



TOYOTA PRESENTS
THE HONDA AND YAMAHA MOTORCYCLES
1991 UNITED STATES INTERNATIONAL
GRAND PRIX

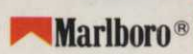
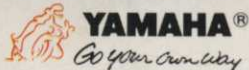
FEATURING 500cc, 250cc AND SIDECAR WORLD CHAMPIONSHIP RACES
APRIL 19, 20, 21, 1991

LAGUNA[®]
SECA
RACEWAY

MONTEREY, CALIFORNIA



HONDA[®]
Come ride with us.



OFFICIAL PROGRAM
\$5.00

TOYOTA IS THE OFFICIAL CAR AND TRUCK OF LAGUNA SECA RACEWAY **CHAMPION IS THE OFFICIAL SPARK PLUG OF LAGUNA SECA RACEWAY** **BUDWEISER IS THE OFFICIAL BEER OF LAGUNA SECA RACEWAY**



**THIS
BUD'S
FOR
YOU.**

CELICA



**TOYOTA'S VERSION
OF THE BULLET TRAIN.
TURBO POWER AND ALL-WHEEL DRIVE.**

The Toyota Celica All-Trac Turbo's 2.0-liter twin-cam 16-valve powerplant with its twin-entry intercooled turbocharger is definitely the engine that could. It pumps out 200 horsepower and 200 ft.-lbs. of torque for the kind of performance that will always get you to the station on time.

When it comes to handling, the All-Trac seems to corner like it's on rails—thanks to Toyota's full-time all-wheel drive system.

Performance, however, is just the beginning of the Celica All-Trac Turbo's story. Its styling is an aerodynamic and visual tour de force. Inside, an optional seven-way adjustable driver's Sport Seat, standard driver-side air bag Supplemental Restraint System (SRS)* and optional "System 10" ten-speaker stereo system are just part of an ergonomic package designed to maximize comfort and control.

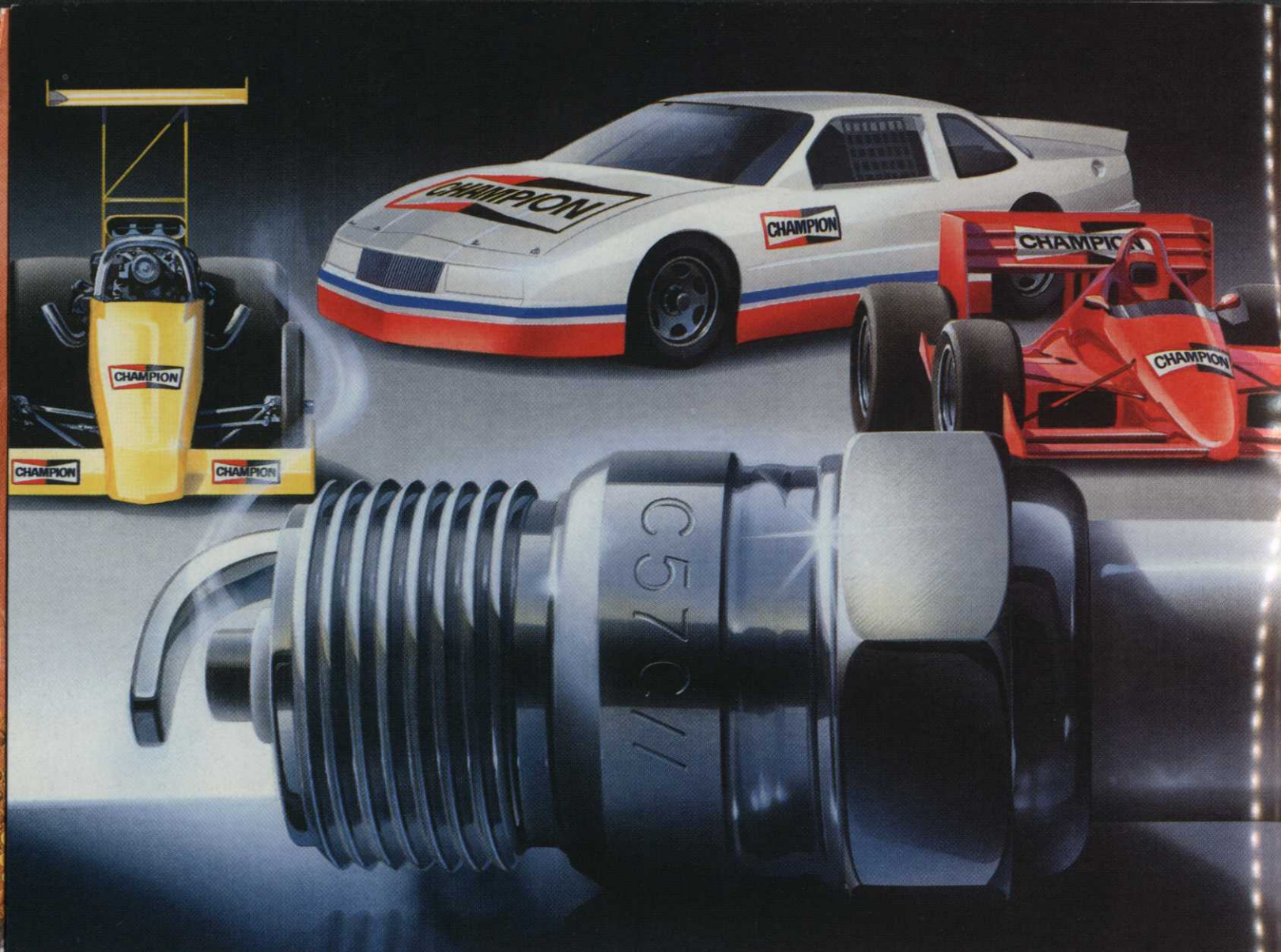
Next stop: the Toyota Celica All-Trac Turbo.

"I love what you do for me."



Call 1-800-GO-TOYOTA for a brochure and location of your nearest dealer. *The 1991 Celica features a driver-side air bag Supplemental Restraint System (SRS) which activates in a front-end accident of enough magnitude to inflate the bag. In a moderate collision, primary protection is provided by the three-point lap and shoulder belt system, and the air bag may not inflate. So, safety belts should be worn at all times by all occupants. Get More From Life...Buckle Up! ©1990 Toyota Motor Sales, U.S.A., Inc.

PLEASE RECYCLE OUR ALUMINUM CANS ©1987 ANHEUSER-BUSCH, INC. • ST. LOUIS, MO



Races are won by .025 of an inch.

The road to victory begins long before the checkered flag falls. It starts with refinement. Fine-tuning a car to the most extreme tolerances.

No part of an engine tells you as much about what's going on inside it as the spark plugs. And that's why Champion engineers work hand in hand with race teams, analyzing engine performance every step of the way.

The result? Champion spark plugs have sparked more race drivers to more kinds of victories than any other plug.

Winning more Indy 500 races, more NASCAR Winston Cup races and more Formula I races.


To you, this track-tested technology is what makes every Champion spark plug a superior value. Because the things we learn in racing go into every Champion spark plug you buy.

Maybe that's why more people around the world run with Champion spark plugs than with any other spark plug.

Shouldn't you?

We race. You win.



 COOPER INDUSTRIES
©1990 Cooper Industries, Inc.



SPORTS CAR RACING ASSOCIATION OF THE MONTEREY PENINSULA • P.O. BOX SCRAMP • MONTEREY, CA 93942

LAGUNA SECA RACEWAY

Dear Race Fans,

As president of the Sports Car Racing Association of the Monterey Peninsula (SCRAMP), it is my pleasure to welcome you to Laguna Seca raceway as Toyota presents the Honda and Yamaha Motorcycles 1991 United States International Grand Prix.

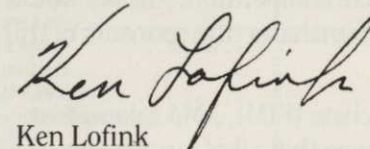
We are proud to once again bring you the most prestigious and thrilling motorcycle competition in America. Featuring 500cc, 250cc and sidecar events, this world class race will provide an action-packed weekend that you will remember for many years.

This season's Grand Prix also marks the start of SCRAMP's 34th year. Through the support of you, our race fans, and sponsors such as Toyota, Champion Spark Plug Company, Marlboro, Budweiser, Honda and Yamaha Motorcycles and many, many corporate groups, we will again be able to donate hundreds of thousands of dollars to some sixty local non-profit organizations that supply thousands of manhours to SCRAMP. By the end of last season, our donations had already reached over \$4 million.

Find a great spot, sit back and enjoy the fun, breathtaking thrills and all the sights and sounds of this weekend.

Thank you for joining us and we look forward to seeing you July 19-21 when Toyota presents the Camel Grand Prix of Monterey, August 16-18 at the 18th Annual Monterey Historic Automobile Races and on October 18-20 at the Toyota Monterey Grand Prix featuring the Champion Spark Plug 300.

Sincerely,



Ken Lofink
President

(408) 648-5111 • FAX: (408) 373-0533 • MCI Mail: 326-6081

TOYOTA IS THE OFFICIAL CAR OF LAGUNA SECA RACEWAY

CHAMPION IS THE OFFICIAL SPARK PLUG OF LAGUNA SECA RACEWAY



FÉDÉRATION INTERNATIONALE MOTOCYCLISTE

Josef H. ZEGWAARD

Président de la Commission
de Courses sur Route (CCR)
Président of the Road
Racing Commission (CCR)

P.O. Box 80144
NL-1005 BC AMSTERDAM
Tel: (20) 36 58 53
(2968) 963 56
Fax: (2968) 963 59
Tlx: 12684

SECRETARIAT F.I.M., 19
CHEMIN WILLIAM-BARBEY
CH-1292 CHAMBÉSY-GENÈVE
Tél. (22) 58 19 60-58 19 61
Fax: (22) 58 21 80
Télégr. FEDMOTO Genève
Télex 419 111 fim ch

Welcome to the Spectators

Another year has gone by since the 1990 U.S. Grand Prix, a year in which much has happened in our world that makes it a remarkable one.

For the people at S.C.R.A.M.P., the highlight of last year's Grand Prix must have been the relief after the action by Dr. Delgado and his crew that helped to save the life of Kevin Magee after his horrifying crash.

I really hope that today's event will be run under a lucky star and that you will witness a perfect show on the beautiful but extremely demanding Laguna Seca circuit.

The improvements to the circuit are many and this shows us that the organizing and promoting body is quite serious in continuing its efforts to make things better every year.

I wholeheartedly wish the A.M.A., S.C.R.A.M.P., the competitors and you, the spectators, a beautiful weekend and a safe journey home.

Sincerely,

Jo H. Zegwaard
President C.C.R.
F.I.M. Road Race Commission



P.O. Box 6114, Westerville, Ohio 43081-6114

Telephone (614) 891-2425
Telex: 245392; Fax: (614) 891-5012

Dear Fans,

On behalf of the American Motorcyclist Association, it is my great pleasure to welcome you to Laguna Seca Raceway for the fourth annual U.S. International Grand Prix. The growing tradition of this exciting event is something in which all motorcycle enthusiasts in the United States can take pride.

It is always a pleasure for us at the AMA to work with the fine staff and officers of SCRAMP in producing the North American continent's only round of the FIM Grand Prix Series. We are grateful to SCRAMP and to Laguna Seca Raceway for their devotion to this form of motorcycle competition. And we would be remiss not to mention the vital contributions of Toyota, Honda and Yamaha as title sponsors of this year's U.S. International Grand Prix.

As the sole American affiliate to the Federation Internationale Motorcycliste (FIM), AMA takes great pleasure in its role in bringing this event to America's shores. And we hope that all of our foreign competitors and visitors will have an enjoyable stay on the beautiful Monterey Peninsula.

To all solo and sidecar racers, we extend our best wishes for a safe and successful event. It is the remarkable skills of these athletes that make FIM World Championship Road Racing such a popular form of motorsport.

We thank FIM for entrusting the U.S. International Grand Prix to the AMA, and look forward to another exciting weekend of racing.

J. Edward Youngblood
President
American Motorcyclist Association

TOYOTA PRESENTS THE HONDA AND YAMAHA MOTORCYCLES 1991 UNITED STATES INTERNATIONAL GRAND PRIX



SCHEDULE OF EVENTS

FRIDAY, APRIL 19, 1991

10:05-10:55 a.m. 250cc Untimed Practice
11:10-12:00 p.m. 500cc Untimed Practice
12:15-1:05 p.m. Sidecar Untimed Practice
1:15-2:15 p.m. Lunch
3:05-3:55 p.m. 250cc Timed Practice
4:10-5:00 p.m. 500cc Timed Practice
5:15-6:05 p.m. Sidecar Timed Practice

SATURDAY, APRIL 20, 1991

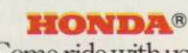
10:05-10:55 a.m. 250cc Timed Practice
11:10-12:00 p.m. 500cc Timed Practice
12:15-1:05 p.m. Sidecar Timed Practice
1:15-2:15 p.m. Lunch
3:05-3:55 p.m. 250cc Timed Practice
4:10-5:00 p.m. 500cc Timed Practice
5:15-6:05 p.m. Sidecar Timed Practice

SUNDAY, APRIL 21, 1991

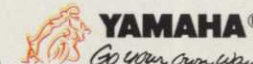
9:00-9:20 a.m. 250cc Untimed Practice
9:35-9:55 a.m. 500cc Untimed Practice
10:10-10:30 a.m. Sidecar Untimed Practice
10:45 a.m. 250cc Riders enter track for Optional Sighting Lap
10:55 a.m. 250cc Riders Compulsory Warm-Up Lap
11:00 a.m. **250cc World Championship**
30 laps, 65.88 miles, 106.02 km
Lunch
12:00-1:00 p.m. 500cc Riders enter track for Optional Sighting Lap
1:15 p.m. 500cc Riders Compulsory Warm-Up Lap
1:25 p.m. **500cc World Championship**
35 laps, 76.86 miles, 123.69 km
1:30 p.m. Sidecar Riders enter track for Optional Sighting Lap
3:00 p.m. Sidecar Riders Compulsory Warm-Up Lap
3:10 p.m. **Sidecar World Championship**
30 laps, 65.88 miles, 106.02 km
3:15 p.m.



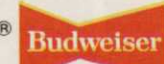
TOYOTA® Come ride with us.



HONDA® Go your own way



YAMAHA®



Marlboro®



Budweiser®

AMA®

FIM®

TOYOTA IS THE OFFICIAL CAR AND TRUCK OF LAGUNA SECA RACEWAY CHAMPION IS THE OFFICIAL SPARK PLUG OF LAGUNA SECA RACEWAY BUDWEISER IS THE OFFICIAL BEER OF LAGUNA SECA RACEWAY

TABLE OF CONTENTS

SCRAMP Welcome Letter	3
FIM Welcome Letter	4
AMA Welcome Letter	4
Schedule of Events	5
Index to Advertisers	5
1991 SCRAMP Officers	6
SCRAMP Board of Directors	6
SCRAMP Staff	6
1991 SCRAMP Directors and Assistants	7
1991 SCRAMP Service Clubs	7
Rainey By A Mile	8
Grand Prix Officials	10
Bubba Shober	11
Preparing For Combat	13
Preview: U.S. Grand Prix	14
1990 Overall Grand Prix Points	17
Past Laguna Seca Winners	18
1991 Japanese Grand Prix Results	23
1991 Australian Grand Prix Results	24
250cc Grand Prix-View	26
500cc Entry List	32
Sidecar Entry List	32
250cc Entry List	33
Moving Up In Rank	35
The Rider Inside the Helmet	37
Kenny Roberts...Answers	39
Set For a Repeat?	41

Jim Filice	43
Laguna Seca Charities	45
Lapping Laguna	49
Camel GT Returns	50
Toyota Hits Its Target	51
1991 Miss Laguna Seca	53
Information	54
Information	55
Track Facts	56
Speed Conversion Chart	56
Track Map	57
Sidecars	58
Grand Prix Tech	63

INDEX TO ADVERTISERS

A&B Security	46
AMA	42
Budweiser	IFC
Camel Grand Prix	50
Champion	2
Cycle News	22
Dirt Rider Magazine	19
Dreyers	46
Gianni's	46
Honda	25
Kawasaki	30/31
Kerker Exhaust Systems	18
Marlboro	BC
Motorcyclist	12/44
Motul	36
Performance Machine	52
Rider	60
Jim Russell Racing Drivers School	64
Greg Scheid & Associates	52
Supertrapp	47
Suzuki	61
Toyota	1/IBC
Uniden	52
Yamaha	34

CREDITS

Design/Production—THEWECKERGROUP
Cover Photo—JAD SHERIF
Typography—THE FONT WORKS
Printing—HERALD PRINTERS
Pre Press/Separations—COLORGRAPHICS
© 1991 SCRAMP
Laguna Seca is a federally-registered service mark of SCRAMP, the Sports Car Racing Association of the Monterey Peninsula.

1991 SCRAM Officers



**LAGUNA
SECA
RACEWAY**



Ken Lofink
President



Jim Reynolds
Vice President



Bill Reichmuth III
Secretary



John Stornetta
Treasurer



Ed Magner
Past President

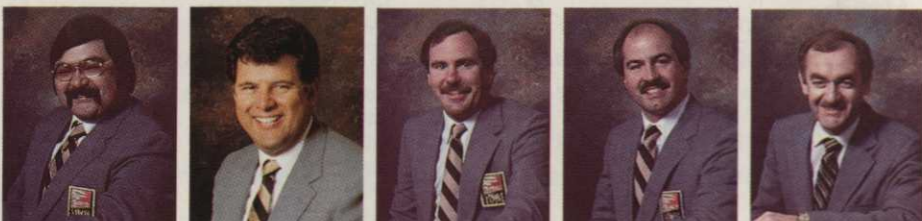
The SCRAM Board of Directors



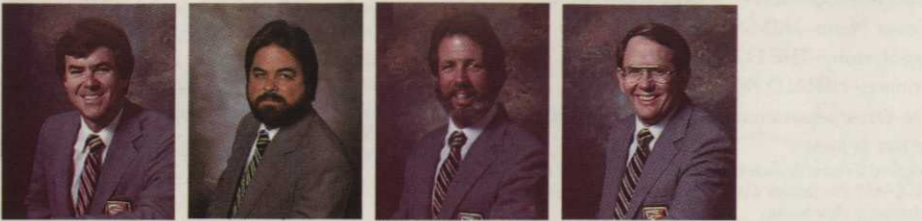
Charlie Benson **Jerry Coffman** **Margo Daniels** **Bob Feeney** **Roger Frid**



Kathy Hayworth **Steve Hurst** **Chris Johnson** **Jim Lacalamita** **Richard Lee**



Mike Omoto **Tom Piña** **Dennis Rotter** **Jeff Silveira** **Al Stoeberl**



Dan Stickland **Joe Thompson** **Rod White** **Bruce Wilson**

The Sports Car Racing Association of the Monterey Peninsula (SCRAM), a non-profit corporation organized in 1957, is in its fourth decade of operating auto and motorcycle race events at Laguna Seca Raceway.

When SCRAM started in 1957 it produced a single event each year. Now, under its contract with the County, up to five motor sports attractions are permitted.

A 25-person Board of Directors, who are all volunteers, heads the "company". The Board is aided by a large group of assistants, again all volunteers. A final group, and the largest, are the volunteers who come from the charity and civic organizations which run the events produced at Laguna Seca Raceway. The number of assisting charities totals more than 60, but their members number in the thousands and deal with such items as admissions, traffic, parking, concessions, security, communications, camping, programs, the paddock, medical, registration, hospitality, race activities, manufacturers midway, special events, souvenirs, site development, accounting and spectator assistance. SCRAM's donations to these charity and civic organizations throughout the tri-county area have totaled over \$4 million thus far.

An independent survey recently revealed that the motor sports events produced by SCRAM have an economic impact of more than \$30 million on the Monterey Peninsula, annually.

SCRAM's officers are Ken Lofink, president, Jim Reynolds, vice-president, John Stornetta, treasurer, Bill Reichmuth III, secretary, and Ed Magner, immediate past president.

There is a small paid staff to work the day-to-day operation, and Lee Moselle is the Executive Director in charge of that staff.

SCRAM takes great pleasure in welcoming you to another spectacular season of racing. Starting this weekend Toyota presents the Honda and Yamaha Motorcycles United States International Grand Prix. Next, closed-wheel racing will return when Toyota presents the Camel Grand Prix of Monterey on July 18-21. On August 16-18 the 18th Annual Monterey Historic Automobile Races brings back the past. The final event on the 1991 racing season will be the Toyota Grand Prix featuring the Champion Spark Plug 300, October 18-20. This year will also mark the return of the prestigious Marlboro Challenge.

SCRAM Staff



Lee Moselle,
Executive Director

Marie Davis, Executive Secretary
Debbie Coatu, Office Manager
Leslie Elliott-Anderson, Receptionist
Mary-Ellen Wright, Press Relations
Kathy Wells, Bookkeeper
Linda Mase, Bookkeeping Assistant
Martha Ann Gannon, Ticket Coordinator
Bo Bereskiwsky, Track Manager
Bill Arnold, Track Foreman
Bryan Aguirre, Track Assistant
Jon Erickson, Track Assistant
Wade McCowen, Track Assistant

Active Honorary Directors

Nancy Adamson **George LaBarre**
Don Ask **Don Vierra**
Jim Hart **John Ward**

1991 SCRAM Directors and Assistants

ACCOUNTING

*John Stornetta
Will Banta
Sue Barkley-Burnham
Dave Cohen

ADMISSIONS

*Dennis Rotter
(Grandstands)
*Chris Johnson
Dan Fitch
Pat Birch
Rick Haydon
Matt Seidenzahl
Steve Vagnini
Mark Wheeler

CAMPING

*Steve Hurst
Randy Baribeau
Michael Bozardt
Steve Carr
David Guernsey
Warren Halstead
Lyndon Schutlzler

COMMUNICATIONS

*Jim Lacalamita
*Mike Omoto
John Babine
Patty Babine
William Bernier
Terri Lacalamita
Alison Lewis
James Maginnis
James Norton
Linda Olmstead
Brian Sinnott
Joy Sinnott
Hank Spiegl
Michael Van Brunt
Jerry Verwolf
David Willoughby
Terry Wright

CONCESSIONS

*Charlie Benson
Karleen Bierman
Oris Brock
Philip Cherry
Georgia Hiehle
Mike Starr

CREDENTIALS

*Kathy Hayworth
Robin Flaherty
Mark Mendoza
Gray Ruese
Jeff Tarola
Pam Willoughby

HARBOR CONCESSIONS

*Jeff Silveira
Tim Daniels

HOSPITALITY

*Ken Lofink
*Joe Thompson
Rick Buvia
Greg Cawelti
Brandee Cox
John Cox
Bob Crannell
Gene Harter
Jeri Hutchinson
Lou Klatt
Gerry Wiles

LEGAL

David Willoughby

MEDICAL

*Dan Strickland
Art Black
George Covell
Bruce Meyer
Karen Meyer
Karen Schofield

PADDOCK

*Jim Reynolds
Bob Baird
Lance Baird
Mark Baird
Ed Bierman
Craig Butorac
Tim Connell
Rick Cowin
John Delsman
Antone Duncan
Chris Jones
Andy Lucas
Bill McDougall
Bob McGowan
Art Perry
Buck Priem
Dan Reynolds
Sue Reynolds
Steve Thomas
Bob Townsend
Don Wright

PARKING

*Rod White
*Bruce Wilson
Bob Benjamin
Kathleen Callinan
Jim Coldwell
Richard Courtney
Ivan Dustin
Bruce Fritz
Jeff Fritz
Sue Fritz
Don Locke
Tom McCord
Sandra McKnight
Lou Moore
Czek Panek
Barbara Robb
Larry Smith
Allan Snowden
Tom Stone
Dock Williams
Karen Williams
Bob Zaglin

PROGRAMS/FUEL/INFO

*Bill Reichmuth
Mike Hayworth
Kathy Hulette
Bob McDonald
Chet McAndrews
George Nicolayev
Tim Connell
Rick Cowin
John Delsman
Antone Duncan
Chris Jones
Andy Lucas
Bill McDougall
Bob McGowan
Art Perry
Buck Priem
Dan Reynolds
Sue Reynolds
Steve Thomas
Bob Townsend
Don Wright

RACE ACTIVITIES

*Al Stoeberl
Pete Coatu
Lisa Magner
Linda Mendiola
Jon Serrine
Terry Terflinger
Merry Trucksis

SECURITY-ACCOUNTING

*John Stornetta
Jerry Dannemiller
Chuck Lincoln
Ray Patterson
Bobby Phillips
Steven Villegas

SECURITY-DAY/NIGHT

*Roger Frid
*Tom Piña
William Abbott
Tom Hagn
Bob Piña
Shane Piña
Beth Price
Charley Rider
Al Schader

SITE DEVELOPMENT

*Dick Lee

SOUVENIRS

*Margo Daniels
Kathy Bradshaw
Colleen Cowin
Zeph Despard
Gordon Field
Peggy Fjeld
Terri Hibbard
Steve Hutchings
Laurie Jones
Phyllis Kimber
Chris Lombardo
Wendy Moser

SPECTATOR ASSISTANCE

*Bob Feeney
David Garavella
Drew Johnston
Irl Morehouse
Rod Raudstein
Ed Rittue

TRAFFIC

*Jerry Coffman
Bob Beck
Pete Bengard
Jackie Gash
Lloyd Gash
Danny Griffith
Greg Heath
Tom Kincheloe
Jim McBride
John Stevenson
†Don Vierra
†John Ward

TRANSPORTATION

*Ed Magner
Roger Berg
Ken Kullberg
Bill Zeller

* Director
† Active Honorary Director

1991 SCRAM Service Clubs

ADMISSIONS

Active 20/30 Club
Capitola/Aptos Rotary
Carmel Valley Rotary
Monterey High School Band
Boosters Club
Monterey Peninsula Host Lions
Old Capitol Lions
Pacific Grove Adult School*
Salinas YMCA*
Salinas Amor Youth Group
Y's Mens Club
*Grandstands/Paddock

CAMPING

Calif. Correctional Peace Officers
Monterey Bay European
Motorcycle Club
MPC Athletic Fund Group
Monterey Peninsula Youth
Football
Outreach Program,
St. George Episcopal Church
Ben Lomond Youth Conservatory

CONCESSIONS

American Field Service
P.G. Chapter
Seaside/Monterey Chapter
American Legion Post 41
CHP Squad Club—King City
CHP Squad Club—Monterey
Cypress Swim Club
Fleet Reserve
Fort Ord Youth Activities
Masonic Youth Group
MPC Honor Society
Seaside Kiwanis Club

ICE CREAM

Boy Scouts of America

HARBOR

King City Rotary

MEDICAL

Student Nurses Assoc. of MPC

PADDOCK

Freedom Lions Club
Pacific Grove Lions Club

PARKING

Al-Kadosh
Bayanihan Lions
Carmel Rancho Lions
Gonzales Lions Club
Marina Rotary Club
Monterey Bay Girl Scouts
Prunedale Lions Club
Salinas/Alisal Lions Club
Salinas North Lions Club
Seaside Lions Club
Seaside Rotary
Serra Club
Telephone Pioneers
Navy Club

PROGRAMS

Boy Scouts of America
Carmel Kiwanis Club
Monterey Peninsula Kiwanis
Vietnam Veterans

SCOREBOARD

Monterey Jaycees

SOUVENIRS

Carmel Presbyterian Women's
Assoc.
Cypress Soccer
Church of the Nazarene
Easter Seals Society
Junipero Serra School Parents
Club
Marina Peace Officers' Wives
Club
Monterey Young Life
Quota Club of Carmel
Soroptomist of Salinas
Vietnam Vets

SPECTATOR ASSISTANCE

Cabrillo Host Lions
Monterey County Horse Patrol
Monterey County Sheriff's Posse
Telephone Pioneers
Pacific Grove Volunteer Fire
YMCA—Monterey



RAINEY BY A MILE

1990 500cc Grand Prix Year in Review

by Paul Carruthers/Cycle News

While 500cc Grand Prix road racing struggled along a rather bumpy road in 1990, Wayne Rainey took a much smoother avenue en route to winning his first-ever World Championship.

Armed with a 1990 Yamaha YZR500 from the Team Marlboro Roberts stable, Rainey conquered the world, winning seven 500cc GPs and taking the championship by an astounding 67 points over his nearest competitor, Kevin Schwantz. It was the widest margin of championship victory since the days of the all-conquering MV and Italian legend Giacomo Agostini.

Rainey narrowly lost the championship to Eddie Lawson in 1989 and, with the memory still fresh in mind, he began the '90 season with a burst, winning the first two races of the year at Suzuka in Japan and here at Laguna Seca.

With Rainey starting strong, his competitors began their crash-filled seasons early. The first round in Japan saw Michael Doohan and Lawson crash together, while Schwantz was fortunate enough to crash, yet still collect third place points. Rothmans Honda's Wayne Gardner kept his title hopes alive by finishing a distant second to Rainey.

On to Laguna Seca for round two, and the same result. Rainey won in dominant fashion while those around him crashed to earth. A close race early turned into a runaway for Rainey when Schwantz high-sided his Lucky Strike Suzuki in turn 11 while disputing the lead. But he wasn't the only one.

World Champion Eddie Lawson was already a spectator, having crashed his Marlboro Yamaha in practice through no fault of his own when a brake pad worked loose and the four-time champ entered turn two with no stopping power. Lawson was lucky to escape the crash with a badly broken heel, but his chance for a successful defense of his title was lost.

Ready for more: Kevin Magee suffered serious head injuries that ended his season in an early lap crash, and Wayne Gardner followed suit, although the Honda rider was able to walk away, sans championship points. So who was second and third? Doohan and, surprisingly, Pier-Francesco Chili, although both were in a different race than Rainey.

The ever-brave Gardner came back to end Rainey's streak in Spain, but the Californian ended the day second and was already beginning to look like a shoo-in for the title. Schwantz rode to a third place finish despite the broken wrist he sustained at Laguna.

Gardner was the next to fall victim to injury. During practice for the Italian GP at Misano, the Aussie was unable to avoid the fallen Christian Sarron and he broke ribs in the ensuing tumble. Still, he finished fourth in the GP, but the injury would have a lasting effect on his chances to stop Rainey.

The Italian GP was won by the championship leader as he topped Schwantz and Doohan in the re-started race.

A healed Schwantz prevailed at the fifth round of the series in

Germany. But Rainey was still around, after suffering his one and only crash of the year in practice at the Nurburgring. Rainey suffered a broken little finger, but soldiered on to finish second behind Schwantz. Third place went to Magee replacement rider, Niall Mackenzie. Gardner's hopes were dashed altogether in Germany when he crashed in practice after admitting he lacked the physical strength to hold on because of his Italian rib injury. The Aussie broke toes and would miss four races.

Schwantz' season started to come together with his second win in succession at the Salzburgring in Austria. It was a hard-fought victory over Rainey that went the distance. Doohan was third.

Just as it seemed the tide was turning in Schwantz's direction, Rainey stepped up and stopped the streak in Yugoslavia, in a race he calls one of his most important of the season. Schwantz was left on the line, yet still managed to finish second, ahead of his teammate Mackenzie.

Schwantz give up? Not yet, and the Texan prevailed at the revamped Assen circuit in Holland. The lanky blonde was at his best in the land of the windmill, and he won his third race of the season in impressive fashion. The ever-consistent Rainey didn't panic, though, and held on to finish second over his back-from-injury teammate Lawson.

Torrential rain storms met the GP contingent in Belgium, and the riders were forced to tackle the awe-inspiring Spa-Francorchamps circuit in the wet. Rainey again set the pace, proving that he's not just a dry-track specialist. Young Frenchman Jean-Philippe Ruggia had his best performance since making the jump from the 250cc class, as he finished second and was closing on Rainey in the final stages of the race. Lawson finished third for the second race in a row.

France and England belonged to Schwantz as he desperately tried to peg back Rainey's point lead. Two wins in a row, yet he still trailed Rainey by 27 points (the Californian finishing third behind Schwantz and Gardner in France and second in England). Schwantz was getting closer, though, and there was still hope in the Suzuki camp.

Their hopes were dashed, however, in an explosion of hay bales in Sweden. Schwantz had qualified on the pole, but he tossed the Suzuki down the road early in the GP, handing victory, and for all practical purposes the championship, to race winner Rainey. Lawson rode to a casual second place ahead of Gardner.

In Czechoslovakia, Rainey wrapped up his first World Championship title with another victory, Gardner finished second ahead of Lawson despite another practice crash that left him with a broken wrist. Schwantz? The Texan threw away his ever-slim title hopes with another crash in the race.

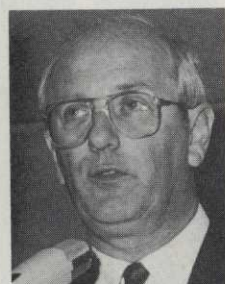
With the championship in hand, Hungary was an appropriate place for Rainey to have his first mechanical failure in an otherwise impeccable season. Breakdown or not, however, there was no way Doohan would have been beat and he left Hungary with his first career GP win. Lawson had his best result of the year, finishing a distant second behind Doohan and ahead of third-placed Schwantz.

Grand Prix racing saved its best for last, and the Australian GP, as it was the season before, was the highlight of an otherwise one-sided season. And it was fitting that Gardner emerged from a four-way battle to win his second Oz GP in front of his home fans. To top it off, Doohan finished second with the World Champion Rainey third on the rostrum. Schwantz had been the fourth man in the battle, but he exited in a violent, high-speed crash and was lucky to escape, again, unharmed.

So the championship went to Rainey, with Schwantz a distant second and wondering when his time would come. Doohan was a popular third in the title chase with Mackenzie doing an admirable job of filling in for Magee and finishing fourth overall. Gardner ended the season fifth with Spaniard Juan Garriga, Lawson, Ruggia, Sarron and Sito Pons rounding out the top 10 in what was Rainey's year.

THE 1991 UNITED STATES GRAND PRIX

This weekend's U.S. International Grand Prix is the third event of the 1991 World Championship Series sanctioned by the Federation Internationale Motocycliste (FIM). Based in Geneva, Switzerland, FIM oversees international motorcycling competitions in a wide variety of disciplines. FIM recognizes the American Motorcyclist Association (AMA) as its sole United States affiliate federation.



JOSEF P. VAESSEN
President of FIM



JOSEF H. ZEGWAARD
President of FIM
Road Racing Commission

OFFICIALS

SAFETY OFFICER

Mr. Hans Bahmer, Austria, C.C.R. Member

INTERNATIONAL JURY

President: Mr. L. John Thomson, Australia, C.C.R. Member

C.C.R. Delegate: Claude Danis, Belgium

Clerk of the Course: Roger Edmondson

Safety Officer: Hans Bahmer

President C.M.: Dr. Hans-Robert Kreutz

Secretary: Bill Amick



JOHN THOMSON
President of
International Jury



CLAUDE DANIS
C.C.R. Delegate



DR. HANS-ROBERT KREUTZ
President C.M.

The International Jury exercises supreme control of the race meet in respect of the application of the FIM Racing Code.

EXECUTIVE OFFICIALS

Clerk of the Course	Roger Edmondson
Secretaries of the Meeting	W.A. Boyce, AMA Ed Magner, SCRAMP
Deputy Clerk of the Course	Joyce Lemming
Chief of Technical Inspections	Kevin Cameron
Technical Steward	Rob King
Chief Timekeeper	Don Abbott
Head Scorer	Peggy Edmondson
Chief Marshals	Jan Bash, USARM Jim Reynolds, SCRAMP
Chief Paddock Marshal	James Ballas
Start/Finish Controller	Bobby Lemming

MEDICAL

Chief Medical Officer	Dr. Dan Delgado
FIM Doctor	Dr. Hans-Robert Kreutz
FIM Medical Committee Member	Dr. David A. Kieffer
RFME Doctor (Spain)	Dr. Daza

SCRAMP WOULD ALSO LIKE TO THANK...

- The County of Monterey which is governed by a five person Board of Supervisors: Sam P. Karas, Chairman, Marc Del Piero, Barbara Shipnuck, Karin Strasser Kauffman, and Tom Perkins.
- The Department of Parks, Jon P. Soderberg, Director.
- People & Properties, Inc., Greenwich, Connecticut, SCRAMP's Marketing and Television Consultants.
- Workers at all eleven turns (over 100 people), members of The United States Auto Race Marshals (USARM), Matthew L. Luna, President.
- Olivetti/Longines Computers for providing the timing and scoring system.
- Grand Marshal Bubba Shobert.



BUBBA SHOBERT—GRAND MARSHAL

It is with great pride and pleasure that Laguna Seca Raceway welcomes Bubba Shobert as Grand Marshall of the 1991 United States International Grand Prix.

Winner of four Camel Pro Championships, three dirt track Championships and one Superbike Championship, Bubba Shobert is one of America's outstanding motorcycle heroes. In fact, he is only one of three racers in AMA history to achieve a grand slam, winning one of every kind of Grand National Race... Road Race, mile, half-mile and TT Steeplechase... a record shared only by Dick Mann and Kenny Roberts.

Born and raised in Texas, Shobert has been involved in motorcycling since he was 8 years old. His accomplishments, his work within the industry and his support have greatly helped motorcycle racing to grow

over the years.

Seriously injured in 1988, Shobert has been unable to race for the past two years. However, he is still very involved in motorcycle racing and is currently working for Honda doing some test riding, promotion and public relations. Whether he will return to racing is still up in the air. The doctors told him it would be two years and as he says, "It will be two years in April and I'm still getting better. I certainly don't want to consider it until I'm 100%."

Now living on the Monterey Peninsula, Shobert enjoys his motorcycle, playing golf and playing with his four month old son.

Even if racing isn't in the cards for this motorcycle great, it is a sure bet that he will continue to work in the industry.

On the Road Again



It's not easy keeping up with the hottest street bikes. Just when you think you've got a handle on the latest technology, something even more outrageous hits the streets.

And in the world of road racing, the pace is even quicker. You have to stay on your toes to know what's fast—and what's last.

That's where *Motorcyclist* magazine comes in.

Our staff has over a century of all-out street riding and racing experience. So when a new bike hits the pavement, we've got the knowledge and skill to wring it out just as hard as you would.

And we're not afraid to tell you how well—or how badly—a new street bike performs. The popular "Off the Record" section gives you our uncensored opinions of every motorcycle we test. No hype. No BS. Just the straight dope from some of the best riders and writers in the business.

The guy in this photo, for example, Nick Ienatsch, is known for strong opinions. And he has the credentials to back them up. He tests the hottest bikes during the week. Then, to get away from it all, he goes road racing on the weekends. For the second year in a row, he won the ARRA number one plate, and he capped off the 1990 season by winning the Willow Springs AMA 250 GP national. He started '91 by placing third in Daytona's 250 GP and second in WERA's Formula II race at Road Atlanta. Not bad for a typewriter jockey.

You could call him the fastest road racing journalist in America. But at *Motorcyclist*, we're not so easily impressed.

We just call him "slowpoke."

MOTORCYCLIST

Because motorcycling is not a spectator sport.

For subscription information and orders, please call (800)800-RIDE. In Colorado or Canada, please dial (303)447-9330.

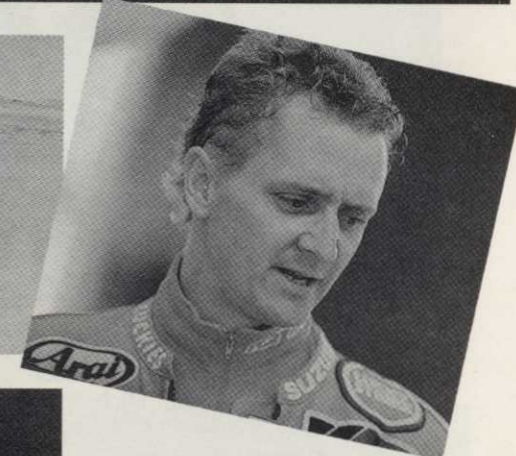
Preparing for combat

BY HENNY RAY ABRAMS

Wayne Rainey calls Laguna Seca the "most demanding circuit on the Grand Prix calendar," and he should know. After finishing fourth in 1988, his rookie year, the 29-year-old Southern Californian has won the past two USGPs, his 1990 win propelling him to his first 500cc World Championship.

Rainey's perennial rival, Kevin Schwantz, finds the track has a split personality. The run from turn eleven up to the left-hand turn five involves turns that are basically flat; from there up the hill and back down through the Corkscrew the turns are heavily banked. "To get the bike working good on the tall, banked stuff makes it harder to ride on the flat slippery stuff," Kevin relates, accurately describing the trouble riders have setting up their bikes properly.

Adding to the demands of this early season event is that the machinery is relatively untested, constantly evolving, and the settings used at Laguna Seca will likely not be used at any other track. "We started off with one bike and, literally, ended up with something



different," says Bud Aksland, the man responsible for preparing John Kocinski's race-winning machinery the past two seasons.

And if that weren't enough, in 1991 there's the uncertainty of tires. Both Schwantz's Lucky Strike Suzuki team

It is hard to bet against Wayne Rainey (top): he's riding a proven bike with a seasoned team and has his own speed and steadiness. Although off-season rumors had Eddie Lawson doing everything from riding for Team Marlboro Roberts again to driving cars (middle left), he ended up on the Cagiva team, which is sure to benefit from his bike-development expertise. But it is hard to imagine that the Cagiva will be fully competitive, even with Awesome Eddie at the throttle. Kevin Schwantz (middle right) says his Suzuki is much improved. Rainey's competition will probably come from Schwantz and John Kocinski (bottom), who abandons his 250cc World Championship to move up to the 500cc class, where sponsors want to see him.

PREVIEW: U.S. Grand Prix at Laguna Seca



Lawson will be aboard Cagivas in '91, but the team is rumored to be getting heavy support from Yamaha. The relatively heavy Cagivas will probably benefit most from the higher minimum-weight limit.

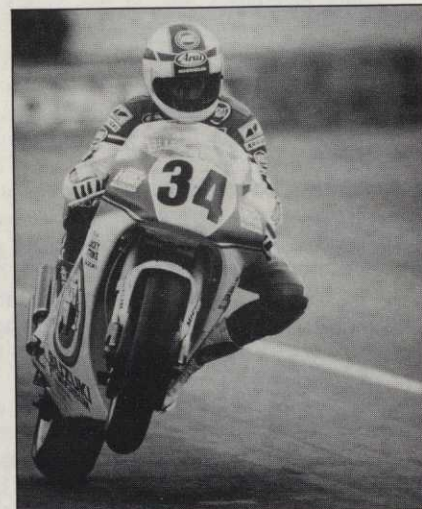
and Rainey's Marlboro Roberts Yamaha team have put off making the decision between Dunlop and Michelin to the last minute. If they choose Michelin, as they did last season, they will have to buy the tires and have only one or two choices for any weather condition. In that case, Schwantz says, "You put a tire on and make it work instead of playing through the suspension to find a tire that works." But there's a new twist: With the possible introduction of Superbikes into the 500cc field, a proposal was made by Spaniard Sito Pons to run the 500 GPs in two heats, as in World Superbike. "It might make choosing Dunlop a little less risky," Schwantz believes.

In conversations with riders and mechanics it was apparent that each team had specific concerns to work through in order to find the magic combination. "You need a stable bike. Timing and cornering speed are real important, a nice, rideable powerband. Not exactly what you need for the rest of the tracks," says Wayne Rainey about his objectives.

"The gearbox seems to be real critical," he continues. "The corners are



Wayne Gardner will be back on the potent factory Honda but with his '89 crew chief, since Erv Kanemoto formed his own team. Gardner reportedly may retire as a rider at the end of '91.



Suzuki made its 500s heavier and stronger to meet the new minimum-weight requirement but was the first to have its new bike ready and has done the most preseason testing of the factories.

mostly stop and go; some you roll through. You use a short gearbox with lots of rpm. In turn 11 and the top of the Corkscrew, it's down around 5000 rpm. If you watched the tach on TV [Rainey was equipped with an on-bike camera], you could see it was usually between ten-five and twelve-five." According to Rainey, the ability to keep the engine spinning "lets you change direction but also keeps you on line better. If the bike revs, you shift less. One shift a lap is a tenth of a second. A tenth of a second a lap for five laps and you have a half-second lead."

For 1991, Rainey made a number of suggestions to the Yamaha factory, and among them was versatility in the gearbox. "We've got a lot more gear selection between first and sixth," Rainey reveals of the new bike, which he has yet to test. "We never could get the box where we wanted it. We have options now."

Schwantz agrees with Rainey about the difficulty in getting the gearing spot-



Defending 500cc World Champ Wayne Rainey says gearbox-ratio selection is among the most critical aspects of setup at Laguna Seca, affecting drive and handling characteristics.

on. "Sometimes I think it would be better to run a five-speed," he declares. "There are second-gear corners that are short and some that are a little long."

Schwantz feels that Rainey is stronger on the flat, first half of the track and that the Suzuki works better on the second part: "Where it's banked, I could force it in harder." Where the Suzuki is at its most frightening is cresting the hills over turn one and on the run up to the Corkscrew. "It's real, real loose in those places. Other places we can make it work. We couldn't find a happy medium."

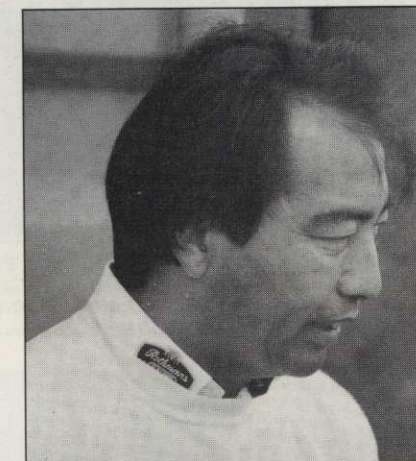
"The biggest thing there is you want it to turn," Kevin explains. "To make it go over the hills good, you take steepness off the steering angle. You try to shorten it up as much as you can. Too much makes it too twitchy and too scary going over the hill."

In 1989 the team made changes to steering angle with steering-head offsets. Last year they made the same adjustments through ride height. Just stiffening the preload on the rear spring made a considerable difference, according to Schwantz.

Where Schwantz made up most of his time was on the brakes. "I knew my bike wasn't as good in the flat sections, so I'd make it up going into the Corkscrew and down the hill," he says.

Because of the new FIM minimum weight of 130 kilograms (286 pounds), Suzuki, more than the other factories, has had to add weight, and Schwantz has been told that 85 percent of the weight has gone into the chassis. The '91 Suzukis were the first of the factory bikes to be ready; they were done in November of 1990. By comparison, the

REPRINTED FROM MOTORCYCLIST MAGAZINE/APRIL 1991



Northern California's Erv Kanemoto has left the factory Honda fold to run his own 250 team with Luca Cadalora. He will get support from the factory, and his expertise makes Cadalora a favorite.



Laguna's combination of flat and steeply banked corners poses setup challenges involving suspension, tires, steering characteristics and gearbox ratios.

Hondas and Yamahas were not expected to be built before the end of January.

This gave the Suzuki team a jump on testing, and they tested at the Jerez circuit in southern Spain late last year. And though the weather was generally unfavorable, they did find some encouraging signs in the new machine.

"I rode the '90 most of the first day,

but when I got on the '91, I went a second faster a whole lot easier with the settings just as they came from Japan," Schwantz says. "At Laguna, it's going to be a lot better just because it seems to stop, steer and go a lot more controllably than last year's. The big thing last year was trying to catch Wayne [Rainey] on the brakes and through the corner."

From what Rainey's been told, the new Yamaha should be able to hold on to its advantage over the Suzuki at Laguna Seca. The 1991 YZR500 will have more horsepower and top speed to go with a beefier chassis and swing-arm. The engine has been located farther down and back, though that's adjustable and subject to change. What they're looking for is the compromise between stability and turning ability.

"It's all timing and momentum," Rainey says. "At Laguna the bike can wobble real easy. You need a stable bike." Rainey believes that "overall, we had the best bike. We just needed more horsepower on top. Going over the hill into turn one, if you're peaked out, you're running into turn one too hot."

The development is especially critical this year because, with the FIM weight increase, the bikes will burn more fuel and therefore have to carry more. Since the fuel is carried high up, it has a considerable effect on handling, as well as putting an added burden on the brakes. Rainey and Schwantz used carbon brakes last year, though they weren't Rainey's first choice. He would rather have used steel brakes but didn't have any pads that would last the race.

Brakes are the biggest problem the Hondas have, according to Erv Kanemoto, the crew chief for Eddie Lawson in 1989 and Wayne Gardner in 1990. "Brakes are always sort of marginal there," Kanemoto says. "We just

PHOTO: FRAN KUHN

didn't have enough stopping power. There are hard-braking corners with short straights, and the brakes tend to overheat. There's not much time to cool off. They stop, but the rider doesn't want to use a lot of pressure." Gardner preferred the 310mm iron discs while Lawson tried the carbons.

Kanemoto doesn't find that there are any greater number of problems the mechanics face at Laguna than any other track; what he finds more difficult is that it's the beginning of the year and they still don't understand the bike. "With Eddie, I was still trying to figure out what I needed to do," a process he repeated in 1990 with Gardner and will repeat again in 1991 with 250cc campaigner Luca Cadalora.

Lawson has chosen the formidable task of developing the Cagiva for 1991 with the inestimable help of Bud Aksland. If there is any potential in this machine, this talented duo will find it, and it's no secret they will be getting considerable help from Yamaha this year; some go so far as to say they'll be using Yamaha engines. And the historically overweight Cagiva is probably the only machine that will benefit from the FIM weight minimum. While the others are forced to gain weight, the Cagiva still has to pare down. Aksland said it was too early for an assessment of the Cagiva, nor was it immediately known if the carbon-fiber frame would be used.

The Honda, we know, evolved considerably last year with the engine position, and therefore crankshaft, moving up and the swingarm pivot lowering. Because of the swingarm having to pull itself up on compression, the bike settles into the corner easier and the transition is smoother, pulling the bike toward the apex. Stability, one of Gardner's preferences, is slightly sacrificed, and it was no secret he didn't prefer the evolved chassis, though teammate Mick Doohan did, as did Cadalora in his first ride.

For 1991, Doohan and Gardner are on the Rothmans Honda team operating in a joint technical arrangement where their crew chiefs, Jerry Burgess and Stuart Shenton, are expected to share information.

With John Kocinski moving up to the 500cc class and Yamaha likely building no 250cc works bikes, it's most probable that a Honda NSR250 will wind up in the winner's circle. Honda will provide works bikes under various leasing arrangements to five riders: Cadalora, Spaniard Carlos Cardus, German Helmut Bradl, Dutchman Wilco Zeelenberg and Japanese Masahiro Shimizu. Cadalora is considered the favorite to win the World Championship, the belief being that Kanemoto can put a machine under him that won't cause him

to ride over his head and crash as often. Cardus, the runner-up to Kocinski last year, shouldn't be counted out, though, especially with veteran crew chief Kel Carruthers coming on board. The 250cc Honda is expected to benefit from the same chassis improvements as the 500, making it much easier to steer, though slightly less stable.

The problems Bud Aksland found in fighting the Hondas last year were not having enough "sheer top power" and

getting it to steer well. "He [Kocinski] likes something he can turn in, turn quick," Aksland says, adding that he used the steepest head angle and shortest wheelbase of the season at Laguna. Throughout the season Kocinski complained of having trouble steering, and it wasn't until the middle of the year that Aksland felt the motorcycle was balanced enough that John wasn't fighting it.

When Kocinski gets to Laguna Seca to test the 500, he'll be seeing a different track for two reasons. One is that the speed differential between a 250 and 500 is so great the only useful knowledge you can carry over is which way the corners go and where the bumps are. A second reason is there have been a number of safety improvements. According to Rainey, the changes are substantial. "In turn one, over the hill the bank on the right has been moved back 50 feet. Under the bridge and down the hill, the runoff was moved all the way back to the bridge support, and where Gardner fell off [turn six] has been moved back to Salinas. If he falls off now, it's because his throttle hung up."

Henny Ray Abrams has been trailing the Grand Prix Circus for years. He is a well-respected professional photojournalist.



Northern Californian Randy Mamola's '91 plans were unclear at press time. His Cagiva saddle will be occupied by his friend, four-time champ Eddie Lawson.



Here's a scene that's likely to repeat in '91: Wayne Rainey and Kevin Schwantz running nose to tail, each formulating a strategy and looking for an opening.

REPRINTED FROM MOTORCYCLIST MAGAZINE/APRIL 1991

1990 OVERALL GRAND PRIX TOTAL POINTS

500cc				
Position	Rider	Country	Bike	Total Points
1	Wayne Rainey	USA	Yamaha	255
2	Kevin Schwantz	USA	Suzuki	188
3	Michael Doohan	Australia	Honda	179
4	Niall Mackenzie	Great Britain	Suzuki	140
5	Wayne Gardner	Australia	Honda	138
6	Juan Garriga	Spain	Yamaha	121
7	Eddie Lawson	USA	Yamaha	118
8	Jean-Philippe Ruggia	France	Yamaha	110
9	Christian Sarron	France	Yamaha	84
10	Alfonso Pons	Spain	Honda	76

250cc				
Position	Rider	Country	Bike	Total Points
1	John Kocinski	USA	Yamaha	223
2	Carlos Cardus	Spain	Honda	208
3	Luca Cadalora	Italy	Yamaha	184
4	Helmut Bradl	West Germany	Honda	150
5	Wilco Zeelenberg	Netherlands	Honda	127
6	Martin Wimmer	West Germany	Aprilia	118
7	Masahiro Shimizu	Japan	Honda	100
8	Jochen Schmid	West Germany	Honda	92
9	Jacques Cornu	Switzerland	Honda	86
10	Dominique Sarron	France	Honda	78

SIDECARS					
Position	Driver	Passenger	Country	Bike	Total Points
1	Alain Michel	Simon Birchall	France/England	LCR-Krauser	178
2	Egbert Streuer	Geral de Haas	Holland/Holland	LCR	167
		Scott Whiteside	England		
3	Steve Webster	Gavin Simons	England/England	LCR-Krauser-Yamaha	166
4	Rolf Biland	Kurt Waltisperg	Switzerland/Switzerland	LCR-Krauser	134
5	Paul Güdel	Charly Güdel	Switzerland/Switzerland	LCR	125
6	Steve Abbott	Shaun Smith	England/England	Yamaha	117
7	Yoshisada Kumagaya	Brian Houghton	Japan/England	Windle/JPX	115
		Wolfgang Bock	England		
8	Markus Egloff	Urs Egloff	Switzerland/Switzerland	Yamaha	114
9	Masato Kumano	Eckart Rösinger	Japan/Germany	LCR-Tec	89
10	Alfred Zurbrügg	Martin Zurbrügg	Switzerland/Switzerland	LCR-Yamaha	82

Past Laguna Seca Winners

1988

UNITED STATES GRAND PRIX

500cc

1. Eddie Lawson (Yamaha)
2. Wayne Gardner (Honda)
3. Niall Mackenzie (Honda)
4. Wayne Rainey (Yamaha)
5. Kevin Schwantz (Suzuki)
6. Christian Sarron (Yamaha)
7. Ron Haslam (Elf)
8. Didier de Radigues (Yamaha)
9. Rob McElnea (Suzuki)
10. Mike Baldwin (Honda)

250cc

1. Jimmy Filice (Honda)
2. Sito Pons (Honda)
3. Dominique Sarron (Honda)
4. John Kocinski (Yamaha)
5. Bubba Shobert (Honda)
6. Luca Cadalora (Yamaha)
7. Jacques Cornu (Honda)
8. Anton Mang (Honda)
9. Reinhold Roth (Honda)
10. Juan Garriga (Yamaha)

1989

UNITED STATES GRAND PRIX

500cc

1. Wayne Rainey (Yamaha)
2. Kevin Schwantz (Suzuki)
3. Eddie Lawson (Honda)
4. Kevin Magee (Yamaha)
5. Niall Mackenzie (Yamaha)
6. Christian Sarron (Yamaha)
7. Pier Francesco Chile (Honda)
8. Michael Doohan (Honda)
9. Bubba Shobert (Honda)
10. Dominique Sarron (Honda)

250cc

1. John Kocinski (Yamaha)
2. Jimmy Filice (Honda)
3. Luca Cadalora (Yamaha)
4. Sito Pons (Honda)
5. Carlos Cardus (Honda)
6. Jacques Cornu (Honda)
7. Jean Philippe Ruggia (Yamaha)
8. Reinhold Roth (Honda)
9. Loris Regianni (Honda)
10. Masahiro Shimizu (Honda)

1990

UNITED STATES GRAND PRIX

500cc

1. Wayne Rainey (Yamaha)
2. Michael Doohan (Honda)
3. Pier Francesco Chile (Honda)
4. Christian Sarron (Yamaha)
5. Jean Philippe Ruggia (Yamaha)
6. Juan Garriga (Yamaha)
7. Randy Mamola (Cagiva)
8. Alex Barros (Cagiva)
9. Peter Linden (Honda)
10. Niggi Schmassman (Honda)

250cc

1. John Kocinski (Yamaha)
2. Luca Cadalora (Yamaha)
3. Wilco Zeelenberg (Honda)
4. Reinhold Roth (Honda)
5. Dominique Sarron (Honda)
6. Carlos Cardus (Honda)
7. Helmut Bradl (Honda)
8. Jochen Schmid (Honda)
9. Alex Preining (Aprilia)
10. Martin Wimmer (Aprilia)

Off the Road Again

It's not easy keeping up with the hottest new dirt bikes. Just when you think you've got the latest technology all figured out, something even newer and more outrageous comes along.

And in the world of off-road racing, the pace is quicker still. You have to stay on your toes to know what's fast—and what's last.

That's where *Dirt Rider* magazine comes in.

Our staff has more than a century of all-out dirt riding and racing experience. So when a new bike hits the dirt, we've got the knowledge and skill to wring it out just as hard as you would.

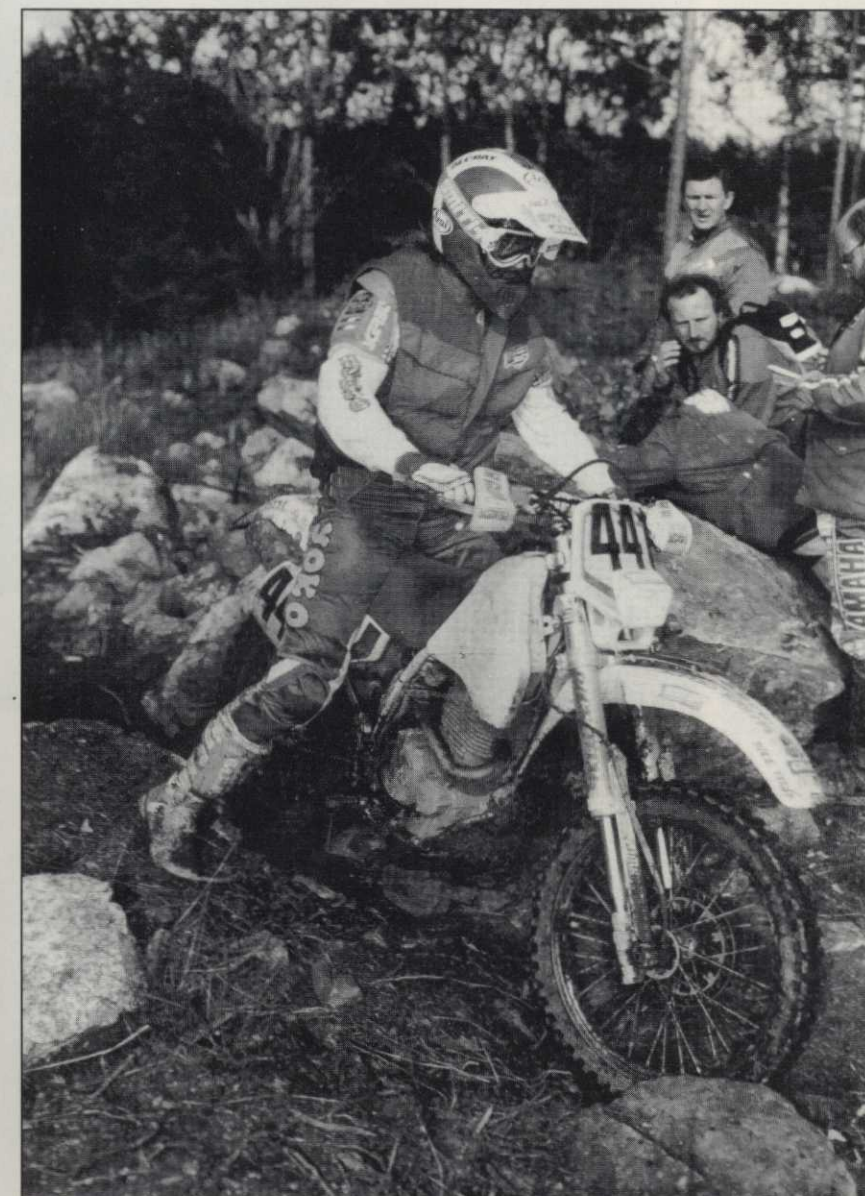
And we're not afraid to tell you how well—or poorly—a new dirt bike performs. The popular "Opinions" section gives you our uncensored remarks on every motorcycle we test. No hype. No BS. Just the straight facts from some of the best riders and writers in the business.

The guy in this photo, for example, Tom Webb, is known for his strong opinions. And he has the credentials to back them up. He tests the hottest new bikes during the week. Then, to get away from it all, he goes racing on the weekends. He qualified and competed in the 1990 International Six Days Enduro, and he regularly runs with the AMA's top AA enduro riders in U.S. events. Not bad for a type-writer jockey.

You could call him the fastest off-road racing journalist in America. But at *Dirt Rider*, we're not so easily impressed.

We just call him "Wolf."

DIRTRIDER
MAGAZINE



Because motorcycling is not a spectator sport.

For subscription information and orders, please call (800)800-DIRT. In Colorado or Canada, please dial (303)447-9330.

For a complete catalog of all Kerker products, send \$1.00

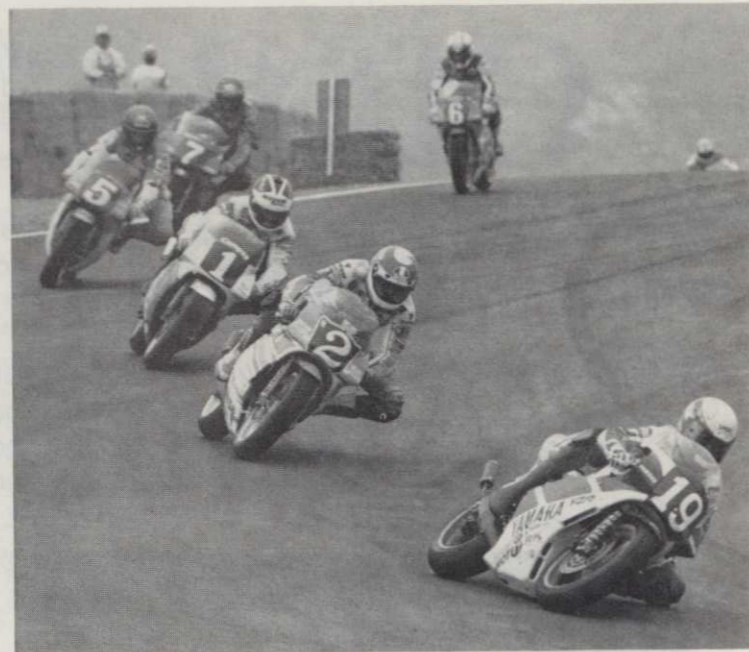
STATE - OF - THE - ART
EXHAUST SYSTEMS FOR MOTORCYCLES AND JET SKIS

KERKER EXHAUST SYSTEMS 3920 Seaport Blvd., West Sacramento, CA 95691 (916) 372-8400 FAX (916) 372-1354



BLAINE COVERT

Record crowd cheers 1990 500cc Champion Wayne Rainey.



BLAINE COVERT

John Kocinski (19), 1990 250cc Champion, leads the pack through the corkscrew.



DAVID LUCAS

Carlos Cardus sets his Honda on a tight line entering turn 5.



BLAINE COVERT

Sidecars line up through the world famous corkscrew.



ROBERT B. ALLEN

The secret ingredient in Kevin Schwantz' bike.



BLAINE COVERT

Michael Doohan, 500cc title contender.



BLAINE COVERT

"I know I parked my motorcycle somewhere around here?"



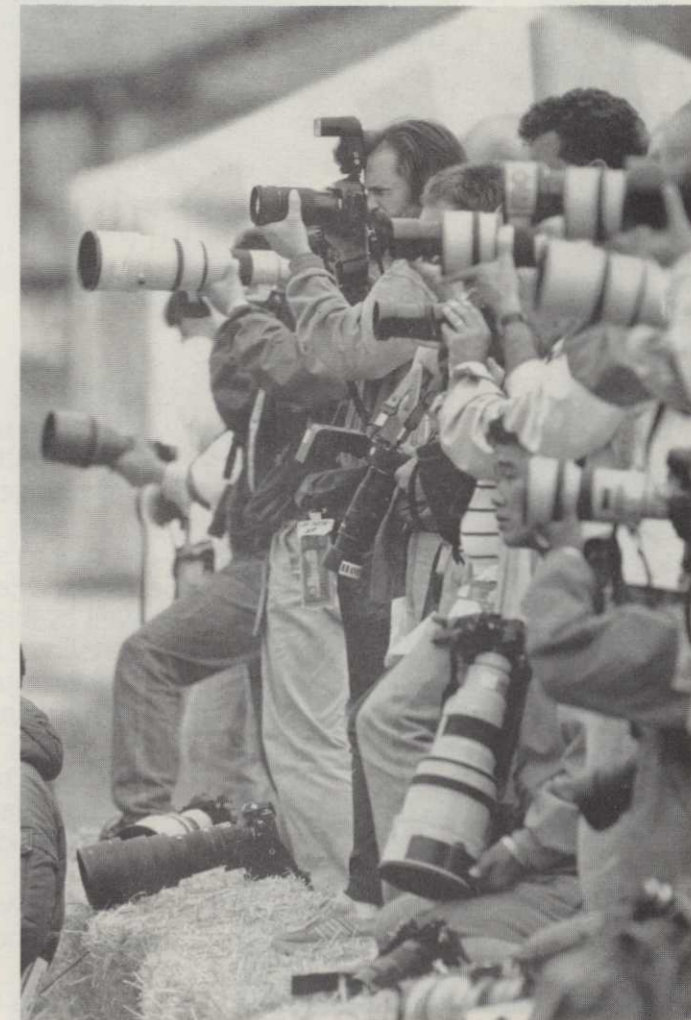
BLAINE COVERT

Kevin Schwantz, a top 500cc rider has had a tough time at Laguna.



BLAINE COVERT

"But Kenny, I tried to get around him?"



BLAINE COVERT

Did you get it? No. Did you get it? I though you got it?

Get up CLOSER to the action at the LAGUNA SECA USGP

... with **CYCLE NEWS**



DON'T FORGET! Check Out The **CYCLE NEWS** Tent Along the Manufacturer's Row During The GP!

The 1991 road racing season promises to be the most exciting ever. While no one can predict just how close and competitive each race will be, or who'll be the winner each time out, one safe bet is that **CYCLE NEWS** will be your ultimate source of information. Delivered weekly with "instant" results, objective reporting, and interesting features, **CYCLE NEWS** will make you the biggest winner of 1991!

Be sure to stop by the Cycle News tent on the midway during the Laguna Seca GP weekend. Our special U.S. GP preview issue will be available, as well as this week's Cycle News with coverage of the Australian GP (and the previous Japanese GP), the opening rounds of the World Championship Road Race Series. Special subscription prices are available only at this event. Don't forget to pick up some free Cycle News stickers too!

After you return home, remember to buy next week's Cycle News with it's "immediate" complete coverage of the Laguna Seca U.S. GP at your Cycle News dealer.

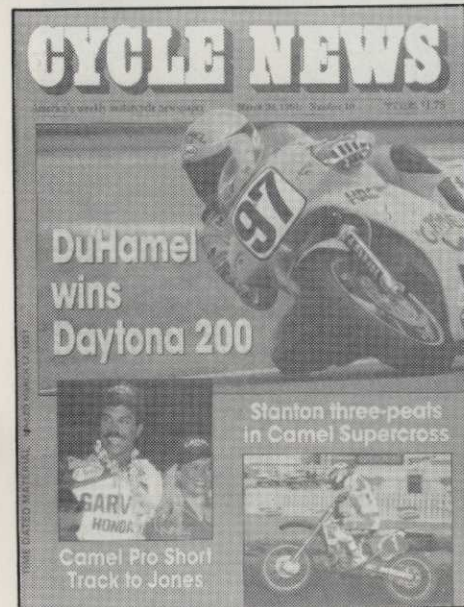
Cycle News will have the fastest coverage available on the Grand Prix season around the globe.

Don't Miss Out - SUBSCRIBE! 1 year-50 issues \$35.00

Call to subscribe! Phone (213) 427-7433 or FAX (213) 427-6685

or write: Cycle News Inc., P.O. Box 498, Long Beach, CA 90801

CYCLE NEWS Because once a month is not enough.



JAPANESE GRAND PRIX OFFICIAL RACE RESULTS / MARCH 24, 1991

500cc CLASS										
FASTEST LAP: 19 J. Kocinski (USA)—Lap 20 Time: 2'11.149 99.94 MPH										
Final Pos.	No.	Rider	Nat.	Motorcycle	Total Time	MPH	Interval	Best Time	Lap	Points
1	34	K. Schwantz	USA	Suzuki Lucky Strike	48'35.747	98.90		2'11.307	16	20
2	3	M. Doohan	AUS	HRC Rothmans Honda	48'35.951	98.89	0.204	2'11.343	20	17
3	1	W. Rainey	USA	Yamaha Marlboro Roberts	48'36.100	98.89	0.353	2'11.197	20	15
4	19	J. Kocinski	USA	Yamaha Marlboro Roberts	48'36.303	98.88	0.556	2'11.149	20	13
5	5	W. Gardner	AUS	HRC Rothmans Honda	49'11.058	97.72	33.311	2'11.940	5	11
6	7	E. Lawson	USA	Cagiva	49'20.662	97.40	44.915	2'13.532	14	10
7	6	J. Garriga	SPA	Yamaha Ducados	49'31.577	97.03	55.830	2'13.772	5	9
8	10	S. Pons	SPA	Honda Campsa Team	49'44.063	96.64	1'08.316	2'14.162	6	8
9	41	K. Iwahashi	JPN	Honda Ajinomoto Racing	49'44.120	96.63	1'08.373	2'14.061	12	7
10	12	A. Barros	BRA	Cagiva	49'51.049	96.41	1'15.302	2'14.267	2	6
11	21	D. Chandler	USA	Yamaha Team Uncini	49'51.342	96.40	1'15.595	2'14.348	15	5
12	20	A. Morillas	FRA	Yamaha Sonauto Mobil 1	49'54.675	96.29	1'18.928	2'15.036	4	4
13	9	K. Magee	AUS	Suzuki Lucky Strike	49'56.646	96.23	1'20.899	2'14.300	20	3
14	27	D. De Radigues	BEL	Suzuki Lucky Strike	49'58.219	96.18	1'22.472	2'15.367	20	2
15	46	P. Goddard	AUS	Yamaha Italya Hayasi	49'58.443	96.17	1'22.696	2'15.105	20	1
16	28	S. Itoh	JPN	Honda Pentax Racing	50'14.578	95.66	1'38.831	2'14.737	4	
17	45	T. Honma	JPN	Yamaha YMO RT	50'17.444	95.57	1'41.697	2'15.389	12	
18	37	K. Machii	JPN	Yamaha Nescafe RT	50'17.652	95.56	1'41.905	2'16.051	12	
19	40	S. Tsujimoto	JPN	Suzuki S. R. T.	50'30.699	95.15	1'54.952	2'15.828	21	
20	36	H. Miyagi	JPN	Honda Ajinomoto Racing	50'30.960	95.14	1'55.213	2'15.937	7	
21	25	T. Arata	JPN	Yamaha Itohen Racing	49'15.463	93.14	1 Lap	2'19.130	9	
22	16	C. Doorakkers	NED	Honda HEK	50'16.054	91.26	1 Lap	2'20.864	16	
23	17	E. Laycock	IRL	Yamaha Millar Racing	39'48.061	93.31	5 Laps	2'18.781	9	
24	8	J. Ruggia	FRA	Yamaha-Sonauto Mobil 1	20'21.638	96.90	13 Laps	2'13.670	7	
25	39	K. Ohishi	JPN	Yamaha Camel Racing	21'10.120	92.88	13 Laps	2'17.208	5	
26	35	N. Fujiwara	JPN	Yamaha Kirin Mets	15'56.677	95.91	15 Laps	2'14.372	3	
27	38	O. Hiwatashi	JPN	Suzuki S. R. T.	2'27.600	88.80	21 Laps	2'27.600	1	
28	44	T. Taira	JPN	Yamaha Y.R.T.R.	2'57.239	72.09	21 Laps	2'57.329	1	

250cc CLASS										
FASTEST LAP: 3 L. Cadalora (ITA)—Lap 12 Time: 2'15.075 97.04 MPH										
Final Pos.	No.	Rider	Nat.	Motorcycle	Total Time	MPH	Interval	Best Time	Lap	Points
1	3	L. Cadalora	ITA	Rothmans Kanemoto Honda	45'23.048	96.27		2'15.075	12	20
2	2	C. Cardus	SPA	Team Repsol Honda	45'23.303	96.26	.255	2'15.277	18	17
3	5	W. Zeelenberg	NED	Honda Sharp-Samson	45'40.924	95.64	17.876	2'15.831	19	15
4	53	M. Taguchi	JPN	Goldwin Honda Endurance	45'44.228	95.53	21.180	2'16.185	14	13
5	55	N. Aoki	JPN	Honda Cup Noodle RT	45'44.608	95.51	21.560	2'15.895	4	11
6	52	T. Harada	JPN	Yamaha Nescafe	45'44.618	95.51	21.570	2'16.244	8	10
7	4	H. Bradl	GER	Honda HB Team	45'45.108	95.50	22.060	2'16.226	5	9
8	7	M. Shimizu	JPN	Honda Team HRC	45'46.151	95.46	23.103	2'16.271	14	8
9	13	L. Reggiani	ITA	Aprilia Racing Team	45'54.968	95.16	31.920	2'16.360	9	7
10	54	T. Udagawa	JPN	Goldwin Honda Endurance	46'00.414	94.97	37.366	2'16.336	5	6
11	57	K. Kozono	JPN	Honda JHA Racing	46'01.001	94.95	37.953	2'16.144	5	5
12	61	K. Namba	JPN	Yamaha Y.R.T.R.	46'03.617	94.86	40.569	2'16.657	5	4
13	8	J. Schmid	GER	Honda Team Zwafink	46'19.732	94.31	56.684	2'17.369	7	3
14	6	M. Wimmer	GER	Suzuki Lucky Strike	46'19.782	94.31	56.734	2'17.726	4	2
15	56	T. Arakaki	JPN	Honda Team HRC	46'20.188	94.29	57.140	2'17.299	8	1
16	59	O. Miyazaki	JPN	Yamaha Team Daytona	46'22.010	94.23	58.962	2'17.425	20	
17	9	P. Chili	ITA	Aprilia Valesi	46'23.131	94.30	1'00.083	2'16.386	7	
18	51	J. Jeandat	FRA	Honda Rothmans	46'26.382	94.08	1'03.334	2'17.951	3	
19	18	A. Preining	AUT	Aprilia	46'31.587	93.91	1'08.539	2'17.964	3	
20	33	S. Prein	GER	Honda HB Racing Team	46'33.823	93.83	1'10.775	2'17.576	7	
21	16	A. Puig	SPA	Yamaha Ducados Puig	46'54.101	93.16	1'31.053	2'18.886	18	
22	58	T. Kurokawa	JPN	Honda Quick Racing	46'57.999	93.03	1'34.951	2'19.208	5	
23	21	L. Heyden	NED	Honda Bieffe Samson	46'58.371	93.01	1'35.323	2'19.171	14	
24	60	Y. Kato	JPN	Yamaha SP Tadao RT	47'01.074	92.93	1'38.026	2'19.510	19	
25	15	C. Lavado	YVN	Yamaha Team Greco	47'04.122	92.83	1'41.074	2'19.399	17	
26	17	P. Casoli	ITA	Yamaha Team Agostini	47'11.813	92.57	1'48.765	2'19.755	8	
27	47	U. Jucker	SUI	Yamaha Swiss Team	47'30.635	91.96	2'07.587	2'20.401	18	
28	14	P. Linden	SWE	Honda	47'33.817	91.86	2'10.769	2'20.087	18	
29	42	K. Mitchell	GBR	Yamaha Medd Gomibuchi	47'36.571	91.77	2'13.523	2'21.125	8	
30	41	F. Protat	FRA	Aprilia FP Moto Team	47'36.735	91.77	2'13.687	2'20.710	18	
31	23	J. Filice	USA	Yamaha Team Gallina	46'00.423	90.22	1 Lap	2'23.147	15	
32	32	B. Haeggeli	SUI	Marlboro Aprilia Mohag	46'13.583	89.79	1 Lap	2'23.466	14	
33	62	H. Yamagishi	JPN	Honda RT Honey Bee	42'45.390	91.97	2 Laps	2'19.921	7	
34	44	J. Mariano	SPA	Aprilia Techo Racing	39'09.522	89.26	4 Laps	2'23.445	4	
35	11	A. Criville	SPA	Honda JJ Cobas	30'24.660	93.39	7 Laps	2'18.113	7	
36	45	C. Catalano	ITA	Rothmans Honda Italy	31'23.556	41.76	14 Laps	2'23.884	3	
37	29	T. Okada	JPN	Honda Team HRC	11'30.080	94.97	15 Laps	2'15.955	5	
38	20	D. Romboni	ITA	Honda HB Racing	2'54.457	75.13	19 Laps	2'54.457	1	

AUSTRALIAN GRAND PRIX OFFICIAL RACE RESULTS / APRIL 7, 1991

500cc CLASS

FASTEST LAP: 1 W. Rainey (USA)—Lap 11 Time: 1'31.155 96.13 MPH

Final Pos.	No.	Rider	Nat.	Motorcycle	Total Time	MPH	Interval	Best Time	Lap	Points
1	1	W. Rainey	USA	Yamaha Marlboro Roberts	49'14.411	95.41		1'31.455	11	20
2	3	M. Doohan	AUS	HRC Rothmans Honda	49'16.960	95.15	2.549	1'31.685	22	17
3	19	J. Kocinski	USA	Yamaha Marlboro Roberts	49'23.868	94.92	9.457	1'31.787	9	15
4	5	W. Gardner	AUS	HRC Rothmans Honda	49'38.848	94.45	24.437	1'31.970	9	13
5	34	K. Schwantz	USA	Suzuki Lucky Strike	49'43.588	94.30	29.177	1'32.509	27	11
6	7	E. Lawson	USA	Cagiva	49'45.566	94.23	31.155	1'32.489	14	10
7	8	J. Ruggia	FRA	Yamaha-Sonauto Mobil 1	49'52.260	94.02	37.849	1'32.830	10	9
8	12	A. Barros	BRA	Cagiva	50'14.057	93.34	59.646	1'33.277	27	8
9	20	A. Morillas	FRA	Yamaha-Sonauto Mobil 1	50'14.113	93.33	59.702	1'33.188	20	7
10	27	D. De Radigues	BEL	Suzuki Lucky Strike	50'16.063	93.28	1'01.652	1'33.688	27	6
11	9	K. Magee	AUS	Suzuki Lucky Strike	50'35.010	92.70	1'20.599	1'33.766	5	5
12	21	D. Chandler	USA	Yamaha Teeam Uncini	50'43.009	92.46	1'28.598	1'33.645	11	4
13	17	E. Laycock	IRL	Yamaha Millar Racing	50'35.018	89.80	1 Lap	1'36.988	23	3
14	16	C. Doorakkers	NED	Honda Hek-Bauwmachines	50'07.232	87.71	2 Laps	1'37.846	30	2
15	31	S. Spray	GBR	Team Roton Racing	49'39.229	85.58	3 Laps	1'41.152	3	1
16	13	N. Schmassman	SUI	Honda	49'18.773	83.20	4 Laps	1'42.716	23	
17	6	J. Garriga	SPA	Ducados Yamaha Team	20'29.038	93.00	19 Laps	1'33.344	12	
18	10	S. Pons	SPA	Campsa Honda Team	19'13.190	91.49	20 Laps	1'33.786	6	

250cc CLASS

FASTEST LAP: 3 L. Cadalora (ITA)—Lap 28 Time: 1'34.180 93.35 MPH

Final Pos.	No.	Rider	Nat.	Motorcycle	Total Time	MPH	Interval	Best Time	Lap	Points
1	3	L. Cadalora	ITA	Rothmans Kanemoto Honda	44'19.673	92.56		1'34.180	28	20
2	4	H. Bradl	GER	Honda HB Team	44'19.942	92.55	0.269	1'34.284	12	17
3	2	C. Cardus	SPA	Team Repsol Honda	44'31.506	92.15	11.833	1'34.644	14	15
4	5	W. Zeelenberg	NED	Honda Sharp Samson	44'35.067	92.03	15.394	1'34.857	16	13
5	13	L. Reggiani	ITA	Aprilia Unlimited Team	44'46.555	91.63	26.882	1'34.829	12	11
6	9	P. Chili	ITA	Aprilia Valesi Racing	45'16.512	90.62	56.839	1'35.999	14	10
7	18	A. Preining	AUT	Aprilia OKM R.T./SK Voes	45'26.081	90.30	1'06.408	1'36.169	20	9
8	8	J. Schmid	GER	Honda Team Zuafink	45'33.896	90.05	1'14.223	1'36.632	10	8
9	17	P. Cosoli	ITA	Yamaha Team Agostini	45'37.640	89.92	1'17.967	1'36.696	10	7
10	15	C. Lovado	YVN	Yamaha Team Greco	45'37.975	89.91	1'18.302	1'36.260	28	6
11	51	J. Jeandat	FRA	Honda Rothmans	45'49.870	89.52	1'30.197	1'37.319	6	5
12	32	B. Hoenggeli	SUI	Marlboro Aprilia Mahag	45'55.533	89.34	1'35.860	1'37.250	12	4
13	41	F. Protat	FRA	Aprilia FP Moto Team	44'22.918	89.14	1 Lap	1'37.253	27	3
14	47	U. Jucker	SUI	Yamaha Swiss Team	44'28.951	88.94	1 Lap	1'37.151	17	2
15	42	K. Mitchell	GBR	Yamaha Medd Holdings	44'40.417	88.56	1 Lap	1'38.056	15	1
16	24	S. Whitehouse	AUS	Yamaha Whitehouse PTY LT	44'44.396	88.43	1 Lap	1'38.168	22	
17	44	J. Mariano	SPA	Aprilia Tecno Racing	44'44.637	88.42	1 Lap	1'38.102	25	
18	50	D. Horton	AUS	Warren Taylor Racing	44'59.111	87.95	1 Lap	1'38.257	15	
19	56	G. Johnston	AUS	Yamaha New Era Racing	45'22.328	87.20	1 Lap	1'39.301	24	
20	57	W. Palesy	AUS	Yamaha	45'22.335	87.20	1 Lap	1'39.900	24	
21	59	M. Haisman	AUS	Yamaha Michael Haisman	45'37.378	86.72	1 Lap	1'40.293	19	
22	62	S. Buckley	NZE	Yamaha	45'33.594	83.62	2 Laps	1'43.358	18	
23	33	S. Prein	GER	Honda HB Racing Team	42'45.485	89.10	2 Laps	1'37.443	4	
24	7	M. Shimizu	JPN	Honda Team HRC	34'03.302	90.36	7 Laps	1'36.093	10	
25	23	J. Filice	USA	Yamaha Team Gallina	44'47.651	68.70	7 Laps	1'40.931	14	
26	60	D. Milner	AUS		23'40.994	86.62	14 Laps	1'40.258	8	
27	6	M. Wimmer	GER	Suzuki Lucky Strike	21'15.760	89.59	15 Laps	1'35.988	11	
28	16	A. Puig	SPA	Yamaha Ducados Puig	6'44.540	86.93	24 Laps	1'38.688	3	
29	58	T. Manley	AUS	Team Yamaha	5'14.483	83.87	25 Laps	1'41.096	3	
30	11	A. Criville	SPA	JJ Cobas Marlboro	5'35.245	78.68	25 Laps	1'43.188	1	
31	21	L. Van Der Ha	NED	Honda Bieffe Samson	3'38.197	80.59	26 Laps	1'39.715	2	
32	20	D. Romboni	ITA	Honda HB Racing	1'41.538	86.59	27 Laps	1'41.338	1	

THE LAGUNA SECA U.S. INTERNATIONAL MOTORCYCLE GRAND PRIX



LAGUNA SECA RACEWAY
April 19, 20 & 21, 1991

GENERAL ADMISSION PRICE
ADVANCE \$50 AT THE GATE \$60

Gates closed 12 Midnight to 7 AM
No refund / Not valid for camping use

000192
NI

Make sure this is the only ticket for speeding you get this weekend.

If you're going to Laguna Seca, enjoy the race, have a great weekend. And please, ride responsibly and safely.

HONDA
Come ride with us.

ALWAYS WEAR A HELMET, EYE PROTECTION, PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. Obey the law and read your owner's manual. See your local Honda Dealer or contact the Motorcycle Safety Foundation at 1-800-447-4700 for the location of a training course near you. ©1991 American Honda Motor Co., Inc. (4/91)

250 CC GRAND PRIX-VIEW

by Dennis Noyes

The 250cc season opened at Suzuki circuit, Japan, where only a quarter of a second separated Honda factory riders Luca Cadalora (Team Rothmans) and Carlos Cardus (Team Repsol). Honda riders filled the top five places and this was no surprise after Yamaha's decision to park their factory YZR 250 machines and limit their participation to factory-kitted T2 production racers.

Last year the title was won by John Kocinski, the 23 year old Team Marlboro-Roberts-Yamaha rider from Little Rock, Arkansas, now based in Modesto, California. It was Kocinski, Italian Luca Cadalora and Spaniard Alex Crivillé on factory YZR Yamahas against a half dozen factory NSR Hondas, and Kocinski had to overcome a ten point lead by Honda's Carlos Cardus in the last two races in order to win his first title and break a three-year Honda winning streak.

But for 1991 Kocinski has moved up to 500cc while Cadalora and Crivillé have gone to Honda, Luca as rider for the Kanemoto-Rothmans team and Alex as the test rider for the experimental JJ-Cobas machine designed by Barcelona engineer Antonio Cobas and powered by a production Honda RS 250 motor fitted with a special H.R.C. race kit. The Cobas machine may very well be an indication of the way things will go both in 250cc and 500cc in the not too distant future as the Japanese factories, Yamaha in particular, are tooling up to produce engines for sale to private teams, becoming, perhaps, to motorcycle racing what Cosworth was to Formula 1 racing.

But while Yamaha have already stopped producing the YZR 250 bikes in order to build a series of TZ over-the-counter bikes, Honda still has firm commitments to supply factory NSR machines for several teams in the 250 class and, unless something very unlikely happens, the race you will see today will be a scrap between Hondas with the best Yamaha TZ riders, Spaniard Alberto Puig, Italian Paolo Casoli and American Jim Felice battling the works Aprilia effort lead by Italians Loris Reggiani and Pierfrancesco Chili.

Up until now all classes of the U.S. Grand Prix have been won by American riders, with the exception of the three-wheeler class, but Jim Felice, winner of the 1987 U.S. GP on an Erv Kanemoto Honda NSR is America's only real hope for victory. His circuit knowledge is a strong advantage and he seems now fully recovered from his serious highway accident in 1989 when the driver of the truck in which Jim was a passenger struck a vehicle parked just off the highway. Felice has completely recovered from his injuries, but the Yamaha will probably not have acceleration to match the Hondas out of Laguna's many tight bends.

If you are looking for a dark horse with a chance to pull off what would be a major upset, Jim Felice is your man, but even if the Yamaha TZ can live with the Honda's on top speed (remember that Rich Oliver's Aksland-tuned TZ was the fastest two-fifty through the Laguna Seca speed trap last April) the acceleration of the NSR machines will probably be too much even for Felice.

All five riders of the factory NSR Hondas are possible winners and possible World Champions.

Probable favorite would have to be former 125cc World Champion, Luca Cadalora. With technical back-up from Honda H.R.C., and Erv



Kanemoto, and with American George Vukmanovich as crew chief, the Rothmans-Honda team seems formidable indeed, but Luca is a rider who has over the years had a bad habit of crashing out of races while fighting for the lead.

Runner-up in the 1990 title hunt, Spaniard Carlos Cardus, is certainly one of the top contenders for the title. The big news during the off-season was the signing by Carlos Cardus of Kel Carruthers, the man who built the Yamaha engines that took Kenny Roberts and Eddie Lawson each to three 500cc world titles.

Cardus, riding number 2 on the orange and blue Repsol-Honda, is the son of a former professional soccer player. Carlos is known for his ability to return again and again from career-threatening accidents. In 1987 Carlos Cardus broke his leg and knee badly against a steel trackside barrier in Suzuka, Japan. In 1988 he suffered a serious concussion when he lost his helmet in a first-lap crash at the Spanish GP at Jarama, and in 1990, just after his best-ever second place finish in the 250cc World Championship, Carlos badly broke his knee at a post-season international in Spain.

Cardus, fully recovered, is a cautious rider in the early part of the season and will only go for a win in Laguna Seca if he can do so without taking it to the the ragged edge. He feels that Laguna Seca, because of its many low gear corners, is an especially difficult and demanding track and that his objective is to leave the States with as many points as possible without crashing.

Hard-riding Dutchman Wilco Zeelenberg surprised everyone last year when he beat John Kocinski when the American's Yamaha ran wide on the last corner of the German GP at Hockenheim. But after what was his first GP 250cc win, Zeelenberg crashed in his next four races and ended the season fifth on his Sharp Samson Honda.

German Helmut Bradl, H-B Honda, has his very fast NSR Honda

tuned by Sepp Schlogl, the man who prepared engines for former 250cc World Champion Anton Mang and for another famous German racer, the very popular Reinhold Roth whose terrible accident in last year's Yugoslavian Grand Prix has left him permanently disabled and still receiving constant medical attention more than nine months after the crash. Bradl is a fast rider, but whether he will follow in the footsteps of Mang and Roth depends upon his results this season. He has a tendency to fall back late in the races. Last year he pulled out a big lead in Sweden but nearly crashed and then was passed by several riders in a race eventually won by Carlos Cardus from John Kocinski. In Czechoslovakia he held a commanding lead with only a half dozen laps to go but ran out of grip and was unable to hold off Carlos Cardus. And he ended the season with a second at Philip Island, Australia, after a long dice with Kocinski who then pulled off and left him at the flag.

Another rider who has been close many times but has never quite managed to win his first GP is Japan's Masahiro Shimizu riding the Ajonmoto Honda NSR. Masahiro had his ups and downs last year, showing some real promise toward the end of the season, but then spoiling things with a series of high-speed crashes. On a good day Shimizu could still win a Grand Prix, but probably not at a twisty low-gear track like Laguna Seca.

Martin Wimmer, ex-Yamaha factory rider with Team Agostini, has a lot of work to do to turn the factory RGV Lucky-Strike Suzuki 250 into a winner, but the hard-riding Bavarian is one of the best development riders in the game and will be looking to place the Suzuki somewhere in the top ten. Wimmer hopes to have the Suzuki running among the leaders before the GP circuit arrives at Austria's Salzburgring, his favorite track.

Italy's Loris Reggiani has one 250cc win under his belt. He beat fellow countryman Luca Cadalora at the San Marino GP in Monza in 1987

when Luca was in his first season as a factory Yamaha rider and Loris was riding for Aprilia. After a brief and unhappy stint with Honda, Reggiani came back to Aprilia last season and rode very well at the end of the season. His pre-season testing times were also very good and he begins the season as one of those riders who will not be a contender for the title, but who when he has it all working right can go with the best of them.

Also on a factory Aprilia, former 500cc star Pierfrancesco Chili, a rider who was known for his aggressive riding on the Honda NSR 500, but also for his horrendous crashes...not the least of which was the "mother of all high-siders" at 170 miles per hour, flat out in sixth gear, in the rain, at the treacherous Spa-Francorshamps circuit in Belgium. This crash will never be forgotten because Chili's machine was equipped with an on-board camera which recorded the entire incident. But you can't keep a good man down and Chili in spite of a broken arm was back in the thick of things three races later.

Last year he was third here at Laguna on the Honda 500cc and his ambition is to regain a ride in the 500cc class, but a financial squeeze in Europe has forced him to take an offer from Aprilia for the 1991 season. He is out to prove something and at 26, one day younger than Kevin Schwantz, he knows a couple of 250cc wins against the factory Honda teams will put him back in contention for a 500cc ride. He's a long-shot, but he's one of the few riders on the 250cc grid who has a chance, on the right day, of beating the Hondas.

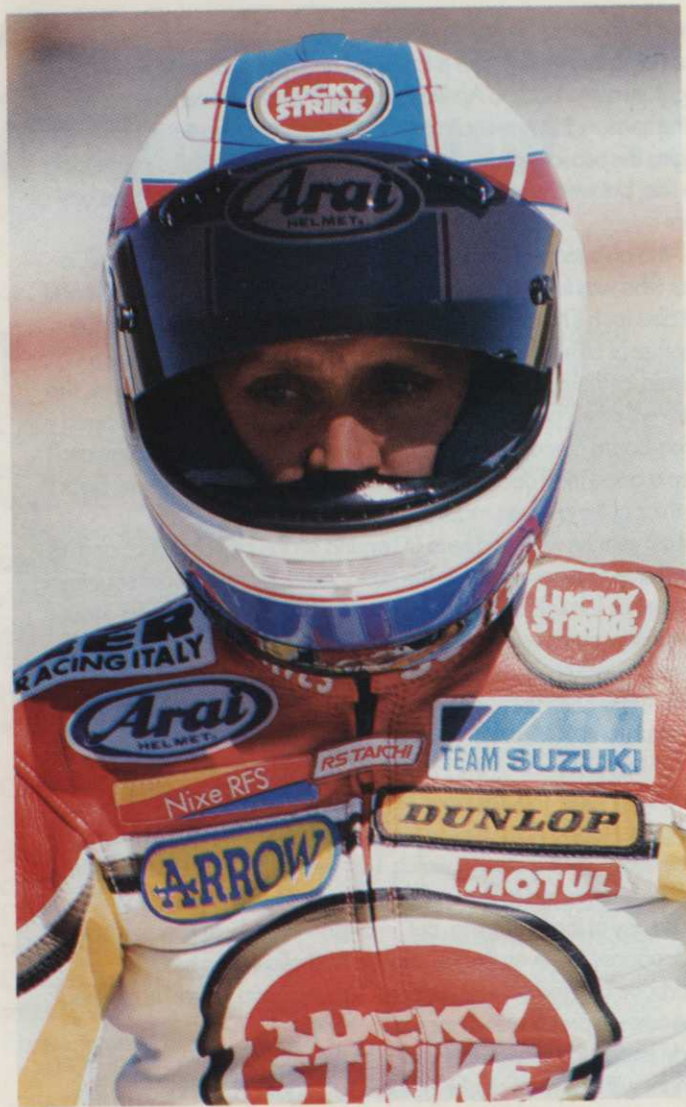
Another long-shot is former 125cc World Champion, Alex Crivillé. Riding the Honda RS-powered Cobas 250 for the famous JJ team of Barcelona, Alex is a man to watch. Last year in his debut in the 250cc class he announced to the Spanish press that he was going to take things easy at the beginning. But he crashed in private practice before the Japanese GP even began, missed Australia with a broken collarbone and made his first start at Laguna Seca where he crashed three times in practice and once in the race.

He ended the season last year with the dubious distinction of being the rider with the most crashes chalked up against him (16) of all the riders in all classes of the world championships.

But he's one of the fastest riders in Europe and one of the bravest...and also very independent...so much so that he was fired from the factory Derbi team for refusing to back off and allow a team mate who was over 20 seconds behind to pass him during the last laps of the Yugoslavian GP of 1988. In 1988 he was runner-up in the 80cc class at 17 years of age, in '89 at 18 he was 125cc World Champion with the JJ-Cobas team before deciding to go to 250cc with Team Agostini-Yamaha-Marlboro in 1991. And in spite of the crashes, he was running with the leaders during the final stages of the Yugoslavian GP last year before being taken down by the Roth crash. In Hungary he battled team mate Cadalora to the very last lap in a fight for fourth and just lost the place after being nearly high-sided on the last corner. He's 20 now and sometime during the 1991 season he's going to stick the JJ-Cobas in among the leaders...maybe at Laguna.

Best bet to win...Luca Cadalora, but while the 500cc class is unquestionably the Formula One of motorcycle Grand Prix racing, the 250cc class is a much harder race to pick. In 500cc only four, maybe five, riders, are capable of winning races, but in 250cc all the riders mentioned above, plus several others, will go to the grid on Sunday knowing that they have a chance...maybe a slight one...but at least a chance of being the first to duck beneath the checkered linen at the end of the last lap.

Dennis Noyes is an American who has lived in Spain since 1967 and has been following the GP's since the mid-seventies. He writes in Spanish for Spain's Solo Moto magazine and occasionally in English for Cycle News.



D.M. TROUTMAN

Kevin Schwantz blends professionalism with fun as he attempts to be world champion.



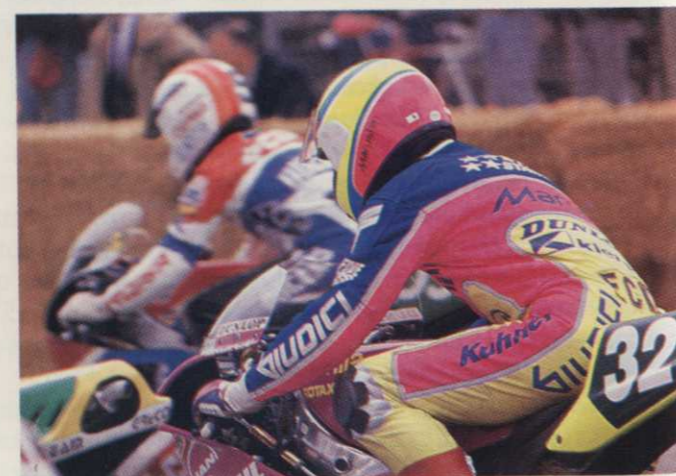
D.M. TROUTMAN

Winner of the 250cc Grand Prix last year, John Kocinski is one of the top contenders this year for the 500cc title.



DAN ALIOTTI

Bernard Haenggeli chats with a team member prior to start of 250cc race.



DAN ALIOTTI

Germany's Harald Eckl (32) awaits the green.



D.M. TROUTMAN

Spaniard, Juan Garriga hugs the asphalt on his 500cc Honda.

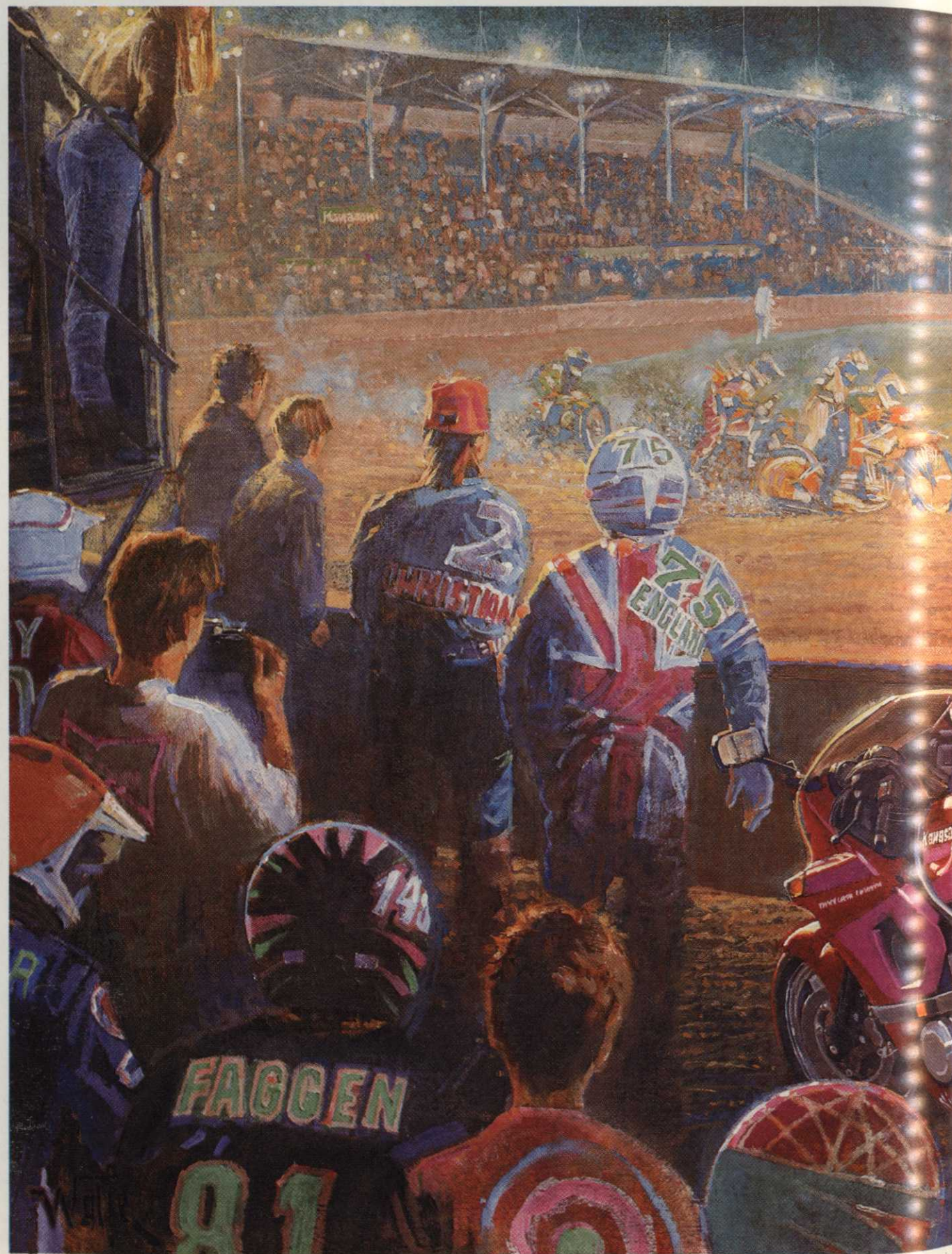


MOTO FOTO

Jean-Philippe Ruggia stays in front around tight turn 2 at Laguna.

FROM VENTURA COUNTY, HEAD SOUTH ON HIGHWAY 1 UNTIL YOU REACH SANTA MONICA. THEN, HEAD EAST ON INTERSTATE 10 UNTIL YOU REACH INTERSTATE 405.

FROM THE WEST, YOU'LL TAKE NEWPORT BLVD. EAST FROM HIGHWAY 1 UNTIL YOU REACH ARLINGTON DRIVE. YOU'RE ALMOST THERE. JUST HANG A LEFT AND LOOK FOR GATE 5. IT'S THE ONE EVERYONE'S TURNING LEFT AT.



FROM SAN DIEGO COUNTY, TAKE INTERSTATE 5 NORTH. JUST AFTER MISSION VIEJO, TAKE THE 405 NORTH TO HIGHWAY 55 WEST. TURN RIGHT AT FAIR DR.

Call 1-800-661-RIDE for the Kawasaki dealer nearest you. Remember riding safe is riding smart. Always wear a helmet, eye protection and proper apparel. Ride defensively. Obey the basic speed law. Never ride under the influence of drugs or alcohol. Adhere to the maintenance schedule in your Owner's

HEAD SOUTH ON THE 405 UNTIL YOU REACH FAIRVIEW RD. HEAD WEST ON FAIRVIEW TO ARLINGTON DRIVE. TURN LEFT UNTIL YOU REACH GATE 5. TURN RIGHT.

FROM RIVERSIDE OR SAN BERNARDINO COUNTY, TAKE HIGHWAY 91 WEST TO HIGHWAY 55 WEST. TURN RIGHT AT FAIR DRIVE AND RIGHT AGAIN AT FAIRVIEW. THEN, MAKE A RIGHT AT ARLINGTON AND TURN RIGHT WHEN YOU GET TO GATE 5.



Orange County Speedway,
Costa Mesa, California,
August 3, 1991

Kawasaki
Let the good times roll.

You pull up to the fairgrounds on your Ninja® around three o'clock, grab a spot alongside the small oval track and prepare yourself for the kind of day that reminds you of why you ride. ♦♦ Live music is pumping through the P.A. Burgers and hot dogs are dancing on the grill. And, as always, you and your buddies are standing around bench racing. ♦♦ As the sun begins to drop, the speedway bikes start arriving. Some on trailers, others in the back of old pickup trucks. You wander over towards the pits for a closer look. The ice in your drink rattles as the mechanics dial-in the alcohol-burning bikes. Blue smoke fills the air, much like the early morning fog that hugs the California coastline. ♦♦ Next thing you know, it's time for the first race of the night. You head back over to your ZX-6 just in time to find a couple of regulars admiring your ride. ♦♦ Then you hear it. The garbled blips of the speedway bikes pulling up to the starting line. As the flag drops, all hell breaks loose. The racers come screaming into the first corner, pitch their bikes into a slide and send the first wave of mud towards the stands. The crowd is going nuts. ♦♦ And as the smell of spent exhaust fumes clings to the warm night air, it occurs to you that there's only one thing you look forward to as much as your next time back here. The twisty part of Pacific Coast Highway on your ride home.



Manual. Call 1-800-447-4700 for the Motorcycle Safety Foundation beginner or expert course near you. You do not need a motorcycle to take the course. Specifications and price subject to change without notice. Availability may be limited. © 1991 Kawasaki Motors Corp., U.S.A.

AND MAKE ANOTHER RIGHT AT FAIRVIEW. MAKE YET ANOTHER RIGHT AT ARLINGTON DRIVE AND LOOK FOR GATE FIVE. IT, TOO, WILL BE ON THE RIGHT.

**1991 U.S. INTERNATIONAL GRAND PRIX
LAGUNA SECA RACEWAY—MONTEREY, CALIFORNIA
APRIL 19-21, 1991**

500cc ENTRIES

No.	Rider	Home/Country	Entrant	Machine
1	Wayne Rainey	Downey, California, USA	Team Marlboro-Roberts	Yamaha
3	Michael Doohan	Brisbane, Australia	Rothmans-Honda/HRC	Honda
5	Wayne Gardner	Australia	Rothmans-Honda/HRC	Honda
6	Juan Garriga	Barcelona, Spain		Yamaha
7	Eddie Lawson	Upland, California, USA	Cagiva	Cagiva
8	Jean-Philippe Ruggia	Toulon, France	Team Yamaha Sonauto Mobil 1	Yamaha
10	Sito Pons	Spain	Camps-Honda Team	Honda
12	Alexandre Barros	Sao Paolo, Brazil	Cagiva	Cagiva
16	Kees Doorakkers	Netherlands	Hek-Bouwmachines	Honda
17	Eddie Laycock	Ireland	Millar Racing	Yamaha
19	John Kocinski	Modesto, California, USA	Team Marlboro-Roberts	Yamaha
20	Adrien Morillas	France	Team Yamaha Sonauto Mobil 1	Yamaha
21	Doug Chandler	Salinas, California, USA	Team Uncini	Yamaha
23	Andy Leuthe	Germany	Librenti Corse	Suzuki
27	Didier De Radigues	Belgium	Team Lucky Strike Suzuki	Suzuki
34	Kevin Schwantz	Houston, Texas, USA	Team Lucky Strike Suzuki	Suzuki
46	Robbie Petersen	Modesto, California, USA	Marlboro Team-Roberts	Yamaha
97	Rich Oliver	Dublin, California, USA	Marlboro Team-Roberts	Yamaha

SIDECAR ENTRIES

No.	Rider	Passenger	Home/Country	Entrant	Machine
1	Alain Michel	Simon Birchall	France/England	Elf Krauser	Krauser/LCR
2	Egbert Streuer	Harry Horsteenge	Netherlands/Netherlands	Team Lucky Strike Streuer	Yamaha/LCR
3	Steve Webster	Gavin Simons	England/England	Steve Webster Racing	Krauser/LCR
4	Rolf Biland	Kurt Waltisperg	Switzerland/Switzerland	Biland Racing	ADM/LCR
5	Paul Gudel	Charly Gudel	Switzerland/Switzerland	Team Gudel	Krauser/LCR
6	Steve Abbott	Shaun Smith	England/England	Steve Abbott Racing	Krauser/LCR
7	Yoshisada Kumagaya	Bryan Houghton	Japan/England	Team Kumagaya	Krauser/YK1
8	Markus Egloff	Urs Egloff	Switzerland/Switzerland	WCG Egloff/Egloff	Yamaha/SM-S2
9	Masato Kumano	Eckart Roesinger	Japan/Germany	Kumano Racing Team	Yamaha/LCR
10	Alfred Zurbrugg	Martin Zurbrugg	Switzerland/Switzerland	Zurbrugg Racing	Yamaha/LCR
12	Ralph Bohnhorst	Bruno Hiller	Germany/Germany	Bohnhorst Racing	Bohnhorst/Bohnhorst
14	Theo Van Kempen	Jan Kuyt	Netherlands/Netherlands	Van Kempen Racing	Krauser/LCR
15	Barry Brindley	Grahame Rose	England/England	Dennis Trollope	Yamaha/LCR
16	René Progin	Gary Irlam	Switzerland/England	Team Progin	Yamaha/Krauser/LCR
17	Darren Dixon	Sean Dixon	England/England	Team Padgetts	Krauser/LCR
20	Barry Smith	David Smith	England/England	Jay Dee Racing	Windle/ADM
21	Marcus Bosiger	Peter Markwalder	Switzerland/Switzerland	ADM Racing	ADM/LCR
22	Werner Kraus	Thomas Schroeder	Germany/Germany	Werner Krause Racing	ADM
23	Derek Brindley	Nick Roche	England/England	Padgett's of Batley	Krauser/LCR
24	Frank Voigt	Holger Voigt	Germany/Germany	Schuh Motorradzubehor	Schuh/LCR
25	Tony Baker	Simon Prior	England/England	Cumbria Express	Krauser/LCR
26	Gary Thomas	Edwin Knapp	England/Netherlands	Gary Thomas Racing	Krauser/LCR
27	Peter Breede	Gary Twenstrup	U.S.A./U.S.A.	Breede Sidecar Racing	Yamaha/TBD-LWB

**1991 U.S. INTERNATIONAL GRAND PRIX
LAGUNA SECA RACEWAY—MONTEREY, CALIFORNIA
APRIL 19-21, 1991**

250cc ENTRIES

No.	Rider	Home/Country	Entrant	Machine
2	Carlos Cardus	Barcelona, Spain	Team Repsol-Honda	Honda
3	Luca Cadalora	Italy	Rothmans Kanemoto Honda	Honda
4	Helmut Bradl	Griesbeckerzell, West Germany	HB-Honda Team	Honda
5	Wilco Zeelenberg	Bleiswijk, Holland	Sharp-Samson Racing Team	Honda
6	Martin Wimmer	Munich, West Germany	Team Lucky Strike Suzuki	Suzuki
7	Masahiro Shimizu	Japan	Honda/HRC	Honda
8	Jochen Schmid	Backnang, West Germany	Schuh-Zwafink-Honda-Racing	Honda
9	Pierfrancesco Chili	Italy	Valesi Racing	Aprilia
11	Alex Crivillé	Spain	JJ Cobas Marlboro	JJ Cobas
13	Loris Reggiani	Italy	Aprilia S.P.A.	Aprilia
14	Peter Linden	Sweden		Honda
15	Carlos Lavado	Caracas, Venezuela	Team Greco	Yamaha
16	Alberto Puig	Spain	Team Ducados Yamaha	Yamaha
17	Paolo Casoli	Italy	Marlboro Team Agostini	Yamaha
18	Andreas Preining	Linz, Austria	OKM Racing Team	
20	Doriano Romboni	Italy	HB Racing Team Italy	Honda
21	Leon V.D. Heyden	Holland	Bieffe-Samson Team	Honda
23	Jim Filice	Modesto, California, USA	Team Gallina	Yamaha
26	Jon Cornwell	Georgetown, Ontario, Canada		Yamaha
30	Harald Eckl	Vohenstrass, West Germany	JF Aprilia-Kuhnert	Aprilia
32	Bernard Haenggeli	Fribourg, Switzerland	Marlboro-Aprilia-Mohag-Team	Aprilia
33	Stefan Prein	West Germany	HB-Honda-Team	Honda
39	Rick Kirk	Claremore, Oklahoma, USA		Yamaha
41	Chris D'Aluisio	West Redding, Connecticut, USA		Yamaha
42	Hans Becker	Kirchen, West Germany	Team Romero	Yamaha
43	Dale Franklin	Bellevue, Washington, USA		Yamaha
44	Jaime Mariano	Spain	Tecno Racing	Aprilia
45	Corrado Catalano	Italy	Team KA.G1.GA	Honda
46	Stuart Edwards	Netherlands		Yamaha
47	Urs Jucker	Switzerland	Swiss Yamaha Team	Yamaha
48	Ian Newton	England		Yamaha
49	Rick Tripodi	Unionville, Ontario, Canada		Yamaha
50	Jean Foray	Chatou, France		
51	Jean-Pierre Jeandat	France		
53	Mike Baldwin	Darien, Connecticut, USA		Yamaha
54	Nick Ienatsch	Los Angeles, California, USA		Yamaha
55	Frederic Protat	France		
56	Allan Scott	Pleasant Hill, California, USA	Wayne Rainey Racing	Yamaha
57	David Sjoblom	Vancouver, BC, Canada		Honda
58	Kevin Mitchell	England	Medd Holdings, Inc.	Yamaha
63	Stefano Caracchi	Italy		Yamaha
74	Mike Sullivan	Centralia, Washington, USA		Yamaha
94	Bill Himmelsbach	Quakertown, Pennsylvania, USA		Yamaha

INTERNATIONAL SCORING (Place/Points): 1=20, 2=17, 3=15, 4=13, 5=11, 6=10, 7=9, 8=8, 9=7, 10=6, 11=5, 12=4, 13=3, 14=2, 15=1

ONLY ONE MOTORCYCLE IN THE WORLD COMES WITH BUILT-IN[†] INSURANCE.

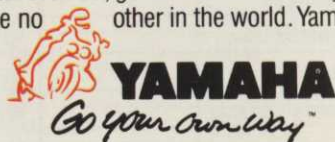


YAMAHA. Motorcycles with built-in[†] insurance. Sounds like a pretty radical idea. Doesn't it? Well, it's real. Every 1991 street-legal motorcycle we sell comes with insurance built right in.[†] All you have to

do is grab the one that grabs you, show us your valid driver's license, and you're fully covered* for a year. Looking for the catch? Sorry, there isn't one.

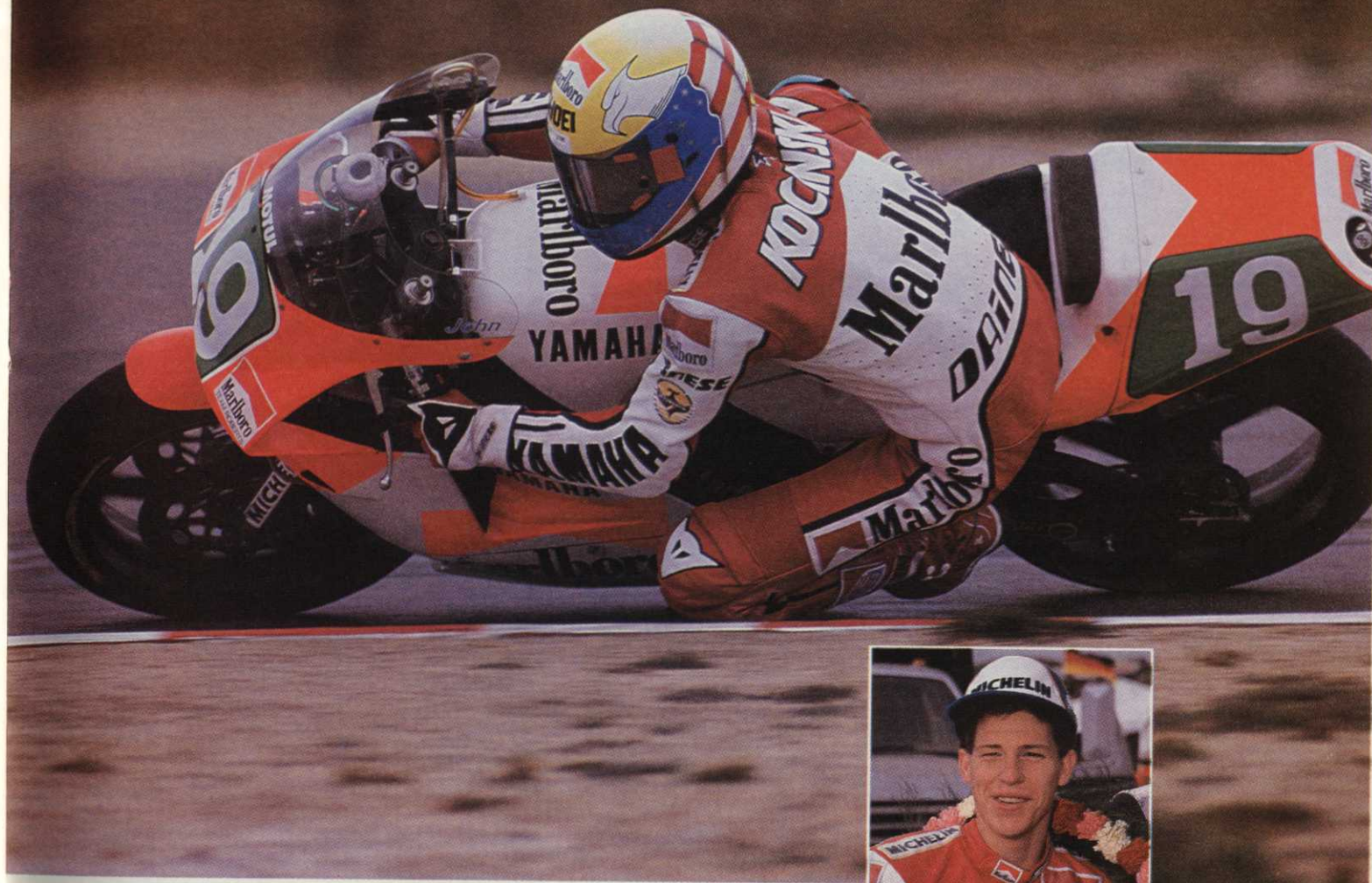
Considering the availability and cost of insurance, it's a smart idea. And, with our

financing program, owning a Yamaha is easier than ever. So, get on the one motorcycle that's like no other in the world. Yamaha.



*Comprehensive, collision, and liability coverage as required by state law. Deductibles apply to some coverages. Valid driver's license required. [†]Insurance Program is optional and not available in all states. Ask your local dealer for availability.

Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For information regarding an MSF rider course, please call 1-800-447-4700. Do not drink and ride. It is illegal and dangerous. Specifications subject to change without notice. ©1991 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)



John Kocinski

Moving up in rank

by Paul Carruthers/Cycle News

Not many have ever questioned John Kocinski's ability to ride a motorcycle. Those who witnessed his feats in the AMA 250cc series weren't the least bit surprised when he went off to Europe and won the 250cc World Championship in his first attempt. And those who watched him win that first world title last year weren't surprised when he ran with the leaders and finished a close fourth in the opening round of the 1991 World Championship in Japan.

There is little doubt that this Kocinski kid is a special talent.

Kocinski comes to the 1991 U.S. round of the World Championship at Laguna Seca International Raceway as a favorite to not only finish well, but to win.

The 23-year old native of Little Rock, Arkansas, turned the 250cc World Championship into his own domain in 1990. He won seven GPs, and claimed the title after a hard-fought battle with Spaniard Carlos Cardus.

For 1991, the man who now resides in Modesto, California, will attempt to win back to back titles in different classes as he goes after the 500cc crown on his Marlboro-backed Yamahas. If Japan is any indication at all, this could be a feat Kocinski is capable of. After all, he did set the fastest lap of the race at Suzuka, breaking the track record in

the process, and may have won if not for a fogged faceshield.

Laguna Seca has treated Kocinski well over the years. He competed in the first year of the event back in '88 and finished fourth after sitting on the pole position. In 1989, he won the race for the first time and followed that up with another U.S. GP victory here last year. The circuit in the hills above Monterey would be a fitting site for his first 500cc Grand Prix win.

Japan, though, wasn't Kocinski's first outing on a 500cc V-four. In 1989, the then 21-year-old showed the world what he was capable of by finishing fifth in a one-off race at Spa in Belgium. In the rain!

Not bad, when you look at what the others had done in their first race. Eddie Lawson's initial outing on a 500cc GP bike resulted in an eighth place finish, Rainey finished sixth in his first race, and Schwantz was 10th.

For '91, Kocinski has moved to the 500cc class on the Marlboro Yamaha team as a teammate to World Champion Wayne Rainey. The move came about after four-time champion Lawson signed a contract to ride factory Cagivas for 1991.

Kocinski should be able to benefit from his teammate's experience to help him get through his first year in the 500cc class.

But Little John may not need much help.

GREASED LIGHTNING!



If you've never seen the power of a Texas storm in the springtime, we encourage you to try to keep an eye on Mr. Kevin Schwantz. This good ol' boy knows how to create lightning and ride the thunderbolt. Motul Oil is proud to provide Kevin with a little peace of mind. Our line of synthetic lubricants keep the temperature just right.



MOTUL

THE RIDER INSIDE THE HELMET



The anonymous motorcyclist behind you on the highway this morning could have been anybody—doctor, lawyer, candlestickmaker—but in a recent study released by the Motorcycle Industry Council (MIC), an intriguing new profile of the typical motorcycle rider emerges. In 1990, a national telephone survey focused on motorcycle riders' ownership and usage. Trends were established by comparing the 1990 data to prior studies conducted in 1985 and 1980.

So, who's the leather-clad cyclist in the rearview mirror? There's a good chance that he—the 1990 typical motorcycle rider remains male—is 32-and-a-half years old, is married, has attended college, and earns about \$33,200 a year.

Compared to the typical rider in 1980, today's rider is far better off financially. The average rider's income has almost doubled—up from \$17,500 in 1980. Along with an increase in income has come an increase in age.

"This new study certainly debunks some old stereotypes of motorcyclists. Far from being a 'rebel,' the typical cyclist is really the 'guy next door,'" said Gary Christopher, chairman of Discover Today's Motorcycling (DTM), a public information campaign of the Motorcycle Industry Council.

More for Fun

Among motorcycle riders there is a trend toward using bikes more for recreation and leisure enjoyment. In 1980, 70 percent of total motorcycle primary riders used their bikes for commuting, versus today's 54 percent.

Most motorcyclists are interested in outdoor activities. The riders surveyed indicated interests in many types of fresh-air hobbies: 32 percent list fishing as their favorite "other recreational interest," while 25 percent indicate hunting is a major hobby.

Occupational Identities

The bike rider next door could as easily be a lawyer as a garage mechanic or student. White-collar workers make up 25 percent of today's total motorcycle riders, blue-collar workers 29 percent, grey-collar (service workers, clerical/sales and students), 22 percent and "other" including farmer/farm laborer, retired military, housewife, unemployed, other non-specific and "don't know/refused" 24 percent.

Cyclists come from all walks of life, occupations and income levels. The common thread is the sense of excitement and fun that comes from riding a motorcycle.

Where the Bikes Are

Many fashions are started in the West, and that seems to hold true with motorcycling. Thirty percent of total motorcycle riders live in the Western region.

The West also leads in having the best-educated riders and shares the distinction of having the most female riders, 7.8 percent, with the East.

The East claims only 22 percent of overall on-highway ridership—but those riders buy a greater percentage of new motorcycles than any other region—and has the highest percentage of single riders.

The Midwest, with 33 percent of total on-highway riders, is above average in ridership of standard bikes, and leads in ridership of large luxurious touring bikes. Thirty-one percent of these touring riders live in the Midwestern region. The South follows close behind with 28 percent of touring bike ridership.

Attitude About Motorcycling

Another commonly held belief dispelled by the hard data of this study is that families are often opposed to a loved one's motorcycling. In fact, almost all—88 percent—family members of total primary riders are positive (56 percent) to neutral (32 percent) about the rider's interest in cycling.



KENNY ROBERTS... Answers

Q. Marlboro Team Roberts won both the 250 and 500 championships last year. Where do you go from that?

A. *We'll go back to the 500s and as far as the 500 class went last year we had some problems. Eddie wasn't second in the championship which we'd hoped he'd be, so we have that to do. Maybe that aim isn't a one/two this year but we have that to look forward to. The perfect season would be a one/two but we aren't going to throw a fit if we don't get it, but if you're talking perfect seasons that would be it.*

Q. What's your inspiration to go on to better and greater things?

A. *It comes from my racing days—always wanting to be a little bit better every season and never wanting to come out for the first race the same as last year.*

Q. What was behind your decision to concentrate on the 500 class?

A. *With the political wars we're having at the moment with the FIM and other people it's taking up a lot of my time. So it is impossible for me to put the kind of dedication I want into 250s and 500s. You just can't keep your fingers in all the pies at the same time.*

Q. It took you several years to build your all-conquering team. What was your plan when you created your 500 squad in 1986?

A. *There wasn't a game plan as such. We had a long term goal which started with working with younger riders. The whole concept of the team was to build a structure in which the bikes could be easily developed to better than average, so the riders would come up and ride them better than average at a younger age and have greater longevity.*

Q. What are the critical factors in creating a winning GP team?

A. *For me it's having the right people and being able to have the time and the foresight to predict what we need next, to have the ability to get the sponsorship to see things through. Plus, of course, the experience that cuts down the risk of failure. Because everything we do isn't gold and the more you can cut the risk of failure, the more money you're able to put towards the goal of the team.*

Q. Both John Kocinski and Wayne Rainey did the jobs you asked of them last year. What do you think Rainey learned from the season and how can he improve for 1991?

A. *I don't think he needs to improve anymore than he is now. I think he'll have more pressure on him from having the number one plate but also less pressure on him because he has the number one. I wasn't surprised at Wayne's consistency last year, I was surprised at how many races he won. I would have taken less races but still been fine for the championship but Wayne being the competitor he is, he wants to win races.*

Q. What are you expecting of Kocinski in his first full year on a 500?

A. *It's simple. He's the one who wants to race motorcycles, he's the one who came to me and wanted to do it. We just keep giving him bigger and better motorcycles to ride, awful faster. Now he's got to call upon himself again to make a step in his career, and a step in his ability and strength. It's an ongoing saga for a young motorcycle racer. He's got to continue to step up, to get better. The goal is go out and win the race, there's nothing I can say to him to give him that will. If you're a racer and know how to ride a motorcycle as well as these guys do, you don't need the will. They don't need the sky to open up and the sun to shine. Their job is to ride to the best of their ability at*

that given time. No more, no less.

Q. Your winter training sessions on your California ranch have become world famous. How do you see them developing in the future?

A. *I'm trying to get out of it. It's just taking so much of my time and now everybody wants to do it. I've let a few European riders use the facilities to let them see how we do it but it is a big pain in the ass for us. When I was at home and didn't have a whole lot to do, going out and riding a motorcycle was a lot of fun with Wayne, John and whoever. Now I get very little time to ride them anyway, so it's becoming more of a handful than I'd originally dreamed up.*

Q. You've helped quite a few Europeans in recent years by putting them through the ranch ordeal. How important is it that there are successful European riders in the 500 class?

A. *The 500 class is obviously my main concern. Without the 500 class, in my opinion, we don't have anything. So the European riders are very important because we never know when we're going to get a low in American riders. We haven't seen a top European in a while but I think they should have equal opportunities. I'd like to see some Europeans competitive and it would help the class but my main goal is not to make a European number one, but just let them see what we do, because I feel an obligation to put something back into the sport in Europe where I raced for years and where I now run my team.*

Q. What part of the body takes the most pounding in riding a 500? And is your team trying to develop particular aspects of your riders strength?

A. *Obviously the forearms and the legs take the most abuse, also the back has to be very strong to force the 500 at that kind of speed to do things it doesn't want to do. It's not like riding a 250, a 500 bike is going to go around a race track very happily faster than a streetbike. But to go Wayne's speed the muscles come into it because you have to force the bike to do what it doesn't want to. To be very precise about which actual muscles do that would be counter-productive, because right now we need to build their whole bodies. We do that best by riding motocross and we improve fitness by riding the mini bikes around the ranch. Everything needs to be built up because you get into positions on a 500 which you wouldn't get into in a gymnasium or just by riding a bike around. We work on things which will make the biggest impact to the performance, cover all the bases and make it all happen.*

Q. Your team has always been at the cutting edge of GP technology, what do you see as the next advance in machinery?

A. *I don't see things much changing in engine design. I see things changing maybe in the engine management system, in the way we bring the power in and the way we adjust the power. I see things changing in aerodynamics and in the chassis to make them better. I don't want to get too specific but obviously lighter and stronger chassis.*

Q. Is producing controllable power now the most important aspect of 500 engine tuning?

A. *It would be very easy to put four cylinders on the dyno and get some very nice figures but I don't see that winning any races. The spec we ran last year was very mild compared to what we could have run. The 500 class is unique in that respect—every time you come to the race track with the most horsepower doesn't mean you're going to win the race. So the work has to be done, and this is the complicated part, on the dyno with the people who understand what makes it work on the track. Then it's got to come to the race track and it's got to work for the rider.*

Q. Will your team continue to run along the same lines as last year?

A. *We'll have just about the same manpower. It's still a large team because obviously we have a lot to do.*

Q. You have signed Superbike Champion Doug Chandler to run in your 500 B-Team. Is this a concept you want to develop in the future and what is Chandler's role?

A. *This doesn't go into the rider category but the team category. We need B-Teams capable of bringing up younger and better riders, but we also need a B-Team into which we can have input in designing chassis around the engines Yamaha are making for sale. We want to keep close with Yamaha and make sure our engine components work and that the engine components you can buy in Europe and elsewhere are efficient.*

Q. How good do you expect these machines to be?

A. *If you give the motorcycle you can buy in Europe to a rider who's not very experienced, the 500 may not look like it works very well. But if you give the bike to a rider who knows how to ride a 500, then you will see the true performance level of this motorcycle. It's my goal to make the B-Bike, like Garriga and others have, as competitive as an A-Bike or use a B-Bike ourselves in the future. The sport has to go this direction. It has to take more responsibility and not rely so much on the manufacturers.*

Q. You obviously have a busy season ahead of you. Will you also be able to help Cagiva?

A. *In the past I've never denied Cagiva help, and if they need help this year I will be the first to give it to them.*

Q. While watching your riders, do you ever wish you could swap positions with them?

A. *No. I know how much work it involves physically and I couldn't ride a 500 now even if I wanted to. Well, I could ride one but I could never race it. I'm not that stupid to believe that I could do it in my physical condition at this time.*

Q. Beyond taking your team to more world titles, where do your ambitions lie?

A. *I'd like to see the sport go professional as I've always wanted to see it. And I suppose when that's all done and everything is running very smoothly, I'll probably want to do something else.*

Q. You are putting a lot of work into making GP racing better, what is your main priority now?

A. *For a long time it has been to supply an engine at a cost which any 500 or 250 team could afford. It's a matter of finding the best sponsors and the best people to put the best teams in the 500 class.*

Q. There isn't such a rush of new GP talent coming out of America today. Why is that?

A. *Superbikes.*

Q. What are you doing to improve racing in the USA?

A. *We are going to run 500s in the WERA Series and that's probably the biggest improvement I can make to the sport in the states, because the sanctioning body we used to run with, the AMA, has handcuffed us. If it had not been for WERA my team would have had to quit racing in America and that would mean that young people like John would not have had the opportunities to ride the best equipment. With this turmoil, it's going to set us back a couple of seasons, so you won't see the talent coming through until the best riders start riding WERA.*

Q. Your oldest son, Kenny Junior, is already winning races in America and is racing a TZ250 with Wayne Rainey as team owner this season. When can we expect to see him on the GP circuits?

A. *That's years off. It depends how much his team owner can teach him. I hate to say whether my son has it or not. It's a long road and there's a big difference between saying you want to be a GP racer and being proficient. It takes a lot of grit to get there so we'll see whether he's got it or not. It takes more than just talent.*

SET FOR A REPEAT?

by Paul Carruthers/Cycle News

Only eight men have been able to successfully defend their 500cc World Championships, and those names read like a who's who of Grand Prix road racing. Geoff Duke, John Surtees, Mike Hailwood, Giacomo Agostini, Phil Read, Barry Sheene, Kenny Roberts, Eddie Lawson... and Wayne Rainey?

Well, the 1990 500cc World Champion isn't in the record books yet, but few are willing to bet against the southern Californian in his attempt to become number nine on the list of all-time greats.

Rainey won seven Grands Prix in 1990 en route to taking the title, and in the process he moved himself into a tie with Read for 12th on the all-time 500cc GP win list. Another Rainey-like season could propel him as high as seventh on that list.

If Rainey were to somehow win his second straight 500cc title it would buck a trend set in the '80s that saw only Eddie Lawson repeat as champion.

As history shows, winning a second title while under the microscope of being World Champion is not an easy thing to do. Intensified off-season press work, personal appearances and the sit-back-and-enjoy attitude has squelched the chances of many a World Champion. And that doesn't include the pressures of being champion once the new season begins—there's the never-ending interview request and the feeling that everybody on the grid wants to beat you.

Rainey, though, knows what to expect, and he doesn't see any of this having an effect on him in 1991.

"I wanted to make the most out of winning my first World Championship," Rainey said from his home in late December. "As far as taking the edge off next year—well, there's no way that's going to happen. I want to repeat, and it's tough to repeat. A lot of people are probably going to think I'm tired from all this press I've been doing, but that's fine. That's all part of the job too, and I know what I have to do to do it. I'm not worried about it at all—I'm looking forward to it!"

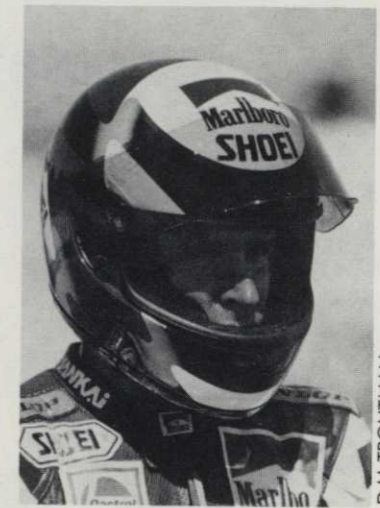
The challenge in 1991 will come from many—Suzuki's Kevin Schwantz, Honda's Michael Doohan and Wayne Gardner, his own teammate 250cc World Champion John Kocinski, and new Cagiva man Eddie Lawson, to name a few of the more likely candidates to crimp Rainey's plans. It doesn't matter who challenges, Rainey feels he's got things covered.

"Kevin (Schwantz) doesn't motivate me anymore than the others," Rainey says. "He just happens to be the guy I've been racing the last couple of years, besides Eddie (Lawson). I get motivated by myself. I've got to go out there and win. So whoever is in the lead, that's who I'm going to be racing with. I know that. So I'd have to say there are four or five guys who motivate me."

Rainey is hoping to jump out to a fast start, much like he did in his splendid season a year ago. He would like to arrive at the U.S. GP at Laguna Seca with two wins in hand, fresh off victories in Suzuka, Japan and Australia, at the new Easter Creek circuit just outside Sydney.

The 29-year-old former U.S. National Superbike Champion has started well in each of his three seasons of Grand Prix racing. Of late, the season has opened in Japan, and Rainey has enjoyed success while racing in front of the top Japanese brass in motorcycle racing.

In his first attempt at the 500cc class in 1988, the rookie finished sixth at Suzuka. He followed that up with a close second to Schwantz in 1989, and a dominant victory in 1990.



Wayne Rainey

D.M. TROUTMAN

But it's Laguna Seca where the blonde Californian has really shined. In his rookie season he finished fourth in his home GP, but for the last two seasons Rainey has owned the circuit in the hills above Monterey. In '88, he surprised many by marching to his first career 500cc pole position; in '89 he again earned the pole before beating Schwantz by almost seven seconds; and last year he won his second straight U.S. GP—by an astounding 29 seconds—after being narrowly nipped in qualifying by Gardner.

To say that he likes Laguna would be a gross understatement. Rainey has defended the circuit in its recent bashing by the foreign riders and media, and he's shown that the best rider usually comes out on top on the demanding 2.196-mile circuit. A third win in a row at Laguna is something that Rainey would treasure, and it would also give him a solid boost toward winning that second successive World Championship.

It won't be long before Rainey's new home will be built in nearby Monterey, California, close to his friend Bubba Shobert, and close to Laguna Seca. Wayne and his wife Shae are hoping to start the building process during this GP season, and they may be moved into their home by the time the GP circuit reaches Laguna in '92.

While the off-season was a busy one professionally for Rainey, he also had time to celebrate his accomplishments with family and friends. Shortly after the title was won, Rainey was back in Downey, California, where he was greeted by the rest of the Rainey clan.

Shortly thereafter, Shae rented a banquet room where Rainey and his friends celebrated his World Championship in style, only hours after Rainey and Shobert had teamed with two other friends to win the first annual Wayne Rainey Hook 'N Slice Golf Tournament at a nearby golf course.

But it wasn't all play. Rainey was soon back to work, preparing himself for the coming season. His off-season training regimen is made up of running, weight lifting, bicycling, and most importantly, riding motorcycles. Rainey spends the majority of his free time at team owner Kenny Roberts' northern California ranch riding motocross bikes. It's his favorite form of off-season training, and it brings him closer to his dirt track racing roots.

While most American sport fans may not know who the 500cc World Champion is, Wayne's accomplishments didn't go unnoticed by his hometown of Downey. The city's parade had a road racing Grand Marshall in 1990, as Rainey was honored by the Los Angeles suburb.

So what's next for the likeable Team Marlboro Roberts rider? After finishing third in the 1988 championship, second in the '89 title chase and finally winning the crown in 1990, it's hardly likely that Rainey is ready to step back down the three-rung ladder that has gotten him to the top.

A second title in '91? Don't bet against it!



BLAINE COVER

Un-Rider!



Behold the "Un-rider." That's a term recently developed within the motorcycle safety community to describe the motorcyclist who is bad for himself and motorcycling in general. He's not a "non-rider," but it might be better if he were. Rather, he's an Un-rider.

He's un-licensed, un-trained, frequently un-helmeted, possibly un-skilled, sometimes un-sober, usually un-concerned, and basically unaware of the potential of his vehicle, the hazards of the traffic mix, and the problems he's creating for real motorcyclists.

The American Motorcyclist Association works hard to undo the effects of the Un-rider. We participate with the Motorcycle Safety Foundation, the National Highway Traffic Safety Administration, the Highway Users Federation, and other motorcycle

rights groups, to seek safe riding solutions. AMA members, clubs, and district organizations throughout the nation work hard to foster responsible motorcycle use. *American Motorcyclist*, the AMA's monthly magazine, addresses safety and legislative topics in every issue. The *AMA Pro-Rider*™ program seeks to reach Un-riders with the information they need.

The AMA recommends that if you are an Un-rider you should either get the facts on becoming a *Pro-Rider* or think about selling your motorcycle!

If you're a real motorcyclist, you are already qualified to join the growing force of responsible riders who contribute to better motorcycling in America. For more information or to join with MasterCard, VISA, or Discover, call 800-AMA-JOIN.



AMERICAN MOTORCYCLIST ASSOCIATION

800-AMA-JOIN

P.O. Box 6114

Westerville, Ohio 43081

AMA Pro-Rider™

A "Pro-Rider" is trained, licensed, skilled, sober, equipped, concerned and aware. For more *Pro-Rider* information call 614-891-2425.



JIM FILICE

by Bill Spencer

Northern California has always been a hot-bed of motorcycling. Of the 38 years of Grand National competition, 19 of those winners have been from this area. In the early 1970's motorcycle racing became more popular with the release of Bruce Brown's feature length movie, "On Any Sunday." Lots of kids liked the idea of lots of left hand turns and some probably stopped sleeping on their right sides.

Jimmy Filice won a few road races for the Kenny Roberts/Yamaha team back in the early 1980's, and was the only rider to ever beat Eddie Lawson in the US 250cc Grand Prix class when he ran against him at Pocono. As King Kenny eased out of the competition side and got his teams formed, Jim Filice had other things in mind for his own career.

At the end of the 1982 season, Jim was not ready to continue with the team that was grooming him for international competition and Jim left, electing to try the Grand National dirt track scene rather than go to Europe.

While admitting that it wasn't the best move, it was his decision and one he felt was best because he wasn't ready for that scene. He wanted some seasoning in the good 'ole USA and liked the idea of just making left hand turns.

He teamed with Eddie Atkins and won three mile tracks in 1983 before returning to some limited road racing in 1984 with the help of Yamaha and Lou Vallerga. Road racing seemed a more proper place in 1985 when the F7 Yamaha came to prominence, as did Lawson's winning of Daytona and Jim's fifth place finish. New teammate John Kocinski wasn't able to race that event as he wasn't quite old enough.

Jim stayed with Yamaha for two years but the factory days weren't working well and the business of racing was tough. A few races here and there, a switch to Honda dirt trackers with Jerry Griffith and the chance of a lifetime came to Jim when Erv Kanemoto called just a few weeks before the first modern day GP was to be run at Laguna Seca.

The rest was the history of winning on a bike that he only saw the week of the race. He would never see that bike again, but his win got him back on the factory level where he campaigned an NR250 Honda while he tried to get the rest of the magical break to join on the World Championship level.

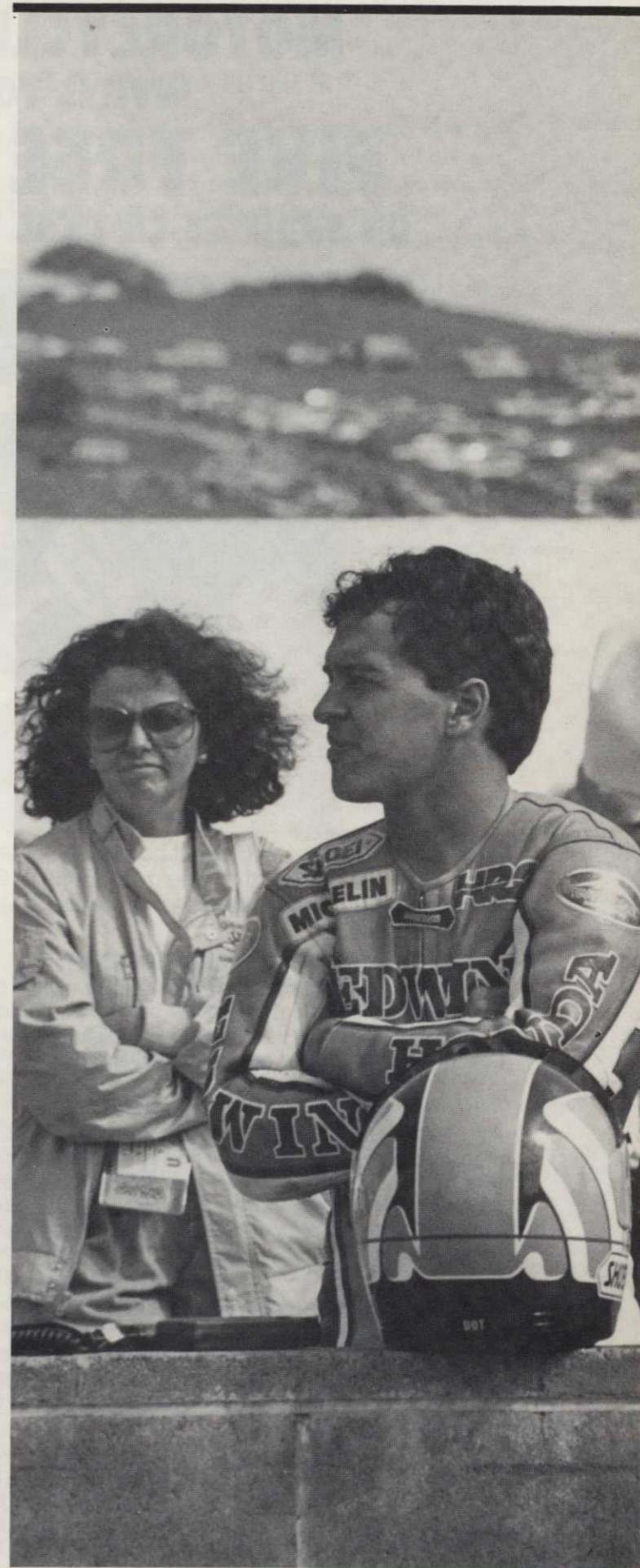
At the end of 1989, after taking second to Yamaha's Kocinski at the second USGP, Jim was getting ready to pursue what he had wanted for some time, but once again, things happen when all seems to be sailing along smoothly.

While returning from a day of recreational riding with friends at the Clear Creek riding area just North of Coalinga, Jim was involved in a horrendous accident on I-5.

Daytona 200 winner John Ashmead had fallen asleep at the wheel of his box van and drifted off the road into a parked 18 wheeler. Jim was asleep in the back when the right side of the van hit the parked trailer.

The luck of it all was that if he had been sleeping with his head on the right side, he would have died instantly and probably been decapitated. As it was, he lost a four inch piece of his left ankle in the crash.

The CHP that came to the rescue called for a helicopter that certainly saved his life. When he was brought into Valley Medical Center in Fresno, he had almost no heart beat. The doctors went to work and after 9½ hours of surgery and 11 units of blood, they fixed the multiple compound fractures. He was in the hospital for nearly 2 months doing much physical therapy and in late August, he climbed back on his Honda and tested at Laguna Seca.



ROBERT B. ALLEN

MOTORCYCLIST MAGAZINE INVITES YOU TO ATTEND FIVE FREE SEMINARS ON SUBJECTS CRITICAL TO THE SPORTING RIDER.



All seminars will be held Saturday, April 20, at the MOTORCYCLIST tent in the infield at Laguna Seca. Each session will include a question-and-answer period.

10:00 a.m.: SUSPENSION SETUP

Do you know how to make the most of the variety of adjustments offered on your street bike? How should your bike be set up for you and your riding style? Learn how to make your bike handle as well as it can.

11:00 a.m.: PERFORMANCE TIRES

Representatives of the major motorcycle tire manufacturers tell how to choose and maintain high-performance tires. When are radials right? How do you match front and rear designs? How can you pick the best tire for you and your bike? Come hear the answers.

1:00 p.m.: STREET SURVIVAL

One of the authors of the famous Hurt Report and a representative of the Motorcycle Safety Foundation offer insights on how a street motorcyclist can stay alive and enjoy the asphalt jungle. Here's a chance to skip your next crash.

2:00 p.m.: PERFORMANCE RIDING TECHNIQUES

The instructors from several on-track riding schools give the lowdown on high-speed riding. Learn how to be a better rider and find out how the GP stars tackle a demanding circuit like Laguna Seca.

3:30 p.m.: HELMETS

We have gathered a researcher, a representative of the Snell Foundation and manufacturers' representatives to discuss the hard facts of head protection as well as some of the controversies surrounding standards and construction. This is sure to be an interesting, informative session.

MOTOR CYCLIST

MAGAZINE

The seminars will be followed by an informal opportunity to talk to some of the presenters and to meet MOTORCYCLIST's editors. Please join us. Seating is limited, so arrive promptly.

Laguna Seca Charities

CENTRAL COAST YMCA

The Central Coast YMCA serves Monterey, Santa Cruz and San Benito Counties through its branches in Salinas, Monterey and Watsonville. The YMCA serves three distinct and different communities, yet its branches have so much in common as they work to help people develop in spirit, mind and body.

In 1990, the Central Coast YMCA served more than 14,000 youths, adults, families and seniors with life-enriching programs. Even though these are impressive statistics, the true story of the YMCA lies not in statistics but in the values learned by each participant in a YMCA program...

... the self-confidence gained by a six-year-old girl learning to swim at the YMCA.

... the leadership skills learned by a nine-year-old in Y-Day Camp.

... the self-esteem gained by an eight-year-old in YMCA youth basketball.

With the help of funds raised through SCRAMP, the YMCA is growing... YMCA Child Care for elementary school age children in Monterey and Santa Cruz Counties doubled this fall, and YMCA youth programs have been expanded to serve families in Greenfield and Soledad.

The key, of course, is the YMCA mission: Helping all people—young and old, male and female, all racial and ethnic groups—grow mentally, physically and spiritually. The YMCA is, at its best, a "community within the community" for all who would like to make their lives and the lives of others richer and fuller.

The future is bright for the Salinas Community YMCA, the YMCA of the Monterey Peninsula and the Watsonville Family YMCA... these branches make up the Central Coast YMCA.

THE TELEPHONE PIONEERS

The Telephone Pioneers of America has been called the "largest unknown organization in the world." Founded in 1911 by veteran telephone employees, the three basic pioneer aims are Fellowship, Loyalty and Service. By 1988, this national organization of regular and retired life members totaled over 740,000, with approximately 64,000 members in California and Nevada.

Telephone Pioneer volunteers seek ways to meet the special needs of their communities. In the Monterey Bay area, the 'Sam Champion Council' has contributed many hours to both local agencies and projects that improve the environment and help the handicapped. One such project was the building of a boardwalk along Asilomar Beach, making it possible for wheelchairs to access the area while helping to preserve the natural habitat. In fact, this boardwalk was so well received that the Pioneers were asked to build another one at Año Nuevo State Park in Santa Cruz.

Another aspect of this organization is their fund raising work. Through their efforts equipment has been provided to handle the testing of infant hearing. They have developed bleep baseball for the sightless, made and donated Hug-a-Bears to the Salinas Police Department, provided a special Thanksgiving dinner for over 1400 people devastated by the Earthquake, helped reforest some of the burned area in the Sierra's... the list is endless.

Other activities include the annual donation of funds to various agencies such as the Salvation Army in Monterey, Meals on Wheels in Salinas and Gray Ladies in Santa Cruz and Fishes and Loaves in Hollister.

Most of what they do is not noticed by the media, but the members enjoy the fellowship and the service and are therefore content to remain in the "largest unknown organization in the world."

1991 United States International Grand Prix SCHEDULE OF ACTIVITIES

THURSDAY, APRIL 18

AUTOGRAPH PARTY

5:00 p.m. to 6:30 p.m. at the Monterey Sheraton.

Bring your pictures, T-shirts, etc. and get them autographed by world famous motorcycle riders. Laguna Seca souvenir programs and other items will also be for sale.

FRIDAY, APRIL 19

KWAV

(Local radio station) will be broadcasting their Friday morning wake-up show here at Laguna Seca from 6:00 a.m. to 9:00 a.m.

BARBECUE

Come join us for a family barbecue from 5:00 p.m. to 7:30 p.m. on the big island. For only \$10.00 a person you can enjoy a chicken BBQ, with all the trimmings. All proceeds go to Children's services. Beverages will be available for purchase.

TRYLON MOVIE THEATER

Movies will be shown in the tent on the trylon shelf for all spectators, campers, and riders and their guests. Admission is free, hot dogs, beverages and snacks will be available for purchase.

SATURDAY, APRIL 20

BURN OUT CONTEST

The 4th Annual Burn Out Contest will start approximately 1/2 hour after the final race of the day. Located at turn four, burn outs will continue until there are no more competitors with tires left.

ROW ON THE ROW

The First Annual "Row on the Row" selected restaurants and bars on Cannery Row in Monterey will offer special prices on food and drinks from 6:00 p.m. to 9:00 p.m.

TRYLON MOVIE THEATER

Movies will be shown in the tent on the trylon shelf for all spectators, campers, and riders and their guests. Admission is free, hot dogs, beverages and snacks will be available for purchase.

SUNDAY, APRIL 21


CHURCH SERVICES

Motorsport Ministries will hold a church service this morning. Listen for PA announcement as to the location and time. Early A.M.

MOTORCYCLE SEMINARS

Five FREE seminars on subjects critical to the sporting rider will be held from 10:00 a.m. to 3:00 p.m. (see page 44 of the souvenir program for more details).

MONTEREY'S MOST RECOMMENDED PIZZERIA



**Gianni's
PIZZA**

Authentic Italian Recipe!
A FRESH, THICK, delicious CRUST covered with a RICH tomato sauce.
LOADED WITH MOZZARELLA cheese and the FRESHEST meats and
VEGETABLES in any combination of your choice.

TRY ANY COMBINATION YOU WANT
...All Pizzas are HAND TOSSED not Machine Rolled.

FRESH PASTA • ITALIAN SANDWICHES • FAMILY DINING
GELATOS FULL COCKTAIL BAR DESSERTS

Open Friday, Saturday & Sunday 11:30 a.m.
Open Monday thru Thursday 4 p.m.


For takeout service, call
649-1500

Smoking & Non-Smoking Sections
—Family Owned & Operated—
725 LIGHTHOUSE AVE. MONTEREY

RADIO DISPATCHED

A&B SECURITY
15 YEARS EXPERIENCE

24
HOUR SERVICE




UNIFORMED GUARDS

SALINAS MONTEREY
424-4855 • 646-4500
80 CHAMBERLAIN SALINAS
STATE LICENSE # PA 009329

The Official Security Service
For SCRAMP And The Events
At Laguna Seca Raceway

HERE'S THE SCOOP ...



Dreyer's

STILL THE NO. 1 FAVORITE
A TRADITION OF EXCELLENCE
SETTING THE STANDARD FOR QUALITY.

DISTRIBUTED BY
Enea Dairies

SuperTrapp



Internal Disc Series

For a complete catalog of all SuperTrapp products, send \$1.00

SuperTrapp Industries Inc. 3910 Seaport Blvd., West Sacramento CA 95691
Phone (916) 372-5000 FAX: (916) 372-1354

Lapping Laguna

A lap around Laguna Seca with the 500cc World Champion

by Dan Gingerelli

Despite finishing third at the Japanese Grand Prix, Wayne Rainey must be considered the odds-on favorite to win this weekend's USGP at Laguna Seca Raceway. For good reason: The Southern Californian has won the past two USGPs. Then, of course, he's the World Champion. One more factor worth considering is that Rainey's third-place finish at Suzuka last month was within half a second of winner Kevin Schwantz (Suzuki) and Michael Doohan (Honda). That's how competitive 500cc world championship Grand Prix road racing is.

Considering that this sport is, literally, a game of inches, it's interesting to watch how the various riders lap Laguna Seca. Some riders, such as Australia's Wayne Gardner, tackle it with all the gusto of an NFL linebacker blindsiding a quarterback. Others, in particular four-time world champion Eddie Lawson, do it with precision-skill you'd expect from a brain surgeon.

Then, there's Rainey. The defending world champ has his own ideas about how best to point his Marlboro-Yamaha YZR500 around what many riders consider one of the toughest tracks on the GP circuit. In a nutshell, you might say that Rainey is a rider who—you'll pardon the cliché—attacks Laguna Seca one turn at a time. When you listen to Rainey describe lapping the 11-turn road course, he'll mention internal gear ratios and reference points on the track that help him minimize rear wheel spin. And most riders in the class agree that the biggest limiting factor to going fast on one of these 160-horsepower, 500cc GP bikes is rear wheel spin.

So how does Rainey keep the rear wheel from spinning too much? Read on as he tells the world what it's like to lap Laguna Seca Raceway's 2.1 mile of asphalt in less than a minute and a half.

Turn 1: An uphill left-hander. Sixth gear. "You enter in sixth gear. By the time you see the apex, back shift. You can spin the rear tire through this turn. In fact, it's best to spin there, or the bike can wobble from too much rear tire traction; too much grip causes the chassis to flex. You gear for top speed leading up the hill. We'll gear our bike for about 160 miles per hour."

Turn 2: Downhill, left-hander. Second gear. "When you see Turn 2, backshift. It's an easy place to fall down, so keep the bike as straight up and down as you can. Shift down to second gear, then aim for the 'pole', a place in the turn a few feet before the apex. Doing it that way, you naturally drift to where you want to be in the corner. It's smooth through Two. Exiting it, the bike wants to wheelie, and heads for the dirt. To keep the bike clean, use throttle control and body movement at the exit. It's a little tricky here, because as you lean to the left, the bike wheelies. Then you have to flick it back to the right—while the bike is in the middle of a wheelie. Go wide to the left at the exit as you head for Turn 3."

Turn 3: Flat, right-hander. Second gear. "As soon as the bike's suspension settles down from the Turn 2 wheelie, accelerate, then shut off, and hit the brakes hard. The bike holds the line real good through Three. The powerband feels real short because of the short (low gearing; close ratio) gearbox. Use second gear exiting Three, allowing for a little rear wheel spin. Then upshift to third gear, and wheelie all the way to Turn 4."

Turn 4: Flat, right-hander. Third gear. "Upshift at about the Dunlop Bridge into third gear. It's a smooth turn, and you have to watch that you don't slide too much on the way out. If you push the front tire (slide it), then you've got good grip on the rear. Finding the compromise here is a challenge, but properly, there's no better feeling on a GP bike."

Turn 5: Uphill, left-hander. Second or third gear. "Downshift one or two gear—depending on traffic and track conditions—for Five. The pavement change here doesn't bother me, as long as I can get the proper internal gear ratio to prevent wheel spin. But if you don't get adequate tire spin, you can easily high-side here. It's a tricky corner."

Turn 6: Uphill, left-hander. Third gear. "This corner will test you. Start braking and backshifting before you actually see the turn's apex. It's a funny corner. You're using a lot of the track on the way out. It always seems like you can get on the gas earlier than you actually can through there. Again, I'm trying to find the right gear ratio so I feel smooth going in. Heading up the hill you're only doing about half or three-quarters throttle. Even so, the bike wants to wheelie the whole way up the hill. It's another situation where you think you can go faster, but the bike won't let you. I'm pulling between 11,000 and 12,000 RPM in fifth gear up there."

Turn 7: Dog-leg, right-hander. Second gear. "Soon after the wheel touches down you have to hit the brakes hard for Seven. Downshift to second for the Corkscrew, which is coming towards you. For a brief second, you get a wonderful view of the sky, because that's about all you see entering the dog-leg."

Turn 8/8A: (aka, The Corkscrew): Downhill, left-hander/right-hander. Second gear. "Enter in second gear, and exit in third. Since they repaved it here the entry is wider, so it's not such a sharp turn to the left. After changing down to second, you plunge to the left. You get a bit of air under the wheels here as you flick the bike from left to right. Be careful not to accelerate too hard, or you'll drift wide to the left, and mess up your entry for Nine."

Turn 9: Downhill, left-hander. Third gear. "This is the turn you can use the front end the most. It's downhill and slightly off-camber. And fast. It's not a long turn, but it feels long because the front end is weighted. If the engine's torque curve is high, the extra traction can cause the bike to wobble or shake, so try and get a fair amount of wheel spin here. As you can see, it's a real balancing act through Nine. It's a good place to set up a pass on a slower rider, though, because there's a nice straight stretch of track at the exit. Upshift to fourth gear for this straight."

Turn 10: Bowl-shaped, right-hander. Third gear. "Back to third gear, then flick the bike hard, with the brakes on. The bike tries to slide wide to the left at the exit, so you have to pull it back hard to the right to set up for Turn 11. All the while, you're on the gas, so it's a real test of your strength. As soon as you stand the bike up for 11, hit the brakes—hard."

Turn 11: Flat, left-hander. First gear. "Slide it in as you find first gear. Then square the corner off, flick the bike on its cases, being careful for too much tire spin. You can almost count on the bike trying to wheelie once you've stood it up on the exit. Then up through the gears, again being careful for too much wheel spin at the crest of the hill heading into Turn 1. At that point, you're topped out in sixth, at about 160 miles per hour. As the race wears on, you'll get more tire spin here than usual, but if you keep the front end down, you'll be okay."

While Rainey makes it all sound so simple, consider that he's doing this lap after lap throughout the race. Then there's the fact that he's battling a group of other riders on the track who are also armed with equally fast equipment, trying to pass him. All of which, to the average Grand Prix fan, makes this racing so interesting to watch—from the bleachers where life maintains a fair degree of its equilibrium, and there in no wheel spin.

CAMEL GT RETURNS TO LAGUNA SECA

July 19-21, 1991. Mark your calendar. This is the weekend the International Motorsports Association (IMSA) Camel GT series returns to Laguna Seca, one of the very best tracks in the country for spectator viewing. The race weekend will mark the first time since 1987 the exotic IMSA Grand Touring Prototype (GTP) and Camel Lights cars will run at Laguna Seca.

The overall current track record at Laguna Seca for the IMSA GTP cars was set in 1986 by Klaus Ludwig in a Mustang Probe. However, his 0:56.692 time was set on the "old" 1.9 mile course. The track was lengthened to 2.214 miles in 1989, leading the way to a new set of IMSA records starting this July 19. Past winners at Laguna include GT favorites such as Peter Gregg, Al Holbert, George Follmer, Brian Redman, John Paul, Jr. in addition to Ludwig.

The big GTP cars are the top of the line stars of the Camel GT. Exotic, rear-engine machines, they employ the latest in automotive technology while maintaining traceable roots to the cars you drive everyday. Examples include the Nissan GTP ZX-Turbo, Porsche 962C, Toyota Eagle turbo, Jaguar V-12, non-turbo Chevrolet V-8 and Oldsmobile.

Geoff Brabham captured his third straight GTP championship in 1990 in a Nissan GTP ZX. Although Brabham won 5 races during the season, the title was not decided until the final race at Del Mar. Chip Robinson, Davy Jones, Juan Manuel Fangio II, John Nielson...many of the same drivers who race the 24 Hours of LeMans and the SunBank 24 at Daytona will join Brabham in the big GTP cars.

The Camel Lights class is the second championship division of the Camel GT series. The Lights are true prototype race cars built to the same basic specifications as their bigger cousins with smaller engine capacities. The Camel Lights run with the Camel GTP cars. Popular

makes of chassis include the American-built Kudzu and Fabcar and the English-made Tiga, Argo and Spice. Camel Lights cars are identified by engine first and then chassis. For example, a car with a Buick V-6 engine in a Spice chassis would be a "Buick Spice."

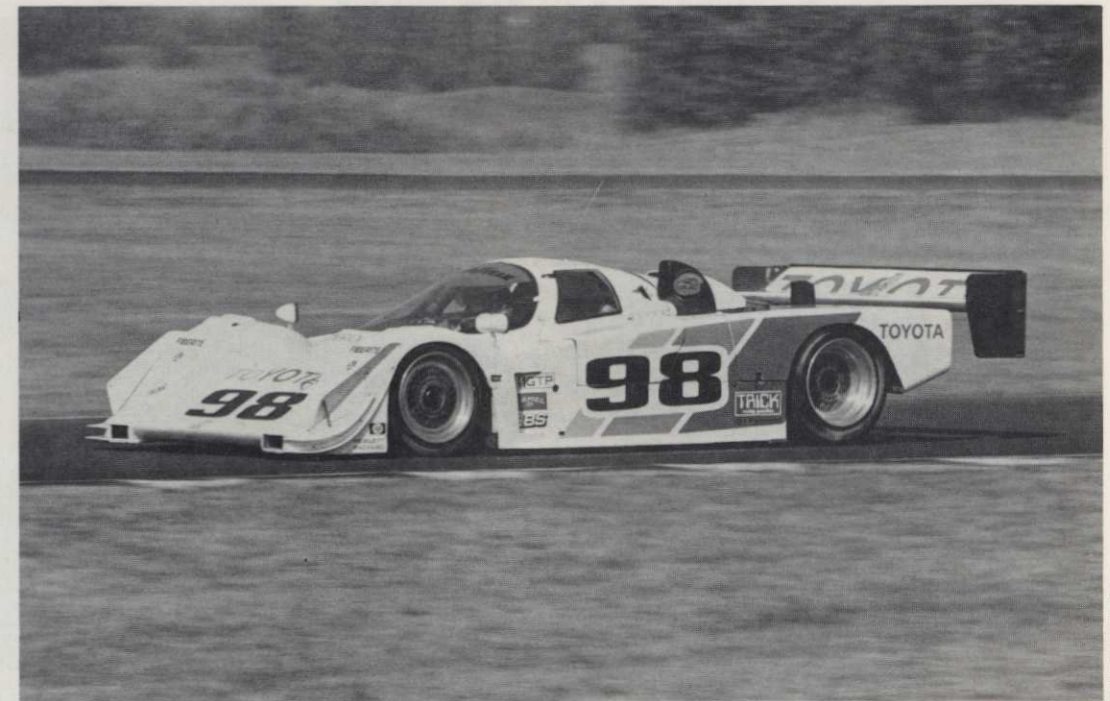
Thomas Lopez became the first native Mexican to win a Camel GT championship, winning the 1990 Camel Lights division with seven wins and four different co-drivers in his Buick Spice.

Included in the weekend schedule is the GTO/GTU series, newly named the Exxon Supreme Series, a popular forum for production-based cars including Ford Mustangs, Chevrolet Camaros, Nissan 300ZE-Turbos, Ferrari F-40s, Dodge Daytonas, Mercury Cougars XR7s, Si Mazda RX-7s and MX-6s. The GTO/GTU cars look pretty much like street models, but underneath is a host of auto racing wizardry. Drivers include 1990 GTO champion Dorsey Schroeder, '90 LeMans 24 Hours winner Price Cobb and '89 GTO champion Pete Halsmer.

Rounding out the weekend: The Bridgestone Potenza Supercar Championship—a new series for IMSA...featuring minimally modified versions of the world's finest sports cars and coupes. IMSA's lone open-wheel racing series, the Barber Saab Pro Series, features identical single-seat, open-wheel race cars all powered by stock Saab turbo-charged 16-valve engines...the same powerplants found in the Saab Turbo 900 and 9000 passenger cars. The Firestone Firehawk Endurance series is also expected to be on the schedule...matching showroom stock American and foreign cars in a 3-hour race of endurance.

The Camel Grand Prix of Monterey presented by Toyota is being produced by Global Events Group of Portland, OR, in conjunction with the Sports Car Racing Association of the Monterey Peninsula (SCRAMP).

Toyota Hits Its Target By Taking Its Best To The Track



CHRIS MILLER

For an auto manufacturer, putting its reputation on the line every day is not the safest way to make a positive impression on consumers. But when victories occur, the dividends keep car companies coming back for more.

For Toyota, motorsports has proven to be a rewarding marketing investment. Of course, sponsoring teams that win has been a vital part of that investment. In 1990, Toyota was seen in winner circles all over the country.

The factory off-road team, operated by Cal Wells' Precision Preparation Inc., dominated as never before in the history of the sport. The team won both the "Unlimited Class" and "Overall" championships in the SCORE/HDRA desert series, as well as the Driver's Championship for Ivan Stewart in the Mickey Thompson Off-Road Championship Gran Prix (MTEG) stadium series. And, as it has done every year since the award's inception eight years ago, clinched the Manufacturers' Cup Challenge in the stadium series, as well.

On the circuits of the premier sports car racing series in America, the IMSA Camel GT, Toyota was an impressive force. Dan Gurney's All American Racers GTP team won races with Juan Manuel Fangio II behind the wheel at Topeka, Sears Point, San Antonio and Del Mar.

"We began 1990 with high expectations of both our teams," says Les Unger, Toyota's national motorsports manager. "Not only were those goals met, but they were surpassed. Given the caliber and dedication of the personnel involved, I can't say that we were surprised, but I can say that we were thrilled."

In 1991, Toyota will add a third factory team with MR2s campaigned by Aase Brothers Racing in the IMSA Firestone Firehawk Showroom Stock Endurance series. Drivers include IMSA veterans Dennis Aase and Chris Cord plus P.J. Jones. The team ran three races in 1990, resulting in a pole position and second place at Portland, and another pole at Watkins Glen.

Toyota is also in its third year as the series sponsor of the Toyota Atlantic Championship. The "spec" engine of the series is the four-cylinder, 1.6-liter, 16-valve twin-cam engine that powers the production Corolla GT-S. The race prepared version of the 4A-GE develops 240 horsepower.

On the grassroots level, Toyota, Yokohama and Valvoline have teamed to lend support to off-road racers in the SCORE/HDRA desert

series in Class 7S and Class 10. In the stadium MTEG series, Toyota/Yokohama/Valvoline-sponsored vehicles also will be seen in the Super 1600 class.

Toyota also continues its support of grassroots racing through an extensive contingency award program, as the manufacturer has done since 1983. During that time, there have been six Road Rally Championships, three National GT Championships, a Pro Rally title and a Showroom Stock National Championship won under the Toyota banner.

Like every facet of motorsports, many groups contribute to the racing effort. Perhaps the most important contributor is Toyota Racing Development (TRD) in Gardena, Calif., that conducts research and development efforts plus full maintenance for all the engines used by Toyota's factory-sponsored off-road and IMSA GTP teams. In addition, valuable research and development continues for the Toyota Atlantic engines.

Valuable assistance also comes through major co-sponsors of the teams. The off-road program receives support from Yokohama Tire Corporation, Eclipse Mobile Sound (Fujitsu Ten Corp.), Nippondenso, Progressive Wheel and Bilstein. Goodyear, Kenwood and Fiberite co-sponsor the GTP cars.

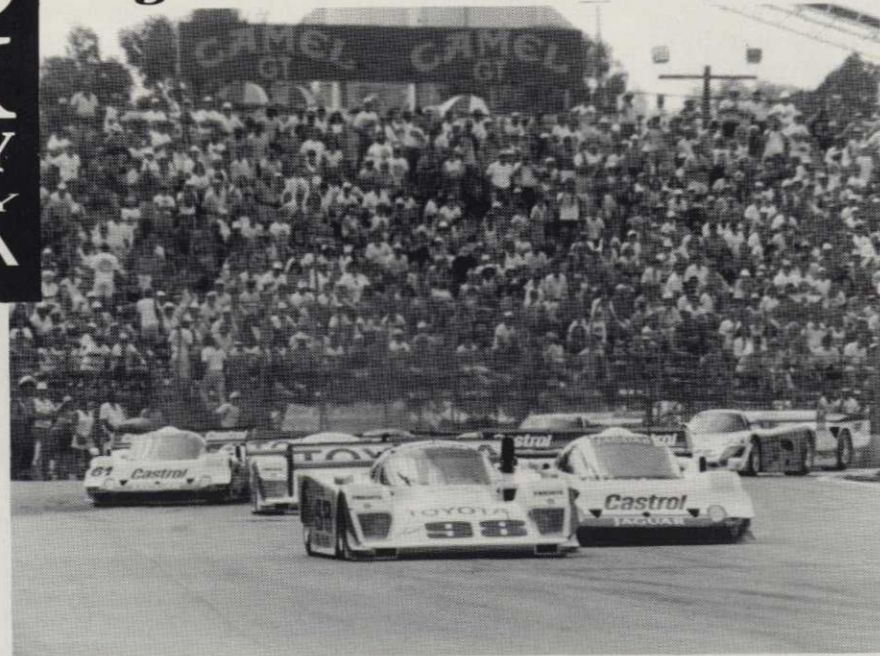
In addition to putting the cars on the race track, the promotion and merchandising aspects of motorsports are very important. Toyota sponsors the West Palm Beach, Lime Rock and Monterey GTP events, as well as the Anaheim, San Diego, Tempe, Denver and Las Vegas MTEG stadium truck events. Toyota is the official car and truck of Laguna Seca and Willow Raceway and the official truck of Lime Rock Park.

Finally, for 16 years, Southern Californians have turned out to see the Toyota Grand Prix of Long Beach, the most popular CART event in North America. It features a weekend of street racing with Indy cars, a Toyota Atlantic Championship event and the Toyota Pro/Celebrity Race. The celebrities drive identically-prepared Celica GT-S models with \$2,000 per competitor being donated by Toyota to the Children's Hospitals of Los Angeles and Orange County under the "Racing for Kids" program.

"Getting your performance products in front of the public is extremely important," explains Unger. "We feel motorsports is the ideal way to do that for Toyota because we have the opportunity to show how our technology matches up to, and often excels over, the competition."

**CAMEL
GRAND
PRIX
OF MONTEREY**
PRESENTED BY
TOYOTA

JULY 19 - 21, 1991
**IMSA GT Returns to
Laguna Seca Raceway**



For Ticket Information:

call (408) 648-5100

Toll Free (CA) (800) 367-9939.

(Outside CA) (800) 327-7322

For Marketing and Hospitality Information:

call Global Events Group

(503) 232-3000.

uniden®

Commercial Communications

*Official Supplier of Two-Way
Radio Communications Equipment
for Laguna Seca Raceway*



Peninsula Communications

785 Broadway Ave.
Seaside, CA 93955

Seaside (408) 394-1900
Santa Cruz (408) 458-5343
Toll Free (800) 222-8294

GREG SCHEID AND ASSOCIATES PRESENTS

THE SECOND ANNUAL NORTHERN CALIFORNIA MOTORCYCLE FESTIVAL



COME RIDE WITH US!
**AMERICAN MOTORCYCLIST ASSOCIATION
DISTRICT 36 ROAD RIDER DIVISION
13312 NO. HWY 88
LODI, CA 95240**

For an AMA membership application, or information about scheduled events, club meeting times and location, call any of the AMA Clubs.

MEMBER CLUBS

ABATE #14	(415) 443-4979
Capital City MC, Sacramento	(916) 442-8242
Chico HOG, Chico	(916) 893-1918
Diablo MC, Concord	(415) 825-1157
Greg Scheid Assoc. San Jose	(408) 972-8063
Santa Cruz HOG	(408) 438-7696
Lodi MC, Lodi	(209) 463-8882
Miners MC, Grass Valley	(916) 432-1349
North Bay MC, Fulton	(707) 584-8857
Oakland HOG	(415) 465-1848
Oakland MC	(415) 223-2453
Pleasant Hill HOG	(415) 427-7166
Port Stockton MC	(209) 942-3422
Richmond Ramblers MC	(415) 533-2916
San Francisco MC	(415) 863-1930
San Jose Dons MC	(408) 246-0594
Western Road Runners MC	
San Jose	(408) 926-0766

SUNDAY, JUNE 9, 1991 10 A.M. TO 4 P.M.
CASA DE FRUTA, HOLLISTER, CALIFORNIA
13 MILES EAST OF GILROY ON HIGHWAY 152

- SWAP MEET • LIVE MUSIC
- FOOD FOOD & SOFT DRINK CONCESSIONS
- VINTAGE, CLASSIC, & CUSTOM MOTORCYCLE SHOW
- NO ADDITIONAL ENTRY FEE, AWARDS GIVEN
PEOPLE'S CHOICE JUDGING
- NEW MOTORCYCLES & ACCESSORIES
- FIELD EVENTS AND GAMES

CAMPING: CALL 800-548-3813 FOR RESERVATIONS
ADMISSION: \$5.00 AMA CARDHOLDERS: \$4.00

LIGHT SPEED

Mitchell Racing Wheels



Mitchell Racing Wheels
have 50% less rotating rim mass
and provide quicker acceleration
than stock cast wheels.

**Performance
Machine, Inc.**

15535 Garfield Ave., PO Box 1739,
Paramount, CA 90723 (213) 634-6532



1991 Miss Laguna Seca Raceway Queen Miss Lorraine Crawford

Her majesty Lorraine Crawford was nominated by KMBY. She enjoys tennis, golf, running, acting and singing. A graduate of Indiana University her studies included French and math and she was on the Dean's list. Living in Monterey, Lorraine's ambition is to be an actress in television, commercials and film.

Miss Laguna Seca Raceway was chosen by a panel of judges including Monterey Board of Supervisors' Sam Karas and Russ Jeffries, Mayor of Salinas, Soroptimist's Duayne Ostegard and Karen Fulton, and SCAMP Directors Kathy Hayworth, Dennis Rotter and Joe Thompson.

Her coronation took place at a gala black and white checkered flag ball sponsored by the Soroptimist Club of Carmel Bay at the Monterey Sheraton on April 13. Proceeds from the ball went to local area charities. Miss Lorraine Crawford won a \$1,000 scholarship and a wardrobe for the 1991 racing season.



Miss Yvette Dalton, first runner-up was nominated by KDON. A graduate of the Monterey Peninsula College, she was voted Miss Monterey in 1990. She enjoys bike riding, singing, jog-walking and spends as much time as possible outdoors. Her responsibility will be to reign in case Miss Lorraine Crawford cannot perform her royal duties as Queen. Miss Yvette Dalton won a \$500 scholarship.

Miss Elizabeth Bronzini, second runner-up was nominated by KHIP. A graduate of Monte Vista High, Elizabeth Bronzini is attending Mt. View Beauty College with a major in Cosmetology. She will reign over the kingdom of Laguna Seca Raceway if Miss Lorraine Crawford or Miss Yvette Dalton are not available. As second runner-up she won a \$250 scholarship.



Additional Competitors



Miss Teona Lyne Baker
Race coordinator for Jim Russell Racing, Teona Lyne Baker is a race car enthusiast. Sponsored by KCTY Radio. She is a resident of Salinas, is highly motivated, and a self starter who enjoys reading, aerobics and bicycling. Her future plans include completing college and becoming an architect.



Miss Kim Lorraine Johnson
Hailing from Salinas, Kim Johnson was nominated by KTOM Radio. Kim loves outdoor activities including running, three-wheeling, mountain biking and waterskiing. Outgoing and very personable, Kim has always wanted to be part of Laguna Seca and is extremely happy to join in this years festivities.



Miss Mireya Puga
Mireya Puga hails from Salinas. Nominated by KTGE Radio, she attends Hartnell College and plans to become a psychologist. Always on the go, her hobbies include dancing, volleyball and reading.

DON GRUBER-ZUCCHINI STUDIOS

INFORMATION

Road Racing is Dangerous!

There is no question that motor racing is dangerous. But the racing as you will see it this weekend has an enviable safety record. One reason for this safety record is the good sense of you—our fans and friends. To maintain this safety record, we need your help this weekend.

Even if you were a 9.0 sprinter in high school, please remember that you can not outrun an out-of-control racing motorcycle, traveling better than 100 m.p.h. So, pay attention to the following rules; they are designed with your safety in mind.

In case of an accident, stay put. The chances are excellent that you aren't going to be able to do anything but confuse the issue. Course safety personnel are trained to handle emergencies around the circuit and they know each other's jobs.

Stay away from fences and guard rails. You may notice that the fence line around the circuit and the position of guard rails and tire barriers change from time to time. That is because experts in the field of safety made these changes. Please don't climb fences, trees, or guard rails to get a better view. You will endanger your own life, and could endanger the life of a driver as well.

Keep pets on leashes. We can't imagine bringing a pet to a race, simply from the amount of noise you expose them to during the course of a race weekend. And they certainly don't understand the sport. But if you *MUST* bring your pet, please keep them on a leash. It is for their own good, and the safety of others.

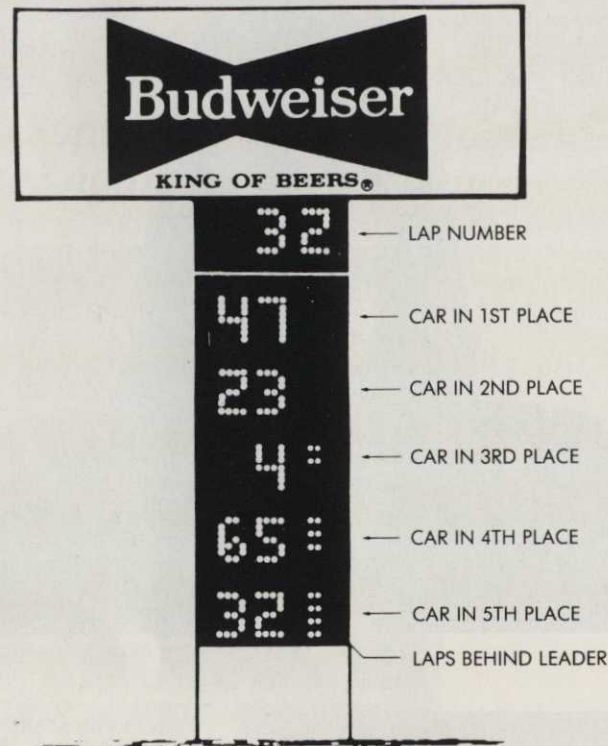
Children need supervision. One thing about children... we haven't found one yet who couldn't get into something interesting (and possibly very dangerous) in a flash. Know where your children are at *ALL TIMES!*

Do not cross the track. In the 'ole days we used to have periods when track crossing was permitted. To make things better for you we built the Champion Pedestrian Bridge, the Dunlop/Marlboro Pedestrian Bridge, the Champion/Valvoline Pedestrian Bridge and the Toyota Pedestrian Bridge. And the Toyota Vehicle Bridge can get you into the infield to start your weekend.

Don't scatter refuse. The wind may blow it onto the circuit, momentarily blinding a competitor and causing an accident.

No towers. Our fans are some of the most ingenious builders in the world—also the worst! Seriously, if you bring lumber or scaffolding and do get a high-rise structure constructed, we are going to make you take it down. It *IS* for our own safety!

Help our officials. When one of our officials asks you to do something, their requests and their reasons are based on experience. As we said at the outset, this is a dangerous sport. Please help our officials and comply with their requests.



Who's Winning

The Budweiser Information Tylon in the infield will show lap number, the position of the five leading cars and the "laps behind the leader" by means of dashes to the right of the car number.

We will make every effort to keep the information as up to date as possible. We hope the Budweiser Information Tylon will contribute to your enjoyment of the weekend.

First Aid

Suppose you've followed all of our suggestions under "Road Racing is Dangerous" and you still have some sort of a medical problem. You've accidentally burned yourself on your bar-b-que grill, or you have had too much beer on a hot day. You've worn the wrong shoes for walking on the uneven ground which makes up much of our landscape here at Laguna Seca and turned an ankle.

Whatever your difficulty, we have First Aid teams on call during our race weekends here. Where do you find our teams? You can find them easily by referring to the Track Map, located on page 57 of this issue.

Other Help

Need some other form of assistance or information? Information booths are located near the SCRAMP Office in the infield and near the paddock vehicle entrance and close to the Budweiser Tylon.

Members of the Board of Directors of the Sports Car Racing Association of the Monterey Peninsula (SCRAMP) are easily distinguished by their black and yellow outfits. Assistants to the Directors are wearing silver-gray and black outfits.

We are all here to help make your day more enjoyable. Thus, if you have questions, please ask.

Some Helpful Hints When You Are Ready To Leave

We always expect traffic congestion on the highways, particularly Highway 1, following the races. However, we have developed a NEW traffic plan for Laguna Seca Raceway and we urge you to pay attention and utilize the Location Map above.

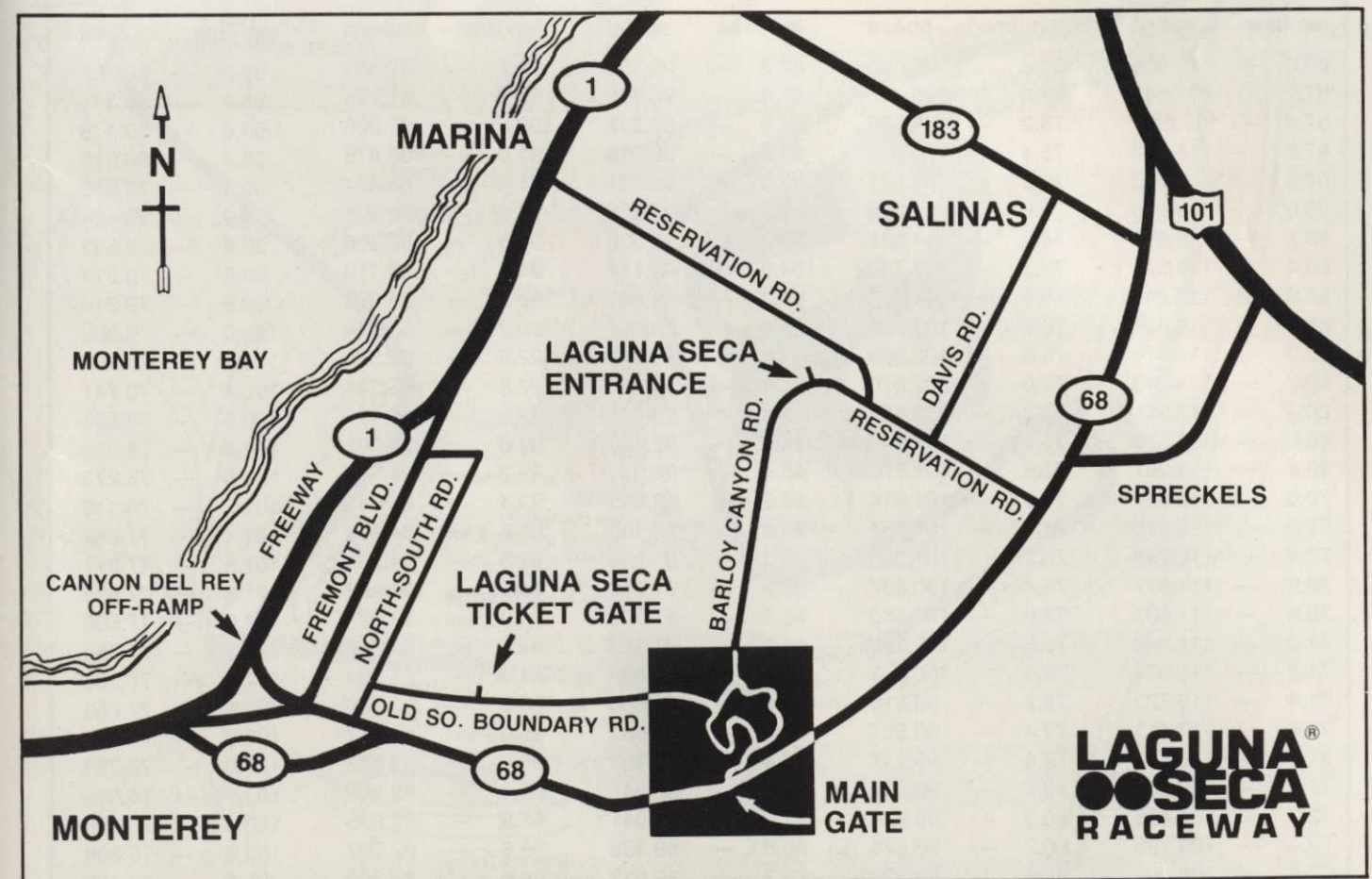
First, we are going to ask that you follow the instructions of our officials. We are making every effort to get you out of here quickly and efficiently.

Just because you came in one way, doesn't mean we can allow you to leave by the same route. You can, however, reach your original destination point faster by working with us.

We will be making MAXIMUM use of the military roads through Ft. Ord. Those are: Barloy Canyon Road to Reservation Road. You can go right to reach Salinas and Highway 101 North or South. Or you can go left, through Marina, to Highway 1... again North or South.

If you are directed on to Old South Boundary Road, you will find yourself in Del Rey Oaks, which is close to the Monterey Peninsula or Highway 1 North. We will be exiting ALL traffic via these roads and NOT through our Highway 68 Main Gate until we have un-parked the neighboring ranch we use for overflow. This is a win-win situation for all.

AND REMEMBER, THERE IS RADAR ENFORCEMENT ON ALL ROADS, INCLUDING FT. ORD. OBSERVE THE SPEED LIMITS. WE HOPE YOU HAVE A SAFE TRIP HOME AND THAT YOU'LL COME BACK TO SEE US SOON.



BLOW OUT TENT SALE IS ON NOW

Laguna Seca Raceway's annual Blow Out Tent Sale is on now! Look for the striped tent in the harbor area. This is your last chance to save 40% to 50%

on last year's items. So, take advantage of our markdowns and pick up quality merchandise at the same time.



LAGUNA SECA TRACK FACTS

COURSE DISTANCE: 2.214 miles/3.562 KM*

NUMBER OF TURNS: 11, 7 left/4 right

FIRST RACE AT LAGUNA SECA:

November 9, 1957, won by Pete Lovely.

TYPE OF RACE: Pacific Coast Championship

NUMBER OF RACES TO DATE: Over 110

WHO RUNS THE RACES?:

SCRAMP—Sports Car Racing Association of the Monterey Peninsula

SCRAMP FORMED: November 1, 1956

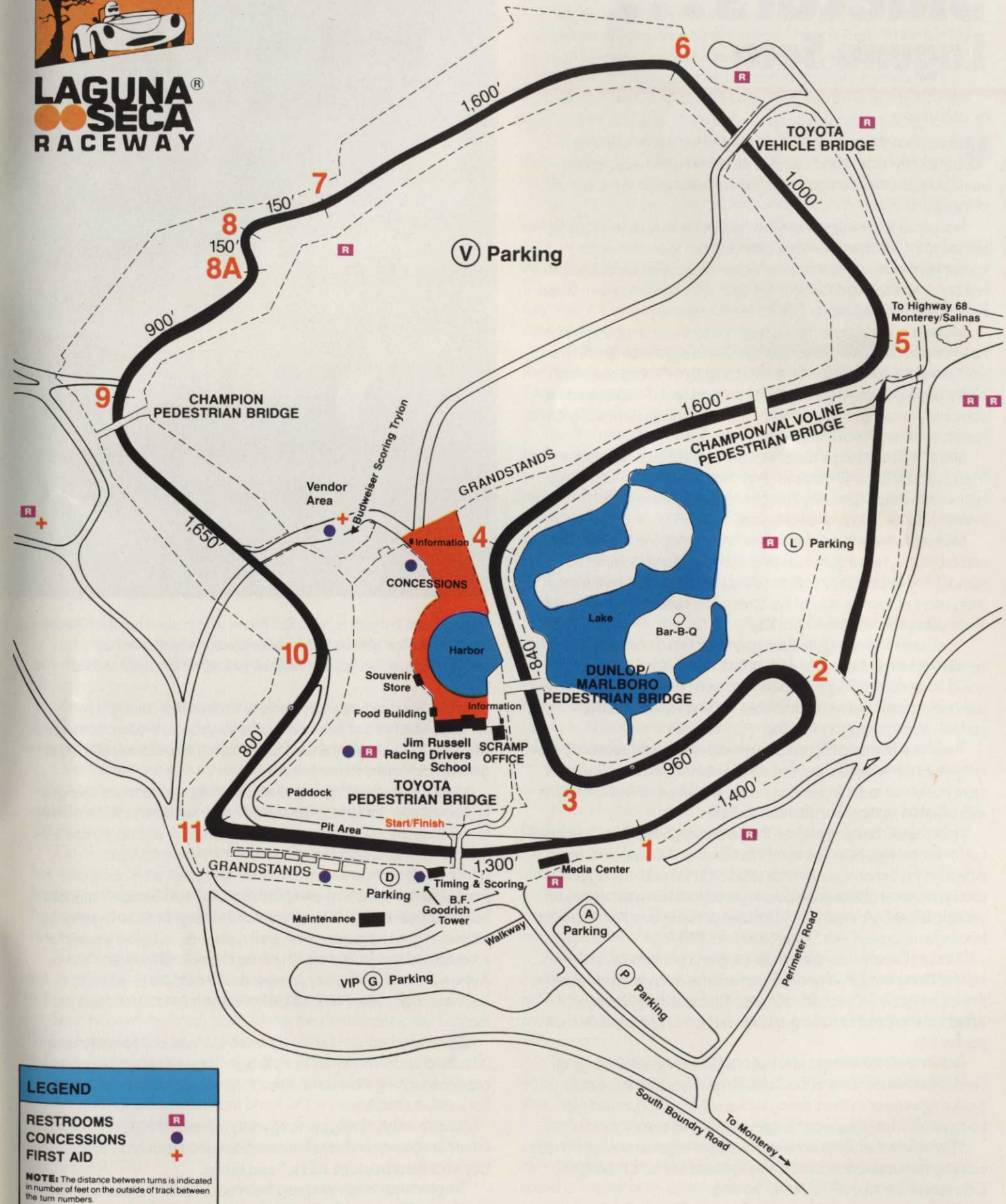
During the United States International Grand Prix over 6,000 hay bales will be placed along the track.

*Original course was 1.9 miles. It was extended in late 1987 early 1988 in order to host the 1988 United States International Motorcycle Grand Prix.

Speed Conversion Chart

lap time	speed	lap time	speed	lap time	speed	lap time	speed	lap time	speed
67.0	117.994	74.8	105.690	82.6	95.709	90.4	87.451	98.2	80.505
67.2	117.643	75.0	105.408	82.8	95.478	90.6	87.258	98.4	80.341
67.4	117.294	75.2	105.128	83.0	95.248	90.8	87.066	98.6	80.178
67.6	116.947	75.4	104.849	83.2	95.019	91.0	86.875	98.8	80.016
67.8	116.602	75.6	104.571	83.4	94.791	91.2	86.684	99.0	79.855
68.0	116.259	75.8	104.296	83.6	94.565	91.4	86.495	99.2	79.694
68.2	115.918	76.0	104.021	83.8	94.339	91.6	86.306	99.4	79.533
68.4	115.579	76.2	103.748	84.0	94.114	91.8	86.118	99.6	79.373
68.6	115.242	76.4	103.476	84.2	93.891	92.0	85.930	99.8	79.214
68.8	114.907	76.6	103.206	84.4	93.668	92.2	85.744	100.0	79.056
69.0	114.574	76.8	102.938	84.6	93.447	92.4	85.558	100.2	78.898
69.2	114.243	77.0	102.670	84.8	93.226	92.6	85.374	100.4	78.741
69.4	113.914	77.2	102.404	85.0	93.007	92.8	85.190	100.6	78.584
69.6	113.586	77.4	102.140	85.2	92.789	93.0	85.006	100.8	78.429
69.8	113.261	77.6	101.876	85.4	92.571	93.2	84.824	101.0	78.273
70.0	112.937	77.8	101.614	85.6	92.355	93.4	84.642	101.2	78.119
70.2	112.615	78.0	101.354	85.8	92.140	93.6	84.462	101.4	77.964
70.4	112.295	78.2	101.095	86.0	91.926	93.8	84.281	101.6	77.811
70.6	111.977	78.4	100.837	86.2	91.712	94.0	84.102	101.8	77.658
70.8	111.661	78.6	100.580	86.4	91.500	94.2	83.924	102.0	77.506
71.0	111.346	78.8	100.325	86.6	91.289	94.4	83.746	102.2	77.354
71.2	111.034	79.0	100.071	86.8	91.078	94.6	83.569	102.4	77.203
71.4	110.723	79.2	99.818	87.0	90.869	94.8	83.392	102.6	77.053
71.6	110.413	79.4	99.567	87.2	90.661	95.0	83.217	102.8	76.903
71.8	110.106	79.6	99.317	87.4	90.453	95.2	83.042	103.0	76.753
72.0	109.800	79.8	99.068	87.6	90.247	95.4	82.868	103.2	76.605
72.2	109.496	80.0	98.820	87.8	90.041	95.6	82.695	103.4	76.456
72.4	109.193	80.2	98.574	88.0	89.836	95.8	82.522	103.6	76.309
72.6	108.893	80.4	98.328	88.2	89.633	96.0	82.350	103.8	76.162
72.8	108.593	80.6	98.084	88.4	89.430	96.2	82.179	104.0	76.015
73.0	108.296	80.8	97.842	88.6	89.228	96.4	82.008	104.2	75.869
73.2	108.000	81.0	97.600	88.8	89.027	96.6	81.839	104.4	75.724
73.4	107.706	81.2	97.360	89.0	88.827	96.8	81.669	104.6	75.579
73.6	107.413	81.4	97.120	89.2	88.628	97.0	81.501	104.8	75.435
73.8	107.122	81.6	96.882	89.4	88.430	97.2	81.333	105.0	75.291
74.0	106.832	81.8	96.645	89.6	88.232	97.4	81.166	105.2	75.148
74.2	106.544	82.0	96.410	89.8	88.036	97.6	81.000	105.4	75.006
74.4	106.258	82.2	96.175	90.0	87.840	97.8	80.834	105.6	74.864
74.6	105.973	82.4	95.942	90.2	87.645	98.0	80.669	105.8	74.722

TRACK MAP



LEGEND

- RESTROOMS (R)
- CONCESSIONS (C)
- FIRST AID (+)

NOTE: The distance between turns is indicated in number of feet on the outside of track between the turn numbers.

Sidecars... Laguna Seca

by John Brown

Veteran Frenchman Alain Michel arrives at Laguna Seca feeling completely relaxed and confident as he sets about retaining the world sidecar crown he won for the first time last season, after 15 years of trying.

First across the finishing line in last April's all action, show stopping, first round in California, the world champion has spent the winter combining machine preparation at his own workshop that features full test bench facilities, and taking things easy at his converted farm house holiday home in the South of France near Montelimar.

Michel is quick to stress that last year's long awaited success was in no small part due to the passengering skills of Englishman Simon Birchall who joined him for the start of the 1990 campaign. "I have never had such a good passenger before, he moves quickly and smoothly and is completely in control of all situations," he said. "When I am racing I don't have to think about him at all, we are the perfect team."

Michel will be driving a similar Krauser engined outfit featuring a Swiss built LCR (Louis Christian Racing) chassis as he used last season but more sponsorship money from Elf means less worries with maintenance and general running costs.

Michel, who won five of the last year's 13 rounds and also had three second places, says that he has never felt more fit and ready for a season. And he certainly needs to be just that as he takes on the tough assignment of keeping at least five other crews capable of snatching the world championship from him, at bay.

"Last year's win at Laguna Seca got me off to a dream start and certainly gave my chances an early boost," said Michel. "A repeat would be perfect but it's going to be hard work. The circuit is not an easy one and is pretty hard on the machines. Fortunately mine has run perfectly during testing on the Magny Cours circuit."

Three time champion Egbert Streuer who clinched the runner-up spot last year at the end of a season of mixed fortunes, will be looking for a more fruitful visit to the States than the last one when he was forced out with a broken ignition wire after only six laps.

Again he will be using engines that he prepares and develops himself but for the first time he will be using West German Krauser crankcases instead of the Yamaha ones he has relied on in the past. His biggest change however comes in the passenger department with twenty-one-year old fellow Dutchman Harry Hofsteenge taking over from Geral de Haas who disagreed with Streuer's plans for 1991.

"I asked Geral to stay with me for the grand prix but told him I wanted Harry to race with me in Dutch national meetings and help with the test programme," explained Streuer. "Unfortunately Geral said it would have to be all or nothing and we decided to end our quite short partnership."

Streuer and Hofsteenge, who both come from the small village of Grollo near Assen, home of the Dutch TT, quickly settled in together producing impressive times during testing at Magny Cours and their home circuit where they won the opening national event.

"The only real set back since we have been together was when I was suffering from a severe bout of flu during one of our visits to Magny Cours and I was way off the pace," he said.

Another former champion looking for better fortune than he had at



D.M. TROUTMAN

Laguna Seca last year is Swiss Rolf Biland who pushed home in fifteenth and last position after his engine blew up seconds after he had established a record lap and while he looked set for a safe second place.

Still looking for more sponsorship to back up that coming from Longines watches and Kiwi helmets, the 40-year-old five times champion who has not tasted glory since 1983, is looking for machine reliability to get him back on the title trail this year.

He admits that making engine modifications and technical changes to his outfit after the season has started could well have cost him at least four championships and the continued experiments also nearly cost the services of long standing passenger Kurt Waltisperg this year.

"Basically he was not happy with the way things were going and thought we were throwing away title chances," said Biland. "I suppose I have to agree with him in many ways and to keep the team together my technician and I have decided to set the machine up before leaving for America and leave things alone until the championship season is over. Anyway I am not getting any younger and I would like to get the title back again. This year I think we will have a good chance of doing just that."

Biland who had just one victory in Italy last year and second places in Holland and Hungary will use a Krauser engine that has an air cooled crankcase casting that retains power if the engine tends to overheat in hot weather conditions.

"Unfortunately during our test, mainly in France at Magny Cours and in Italy at Misano conditions have not been good enough to ascertain fully what the advantage will be," said Biland.

The pair who could well spring the major surprise this year are the Guedel brothers, driver Paul and Passenger Charlie also from

Switzerland.

Last September they ended their first full season of grand prix racing with victory in the final Hungarian round after showing their potential with second in Germany.

Before switching to sidecar racing two years ago the brothers from Zurich were successful Kart racers and even surprised themselves by the way they quickly adapted from four to three wheel speed.

Over the winter they have probably spent more time testing their new outfit than any other crew and say that their plan this year is to improve on last season's fifth place in the championship and then launch an all out attack for the title in 1992.

Just the same the Guedels, whose obvious championship potential has resulted in BP switching their backing to them from yet another Swiss brother partnership of Markus and Urs Egloff who dropped to eighth in the ratings, must be regarded as a major threat to the established front-runners.

"Our biggest problem is that we did not race at Laguna last year so we are at a disadvantage for the first round," said Paul. "Our main aim will be to get title points rather than going for victory on this occasion."

Spearheading the British onslaught on the championship are Steve Webster who failed in his bid to make it four titles in a row last year after losing his major sponsor and then striking an off-form period that almost resulted in him quitting the sport towards the end of the year, and Steve Abbott who has got a major cash boost for the coming campaign.

Yorkshireman Webster, with passenger Gavin Simmons for a second year, admits that it was mainly his own complacency that wrecked his title hopes in 1990.

"When things started to slip away I was blaming the clutch, the carburetors, everything except myself for the disastrous performances

but now I fully appreciate that I was the only culprit," he said, while preparing for a revitalised effort.

"This time last year with three titles under my belt I was far too complacent as I prepared for the season," he admitted. "At the back of my mind I thought it would be easy to keep on being the champion. Midway through the season we had such a lead that the thought of losing the championship did not exist, all we had to do was finish in the top five in the remaining rounds, it was going to be plain sailing."

"Then things started to go wrong and I simply refused to accept that it was my fault. As well as the harrassment of my sponsor pulling out, for the first time in my life I stopped enjoying racing and it was just a dangerous job of work. I have always said that once the enjoyment goes I would stop racing and I was on the brink of doing just that."

It was only at the final round in Hungary that a word from a rival set Webster back on course. "Quite simply I had lost the knack of starting the outfit," he said. "For eight years I had been doing it right then overnight it had gone wrong. The reason for it, I was told, was that I was over revving the engine on the line."

Over the winter Webster has had time to sort himself out and says that he feels more revved up and ready to go now than he has done for the past two years. "There is not so much pressure on me now because I am the under dog," he said.

The only major set back for the 29-year-old driver as he worked on his machine was that his father Mick who usually works alongside him throughout the year was sidelined by some pretty serious injuries received in an off-road motorcycle accident. The former grass track champion took a heavy tumble while riding Steve's new "keep fit" moto cross bike on a track near their home village in the Yorkshire moors and broke five ribs, a collar bone and punctured a lung.

"Thank goodness he's back in action, I am going to need him this year for sure," Steve said.

Webster has two new Krauser engines and a latest LCR chassis thanks in the main to increased financial backing from Silkolene.

"Things are not a lot different although I have retained the carbon brakes I used towards the end of last year and the fairing has been altered slightly to accommodate marginally bigger tyres. But to the punter it will look the same. Tests have been encouraging and the fact that all the tackle has been paid for is great for the peace of mind."

Abbott and passenger Shaun Smith both from Derbyshire, are ready to launch a major show of force.

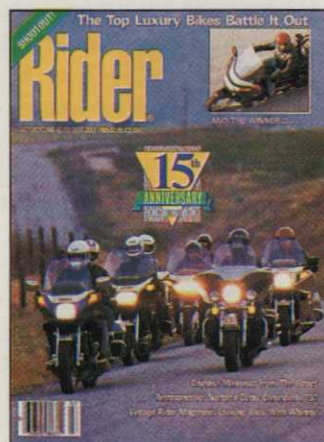
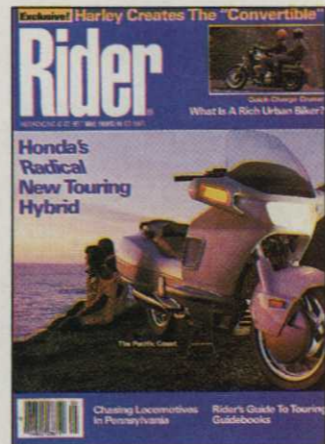
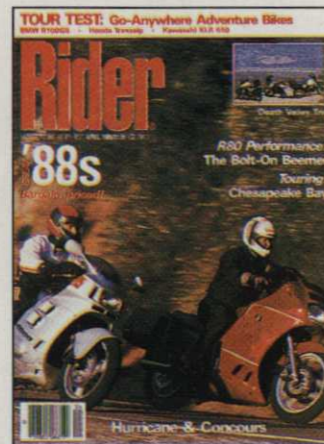
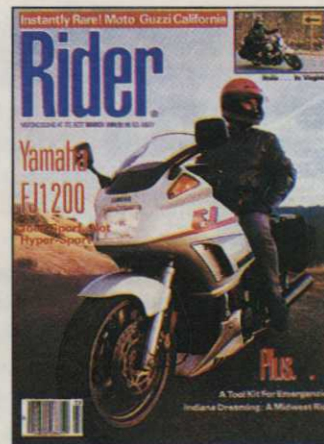
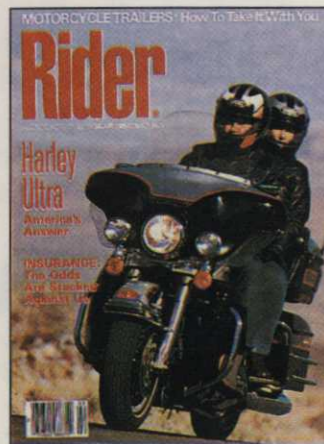
"I'm not frightened of any of my track rivals and as I now have the best equipment I have had in my career it is time to have a real crack at the championship," declared Abbott who had three third places last year when he ended sixth in the championship.

His major support comes from Dave Orton, boss of gaming machine company Appleby Glade, who has provided two new Krauser engines and the promise of spares for the full season.

Added help from a friend with a steel fabrication company has made it possible for the 36-year-old driver to obtain an LCR chassis and also get involved in a development programme with Terry Windle, the English builder who is working on a special prototype that should be tested early in the season.

"The good thing is that we managed third place at Laguna last time on an inferior outfit so it really is possible for an even better result this time," he said.

Barry Brindley, complete with new passenger, has a new LCR Yamaha prepared by Dennis Trollope and adding to the family line-up is brother John Brindley who switches from 350cc F2 sidecar racing to make his grand prix debut at the opening round United States Grand Prix here at Laguna Seca.



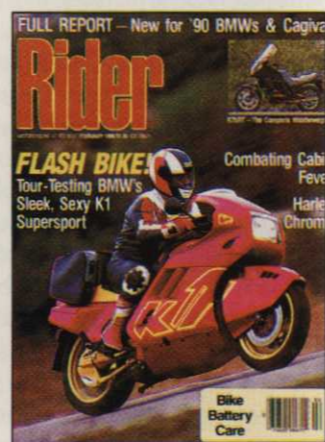
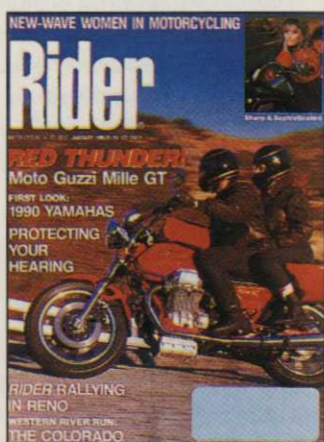
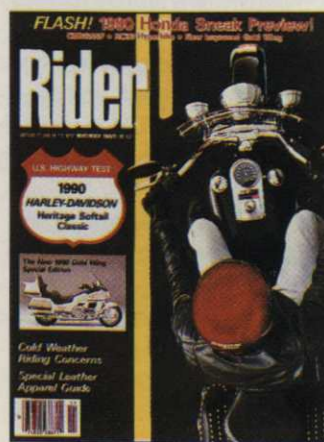
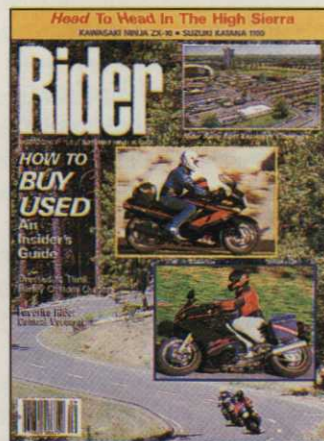
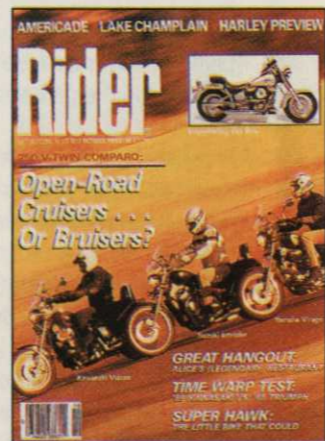
Touring ... Times Have Changed.

The touring market is no longer the exclusive domain of the huge-displacement luxotourer. Dramatic advances in technology have made most 500cc motorcycles suitable for occasional touring – and machines in the 750cc range comfortable enough for long-distance travel. And as the world of touring has broadened, so has its leading magazine.

For more information on Rider Magazine call:
Joe Salluzzo, Advertising Director, (717) 392-4949
Joe McNeill, Publisher, (818) 991-4980

Rider

29901 Agoura Road, Agoura, CA 91301



It's brand new. But it already has a track record.

The new 1991 GSX-R arrives with quite an illustrious past. One that's carved up the competition on tracks all over the world. You see, the same technology that led Team Suzuki to their 6th WERA National Endurance Championship also goes into our street bikes. And it just keeps getting better. The GSX-R's race-tested features include all-new inverted front forks to complement the proven progressive-link rear suspension. A revised cylinder head port design and lighter valve train components improve engine performance. And the GSX-Rs boast refined aerodynamics based on our highly successful Grand Prix bike. The 1991 Suzuki GSX-R. For a new bike, it's already made history of the competition.

For the name of your nearest Suzuki motorcycle and ATV dealer, call 1-800-255-2550. The GSX-R is engineered for experienced riders. Please ride them with care. At Suzuki, we want every ride you take to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Ride smart and never under the influence of alcohol or other drugs. Know your equipment before you use it by reading your owner's manual. We also recommend you take a riding skills course. For the one nearest you, call the Motorcycle Safety Foundation at 1-800-447-4700.

Grand Prix Tech

by Peter Clifford

More power, more rear wheel slides, more rubber laid on the track, more wheelies. That is what is in store this weekend thanks to a year of technical developments and two important changes since last year's Grand Prix.

The two changes are the increased minimum weight and the fact that arch rivals Wayne Rainey and Kevin Schwantz have both swapped from Michelin to Dunlop tyres. The sport's ruling body, the FIM, raised the minimum weight from 115kg to 130.

They made the change in an attempt to slow the bikes down and make them cheaper. They reasoned that increasing the weight would make it unnecessary to use expensive materials like magnesium for crank cases and titanium for nuts and bolts.

The weight increase puts more stress on the rear tyre and all the factories have extracted more power from the engines hence asking even more from the rubber. When the rubber protests the tyre spins, the rear slides sideways and those long curved black streaks are painted on the track exiting the corners.

It was Michelin's drastic reduction of tyre development and technical support that prompted both the Marlboro Yamaha and Lucky Strike Suzuki teams to swap to Dunlop. The Rothmans Honda team of Wayne Gardner and Mick Doohan have stuck with Michelin and so has Eddie Lawson while swapping his Yamaha for the Cagiva.

Though it is a gross over simplification of a complex subject it can be said that the Dunlop tyres start to slide earlier than the Michelins but do so more predictably. Wayne Rainey used Dunlops for the first two years of his Grand Prix career and only swapped to Michelin last season. It took him no time to get used to the different characteristics of the Dunlops again while Schwantz at first found the easily provoked slides disconcerting.

With so much talent Schwantz was never going to be disadvantaged for long and his victory in the Japanese Grand Prix demonstrated that he could make use of the Dunlops' predictable nature just as well as Rainey.

Tyre performance in Japan looked very even with so little separating Doohan, Rainey and Schwantz that no one had an obvious advantage.

The weight increase has also affected braking performance and the deterioration has been greatest on the bikes that had to gain the most weight to make the new limit. The Yamahas and Cagivas were never light and hence have been affected least. The Hondas and Suzukis were closer to the old limit and have faced the greatest weight gain.

Schwantz has often in the past been able to brake late and turn into the corner quicker than the opposition. During pre-season testing that advantage looked to have been eroded but brake experts AP Lockheed produced a brand new brake caliper. It was tried for the first time at the early March test at Laguna Seca and immediately Schwantz was given back the braking performance he needed.

The new calipers have six instead of four pistons. This does make them unique but other company's six piston calipers have yet to find permanent acceptance from the top Grand Prix stars.

Brakes are always very important at Laguna Seca with its succession of bursts of acceleration and braking, perhaps the toughest test of braking that the teams will face all year. The carbon discs that Schwantz

used on his Suzuki all last year will stand up to the punishment as they work well at high temperatures.

Rainey also had the option of using carbon discs, either those made by Lockheed or by Brembo the Italian manufacturer, whose calipers Rainey used in the Japanese Grand Prix. Rainey does not like the feel of the carbon discs and opts for old fashioned steel when he can.

The problem of brake feel has prompted Wayne Gardner to run a carbon/steel combination. He tried it first at the French Grand Prix last year and it is very likely that he will use it at Laguna Seca. Gardner finds that he likes the initial response and feel supplied by the steel with the freedom from fade that the carbon provides.

Even at a distance one can pick the steel from the carbon discs. The carbon discs are a darker grey, thicker and with no cooling holes.

The weight increase has its effect on suspension as well. Indeed the change affected the Honda and Suzuki so much that both companies found the need to make new chassis after pre-season testing. Honda gained much of their weight by going from magnesium to aluminum crank cases but found they had to reposition the engine because of the effect it had on weight distribution.

Suzuki also ran out of adjustment with their frame and after the three days of testing at Laguna Seca built a revised frame. Lack of dry track time meant that Schwantz used the original frame at Suzuka but testing continues.

Rainey can alter the engine position in his bike and pivot point for the swing arm but he had to make little change from his 1990 settings anyway. The biggest change for him has been the electronically adjusted rear suspension.

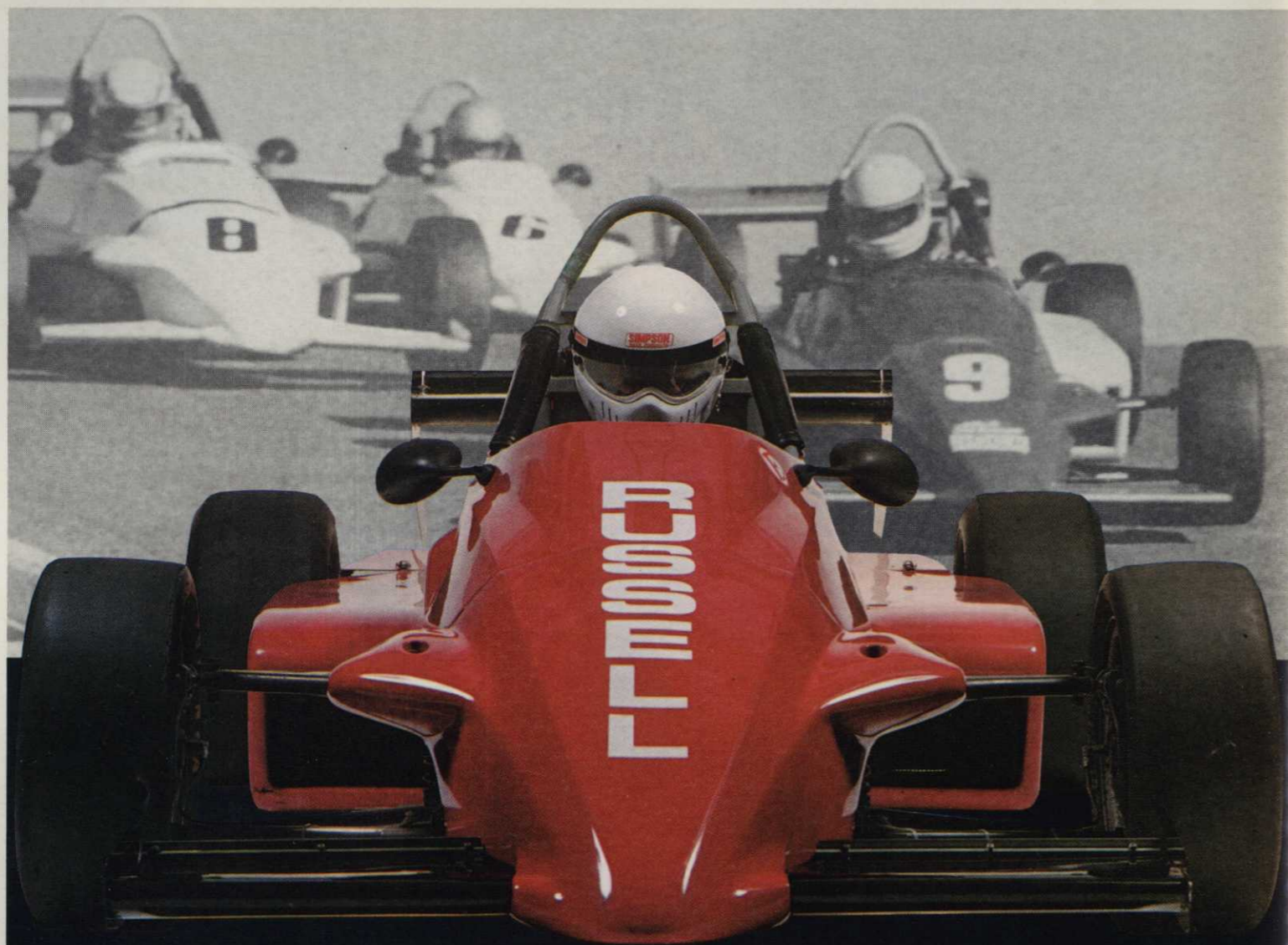
In this system the Ohlins rear suspension unit is adjusted automatically as the suspension rises and falls. This is an advantage because a different suspension response is required for different rear wheel positions and suspension movement speeds.

The electronic variation has removed the need for mechanical linkages between the suspension unit and the swing arm that used to vary effective spring rate. Rainey started the year with one bike fitted with the electronic system and one with the old linkage.

The electronic gauging device for rear suspension positioning is mounted on swing arm just behind Rainey's left ankle so you might be able to pick out which bike is fitted with it if you are on the inside of the circuit somewhere like the corkscrew.

The bursts of acceleration required at Laguna will test the tyres and produce the tell tale black lines on the road. It was a sudden rear wheel slide that caught Schwantz out last year. There are going to be more rear wheel slides this weekend but perhaps they are going to be more predictable. Schwantz had a wicked slide at Suzuka out of a slow corner just like the last turn at Laguna where he fell last year. This time he saved it and went on to win.

At Suzuka Gardner was running out of fuel by the end of the race. There have been fuel consumption problems at the U.S Grand Prix before. They were avoided with a race distance reduction last year but with more weight to carry, fuel consumption is obviously up again. That will be yet another technical factor that could affect the outcome of the race.



IF NOT NOW, WHEN?

Thirty years ago Jim Russell opened his first driving school, thereby creating an industry.

In the beginning the Russell schools were solely for the young lion.

But no longer. Today's young lions are joined by hundreds with a singular lust. Driving well at racing speeds!

Most students tell us they truly regret waiting so long to get behind the wheel.

What held them back? Worrying that they might be the class slug, that's what. Sound familiar?

Think about it: There is a greater risk than discovering you aren't a budding star. And that is the risk of going through life without the rarified experience of driving hard on one of the world's great tracks.

How about you. If not now, when?

Contact one of the three Jim Russell International Driving Schools. Each united by teaching philosophy. Each unique in character.

EAST COAST—Le circuit Mont-Tremblant

Jim Russell Racing School
Post Office Box 119-A
Mont-Tremblant, Quebec
Canada JOT1Z0
Tel: (819) 425-2739 Fax: (819) 425-9183

WEST COAST—Laguna Seca Raceway

Jim Russell Racing School
1023 Monterey-Salinas Highway
Salinas, CA 93908 USA
Tel: (800) 821-8755 (408) 372-7223
Fax: (408) 372-0458

ENGLAND & EUROPE—Donington Park

Jim Russell Racing School
Castle Donington
Donington Park
Derby, DE72RP England
Tel: (0332) 811430
Fax: (0332) 811422



Yeah, but you should see the other guys.



It was a brawl, no doubt about it. A fight to the finish. Then Ivan "Ironman" Stewart came out swinging behind the wheel of his Toyota. And it was all over but the ten-count.

It's not like we had something to prove. We've won more than our share of Baja 500s.

Last year we ran off with our eighth consecutive MTEG Manufacturer's Cup. And the first Overall Championship title by a pickup in the history of the SCORE/HDRA desert racing series.

We don't start fights. We finish them.

But there always seems to be somebody out there with a chip on his shoulder. Talking like a tough guy, looking for a shot at the title. Until he puts his truck up against a Toyota.

Then whammo: he finds himself on a one-way street to Palookaville.

"I love what you do for me."

 **TOYOTA**

TECHNOLOGY ON A FAST TRACK

© 1991 Toyota Motor Sales, U.S.A., Inc.



Marlboro

**SURGEON GENERAL'S WARNING: Quitting Smoking
Now Greatly Reduces Serious Risks to Your Health.**

82

Kings: 17 mg "tar," 1.1 mg nicotine—
Kings Box: 16 mg "tar," 1.1 mg nicotine
av. per cigarette by FTC method.

© Philip Morris Inc. 1990