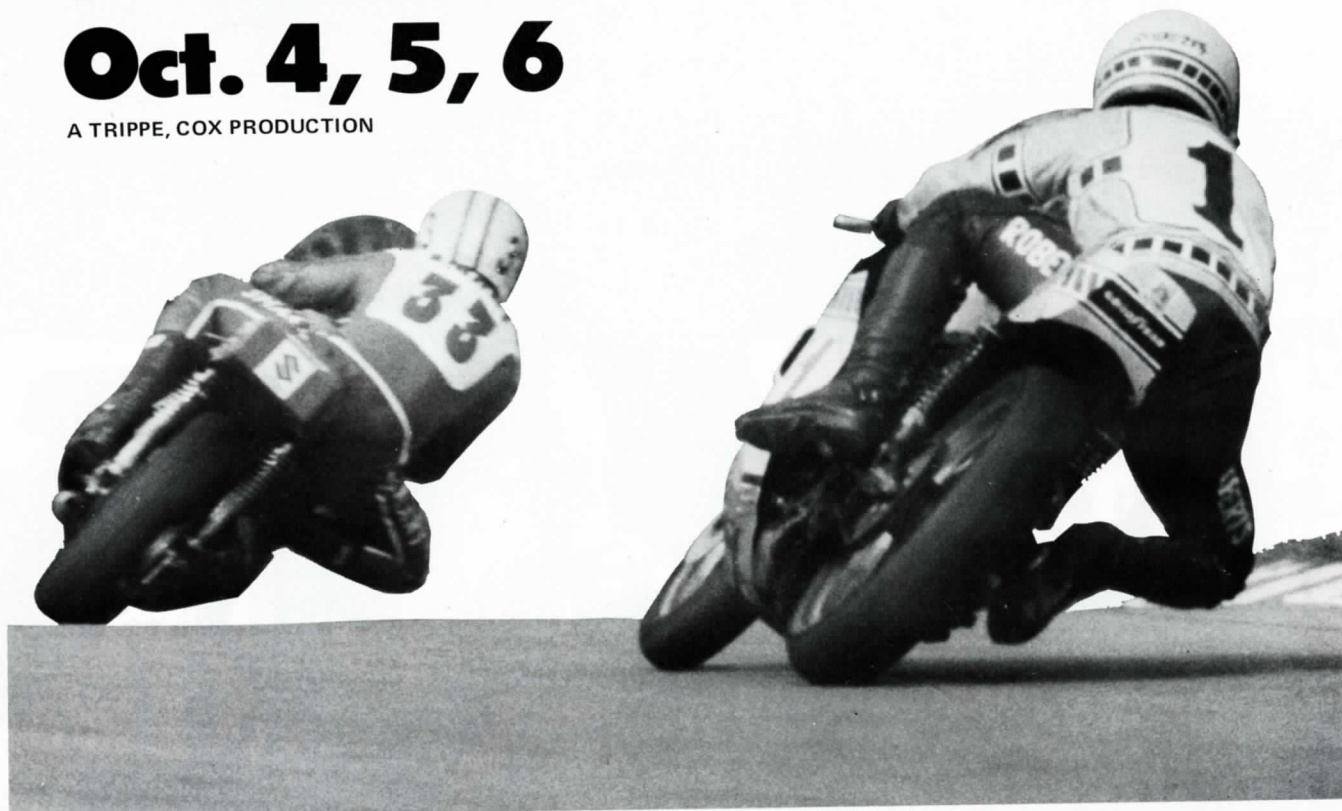
Sunday, October 6, will feature two 100-mile sprint races, with a 45-minute intermission spaced between. The overall winner will be determined from the outcome of both.

Saturday, October 5, has been reserved for races for lightweight 250cc machines, ridden by Expert and Junior-class riders, and main events for Novices and Juniors. Tentatively planned is a twilight race for production motorcycles with headlights, meaning the riders will finish in the darkness.

Overnight camping is encouraged and a rock band will be in attendance. It's not only a motorcycle race, it's a thrill packed weekend of family fun.

# The Champion Spark Plug Motorcycle Classic at Ontario Oct. 4, 5, 6

A TRIPPE, COX PRODUCTION



## The Champion Spark Plug Motorcycle Classic

### Regular Prices

Practice & Qualifying .....	Fri.	\$ 2
General Admission .....	Sat.	\$ 4
Race Day General Admission.....		\$ 7
Infield Camping and/or Parking....		\$ 5
Garage Pass .....		\$ 5
TOTAL		\$23

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OR RACE DAY TICKETS \$6.00 IN ADVANCE

### Vacationers!

Camping, hotel, and tourist information in and around the Los Angeles area is available from the Ontario Chamber of Commerce. Call 714-984-2458 or Write: Ontario Chamber of Commerce, 517 North Euclid, Ontario, CA 91762

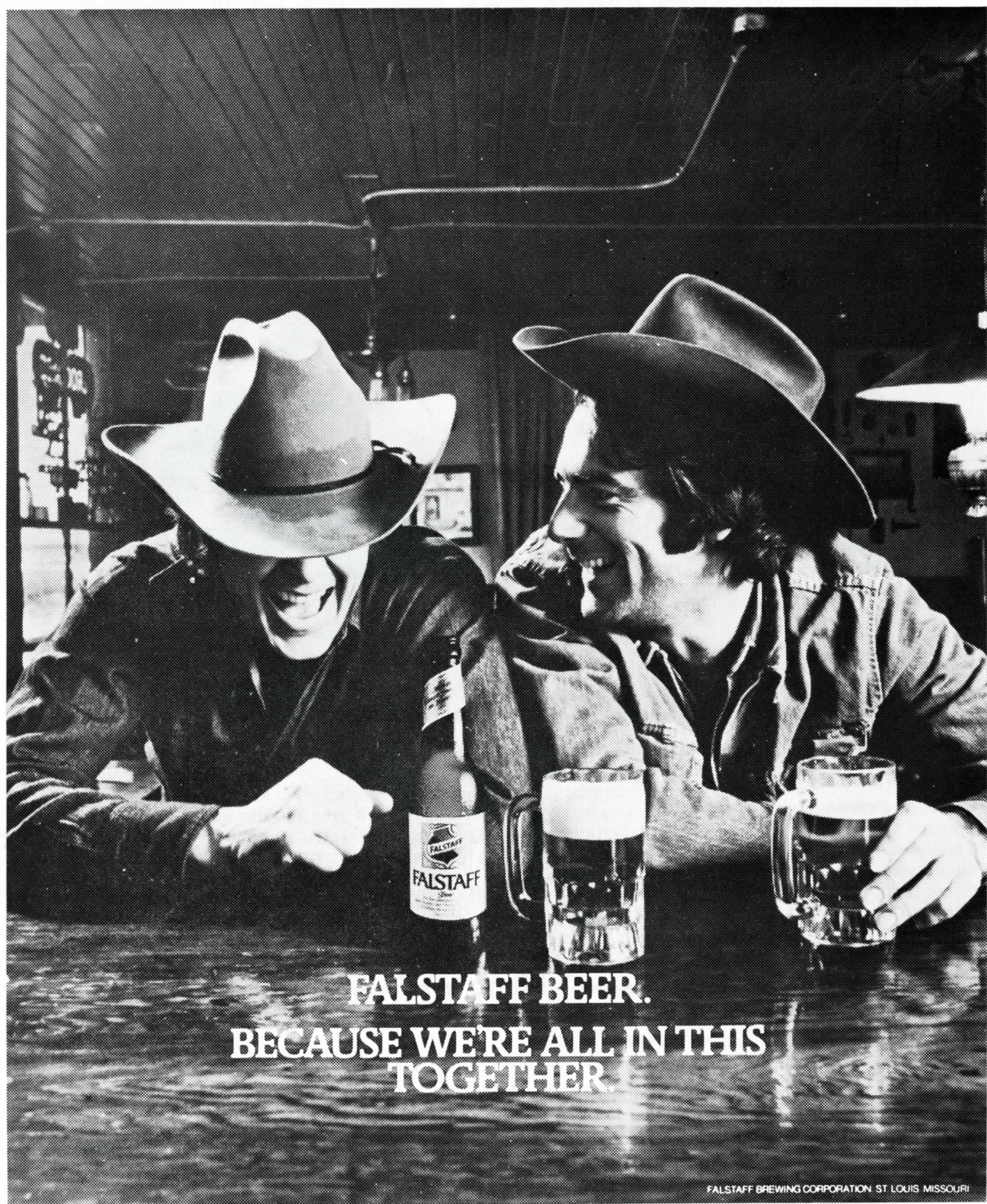
**Race Day General Admission—\$6.00 in advance, \$7.00 at the track**

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However, racing at Laguna Seca goes further than that. A race at Laguna Seca is a community effort with all net proceeds going to charity.

Since 1957 when Laguna Seca went into operation, more than one million dollars has been contributed to charitable and civic welfare organizations.

The civic clubs and organizations which assist SCRAMP in presenting races at Laguna Seca are among the groups which receive contributions to be used to further their own particular charity programs. Most of the groups have been "working" the races at Laguna Seca since its beginning and are:

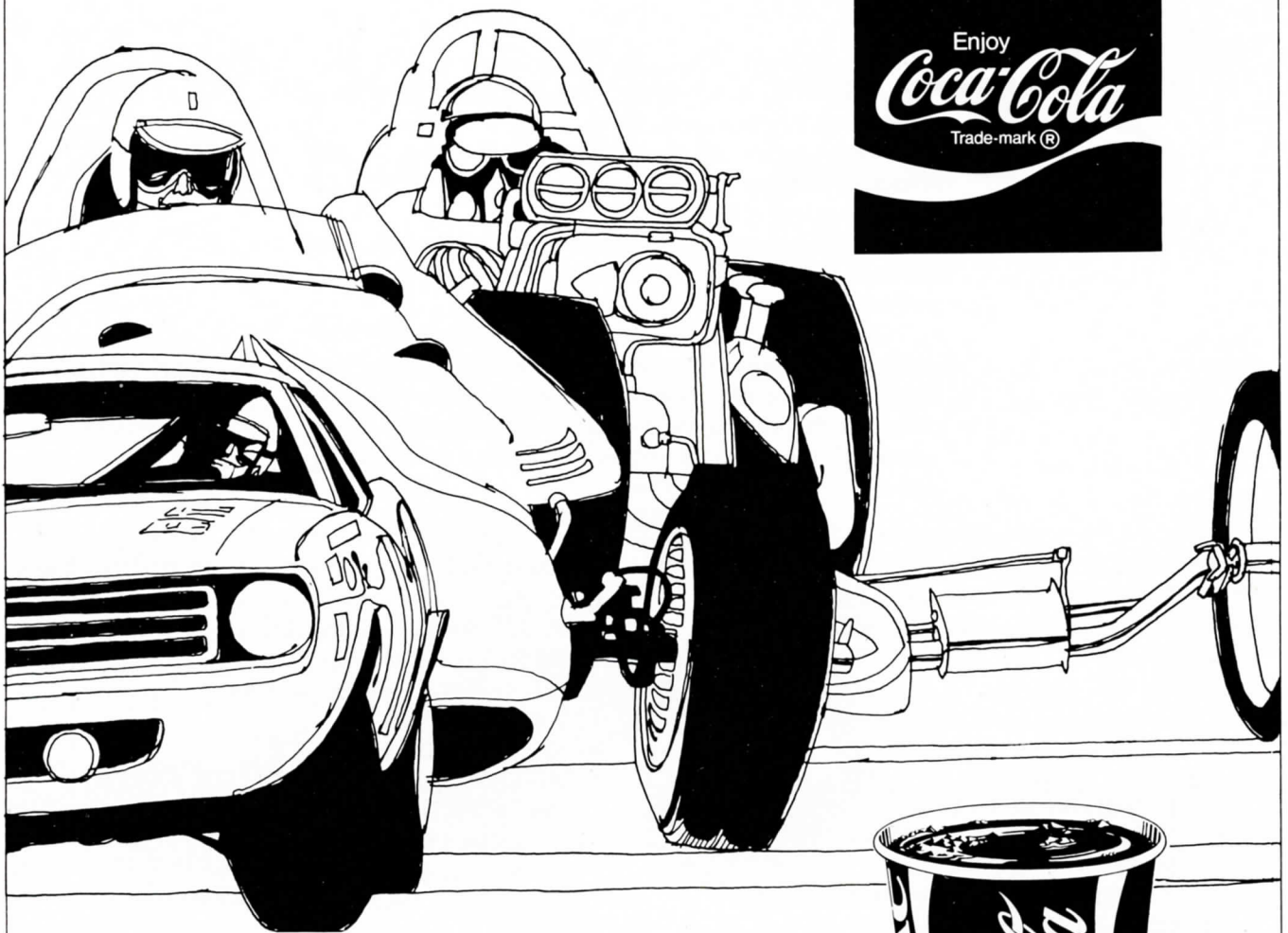
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 CARMEL, DEL MONTE, MARINA, MONTEREY  
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 PACIFIC GROVE AND SALINAS KNIGHTS  
 OF COLUMBUS  
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 JO-RA-DE  
 KIWANIS CLUB OF SEASIDE  
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 PARTICIPATION NURSERY  
 MONTEREY PENINSULA COUNCIL FOR  
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 QUOTA CLUB OF MONTEREY AND PACIFIC  
 GROVE  
 ROTARY CLUB OF PACIFIC GROVE  
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	Lap Time in Minutes & Seconds									
	.0	.1	.2	.3	.4	.5	.6	.7	.8	.9
45	152.000	151.662	151.327	150.993	150.660	150.329	150.000	149.671	149.344	149.019
46	148.695	148.373	148.051	147.732	147.413	147.096	146.781	146.466	146.153	145.842
47	145.531	145.222	144.915	144.608	144.303	144.000	143.697	143.396	143.096	142.797
48	142.500	142.203	141.908	141.614	141.322	141.030	140.740	140.451	140.163	139.877
49	139.591	139.307	139.024	138.742	138.461	138.181	137.903	137.625	137.349	137.074
50	136.800	136.526	136.254	135.984	135.714	135.445	135.177	134.911	134.645	134.381
51	134.117	133.855	133.593	133.333	133.073	132.815	132.558	132.301	132.046	131.791
52	131.538	131.285	131.034	130.783	130.534	130.285	130.038	129.791	129.545	129.300
53	129.056	128.813	128.571	128.330	128.089	127.850	127.611	127.374	127.137	126.901
54	126.666	126.432	126.199	125.966	125.735	125.504	125.274	125.045	124.817	124.590
55	124.363	124.137	123.913	123.688	123.465	123.243	123.021	122.800	122.580	122.361
56	122.142	121.925	121.708	121.492	121.276	121.061	120.848	120.634	120.422	120.210
57	120.000	119.789	119.580	119.371	119.163	118.956	118.750	118.544	118.339	118.134
58	117.931	117.728	117.525	117.324	117.123	116.923	116.723	116.524	116.326	116.129
59	115.932	115.736	115.540	115.345	115.151	114.957	114.765	114.572	114.381	114.190
60	114.000	113.810	113.621	113.432	113.245	113.057	112.871	112.685	112.500	112.315
1.01	112.131	111.947	111.764	111.582	111.400	111.219	111.038	110.858	110.679	110.500
1.02	110.322	110.144	109.967	109.791	109.615	109.440	109.265	109.090	108.917	108.744
1.03	108.571	108.399	108.227	108.056	107.886	107.716	107.547	107.378	107.210	107.042
1.04	106.875	106.708	106.542	106.376	106.211	106.046	105.882	105.718	105.555	105.392
1.05	105.230	105.069	104.907	104.747	104.587	104.427	104.268	104.109	103.951	103.793
1.06	103.636	103.479	103.323	103.167	103.012	102.857	102.702	102.548	102.395	102.242
1.07	102.089	101.937	101.785	101.634	101.483	101.333	101.183	101.033	100.884	100.736
1.08	100.588	100.440	100.293	100.196	100.000	99.854	99.708	99.563	99.418	99.274
1.09	99.130	98.986	98.843	98.701	98.559	98.417	98.275	98.134	97.994	97.854
1.10	97.714	97.574	97.435	97.297	97.159	97.021	96.883	96.746	96.610	96.473
1.11	96.338	96.202	96.067	95.932	95.798	95.664	95.530	95.397	95.264	95.132
1.12	95.000	94.865	94.736	94.605	94.475	94.344	94.214	94.085	93.956	93.827
1.13	93.698	93.570	93.442	93.315	93.188	93.061	92.934	92.808	92.683	92.557
1.14	92.432	92.307	92.183	92.059	91.935	91.812	91.689	91.566	91.444	91.322
1.15	91.200	91.078	90.957	90.836	90.716	90.596	90.476	90.356	90.237	90.118
1.16	90.000	89.881	89.763	89.646	89.528	89.411	89.295	89.178	89.062	88.946
1.17	88.831	88.715	88.601	88.486	88.372	88.258	88.144	88.031	87.917	87.805
1.18	87.692	87.580	87.468	87.356	87.245	87.133	87.023	86.912	86.802	86.692
1.19	86.582	86.473	86.363	86.254	86.146	86.037	85.929	85.822	85.714	85.607
1.20	85.500	85.393	85.286	85.180	85.074	84.969	84.863	84.758	84.653	84.549
1.21	84.444	84.340	84.236	84.133	84.029	83.926	83.823	83.721	83.618	83.516
1.22	83.414	83.313	83.211	83.110	83.009	82.909	82.808	82.708	82.608	82.509
1.23	82.409	82.310	82.211	82.113	82.014	81.916	81.818	81.720	81.623	81.525
1.24	81.428	81.331	81.235	81.138	81.042	80.946	80.851	80.755	80.660	80.565
1.25	80.470	80.376	80.281	80.187	80.093	80.000	79.906	79.813	79.720	79.627
1.26	79.535	79.442	79.350	79.258	79.166	79.075	78.984	78.892	78.802	78.711
1.27	78.620	78.530	78.440	78.350	78.261	78.171	78.082	77.993	77.904	77.815
1.28	77.727	77.639	77.551	77.463	77.375	77.288	77.201	77.114	77.027	76.940
1.29	76.854	76.767	76.681	76.595	76.510	76.424	76.339	76.254	76.169	76.084
1.30	76.000	75.915	75.831	75.747	75.663	75.580	75.496	75.413	75.330	75.247

## SAFETY RULES FOR SPECTATORS

Just a few friendly tips for your safety . . . sports car racing can be dangerous for you as well as for the drivers!

**First** . . . listen to the announcer and the race officials. When they ask you to do something it probably is for your own well-being so do it quickly and cheerfully.

**Second** . . . don't go near the hay bales. They may look like a good seat but they were placed where they are so that a car out of control will hit them first and possibly avoid hitting something else . . . like you, for instance!

**Third** . . . if you have your children with you keep them under close control. Youngsters move faster than you think. (Children 12 years old and under are prohibited from entering the pit area, even when accompanied by parents. This is a safety rule and one which the marshals have been instructed to enforce strictly.)

**Fourth** . . . the Army, which leases the Laguna Seca area to SCRAMP and makes these races possible, prohibits overnight camping, bringing booze to the course, and the building of any open fires. Your cooperation in abiding by Army regulations on these and other subjects will be appreciated as it will assist us in the future.

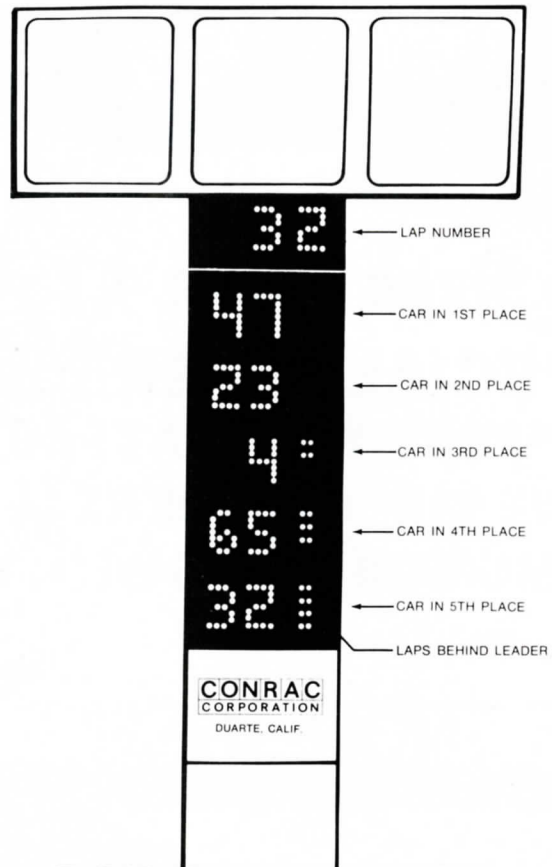
**Fifth** . . . be careful in walking around the course area . . . there are innumerable ground squirrel holes to trip the unwary . . . some of the bushes that look so green and shiny are poison oak . . . the "snow fencing" has been put up for a purpose, to keep you out of danger!

**Last** . . . but not least! We're bitter about litter . . . after every race we collect several tons of refuse at a cost of hundreds of dollars and many days of trash collecting. So . . . please use the nearest refuse can for your cups and papers, etc., and help us put most of the "clean-up" money back where it should be going — to charity! Thanks . . . have a wonderful time . . . come back again!

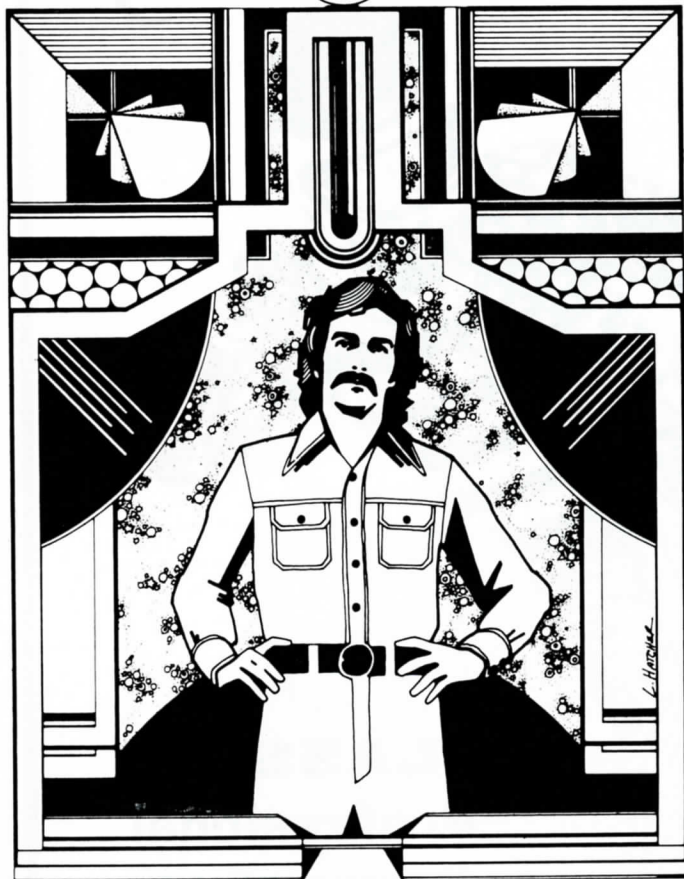
## WHO'S WINNING?

The information trylon in the infield here at Laguna Seca was installed by Conrac. It will show lap number, the position of the five leading cars and "laps behind the leader" by means of dashes to the right of the car number.

This trylon has been designed so that it can be plugged into an electronic system in the future, but will be operated manually for the time being. Every effort will be made to keep it as up-to-date as possible, using human brains and hands instead of computers. We hope Laguna Seca's trylon will contribute to your enjoyment of the race and give some indication of how up-to-the-minute information for spectators, track announcers and broadcasters can make a real contribution to the growth of motor racing. It will not be long before all fans will *always* know "who's winning."



# Me & Lee™



## LEE STOCKMAN SHIRT

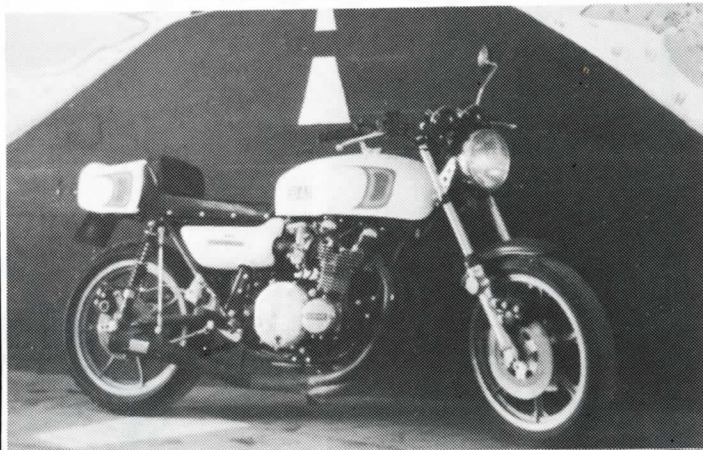
Authentic jean shirt by Lee. Stylish Lee snaps and detailing. Fashion fabrics and colors, solids and plaids. Coordinates with Lee jeans and slacks.

LEE STOCKMAN SHIRT \$10.00



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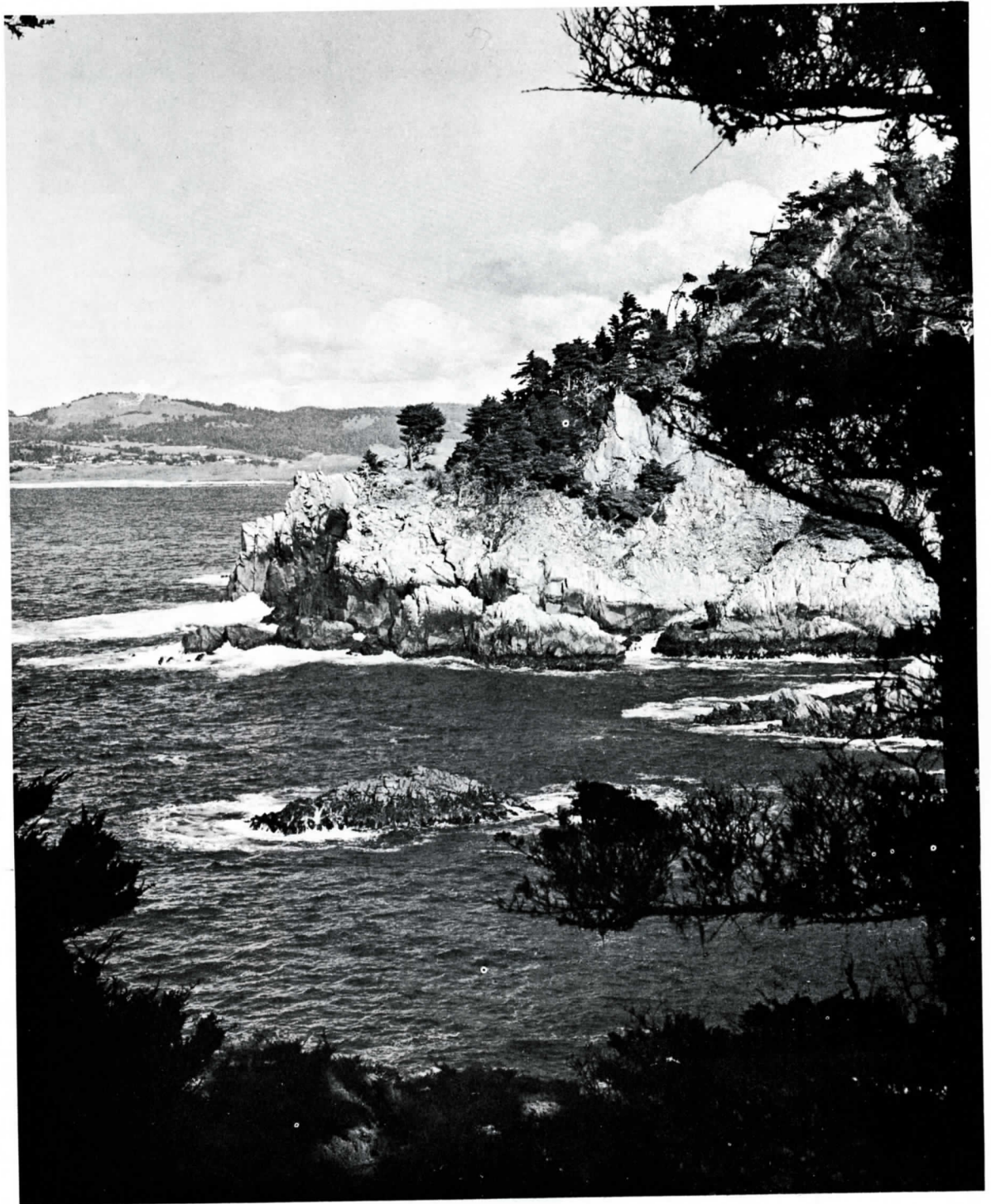
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**Professional**  
**Motorcycle Racing**

**EVERY TUESDAY NIGHT, 8:00P.M.**

at Ventura County Fairgrounds, Ventura

**EVERY FRIDAY NIGHT, 8:15P.M.**

at Orange County Fairgrounds, Costa Mesa

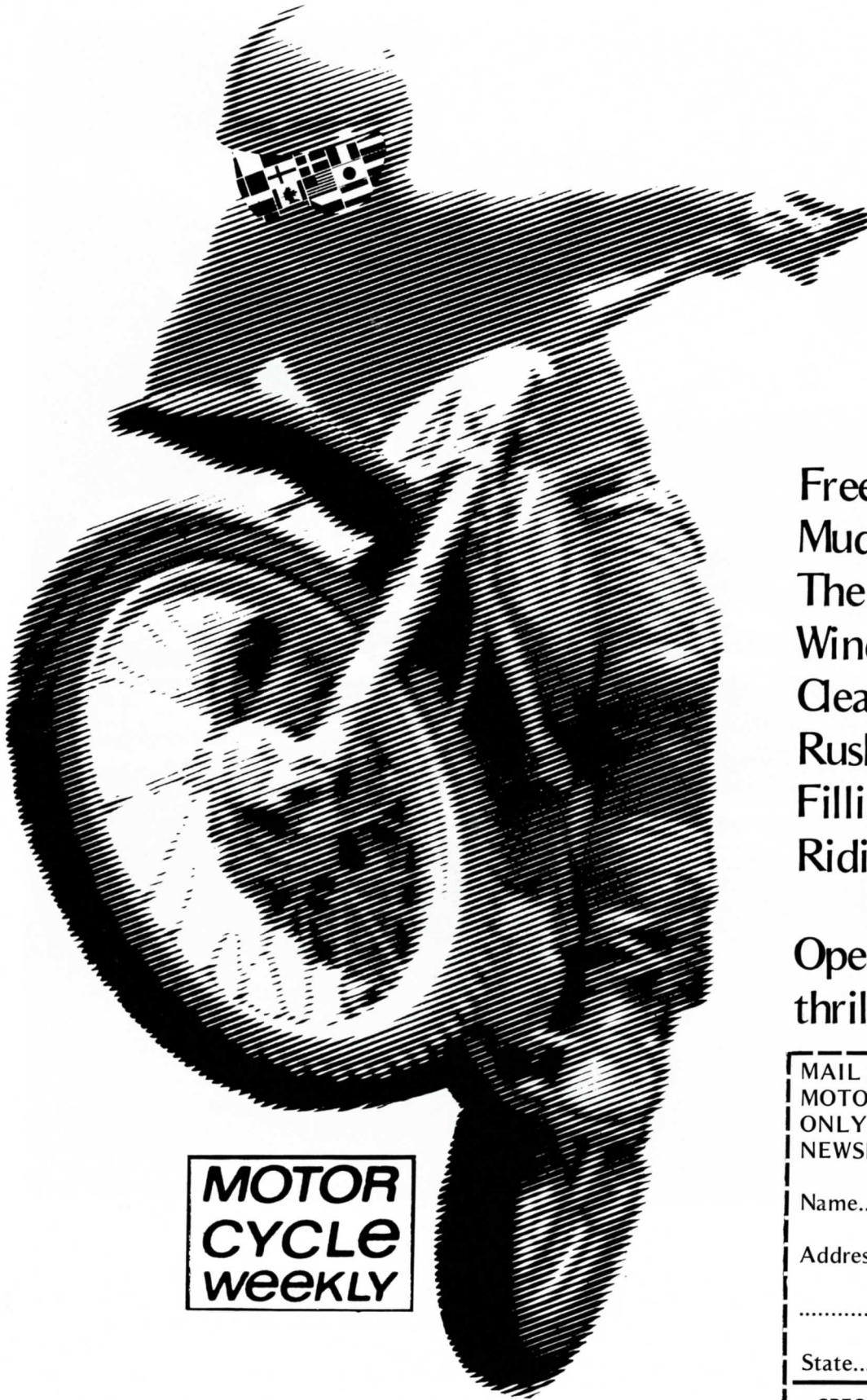


## A Personal Welcome From The Monterey Peninsula Chamber of Commerce

For those of you who are new to the Monterey Peninsula, we hope you'll plan your visit to take in some of the scenic beauty of the area as well as to visit the shops and restau-

rants that have made the Monterey Peninsula one of the most desirable visitor destinations in the West. We are pleased that visitors want to come, and we make every effort to be pleasant hosts. If time doesn't allow this weekend, perhaps another visit in the near future with a less hurried schedule might be in order. Our Chamber offices are open seven days a week and we'll be pleased to assist in planning for your return. Have a great weekend at the races!

Arnold K. Green, President  
Monterey Peninsula Chamber of Commerce



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WEEKLY**

Freeway speeding.  
Mudsliding.  
The dust of the desert.  
Wind in the face.  
Clearing the mind.  
Rushing the blood.  
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Open your mind to the  
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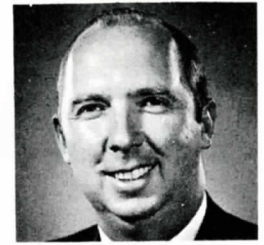
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CLIFFORD M. FERRIS

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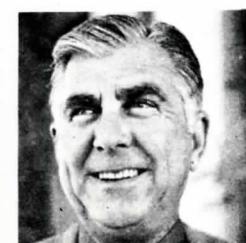
LES GOLDING



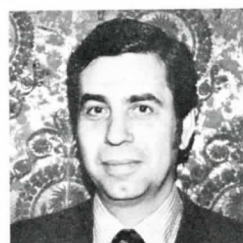
RICHARD ROTTER



STAN CHATHAM



TED NETH



JOHN ANTON



JOE FERREIRA



CONRAD OLSEN

**ADMISSIONS**

Joe Ferreira □  
Don Ostergard ◊ (Grandstand & Paddock)  
Chuck Vout (Passes)  
Gerald Byrne ◊ (Gate)  
Lou Russo (Passes)  
Joe Rice (Advance/College)  
Ted Smithson

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Hank Veloz ◊ (Beer Sales)  
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**CROWD CONTROL**

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Ron Meredith  
Kevin Walsh ◊  
Morris Fisher

**PARKING**

Conrad Olsena □  
Paul Stearns

**TRAFFIC/POLICE/  
SECURITY/COMM.**

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Fred H. Duffie ◊ (Asst. Coordinator)  
Richard Snibbe (Traffic Control)  
Jim Lacalamita (Communication)  
S. Jack Lewtschuk (Admissions & Gate Security)  
Don Ask (Motorcycle Patrol)  
Bob Burns (Admissions Security)

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John Antona □

**MILITARY LIAISON**

Don Wester ◊

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Richard Rotter  
Dave Roman

**PUBLIC RELATIONS**

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Ted Durein □

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Gerry Thomas

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# SMART GEAR

Smart motorcyclists have more fun by riding protected. It's smart to use the proper gear; to use a helmet, gloves, boots and proper eye protection.

These provide coverage that helps you have more fun while you ride safely.



Just as important in this list of smart gear is the AMA membership card.

Basically, it is the same as your helmet, boots and gloves. It provides protection and makes motorcycling more fun.

Join today.

ENTHUSIAST \$8

For road and street riders and the casual trail rider.

COMPETITOR \$10

For youth, amateur or semi-professional competition.

ASSOCIATE \$6

For wives and children (under 16) not interested in amateur or semi-professional competition.

## MEMBERSHIP APPLICATION

American Motorcycle Association  
P.O. Box 141, Westerville, Ohio 43081

I hereby make application for membership in the American Motorcycle Association, desiring to be eligible for all tangible and additional benefits connected herewith. I agree to comply with AMA rules and regulations for AMA Motorcycle Activities, and understand that all insurance benefits take effect upon receipt of my AMA membership card. Also, that \$1.00 of my enthusiast or competitor membership dues is used for my monthly AMA Report.

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

AMA Number \_\_\_\_\_ (renewals only)

Mail this application with your remittance.



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