

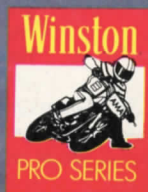


Champion Spark Plug 200

LAGUNA SECA RACEWAY • AUGUST 2 & 3, 1980



AMA
SANCTIONED



AMA
SANCTIONED

OFFICIAL PROGRAM \$2.00

Winston Pro Series

© 1980 R. J. Reynolds Tobacco Co.



16 mg. "tar", 1.1 mg. nicotine av. per cigarette by FTC method.

Winston out-tastes them all.

Warning: The Surgeon General Has Determined
That Cigarette Smoking Is Dangerous to Your Health.



Champion Spark Plug



SCHEDULE OF EVENTS

SATURDAY, AUGUST 2, 1980

- 8:00 AM-12:00 Noon..... Practice. Alternating classes: 15-minute sessions (including Side-cars). Novice, Expert/Lightweight, Formula One, Superbike, Sidecar.
- 12 Noon-1 PM..... Lunch.
- 1:00 PM-1:45 PM..... Superbike Timed Practice.
- 1:55 PM-2:40 PM..... Formula One Timed Practice.
- 2:45 PM..... Final Tech Inspection Superbikes.
- 3:00 PM-3:35 PM..... Superbike Final (26 laps, 49.4 miles).
- 4:00 PM..... Two (2) Expert/Lightweight Heats (5 laps, 9.5 miles). Two (2) Novice Heats (5 laps, 9.5 miles). One (1) Sidecar Heat (5 laps, 9.5 miles).
- 5:15 PM..... Show completed.

SUNDAY, AUGUST 3

- 9:00 AM-10:35 PM..... Practice: 15-minute sessions, alternating classes. Novice, Expert/Lightweight, Superbike, Formula One, Sidecar.
- 11:00 AM..... Opening Ceremonies.
- 11:15 AM-11:50 AM..... Expert/Lightweight Final (26 laps, 49.4 miles). (approx.)
- 12:00 Noon-1:00 PM..... Lunch.
- 1:00 PM-1:40 PM..... First heat Champion Spark Plug 200 Formula One (33 laps, 100 km/62.7 miles). (approx.)
- 2:00 PM-2:30 PM..... Novice Final (21 laps, 40 miles). (approx.)
- 2:45 PM-3:25 PM..... Second heat Champion Spark Plug 200 Formula One (33 laps, 100 km/62.7 miles). (approx.)
- 3:45 PM-4:00 PM..... Sidecar Final (10 laps, 19 miles). (approx.)
- 4:15 PM..... Show over.

THE CHAMPION SPARK PLUG COMPANY

Vice President, Sales Charles A. Swalbe, Jr.
 Director of Distributor Sales Donald B. Midgley
 Regional Sales Manager Gary Groff
 Vice President Advertising/Merchandising. Richard D. Kudner
 Manager, Special Events & Promotion James H. Young
 Public Relations Director R.J. Mougey, Jr.
 Manager of Racing Coordination. Richard J. Gail

THE AMERICAN MOTORCYCLE ASSOCIATION

Commissioner of Professional Racing Mike Di Prete
 Professional Competition Manager Bill Boyce
 Communications Director Dave Despain
 Referee Walt Masterton



All material in this publication is the copyright of Nice One Productions, P.O. Box 3450, Mission Viejo, CA 92690. None of this material can be produced in whole or part without prior written permission. Program concept and editorial by Lyondor Publications. 1979 Grand Prix Report courtesy of Cycle World magazine. Front cover courtesy Yamaha Motor Corp. Kenny Roberts Biography courtesy Yamaha, Circuit Magazine, Europe.

WELCOME TO LAGUNA SECA RACEWAY and the BEAUTIFUL MONTEREY PENINSULA

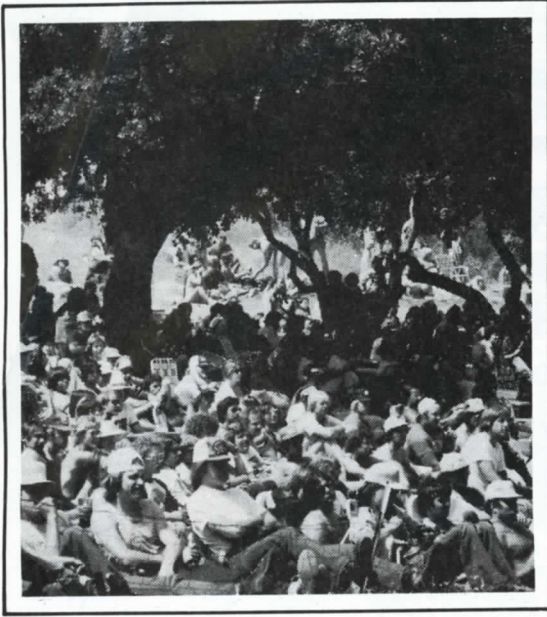
Welcome to the 1980 running of the Champion Spark Plug 200 and to a new and exciting decade of motorcycle and auto racing at Laguna Seca.

We at SCRAMP, know you will enjoy your visits to Laguna Seca in the 1980s more than ever before. The Monterey County Parks Department has completed construction of the campgrounds, restrooms, showers, picnic areas and recreational lakes. This year the Datsun pedestrian bridge at start/finish and the Champion Spark Plug Company bridge near turn 8 will make reaching your favorite viewing areas much easier. And, throughout the next few years you will have a front row seat to watch Laguna Seca Raceway and Recreation Area become one of the most beautiful and unique facilities in the country.

Everyone at SCRAMP wants to thank you for participating in what we think will be our best years ever, and to share in the knowledge that the net proceeds from all our events go to Monterey area charities and service organizations.

Thanks again for helping us help others.

Lou Russo, President
Sports Car Racing Association
of the Monterey Peninsula



Ed Lane photo

WELCOME, RACE FANS!

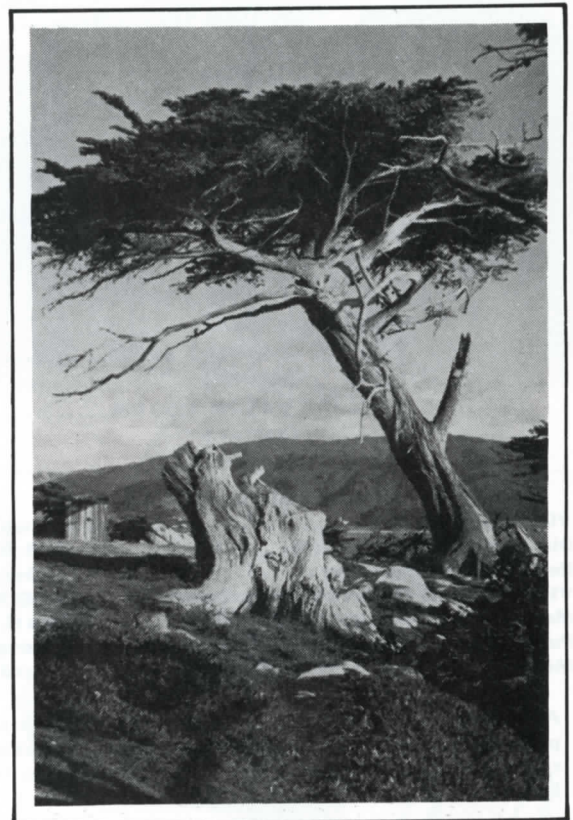
To the first-time visitors to the Laguna Seca Raceway I extend the warmest of welcomes. To those of you who have been with us before, you'll note through the improvement of facilities that our welcome is now even warmer. The track and races will be as exciting as ever, but the amenities contributing to your comfort have seen dramatic changes in the past few years. We're proud of the work done by the Monterey County Board of Supervisors and its Parks Department in this revitalized facility.

We hope that during your stay with us you'll have the opportunity to explore other parts of this beautiful Monterey Peninsula. Not only are we known for the scenic wonders with which we have been blessed, but the shopping, dining and accommodations measure up to our image as one of the world's finest resort areas.

Again, we welcome you all and wish you a most pleasant stay.

Very truly yours,

Hal Hallett
President
Monterey Peninsula
Chamber of Commerce



NO.1 NO.1 NO.1 BEL-RAY



For street, for dirt, for fun! Whatever your motorcycling actions, Bel-Ray's got the best lubrication for all of your cycling needs. From Wes Cooley, Brad Lackey and Terry Vance, the kings of the track, dirt and strip, comes sound advice. "To be the best, to protect your machine the best, use the best; and Bel-Ray's Number One!"

Follow their lead. More factory teams, racers and mechanics world-wide do. A powerful endorsement for the finest line of Total Performance Lubricants money can buy.

On the street, in the dirt, wherever you go, protect your fun with Number One, Bel-Ray.



"THE WORLD'S FASTEST MOTORCYCLE LUBRICANTS"

BEL-RAY COMPANY, INC., INTERNATIONAL CORP. HDQTRS.
P.O. Box 526, Dept. BR-12, Farmingdale, NJ 07727.
(201) 938-2421, Telex 132476
WESTERN HDQTRS.
561 S. State College Blvd., Dept. BR-12, Fullerton, CA 92631.
(714) 738-8474



Champion Spark Plug Company
P. O. BOX 910, TOLEDO, OHIO 43601 • U. S. A.
AREA CODE 419-535-2567

R. A. STRANAHAN, JR.
PRESIDENT

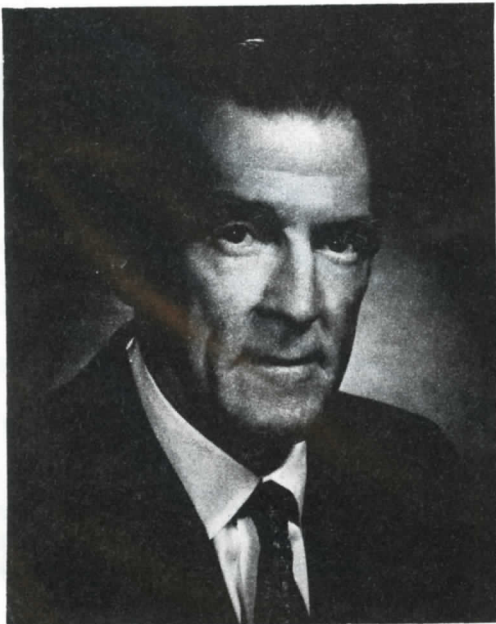
August 3, 1980

Greetings:

It is my pleasure to welcome you to Laguna Seca Raceway and the Champion Spark Plug 200, another round in the 1980 Winston Pro Series.

Champion Spark Plug Company has been sponsoring motorcycle road racing in California since 1971 but we believe this year's American Motorcyclist Association event will be one of the finest with which we have been associated. Conducting a race of this magnitude is no simple task and we are grateful to the officers and dedicated volunteers of the Sports Car Racing Association of the Monterey Peninsula (SCRAMP) for their contributions to the success of the event.

On behalf of all Champion people, I extend best wishes for an enjoyable and exciting weekend of racing action. We also hope you share our pride in the knowledge that service organizations and charities in the Monterey area will be better able to provide for needy, less fortunate individuals because of your presence at this Champion Spark Plug 200.



Sincerely,

R. A. Stranahan, Jr.
President



Champion's Winner's Circle

1. Track Shirt

White leisure permanent press. Comfortable 50% cotton/50% polyester featuring handy pocket on left chest. (S, M, L, XL) \$7.00

2. Director's Chair

Kiln-dried hardwood frame with black slip-on seat and back. \$27.30

3. V-Neck Sweater

Completely washable sweater of 50% acrylic/50% rayon material. Knit cuffs and waistband. Fashion cut for ladies and gentlemen. Only available in beautiful Champion Red. (S, M, L, XL) \$10.50

4. Motorcycle Calendar

Exciting full-color motorcycle enthusiast 1980 calendar. Terrific action shots of motorcycle racing around the year. Just \$1.85

5. Hassock/Cooler

A comfortable seat or footrest in colorful red and white. Remove the top and see a styrofoam cooler inside. Has a handy carrying handle on each side for easy transporting. \$21.35

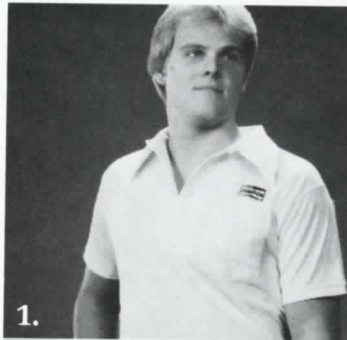
6. Belt Buckles

White metal cast buckle with brass electroplated antique finish. \$3.85 each.

A. Aviation B. Marine
C. Automotive D. Motorcycle.

7. "CHAMP" Reversible Winter Jacket

Newest jacket in the Champion line of wearables. Tough Oxford nylon, outer shell in red, white and black. Reverses to solid red with contrasting sleeve striping. Two slash pockets on each side. (S, M, L, XL, XXL) Only \$27.05



1.



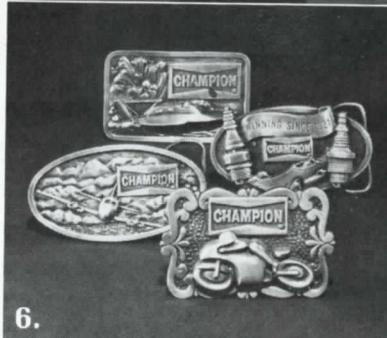
2. & 3.



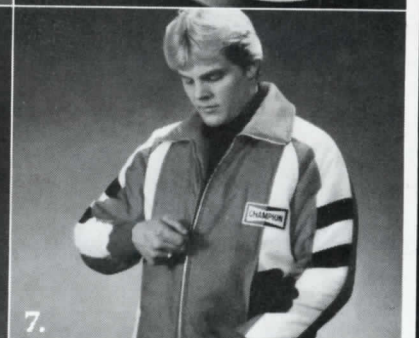
4.



5.



6.



7.



Champion Spark Plug Company
Toledo, OH 43661



**You can't
buy a
better plug.**

Champion's Winner's Circle

Credit card phone orders, call
**CHAMPION WINNER'S CIRCLE ORDER
DESK 1-800-325-1965. Missouri residents
call collect: (314) 429-7300.**

Name _____

Address _____

City _____ State _____ Zip _____

Acct. # _____

Master Charge Visa Exp. Date / /

Card Holder _____

Signature _____
• Make check payable to Anchor Marketing, Inc.
• Prices include all postage and handling.

QTY.	SIZE	ITEM NO.	DESCRIPTION	UNIT PRICE	TOTAL PRICE

**Make checks payable and
send to:
ANCHOR MARKETING, INC.
1700 Lotsie Blvd.
St. Louis, MO 63132**

EE

SUB TOTAL	
MISSOURI RESIDENTS ADD 4.625% SALES TAX	
TOTAL AMOUNT	

OUT THE DOOR. ON INTO THE RECORD

Out on the racetrack, you'll see exactly what makes one motorcycle better than another. The power. The acceleration. The reliability. The handling. The brakes. And that's where these total performance machines have been proving themselves. Again and again.

THE CB750F

Back in 1969, we introduced the first Honda 750. And it made such an impression on the critics that they invented a whole new word just to describe it.

Superbike.

In 1979, we introduced a completely rethought version of this phenomenal machine. And the critics didn't waste any time getting it out on the track. In fact, if you picked up a motorcycle magazine with a road test of the CB750F, there's only one way to describe the reviews.

Raves.

Take a close look at the 1980 CB750F

and you'll see where all the excitement is coming from. Start with the engine. A 749 cc DOHC powerplant with a Pentroof™ combustion chamber and 16 valves that just breathe horsepower. Four 30 mm CV carburetors with an accelerator pump. And pointless inductive ignition.

Then look at the way it handles. Those tuned, four-into-two pipes tuck right up under the frame rails for lots of clearance. Because we designed everything to work together. The tough, double-cradle frame. The geometry. The low-stiction forks. The needle-bearing swingarm pivot. The aluminum-alloy ComStar™ wheels. The tubeless tires. The all-new externally-adjustable 30-setting shock absorbers. And thanks to those three big disc brakes, it stops as well as it goes. We don't have to say much about the



TO THE TRACK. LOOK.

styling here. Because if you own a CB750F, you'll love every last detail. And if you don't, you just can't appreciate all those tremendous little touches.

You'll be so busy trying to catch up, you'll never get a good look.

THE CB400T HAWK™

Take a look at the 410 cc Box Stock Class. You'll see the 1979 AFM Number One plate—on a 1979 Hawk fitted with low handlebars and road racing tires.

And for 1980, you'll see the same big-bore, ultra-short-stroke, high revving 395 cc twin. The same three valves per cylinder, Pentroof™ head, 30 mm CV carburetors, hot-sparking electronic ignition, and exclusive Power Chamber™ exhaust

system. All pumping red-hot gobs of horsepower into a new quick-shifting, six-speed gearbox.

But this year, you'll get all this record performance in a brand new package. Because now the Hawk has the same all-business styling as the other two all-out machines in the Honda High Performance Series: the CB750F and the CBX.

HONDA

FOLLOW THE LEADER.



ALWAYS WEAR A HELMET AND EYE PROTECTION WHEN RIDING. Specifications and availability subject to change.
©1979 American Honda Motor Co., Inc.

For a free brochure, see your Honda Dealer.
Or write: American Honda Motor Co., Inc.,
Dept. C119, Box 50, Gardena, California 90247.

TEAM CASTROL DEFENDING CHAMPIONS*

Include

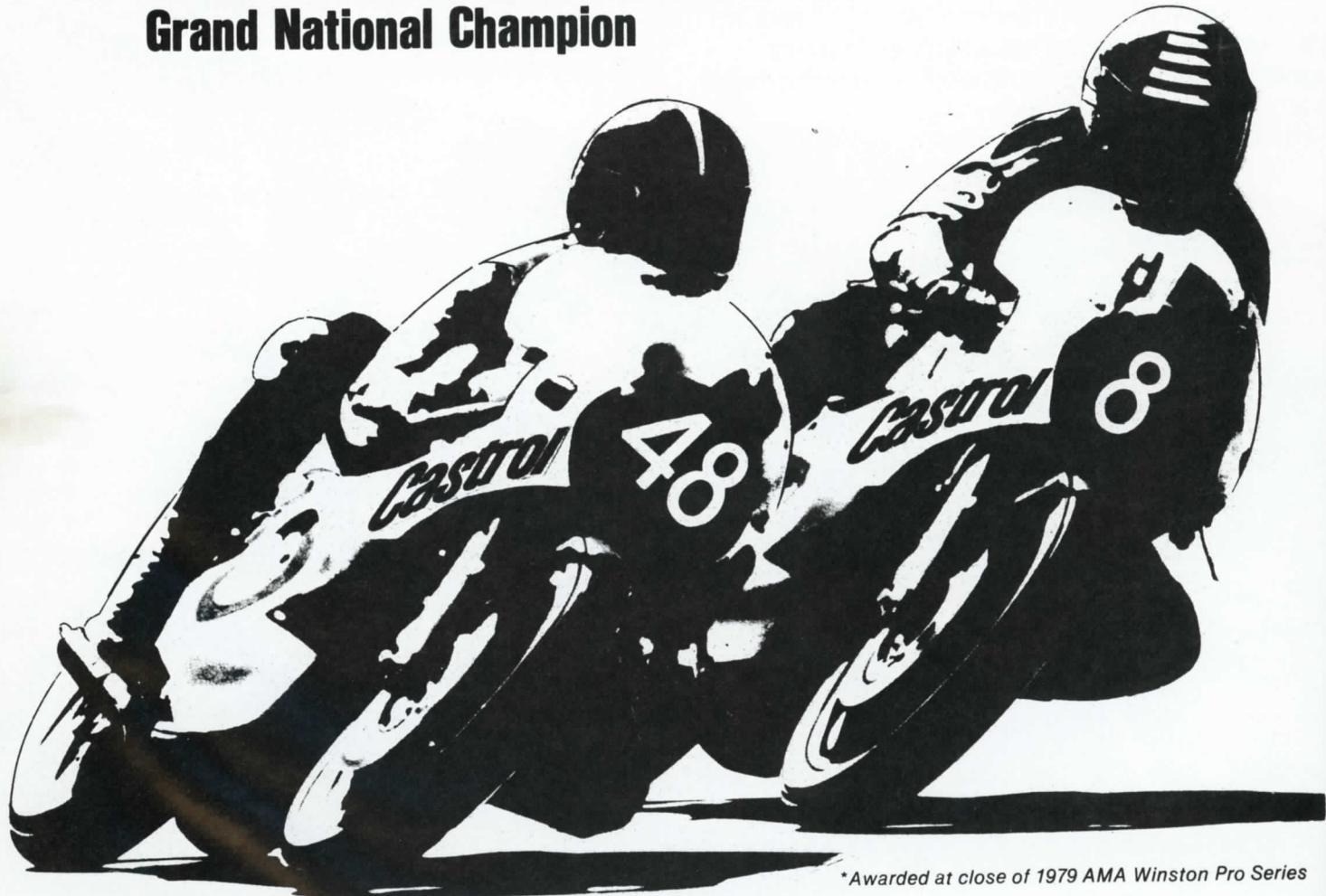
**Richard Schlachter, U.S. AMA/CASTROL 750cc Expert
Road Race Champion**

**Freddie Spencer, U.S. AMA/CASTROL 250cc Expert
Road Race Champion**

**Al Collins, U.S. AMA/CASTROL 250cc Novice
Road Race Champion**

**Coleman/Bevins, U.S. AMA/CASTROL
Side-car Champions and**

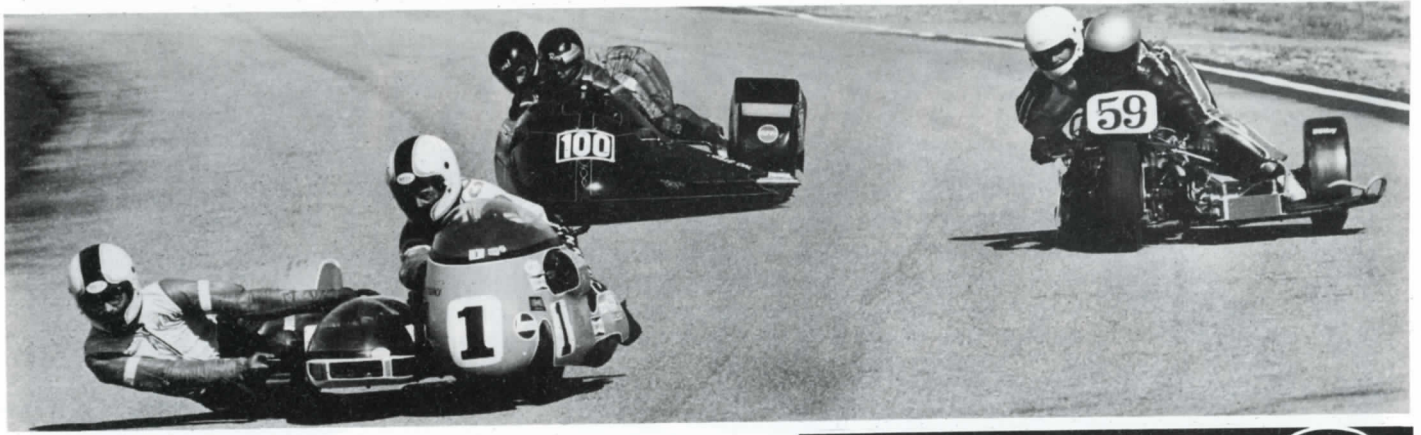
**Steve Eklund, U.S. AMA/CASTROL
Grand National Champion**



*Awarded at close of 1979 AMA Winston Pro Series

CASTROL Delivers Championship Performance

BURMAH-CASTROL INC. Hackensack NJ 07601



SIDECAR RACING— SIDEWAYS ON THREE WHEELS!



Sidecar Racing is one of the most exciting spectacles in motor racing today.

As these three-wheeled vehicles hurtle sideways through the corners, the passenger madly scrambles from side to side to maintain balance, and provide every possible bit of traction. At the same time, he must contend with the enormous braking, cornering and acceleration forces that a modern sidecar generates.

With their tires having tread widths of as much as 10 inches, and with disc brakes on all three wheels, a sidecar can brake much faster than a two-wheeled motorcycle, and the cornering capabilities must be experienced to be believed.

The Champion Sparkplug 200 weekend at Laguna Seca is considered to be the premier event of the North American Sidecar season, and pays points towards the National Championship. The fastest sidecar racers from all over the United States and Canada will be here this weekend. The odds on favorite in this weekend's race must be Pete Essaff and Ken Harold, who have won the AMA/Castrol S sidecar races at Elkhart Lake, Loudon and Road Atlanta.

Nineteen seventy-nine champions Larry Coleman/Mark Bevans of Redwood City have a brand new outfit, and hope to repeat their last year's victory here.

Another contender to watch for

is last year's heat race winner Wayne Lougee, also of Redwood City, with his passenger Sean Jackson. Last year Wayne's substitute passenger, Kenny Harrold, fell off near the bottom of the infamous "Corkscrew" while they were challenging for the lead. Wayne turned the outfit around, Kenny jumped back aboard, and they continued on to finish fifth.

The Mid-West contingent is headed by Richard Dupree/Marv Hagele of Chicago. Richard is the publisher of 'Sidecar News' and an officer of the Sidecar Racer's Association.

The Canadian group is headed by 1978 Laguna Seca winners Roy Richard/Dave McKenna of Ontario, and last year's second place team, Winfried Hopp/Bill Alston of Pennsylvania, head the group from the East Coast.

Another team that will bear watching is Walt Garnett/Bob Smith from Riverside, Calif., on an outfit Walt built in his garage. Walt astounded everyone here last year by finishing sixth on the then-untried outfit, despite a broken clutch cable. We recommend the "Corkscrew" area, and the turn 7, 8 and 9 area as being particularly exciting places to watch the sidecar race from.

We hope that you will enjoy the races here today, and if you wish to find out more about this fascinating sport, please write to: Sidecar Racers Association/West, P.O. Box 411, San Leandro, Calif. 94577.

BurmaH Castrol, Inc., in their continuing effort to support the activities of the American Motorcycle Association, and the sport of cycle competition, has announced their sponsorship of the 1980 AMA/Castrol "S" Side-Car Challenge.

Castrol, whose lubricants are already popular in dirt track and road racing as well as the rapidly increasing number of side-car teams, will award a total of \$2,000 in contingency payments at the end of the racing season.

All participating side-car teams competing in the 1980 AMA/Castrol "S" Challenge will be offered Castrol products, must display the Castrol decal on both sides of their racing outfits and display the Castrol patch on their leathers.

Based on the official points at the close of the season, side-car teams will be rewarded according to the following schedule:

Winner.....	\$1,000
Second.....	500
Third.....	250
Fourth.....	125
Fifth.....	75
Sixth.....	50

The Winston-Pro Series of AMA events at which the AMA/Castrol "S" Challenge Races will be part of the schedule includes Road America, Bryar Motorsport Park, Road Atlanta, Laguna Seca and Pocono International Raceway.

SCRAMP

The Board of Directors of the Sports Car Racing Association of the Monterey Peninsula is a group of Monterey Peninsula businessmen who donate their time to earn money for charity by organizing and promoting motor sports at Laguna Seca Raceway.

SCRAMP has been presenting races at Laguna Seca since 1957, when racing on the Peninsula moved from the streets of Pebble Beach to the hills of what was then Fort Ord.

The SCRAMP Board members can be recognized by their orange and yellow jackets. They will be happy to answer any questions you may have this weekend.

SCRAMP DIRECTORS AND COMMITTEES — 1980 STANDING COMMITTEES

ADMISSIONS & PASSES

*Ken Lofink
*Paul Cava
Chuck Vout
Suzanne Meem
John Russo
Bill Killingsworth
Al Stoeberl
Dick Vance

CONCESSIONS

*Jack Giles
Tim Connell
Joe Williamson
Teresa Trsol
Mary Ann Wood
Joe Cavallaro
Dave Bindel

DISPLAY IDENTIFICATION

*Bill Avey
Paul Rice

LEGAL

*John Anton

PARKING

*Ted Ross
Kay Rigg
*Chuck Karnow
Ron Meredith

PROGRAMS

*Buff Cody
Charlie Crandall
George Nicolayev

RACE ACTIVITIES

*Jack Brown
Jon Sirrine
Fred Baker
Liz Brown

SITE DEVELOPMENT

*Dick Lee

MEDICAL

*Dan Strickland
Bob Levy
Art Black
Ted Rose

TRAFFIC

*Don Vierra
Larry Spencer

DAY SECURITY

*Jack Lewtschuk
Roger Chatterton
Harry Klema

NIGHT SECURITY

*Fred Duffie
Russell Porter
Paul Stearns

COMMUNICATIONS

*Jim Lacalamita
Terry Wright

SOUVENIRS

*Gerry Byrne
Rod Phillips

CAMPING

*Don Ask
Terry Williams

PRESS

*Hank Veloz

SPECTATOR ASSISTANCE

*Bob Feeney
Bob Baird
Lance Baird
Gerry Thomas
Fred Finch
Dave Eaton
Rod Raudstein

SPECIAL COMMITTEE

*Les Golding
*Ed Magner
*Howard Pearson

*Directors

OFFICERS

PRESIDENT
VICE PRESIDENT
SECRETARY
TREASURER
PAST PRESIDENT

Lou Russo
Dick Lee
Jack Brown
Joe Ferreira
Hank Veloz

STAFF

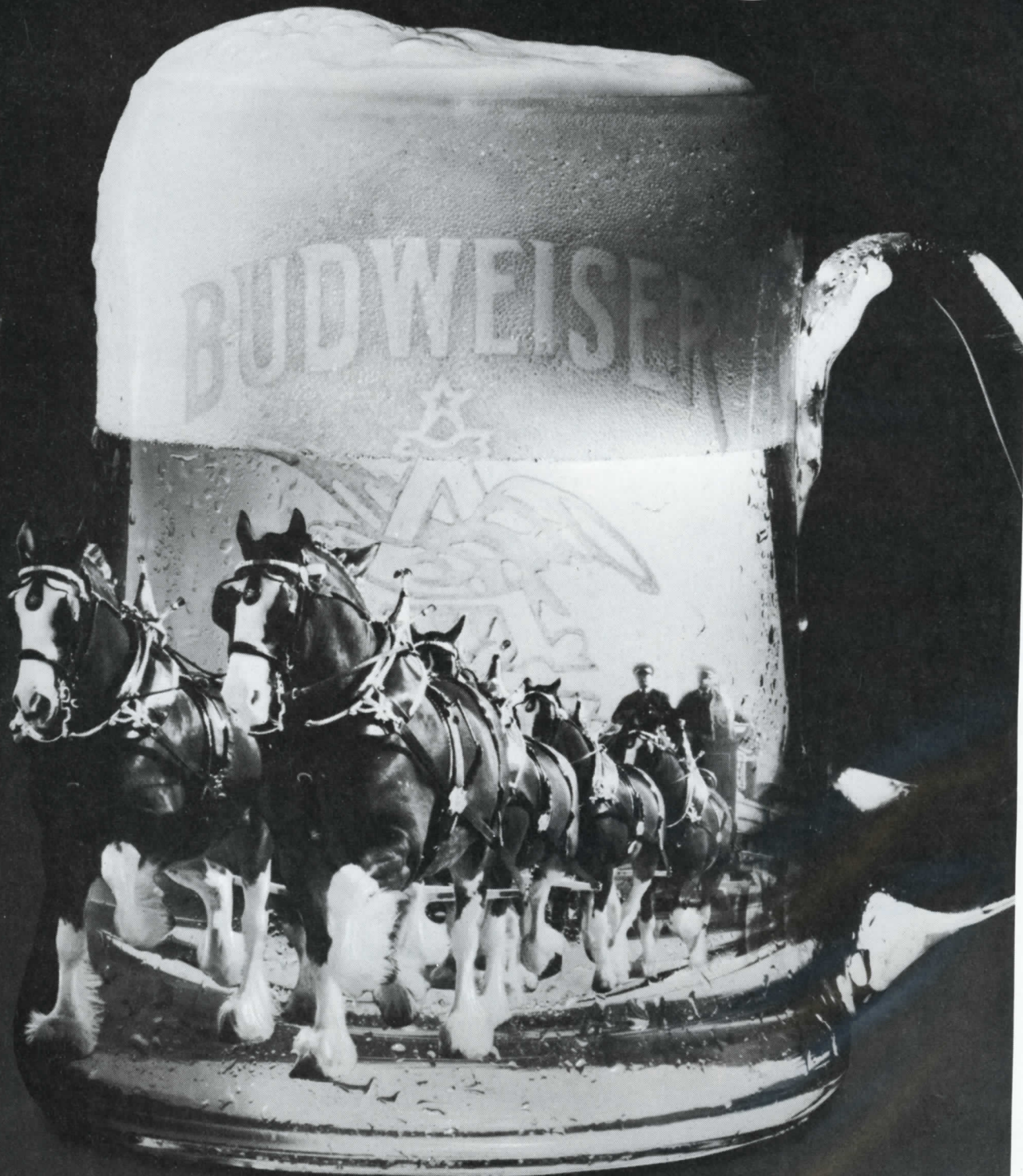
EXECUTIVE DIRECTOR
PUBLIC RELATIONS
EXECUTIVE SECRETARY
STAFF ASSISTANT

Lee Moselle
Mary Brooks
Joan Tremblay
Sunny Besterman

COURSE SUPERVISOR
COURSE ASSISTANT

Howard Wright
Bo Beresivsky

*For all you do,
the King of Beers[®]
is coming through.*



KENNY ROBERTS, the forceful young American who took the 500cc road racing title for Yamaha in 1978 (his World Championship debut year), started out 1979 at a distinct disadvantage.

In fact, he began the year in a Japanese hospital bed thanks to a 150 mph crash during pre-season testing. Roberts crushed some vertebrae in his back and ruptured his spleen in what was the worst-ever accident of his high-speed career.

He was certain to miss the opening Grand Prix of the year in Venezuela and many observers felt that he would be unable to overcome this early-season setback.

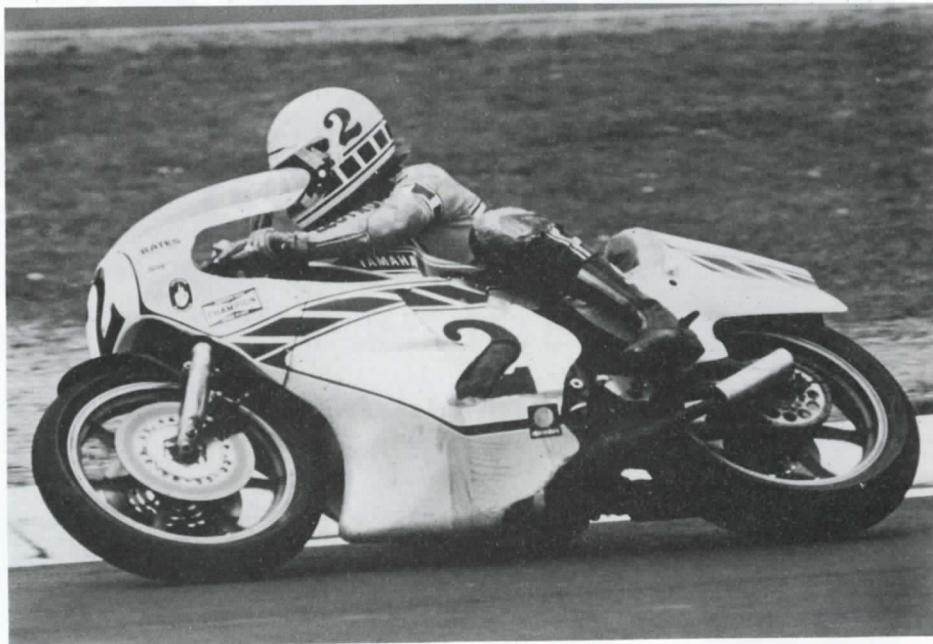
How wrong they were! The tough little Californian was back on a motorcycle little more than a month after the February accident. He did miss the Venezuelan opener, where victory went to his 1978 arch-rival, Barry Sheene, but appeared for the first European Grand Prix of the year at Austria in April.

Any doubts about his comeback ability were immediately dispelled at the Salzburgring. He smashed the lap record and dominated the race to win from Suzuki men Virginio Ferrari and Wil Hartog. Roberts was well and truly back—in fact, he had never really been away!

Then followed a scintillating string of Grand Prix performances. Still strapped into a back-support, Roberts finished second in Germany to Wil Hartog and then swept to three GP wins in succession . . . Italy, Spain and Yugoslavia.

The middle of the season, however, became a trying time for Kenny. Domestic problems led to

GRAND NATIONAL ROAD RACE STARS



his separation from his wife of eight years and their three children. Added to this trauma was the start of a running battle with the Federation Internationale Motorcycliste governing body of the World Championships.

In Spain, Roberts felt that the organizers had not paid him monies due him under the FIM regulations. After winning the event, he registered his protest by refusing to accept the winner's garland on the victory rostrum.

Halfway through the season, in the Dutch GP a combination of these troubles plus a wrong choice of tire kept Kenny in eighth place and then, the following week in

Belgium, trouble with the FIM¹ loomed larger than ever.

A new, shorter circuit at Spa-Francorchamps had been completed only a short time before the race. The track surface was dangerously slippery for today's 110 hp machines . . . too dangerous for the top ten riders in the World Championship, and many others as well. Some 30 riders boycotted the event on the grounds of safety.

The FIM reacted by first suspending the riders, then rescinding the suspensions in favor of fines . . . and finally by rescinding the fines in what the FIM president, Nicholas Rodil del Valle, described as a gesture of amnesty to celebrate the 75th anniversary of the organization.

Two more off-peak performances followed for Roberts. He was only fourth in Sweden and sixth in Finland.

At the British Grand Prix, however, Kenny got it all back together. His mid-season slump had put both Virginio Ferrari and Barry Sheene within striking distance but, after a titanic battle, Kenny won the event by a matter of inches from Sheene. Ferrari was fourth, which meant that the title was just one point away from Roberts' grasp . . . with just the French GP to go.



AMERICAN MOTORCYCLIST ASSOCIATION

We Keep You Riding!

- \$15.00—Full Member—Includes the right to participate in AMA-sanctioned racing meets, AMERICAN MOTORCYCLIST, and voting privileges for Class A Regional Trustee.
- \$ 6.00—Associate Member—Must have full member residing at same address. Does not include AMERICAN MOTORCYCLIST, voting privileges or the right to participate in AMA-sanctioned racing meets.

____ New Member ____ Renewal, AMA No. ____

Name _____
 Address _____
 City _____ State _____ Zip _____

Mail with remittance to: AMA, P.O. Box 141, Westerville, Ohio 43081



**Look for products that stand out
...then look to Rocky for the best.**

Over 10,000 Rocky products are available from motorcycle dealers everywhere. For your copy of Rocky's new, 320 page, 1980 catalog, send \$5.00 in check or money order to: THE NEW ROCKY CATALOG, Dept. RP, P.O. Box 1431, Sunnyvale, CA. 94086.

INTRODUCING THE BELL TOUR STAR.

There's a new addition to the world famous Bell Star helmet line.

TourStar.®

Sleek and sophisticated, this helmet brings a whole new look to the road.

A lightweight, aerodynamic shell reduces neck fatigue and wind resistance. The eyeport opens up to 120° for a better view of the world around you. And the face shield fits flush, to lessen annoying wind noise.

New graphics and paint colors designed for the TourStar blend nicely with the most popular street/touring mounts.

And leave it to the Bell engineers to invent a new shield pivot.

So clever it's patented, this special pivot lets you roll along with the shield fixed in one of four positions.

Like all Bell helmets, the TourStar doesn't come in S, M or L. It comes in hat sizes just like your head, so you get the best fit possible.

There you have it, all the makings of a Star. D.O.T. and Z90 '79 approved for performance and tagged with a suggested retail price under \$90.

The TourStar.

Another Star from Bell.

*Manufacturer's suggested retail price.

FOR \$90* WE'LL MAKE YOU A STAR.



Bell Helmets Inc., 15301 Shoemaker Ave., Norwalk, CA 90650/A Subsidiary of Wynn's International.

BELL.

Kenny made no mistake in France, dicing with Randy Mamola and Barry Sheene for the lead but then settling for a safe third place, ten Championship points and his second World title in just two seasons of GP racing!

Coming home to contest Laguna during a break in the 1980 World Championship season, Kenny again leads the title chase.

But, thanks to his usual mid-season slump, he is being hard-pressed by another Californian home-comer, Randy Mamola.

Randy won his first GP in Belgium while Kenny claimed that he had to "go 110%" even to get third place on the bumpy, tight circuit at Zolder. This, plus a DNF for Kenny in the Dutch GP, means that he has a mere 12 point lead over his friendly rival, Suzuki team leader Mamola.

Kenny Roberts' name is clearly inscribed on the list of all-time AMA racing greats. Champion of the 1973 and '74 series, Roberts now focuses his attention on the world road racing scene and makes only infrequent stateside racing appearances.

"King Kenny" is expected to make several American appearances in 1980, and with 28 career National wins under his belt, he has the opportunity to tie or break Bart Markel's career record by winning here today. In a fantastic "one-time" return to dirt-track racing, KR won the 1980 Houston TT National to tie Markel's record.



DAVE ALDANA

Dave Aldana, a veteran of over 10 years of professional motorcycle racing, has joined Kawasaki teammate Eddie Lawson to attack the Superbike crowd in this year's AMA Superbike Championship series. Aldana, who has ridden for many factories in the past, brings with him road racing experience that spans not only all the tracks in

the United States, but Europe as well.

Aldana, who is currently third in the Superbike standings, has proven his racing abilities aboard his modified Kawasaki KZ1000 in placing well towards the front of the pack. When teamed with Lawson at



JOIN TODAY

AMA
AMERICAN MOTORCYCLIST ASSOCIATION

We Keep You Riding

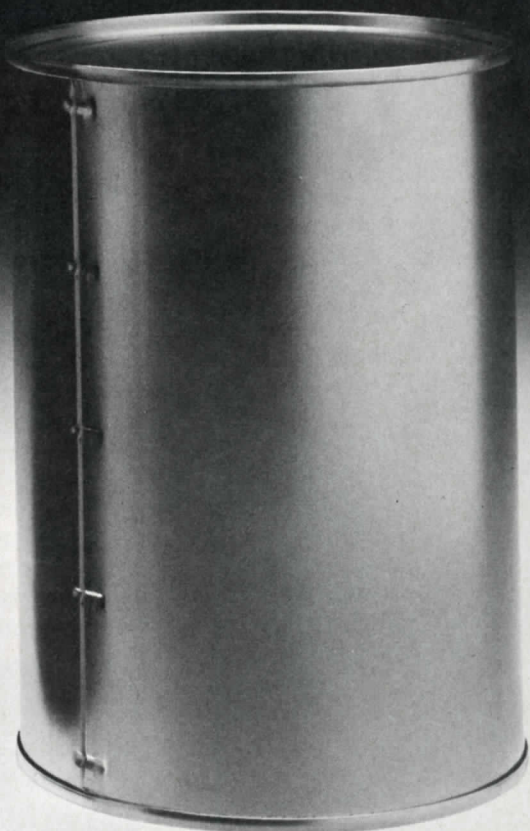
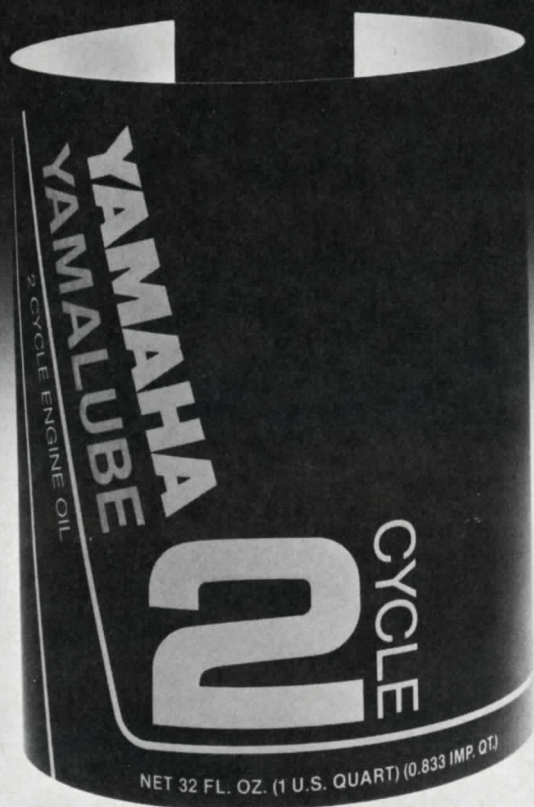
- * \$15.00—Full Member
Includes all benefits.
- * \$6.00—Associate Member
Must have full member in family. Does not include AMERICAN MOTORCYCLIST magazine.
- * Government Relations Activities
- * Accidental Death and Dismemberment Benefit.
- * Motorcycle Theft Protection.
- * AMERICAN MOTORCYCLIST Magazine.

To join:

Call Toll Free
800-848-8890
Or send name, address and membership dues to:
A.M.A. P.O. Box 141
Westerville, Ohio 43081

**SOME
THINGS
YOU
CHANGE.**

**SOME
THINGS
YOU
DON'T.**



After years of making some of the finest high-performance motorcycle lubricants you can buy, we've finally managed to make an improvement: to our package.

Which should tell you all you need to know about Yamalube products. That even after exhaustive testing by our own engineers, years of grueling road racing and mud-slinging motocross, Yamalube has proven itself a winner.

And you don't change a winner.

Yamalube 2 is still a balanced blend of premium quality petroleum base stock mixed with special additives that protect high-revving 2-stroke engines.

Yamalube 4 is still specially formulated for 4-strokes and their valve trains. When used in transmissions, it extends gear and clutch plate life too.

And for the extra protection two-stroke racing demands, Yamalube R racing oil still features unique anti-wear additives to reduce friction, giving you

that critical edge winners need. The only difference is, now all three Yamalube products look as slick as they perform.

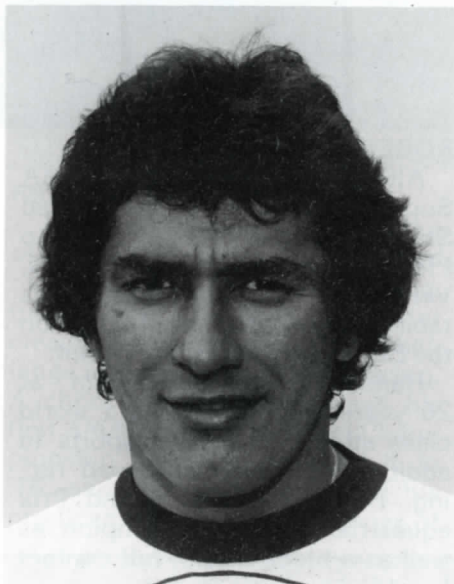


YAMAHA

When you know how they're built

the Ontario Six-Hour Endurance Race this year, they finished a very close second after the grueling all-day event.

Although Aldana has had his share of exciting moments in racing, he's never been injured. "I've never been really seriously hurt racing bikes," he says, "because I just cool it and get around riders with my experience. It can make up for a lot of horsepower and a lot of wild riding."



Discussing his plans for this year, and his joining Team Kawasaki's Road Racing efforts, Aldana says, "I'd like to prove to myself and to everyone else that with the right support and backing, I'm just as fast as anybody else. With the Kawasakis and the team we've assembled that point is becoming clear to a lot of our non-Kawasaki competitors. We've got good bikes, good team, and a great chance at winning more than our share of races."

Aldana, who splits his time between racing in the U.S. and Europe, has recently married an English girl and moved to Garden Grove, Calif.



EDDIE LAWSON

Although 22-year-old Eddie Lawson borders on the quiet side when not astride a motorcycle, he sure cranks up a racket on the race track. The Ontario, Calif. resident has ridden his factory Kawasaki into the biggest point lead in the history of the AMA Superbike Championship series. Five riders have battled for the lead since the series opened at Daytona in March, but Lawson's 13-point lead over Wes Cooley is the largest ever.

"A lot of racing is in your head," says Lawson. "Back when I was totally concentrating on dirt track racing, it was hard not to get rattled when things got a bit hectic. It's the same thing in road racing. If you keep your cool and pay attention, you can do very well."

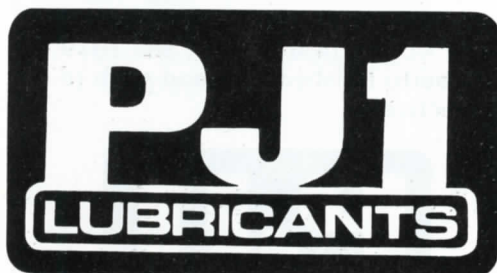
Lawson has proved repeatedly that he can do very well indeed. In a recent expert lightweight final event, Lawson's cool under pressure was put to the test when a competitor's engine seized and he ran off the track, forcing Lawson off with him. Lawson kept his cool head, regained control and roared back into the lead three laps from the finish to claim the checkered flag.

As the AMA Superbike Championship Series gets tighter, Lawson and his Kawasaki are the first favorite to emerge as the Champs.

"Even though I've got the points lead, I'm not going to back off a bit," says Lawson. "My 13 points is the equivalent of a single third place finish and it's far from secure. We've got four more series events to go and anything can happen."

RICHARD SCHLACHTER

In 1979, Rich Schlachter quit his construction business, closed out his bank account and went racing full time. That concentration of effort and resources netted him the U.S. Road Racing Championship and high hopes for the 1980 season, with its expanded schedule of Winston Pro Series pavement races. Schlachter has long been a leader in regional road racing, particularly in the eastern United States, and has been viewed as a potential star. He began to fulfill that promise in 1979 with runnerup



750cc class finishes at Loudon and Laguna Seca and a Superbike win at Loudon. In addition, he was running fifth in the Daytona 200 when he was sidelined by a flat tire. Like most American road racers, Schlachter did some European racing in 1979 and may again in 1980, depending upon sponsorship. However, his priority for the coming season is Winston Pro Series road racing and breaking the ice with the first of many career National victories.



ROBERTO PIETRI-VEGAS

Although he has held an AMA Superbike license in the United States for five years, Roberto Pietri-Vegas, a native of Caracas, Venezuela, has done most of his racing in his home country and on the European road racing circuit.

Handsome and flamboyant, at 26 years old, Roberto is a world class athlete in several sports in addition to motorcycle road racing. He is a former Grand Prix equestrian jumping champion as well as a black belt in full contact karate.

Roberto began racing motorcycles at age 11 through the streets of Caracas. Explains Roberto, "We would put our money down and race. The first one to make it through the crazy city traffic and up to the mountains from point A to point B won the money." This experience helped Roberto win the All-Venezuela Open Motocross Championship in his novice year of organized racing.

After viewing his first road race in Daytona in 1974, Roberto turned his full attention to the asphalt circuit. He has been a consistent finisher and an immediate crowd pleaser at Silverstone, England, Le Mans, France and other international events ever since. Racing in the Venezuela Grand Prix against the world's best in 1978 and 1979, Roberto finished fifth and sixth respectively.

WE'RE THE ONLY BARBOUR SHOP IN TOWN.



In Britain, where a sunny day appears as frequently as Haley's Comet, they make a riding suit so incredibly weatherproof it's the choice of touring, ISDT and Enduro riders the world over. The classic Barbour International.

Guaranteed 100% waterproof.

Guaranteed 100% windproof.

Guaranteed 100% thornproof.

With a list of features as long as your arm.

Yamaha is pleased to be the exclusive distributor of the Barbour International riding suit here in the New World.

So if you want the best foul-weather gear made, see your Yamaha dealer.

And pick a nice, lousy day to do it.

YAMAHA

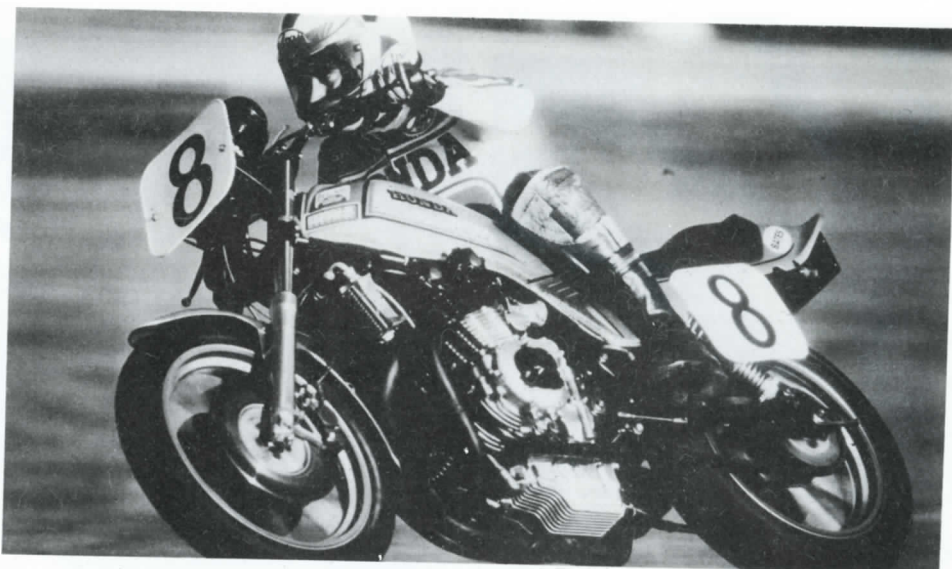
When you know how they're built.





FREDDIE SPENCER

The long-awaited Expert debut of Freddie Spencer may be limited to Winston Pro Series road racing, though the Louisiana youngster clearly has the versatility to challenge in every form of AMA racing. A child star, Spencer earned his first AMA Amateur National Championship in 1975, repeated it in '76, and subsequently fudged his pro license application in hopes of



making his professional debut before his 16th birthday. After sitting out the resultant suspension, Spencer won four of the five Novice road race main events in 1978. In '79, Freddie became a rookie Expert road racer, limited to 250cc Grand Prix bikes, and he won the U.S. Road Race Championship in that class. He also claimed third place in the Superbike Production class, riding factory Kawasakis. In

his spare time, Spencer compiled sufficient dirt track points to qualify for Expert rating and take eighth place in the Central Regional Championship standings. Spencer has the option of seeking the Winston Pro Series title or specializing in road racing, splitting his time between U.S. and European competition.

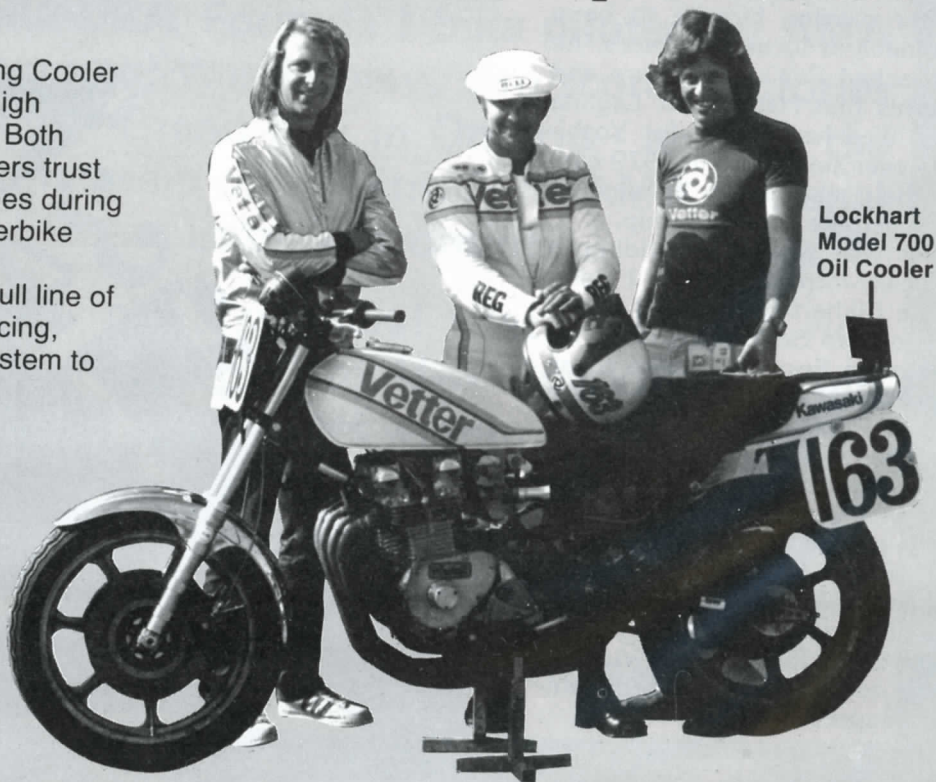
Lockhart Oil Coolers Race proven on Vetter Superbike!

Lockhart's Model 700 Racing Cooler is the lightest, most efficient high performance oil cooler made. Both professional and amateur racers trust Lockhart to protect their engines during the exacting demands of Superbike racing.

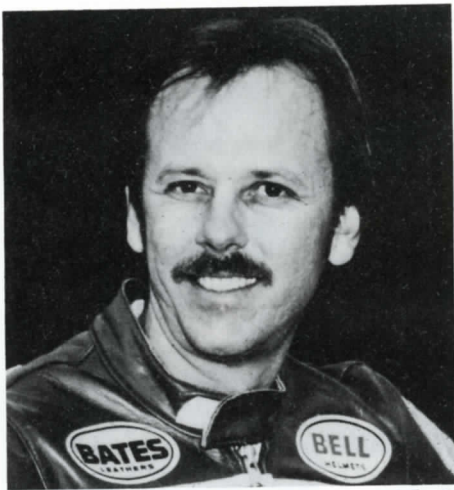
Ask your dealer to see our full line of oil cooler systems. Touring, racing, commuting; Lockhart has a system to handle the job.

LOCKHART

Lockhart Consumer Products
15557 Texaco St., Paramount,
CA. 90723



Lockhart
Model 700
Oil Cooler



RON PIERCE

Ron Pierce is a 30-year-old native of Bakersfield, Calif. Having lied about his age in order to race when he was barely 15 years old, Ron became one of motorcycle racing's first "child" stars. He has remained a star ever since.

In his twelve years of racing at Daytona, Ron may have gone to the winner's circle more than any other racer. In 1979, for instance, he won the Daytona Superbike 100 and finished second in the 200-

WES COOLEY

Wes Cooley, a 24-year-old native of Southern California, has been racing motorcycles for eight years.

After proving himself to be a contender in local club races, he approached Pop's Yoshimura and rode his first National at Laguna Seca. Wes has ridden for Yoshimura ever since, and in 1979 capped their relationship by winning the Superbike Championship.

This year Wes is also riding in the newly-formed Formula 1 class. At the Elkhart Lake round of the Winston Pro Series, Wes rode his Yoshimura Formula 1 bike to an impressive start to finish win against a field of two-strokes. This was the first four-stroke win in AMA National Road Racing in eight years.

The competition is much tougher this year in Superbike Racing, and so far Wes has proved himself capable of retaining his championship. Look for him in Winner's Circle today on his Vetter/Yoshimura Superbike.



Mile Formula One Classic. He eventually finished second in the Superbike Championship point standings for 1979.

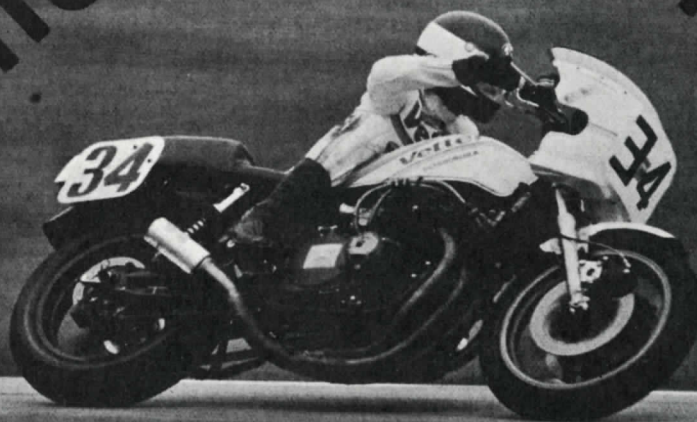
This year he placed third in the Daytona Superbike 100 and seventh in the Formula One 200-miler. Ron also raced in Europe in 1979. In the 24-hour Le Mans, he won going away, setting a new course record with an average of

eight seconds per lap faster than any previous racer—in the pouring rain—a truly remarkable achievement that may never be equalled. Ron's victories also include a win in the superbike event in Loudon, New Hampshire, in 1977.


Experience is important in any sport, but especially so in motorcycle road racing. Ron is a super power in Team Honda's long-range road racing program.



Winners Pick Winners



WES COOLEY, AMA SUPERBIKE CHAMP, ABOARD THE VETTER/YOSHIMURA SUPERBIKE

Team **YOSHIMURA** chose  Hot UTM Spark Plugs to put them first across the finish line at Daytona and Charlotte, N.C. in the 1980 Superbike competition.

The **YOSHIMURA** Formula I bike piloted by AMA Superbike Champion, Wes Cooley, also scored victories — at the Canadian Grand Prix in Ontario - and for the first time in eight years on a 4-stroke in AMA National Roadracing, at Elkhart Lake, Wisconsin!

YOSHIMURA picks winners! that's why we ride with Wes Cooley, and  Hot UTM Spark Plugs. And that's how **YOSHIMURA** makes winning a habit.



YOSHIMURA

RESEARCH & DEVELOPMENT OF AMERICA, INC.

5517 Cleon Avenue

North Hollywood, CA 91601

(213) 985-2331

Nippondenso of Los Angeles, Inc.



857 E. 230th Street

Carson, CA 90745

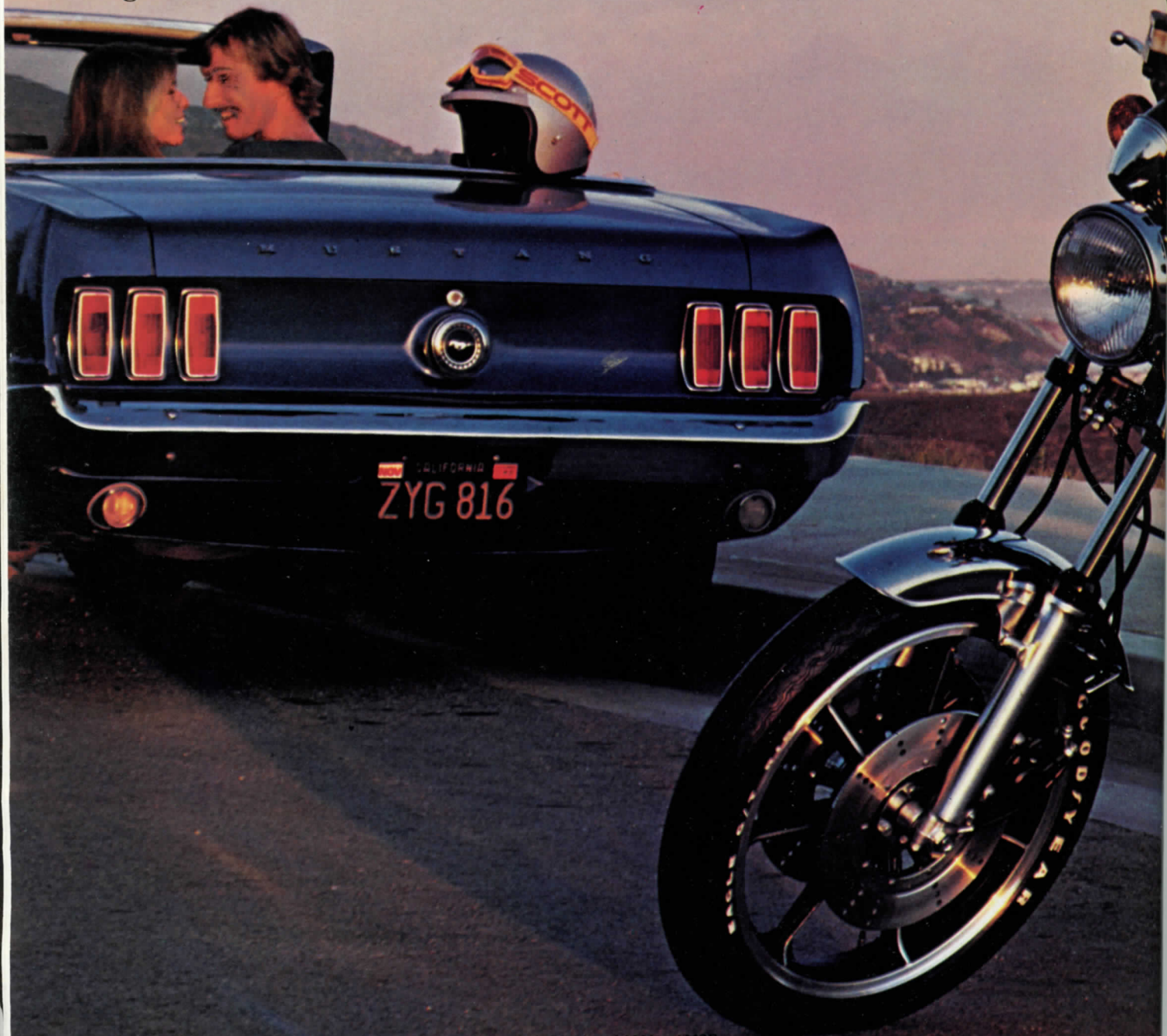
(213) 549-7660

Why did Dave Lewis choose the Kawasaki KZ1000 LTD with its exclusive Clean Air System?

Because Dave believes in full power when making a pass.

Dave was impressed with Kawasaki's ability to meet the EPA standards without loss of power. In fact, he appreciated the improved acceleration, the stable idling and the short warm-ups that the unique Clean Air System gave him.

But the real truth is, Dave Lewis bought the KZ1000 LTD because he had no choice. The mean, low-down, both feet on the ground stepped seat; the low, fat rear tire; the teardrop fuel tank; the pullback handlebars; he couldn't resist. Of course, with his friends, Dave was quick



Kawasaki believes in riding safely. Check local laws before you ride. Member of AMA and MSF. Specifications and parts subject to change without notice. Some model availability may be limited.

to point out how reliable the 1015cc engine was; that it was easy to maintain with its transistorized breakerless ignition. He raved about the way it handled and the excellence of the three drilled disc brakes. He would mention that his was the engine that holds most major drag records and the world land speed record.

Then a lady would pass by and smile. As he smiled back, Dave knew why he bought the KZ1000 LTD.

Come and check out the KZ1000 LTD at your local Kawasaki dealership and while you're there make a pass at the other LTDs. 'Cause they've got the power to keep you out there looking good.



KZ750 LTD (FOUR)



KZ750 LTD (TWIN)



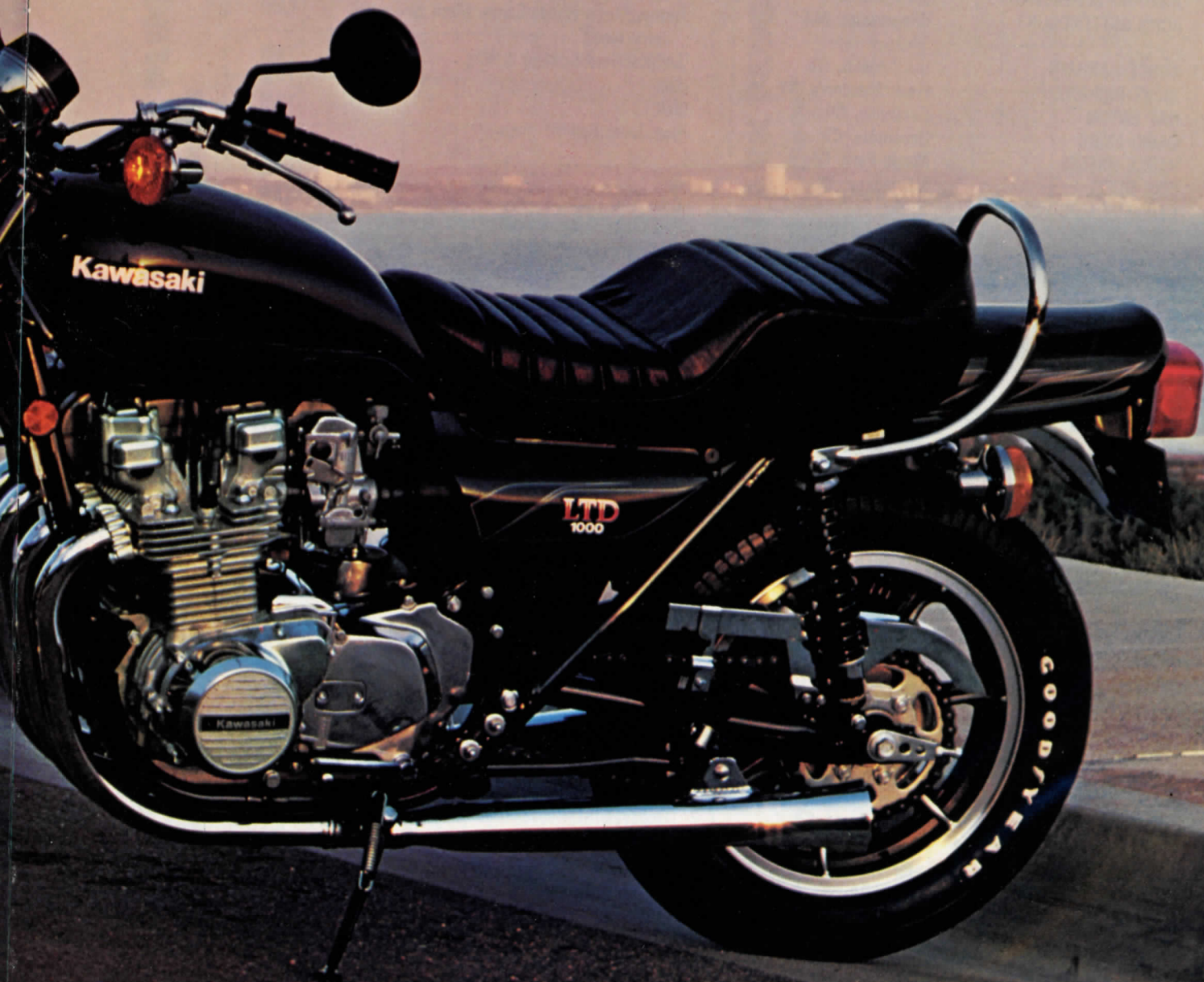
KZ650 LTD



KZ550 LTD

Kawasaki

Don't let the good times pass you by.



CHAMPION SPARK PLUG 200 FORMULA ONE



NO.	RIDER	CITY & STATE	SPONSOR	MACHINE
2	KENNY ROBERTS	Oakdale, CA	Yamaha Motor Corp.	YAM
6	JAMES ADAMO	Glen Cove, NY	Self/Meadowbrook Sales	YAM
8	FREDDIE SPENCER	Shreveport, LA		YAM
13	BENNY DEL MONICO	Houston, TX	Ted Byrom/Howard Rac./Edwards Mtr. Co.	YAM
17	HUGH HUMBLE	Houston, TX	Lubri-Lon International	KAW
22	MILES BALDWIN	Toronto, Ont., Canada	SKF/Diamond Chain	YAM
25	FRANCIS MAZUR	Newark, CA	Rich Oliver	KAW
29	GILL MARTIN	San Diego, CA	Kal-Gard/El Cajon Yamaha	YAM
31	HARRY KLINZMANN	Garden Grove, CA	Mr. Al's Rest./DG Perf./ND Plugs	YAM
34	WESTER COOLEY	Santa Ana, CA	Yoshimura R & D/Suzuki	SUZ
36	JOHN LONG	Miami, FL	Longevity	YAM
37	BRUCE PATERSON	Chardon, OH	Self	YAM
38	DAVID GAROUTTE	Mill Valley, CA	Ewen McKechnie	YAM
39	MARK JONES	Overland Park, KS	Jo Co Motors (Bob Jones)	YAM
44	DEAN CLEETON	Vallejo, CA	Chuck's Bike Shop	YAM
47	HARRY CONE	Sherman, TX	Cone's M/C Sales & Service	YAM
48	RICHARD SCHLACHTER	Old Lyme, CT	Microlon/Castrol/Sky Cycles/Arai	YAM
50	JOHN BETTENCOURT	Bridgewater, MA	Bettencourt's Honda/Comp. Mach & Supply/ Jerry Wood	YAM
52	BRUCE HAMMER	Los Angeles, CA	Self/Kal-Gard Coating & Mfg.	YAM
53	NICKY RICHICHI	Fresh Meadows, NY	Self	YAM
55	HAP EATON	Circleville, OH	Self	YAM
56	DAVID EMDE	Oceanside, CA	Hap Jones/Bell/ND Plugs	-
59	VANCE BREESE	Menlo Park, CA		HD
63	ERIK BUELL	Milwaukee, WI	Self	YAM
69	GENNADY LIUBIMSKY	S. San Francisco, CA	Palo Alto Yamaha	YAM
71	CORY RUPPELT	Eau Claire, WI	Eau Claire Cycle Shop/Kadinger Marine/ Menomonie McDonald's/Pepsi-Cola	YAM
74	DAVID ROPER	Hicksville, NY	Team obsolete	HD
76	RICHARD CHAMBERS	Raphine, VA	White's Truck Stop	YAM
78	BRUCE LIND	Seattle, WA	Renton Yamaha/Bruce Lind Racing	YAM
79	HENRY DeGOUW, JR.	Loxahatchee, FL	Sport Dynamics Yamaha Special	YAM
80	KEN BOTHAM	Surrey, BC, Canada	Tonka Motorcycle Sales	YAM
83	STEVE McLAUGHLIN	Santa Ana, CA	American Honda Motor Co., Inc.	HON
88	ROBERTO PIETRI	Los Angeles, CA	RPR Venezuela/Worrel Tuned	YAM
92	DAVE SCHLOSSER	Pittsburgh, PA	Sponsor Needed	YAM
95	GINA BOVAIRD	Breinigsville, PA	Castre/Shoei	YAM
97	RON PIERCE	Bakersfield, CA	American Honda Motor Co.	HON
98	RUSTY SHARP	Colorado Springs, CO	The Flower Co./Gary Groves	SUZ
111	ALAN COLLINS	San Jose, CA	Valley Cycle/Aamco	YAM
127	DENNIS SMITH	Torrance, CA	Cycle Tune/Bel-Ray/ND Plugs	SUZ
159	BERND KOEGLER	Fremont, CA	ND Plugs/Cycle Works/Cycle Ctr./ M.C. Braided Hoses/KRW	HON
175	KEVIN STAFFORD	San Diego, CA	Robbins Racing	YAM
177	CARRY ANDREW	Van Nuys, CA	Hyper-Cycle/Derale Oil Coolers	KAW
178	RICHARD WILLIAMSON	Granada Hills, CA	Kal-Gard Coating & Mfg.	YAM
190	JOHN GLOVER, JR.	Costa Mesa, CA		YAM
199	MICHAEL ROSS	Benicia, CA	Berkeley Yamaha	YAM
209	MICHAEL SUMMERS	Aptos, CA	Prof. Cycle Parts/ND Plugs	YAM
219	WENDY EPSTEIN	College Station, TX	Howard Rac./Blendzall/Arai/Kal-Gard/Ocelot/ Torque/Vanson/NGK/MXL/Costa Mesa Speed Ctr.	YAM
222	KERRY BRYANT	Sacramento, CA	Goodyear/ND/Bassani/Sudco/DID/Castrol	KAW
226	THOMAS RIENECKER	Sonoma, CA	Jim & Jim's Yamaha	YAM
236	DWIGHT LYON, JR.	Birmingham, AL	T & O Racing Ent.	YAM
248	FRED WINTERS	Lodi, CA	ND Plugs/Mother	YAM

LIGHTWEIGHT EXPERT

NO.	RIDER	CITY & STATE	SPONSOR	MACHINE
9	MICHAEL CALLAHAN	China Grove, NC	Super Toad Rac./A&M HD-Yamaha	YAM
13	BENNY DEL MONICO	Houston, TX	Ted Byrom/Howard Rac./Edwards Motor Co.	YAM
17	HUGH HUMBLE	Houston, TX	Lubri-Lon International	YAM
19	DAVE BUSBY	Cheviot Hills, CA	Sponsor Needed	YAM
21	EDDIE LAWSON	Ontario, CA	Kawasaki Motors Corp.	KAW
25	FRANCIS MAZUR	Newark, CA		YAM
29	GILL MARTIN	San Diego, CA	Tony Smith Racing	YAM
38	DAVE GAROUTTE	Mill Valley, CA	DKG Frames	YAM
44	DEAN CLEETON	Vallejo, CA	Bruce Eng.	YAM
46	DAN CHIVINGTON	Marion, OH	Chivington Honda	YAM
48	RICHARD SCHLACHTER	Old Lyme, CT	Aljen Racing	YAM
56	DAVID EMDE	Oceanside, CA	Bob Endicott	YAM
62	LYLE NEWTON	Mineola, NY	Self	YAM
78	BRUCE LIND	Seattle, WA	Renton Yamaha/Bruce Lind Racing	YAM
80	KEN BOTHAM	Surrey, BC, Canada	Tonka Motorcycle Sales/ Canadian Armorall	YAM
84	DAN GUGLIELMO	Plymouth, MI	Self	YAM
85	JAMES WOOLSEY	Birmingham, AL	Self	YAM
98	RUSTY SHARP	Colorado Springs, CO	The Flower Co./Gary Groves	YAM
103	MICHAEL LANDRUM	Chillicothe, OH	Self/Gatorade	YAM
105	C. J. WILLIAMS	Balboa, CA	Self	YAM
111	ALAN COLLINS	San Jose, CA	Valley Cycle	YAM
117	DOUGLAS DRAPER	Concord, CA		YAM
126	CRAIG TARWATER	Pasadena, CA	Craig's Porsche	YAM
130	WILLIAM BRINCKERHOFF	Truckee, CA	Berkeley Yamaha	YAM
144	GLEN SHOPHER	Concord, CA	ND Plugs/Fairway Yam./Shoei/ Farm House Rest./PJI	YAM
145	KURT BRANDON	Santa Barbara, CA	Racer Jim's Racing Ent.	YAM
152	GARY PENFIELD	Westmoreland, NH	GP Racing Ent.	YAM
154	LELAND HANCOCK	Long Beach, CA	HRT Racing/G.S.R.	YAM
158	BRUCE MAUS	Clermont, NY	Self/Ed's Service/City Gear	YAM
159	BERND KOEGLER	Fremont, CA	ND Plugs/Cycle Works/Cycle Ctr./ M.C. Braided Hoses	YAM
184	STEVE McCLENON	Glendale, CA	Self	YAM
190	JOHN GLOVER, JR.	Costa Mesa, CA	Pepsi U.S.A.	—
195	WARREN FEARON	Tyngsboro, MA	Self	YAM
199	MICHAEL ROSS	Benicia, CA	Berkeley Yamaha	YAM
209	MICHAEL SUMMERS	Aptos, CA	Felton Deli/ND Plugs	YAM
219	WENDY EPSTEIN	College Station, TX	Howard Rac./Blendzall/Arai/Kal-Gard/ Ocelot/Torque/Vanson/NGK/MXL/ Costa Mesa Speed Center	YAM
226	THOMAS RIENECKER	Sonoma, CA	Jim & Jim's Yamaha	YAM
243	MICHAEL FLEMING	Pomona, CA	Patrick Calhoon	YAM
248	FRED WINTERS	Lodi, CA	ND Plugs/Mother	YAM
280	PANAGIOTIS MAROULIS	San Diego, CA	City Car and Friends	YAM
282	STEVE DARLEY	Houston, TX	Self	YAM

1st..... Time..... Speed..... mph
 2nd..... 3rd..... 4th.....
 5th..... 6th.....
 Fastest Lap: No..... Time..... Speed..... mph

SUPERBIKE

NO.	RIDER	CITY & STATE	SPONSOR	MACHINE
6	JAMES ADAMO	Glen Cove, NY	Berlinger Motors/Reno Leoni	DUC
8	FREDDIE SPENCER	Shreveport, LA	American Honda/Arai/Bel-Ray/Interpart	HON
21	EDDIE LAWSON	Ontario, CA	Kawasaki Motors Corp.	KAW
24	ARTHUR CHAMBERS	Richmond, CA	Vanguard Eng.	DUC
25	FRANCIS MAZUR	Newark, CA		KAW
31	HARRY KLINZMANN	Garden Grove, CA	Racecrafter's Int./ND Plugs	KAW
34	WESTER COOLEY	Santa Ana, CA	Vetter Fairing Co./Yoshimura R & D	SUZ
48	RICHARD SCHLACHTER	Old Lyme, CT	Gee Vee Performance	DUC
56	DAVID EMDE	Oceanside, CA	San Jose BMW	BMW
63	ERIK BUELL	Milwaukee, WI	Self	DUC
73	PAUL STEPHENSON	Ft. Worth, TX	D & D Ent./DFW Honda	HON
76	RICHARD CHAMBERS	Raphine, VA	White's Truck Stop/Randy Carabelli	HON
83	STEVE McLAUGHLIN	Santa Ana, CA	American Honda Motor Co., Inc.	HON
88	ROBERTO PIETRI	Los Angeles, CA	RSC/American Honda/RPR Venezuela	HON
97	RON PIERCE	Bakersfield, CA	American Honda Motor Co., Inc.	HON
98	RUSTY SHARP	Colorado Springs, CO	The Flower Co./Gary Groves	SUZ
109	DAVID ALDANA	Garden Grove, CA	Kawasaki Motors Corp.	KAW
114	JOE PATTON	Midland, TX	Glenn Patton/Glenn's Honda Sales	HON
116	JAMES PIDGEON	Chippewa Falls, WI	Eau Claire Road Track & Trail/ Dale's Sports Service	SUZ
118	ROCKY PHOENIX	Seattle, WA	Krauser Motorcycle Luggage Co.	KAW
119	JON MINONNO	Dallas, TX	Big D Cycle	SUZ
122	WILLI SCHEFFER	Canoga Park, CA	Escargot/Self	SUZ
127	DENNIS SMITH	Torrance, CA	Cycle Tune/Bel-Ray/ND Plugs	SUZ
143	DOUG LANTZ	Greenwich, CT	Self/Leoni	DUC
159	BERND KOEGLER	Fremont, CA	ND Plugs/Cycle Works/Cycle Ctr./ M.C. Braided Hoses	HON
177	STEVE McCLENON	Glendale, CA	Self	KAW
191	CHUCK PARME	La Jolla, CA	GSM/Kal-Gard	SUZ
206	STEVEN GILBERT	Santa Ana, CA	Self	KAW
219	WENDY EPSTEIN	College Station, TX	Howard Rac./Blendzall/Arai/Kal-Gard/ Ocelot/Torque/Vanson/NGK/MXL/ Costa Mesa Speed Center	HON SUZ
222	KERRY BRYANT	Sacramento, CA	Goodyear/ND/Sudco/Bassani/ Castrol/DID	KAW
254	JOHN NELSON	Hamburg, MI	Self	
257	DENNIS KEMPF	Sherman Oaks, CA	Racers Supply/Escargot Ent.	SUZ
270	BRIAN FENTON	Leadville, CO	Dave's Suzuki	SUZ
271	BILL DAVIDSON	Pt. Perry, Ont., Canada	R. C. Eng.	SUZ
284	RICHARD OLIVER	Pacific Grove, CA	Rich Oliver Racing	KAW

1st.....Time.....Speed.....mph
 2nd.....3rd.....4th.....
 5th.....6th.....
 Fastest Lap: No.....Time.....Speed.....mph

NOVICES

NO.	RIDER	CITY & STATE	SPONSOR	MACHINE
2	STAN POLLOCK	N. Miami Beach, FL	Self	YAM
5	DOUGLAS REIM	Boulder Creek, CA	Patty Kopulos	YAM
7	DAVID MATTHEWS	El Cerritos, CA	T. T. Motors	YAM
8	KEITH KIYOTA	Brighton, CO	Brighton Cycles Ltd./Senti Yamaha	YAM
9	GARY McDONALD	Sapulpa, OK	K & N Motorcycles	YAM
10	JACK GIESECKE	Brazoria, TX	The Bike Shop/University Cycles	YAM
12	DAVID GREENE	Houston, TX	Durwood Greene Const.	YAM
17	DWAYNE CHUNG	Oakland, CA	Bill Johnson/Berkeley Yamaha	YAM
18	ROBERT ROBERTS	W. Palm Beach, FL	Mila-Rob Racing/Family Furnishings	YAM
20	MATTHEW WINIARSKI	Palos Verdes, CA	Greg Gilbert	YAM
21	PHILIP JOHNSON	Boulder, CO	Self	YAM
22	CHUCK FAIRCHILD	Somerset, CA	Hangtown Sports Cycle/Self	YAM
24	ROBERT LUGLIANI	Burlingame, CA	Palo Alto Yamaha	YAM
25	LAWRENCE SCHENK	San Mateo, CA	Palo Alto Yamaha	YAM
26	NOBUHIRO NAKAMURA	Gainesville, FL	Self/Danny Hyatt Perf.	YAM
27	MIKE VAN DYKE	Fresno, CA	Biola Welding	YAM
29	JOHN MATHERSON	San Clemente, CA	Independent Repair	YAM
32	TOM EDWARDS	Richmond, VA	Self	YAM
34	J. MELSON GUNNELS	Birmingham, AL	Self	YAM
36	DONALD DILLON, JR.	S. Daytona, FL	Rocket Racing	YAM
39	RODNEY SULLIVAN	Riverdale, CA	John Olivera/King Cyclery of LeMoore	YAM
43	GORDON HEDEMARK	San Rafael, CA	Self	YAM
44	CURTIS MADDOX	W. Covina, CA	Crown Cycle/Champion/Shoei/ Cindy Maddox	YAM
49	RICHARD ARNAIZ	Stockton, CA	Hexagon House/Arnaiz Const.	HON
50	JEFF HANEY	Seaside, CA	American Honda Motor Co.	YAM
65	RICK ORLANDO	Boulder, CO	Colorado Mine Co./Brownell Dist./ Motorcycle Parts Ctr./Big Al's Dist.	YAM
71	LOUIS VALLERGA	Daly City, CA	Palo Alto Yamaha	YAM
72	FRANCO FAGGI	Englishtown, NJ	Motion Enterprises	YAM
75	KEVIN BRUNSON	Bedford, TX	A.A. Harper/Circle "H" Racing	YAM
78	JIM FILICE	San Jose, CA	Yamaha Motors/US/JB Racing/ND Plugs	YAM
81	THOMAS BEISHEIM	Walnut Creek, CA	Pinky's Pizza Parlors	YAM
82	JOHN FRATTALONE	N. Egremont, MA	Self	YAM
83	JEFF ALLISON	Poway, CA	Physicians Service Co. & Self	YAM
87	ROBERT CUNNINGTON	Redwood City, CA	R.C. Cycles/Products of the Sand/ Precision Boring	YAM
88	BOBBY BEHEL	Sheffield, AL	Sponsor Needed	YAM
91	WILLIAM HUTTON, JR.	Havertown, PA	Gary Goldis/Cycle City/Self	YAM
93	JAMES LERER	Moss Beach, CA	Dyna-Flo Racing	YAM
110	RICHARD LYDON, JR.	Ravena, NY	Sponsor Needed	YAM
112	H. J. BEHRMAN	San Bernardino, CA	Dusty Behrman/Will Jenner	YAM

1st.....Time.....Speed.....mph
 2nd.....3rd.....4th.....5th.....

AMA/CASTROL "S" SIDE CAR CHALLENGE



NO.	RIDER	MACHINE	PASSENGER
1	LARRY COLEMAN San Jose, CA Kal-Gard/Yamaha/JB Racing	YAM	Mark Bevans San Mateo, CA
2	WAYNE LOUGEE Redwood City, CA Michelin	KAW	Shawn Jackson San Jose, CA
5	WINFRIED HOPP Philadelphia, PA Fred's Cycle of Philadelphia	KAW	William Alston Aldan, PA
7	RICHARD DUPREE Chicago, IL Self	SUZ	Marvin Hagele, Jr. Chicago, IL
10	DOUG DANIELS Indian City, CA Luja Custom Suits/Torco/Van Guard Eng./ Action Exhaust	BMW	Art Chambers Pt. Richmond, CA
16	PAUL KNOLL Milwaukee, WI R & K Motor & Marine/Used VW Parts/ Brothers Three Cycle Shop	SUZ	Daniel Pierce Milwaukee, WI
19	PETER ESSAFF Millbrae, CA Self	—	Kenny Harrold Millbrae, CA
27	GARY ALLISON Citrus Hts., CA A & B Cycle Parts/Orangevale Suzuki/ Sacramento Sidecar Racing	SUZ	Franklin Butcher Sacramento, CA
30	ALAN SPEARS Grand Terrace, CA ND Plugs/Diamond/Electro/VDO/Yuasa/ C.T. Sprockets/PJI/Barnett	YAM	Evelyn Spears Grand Terrace, CA
34	KERRY BRYANT Sacramento, CA Goodyear of Elk Grove/ND/Self	KAW	Jim Langford Burlingame, CA
37	JAMES HAYS Santa Barbara, CA Suzuki of Santa Barbara	SUZ	J. Matthew Campbell Santa Barbara, CA
50	DOUG ROWE San Leandro, CA Motovation Eng./Duvall's GP Cycle	SUZ	David James Laguna Beach, CA
53	WALTER GARNETT Riverside, CA Champion Motorcycles	KAW	Bob Smith Alta Loma, CA
71	BILL DAVIDSON Pt. Perry, Ont., Canada R. C. Engineering	—	Pat Dunn E. Detroit, MI
74	DEAN CLEETON Vallejo, CA Bruce Engineering	SUZ	
78	BRUCE LIND Seattle, WA Hart Racing	YAM	Jack Hart Kent, WA

1st.....Time.....Speed.....mph
 2nd.....3rd.....4th.....5th.....

A pro's-eye view of

"It was a great idea for motocrossers ... it's a great idea for streetbikes."

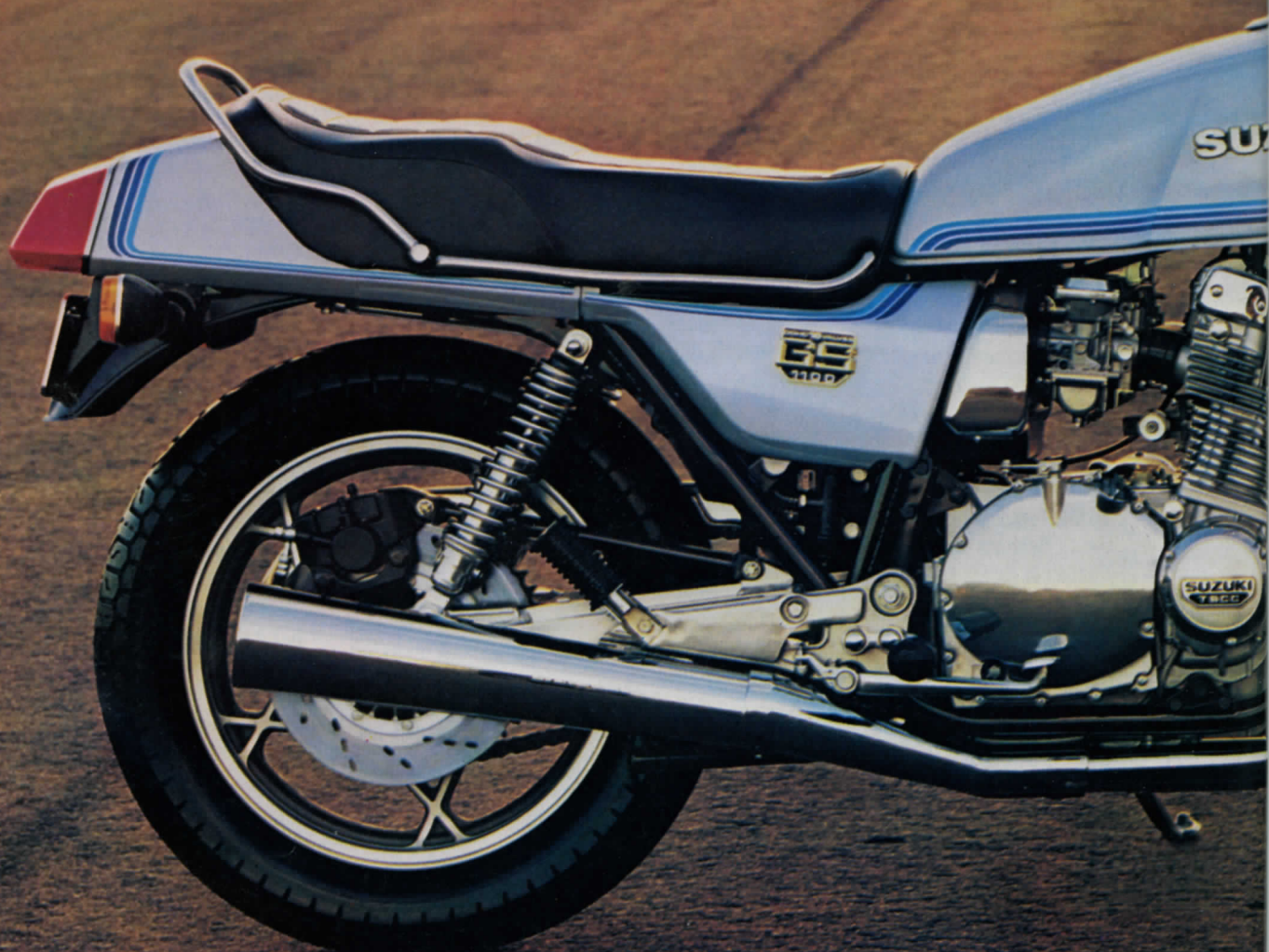
The great idea? A boxed aluminum swing arm. What's great about it? "Won't flex...less weight on the shocks." By the way, the shocks offer 4-way rebound damping and 5 load settings. "This suspension system plus the light chassis is what makes this Suzuki such a great handler."

"This 16-valver is a steamer."

That's Terry's way of saying Suzuki's new 4-stroke mill is very quick. Should be. After all, the 16-valve head with patented Twin Swirl Combustion Chamber design produces more power than conventional 4-strokes. He also likes the lightweight rocker arm: "...eliminates costly valve shims." And he praises the heavy-duty clutch this way: "I can really hammer it on."

"It's an easy bike to work on."

"You can adjust the valves just by removing the valve cover. Saddle lifts right off so it's easy to get at things. And the pointless transistor ignition eliminates the hassle of adjusting points."



SUZUKI  **1980**

The Performer.

Ride safely. Always wear a helmet, eye protection and appropriate riding apparel. Member Motorcycle Safety Foundation

the new GS-1100 E.

"One fork doesn't end up doing all the work."

That pretty well sums up the benefit of the balance tube which connects the front air forks. And what do the 4 load settings and 4 damping adjustments add up to for Terry? "Perfect tuning."

"Sure, I like the color...it's mine." "These brakes won't fade."

What Terry means is, the paint job is similar to his silver Pro Stocker. He also had kind words for the built-in check circuit: "Nice safety item."

One reason is, the beefy triple disc brakes are slotted to reduce heat during hard stops.

Terry Vance.

Three-time holder of drag racing's Pro Stock Number One plate.



1980 GS Model
TWELVE-MONTH UNLIMITED
MILEAGE WARRANTY*

*See "Limited Warranty" brochure for details. This warranty furnished only in the 48 contiguous United States and Alaska.

SUPERBIKE RACING

Throughout Motor Sports there runs a common thread that connects all racers at that moment when they flash by the checkered flag. That thread is their intimate relationship with their machine.

This is true in both car and motorcycle racing, but while a car racer may become a part of his machine, a motorcycle racer makes his an extension of himself. To the fan, seeing the rider blend together with his bike to take it to the limits is where the excitement comes from. Long-time followers of road racing can rattle off the most successful racers and the bikes synonymous with their names: Cal Rayborn and his low-rumbling Harley-Davidson, Giacomo Agostini and the sophisticated MV's, or Mike Hailwood and the incredibly complex Hondas. This legendary list goes on and on and for better or worse the racer's name will always be tied to the bike he had his greatest success on. Traditionally, the machinery always occupies as important a role as the man.

By DeVore Fortney,
Marcel Fortney
Yoshimura R & D

This has not been the case in American professional road racing over the last decade. Yamaha emerged in the early '70s with an "Off the Showroom Floor to the Racetrack" model called the TZ-750. In a class by itself, it became the only game in town and left the fans only the racers themselves to provide the diversity so essential to good racing.

In the late '60s, the Japanese and Europeans began to release a crop of high performance bikes soon to be known collectively as Superbike. Bikes like the classic Honda 750 Four, the short-lived Triumph Trident, the updated BMW's, the lithe Ducati, and the fearsome Kawasaki Triples. The unprecedented power of these bikes gave a whole new generation of riders a chance to explore speeds previously known only to European racers. It didn't take long for limits to be exceeded and when that happened, performance parts began



Superbike star, Wes Cooley appearing from garages and small shops everywhere. It was in New England and California, though, where the action was concentrated.

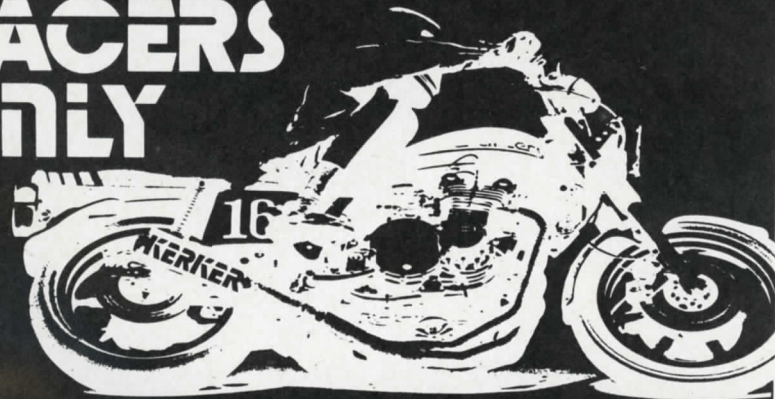
Companies such as Yoshimura, Kerker and R. C. Eng. flooded the market with high performance 4-into-1 exhaust systems, piston kits, radical cams and carbs. All these products were proven on the racetrack and sold to the customer who had hopes of bringing himself closer to that "oneness" with their bike and give them the edge in impromptu races on canyon roads and highways. Many of these canyon racers yearned for some organized racing, and this led to grassroots production racing.

Soon many of these riders, such as Steve McLaughlin, were becoming AMA professional riders and together with the AMA, Cycle publications and willing promoters created what we now know as the Superbike Class.

Fans could appreciate the struggles of the racers since they worked just as hard connecting with the same basic bikes. TZ-750s still present excellent racing, but to the fans they are magical steeds set aside for the elite few. Who but they really know just how good they are.

Today, after years of perfecting, the Superbikes you see no longer scare their riders with high speed wobbles from corner to corner. They handle excellently and turn lap times close to the TZ-750s. And all this technology created from racing reflects in both the factory Superbikes and the aftermarket components available to all motorcyclists.

FOR RACERS ONLY



The Kerker AMA Competition Pipe—a no nonsense all-out racing exhaust system that's strictly business! This is a limited production pipe that provides the maximum ground clearance and outstanding top end horsepower required by professional racers, and is compatible with Big-Bore kits, high-lift cams, and exotic carburetion. This exhaust system is not recommended for street use. Installation requires center stand removal, minor frame modification, and there is no oil filter access. The Kerker AMA Pipe is available in black or chrome for KZ 900/1000 Kawasakis and the GS-1000 Suzuki. See your dealer or contact: **KERKER** 7900 Deering Ave. • Canoga Park, Ca. 91304.

KERKER

Finally, in American road racing we not only have star riders to remember, but we have machines to relate them to. Who will ever be able to forget Freddie Spencer and the high-technology Honda 750 F's or Wes Cooley and the awesome Yoshimura Suzukis.

With the expansion of the 1980 season to nine events, the Superbike Series has reached a new plateau. While the rich diversity of competitive machinery established the class, the riders have made equally famous names for themselves. This weekend when you see Wes Cooley and his Yoshimura Suzuki or Eddie Lawson and his Kawasaki flash through the Corkscrew and thunder down the sweeping turns to the hairpin, you'll see how the tradition of man and machine can establish new legends for the '80s.

LAWSON LEADS SUPERBIKE POINTS

Young Californian Eddie Lawson continues to lead the AMA Superbike Championship after the most recent round at Road Atlanta in mid-June.

He has racked up 85 points on his factory Kawasaki 1000cc four thanks to wins in Atlanta and Talladega with solid placings in the other rounds at Elkhart Lake, Daytona and Loudon.

Nineteen seventy-nine champion Wes Cooley has a win at Charlotte, North Carolina, to his credit and is still well within striking distance at 72 points on the Yoshimura Suzuki.

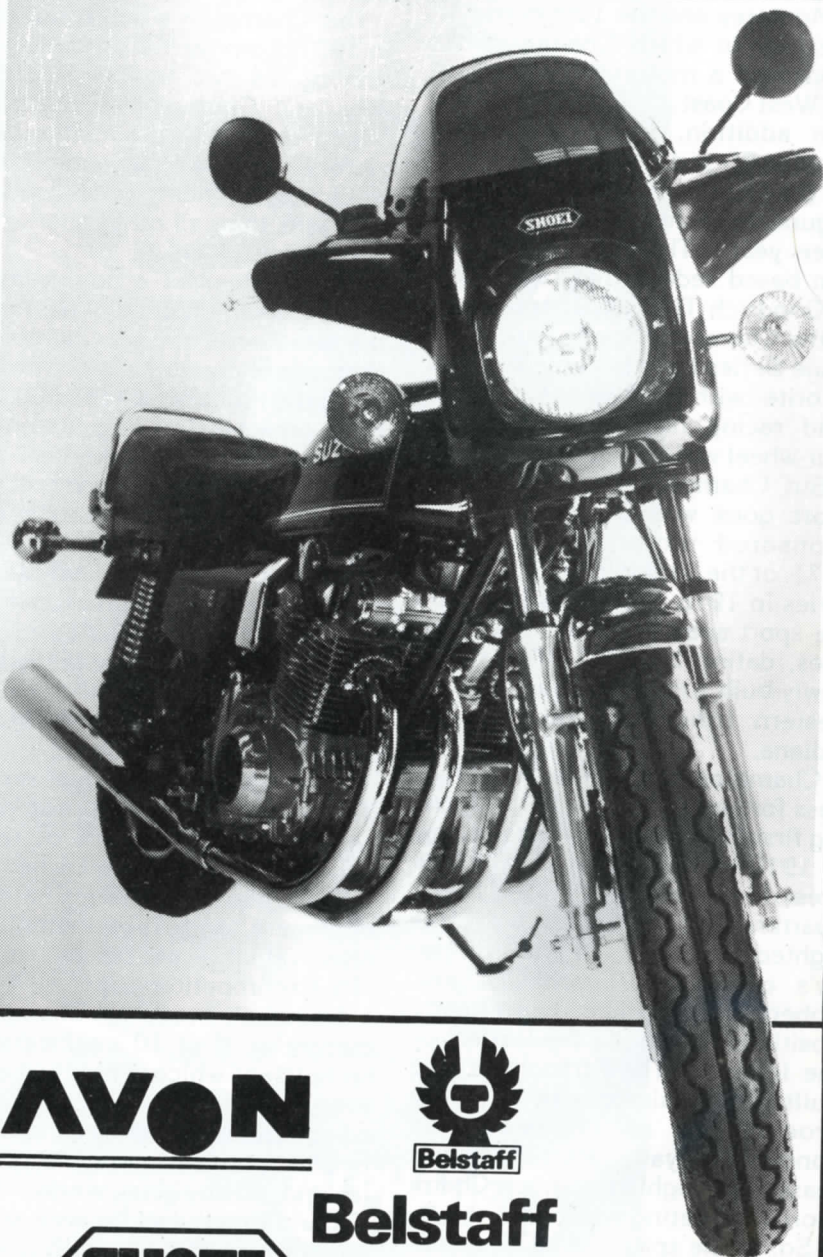
Third on points (with 66) is Dave Aldana, who defected from Yoshimura at the start of the season and switched to the factory Kawasaki team.

Following this first trio come the factory Hondas of Freddie Spencer and Ron Pierce.

Spencer has actually scored two outright victories in Superbike races this year . . . at Loudon and Elkhart Lake but a crash at Charlotte and electrical problems at Atlanta have kept him out of the lead and down in fourth place instead with 59 points.

**HAP
JONES**

**Ultimate
Street**



AVON



SHOEI

Belstaff

HAP JONES DISTRIBUTING COMPANY
1040 ROCK AVE., SAN JOSE, CA 95131

CHAMPION SPARK PLUG COMPANY—NO STRANGER TO LAGUNA SECA

Champion Spark Plug Company, the sponsor of this weekend's AMA Winston Pro Series event, should be no stranger to Laguna Seca race fans. The 1980 Champion Spark Plug 200 marks the fifth year the company has lent its promotional support to a professional road race in Monterey and the 10th consecutive year in which Champion has sponsored a motorcycle event on the West Coast.

In addition, Champion's very popular RS sedans have been part of the April IMSA weekend at Laguna Seca for each of the last three years. The nimble, production based sedans that race on B. F. Goodrich T/A radial street tires in the Champion Spark Plug Challenge Series have become a crowd favorite with northern California road racing fans who enjoy the four-wheel variety of motorsports.

But Champion's service to the sport goes well beyond its first sponsored motorcycle race in 1971, or the beginnings of its IMSA series in 1978. Its contributions to the sport span six and a half decades, dating back to 1915 and a newly-built brick race track on the western fringes of Indianapolis, Indiana.

Champion had only been in business for eight years in 1915, opening first in Boston and then moving in 1910 to Toledo, Ohio, where it presently maintains its world headquarters. But the aggressive, foresighted leadership of the company's co-founders, Frank D. and Robert A. Stranahan, had already positioned it among the leaders of the industry. The Stranahans had built their business with a quality product and an unprecedented consumer loyalty. Racing, it was reasoned, might strengthen Champion's marketing advantage.

So, in the spring of 1915, a solitary engineer traveled the 220 miles from Champion's Toledo headquarters to the Indianapolis Motor Speedway to take a closer look at this fledgling sport called auto racing.

It was a brash intrusion as European cars dominated racing at that time and the mechanics who prepared the cars preferred imported spark plugs—after all, the European plug makers had the experience of 20 years of racing behind them.

But Champion stuck it out and, in 1921, Tommy Milton scored the first of his two Indianapolis 500 wins and Champion spark plugs began their long association with victory lane, a partnership that would earn Champion more Indy 500 wins than all other spark plug brands combined.

Milton received a double assist from Champion in the person of the late Earl Twining, Champion's first race engineer.

On the night before the 500, Milton's crew was putting his engine back together for the last time when they discovered a scored cylinder. Twining immediately took over and, directing a crew of mechanics, had the scored cylinder re-bored, a new sleeve pressed in and new spark plugs installed.

Following his victory in the race, Milton gave Twining full credit for an operation that, the night before, seemed doomed to failure.

As Tommy Milton's historic win demonstrated, Champion's involvement in the sport of racing began, and continues to be, centered in the pits where Champion engineers and race technicians offer valuable assistance and advice to competitors.

Dick Gail heads up Champion's current staff of 10 engineers and technicians which serves just about every conceivable form of motorized competition. Bobby Strahlmann is Champion's motorcycle specialize and, on any given weekend, riders and tuners can be seen scurrying through the pits with a set of spark plugs in their hands, heading straight for Dick or Bobby. "Reading" spark plugs, that sophisticated ability to detect engine maladies from the deposits left on the

firing end of spark plugs, is one of the most valuable services provided to competitors by any company. To the trained eye of an expert like Gail or Strahlmann, a properly analyzed spark plug can mean the difference between a horsepower gain or a DNF.

In 1979, Champion personnel attended more than 110 major motorsports events in the United States. Their efforts, combined with similar activities conducted by their many counterparts in other countries, resulted in Champion winning more than 90 world, U.S. and Canadian championships.

In motorcycle racing, Champion's record is unmatched. Champion-sparked bikes won every FIM world road racing title in everything from 50cc Kreidlers to 750cc Yamahas. In addition, both FIM sidecar world champions relied on Champions, as did Bernie Schreiber, who rode a Bultaco in the World Trials crown.

In the United States, Champion swept all three AMA National Motocross series, the Stadium Supercross, Trans-USA Motocross and the AMA Winston Pro Series Grand National Championship with Steve Eklund aboard a Harley-Davidson.

When added with other Champion-sparked titles in boats, airplanes, dragsters, sports cars and other auto racing classes, these motorcycle championships prove beyond a doubt that "World wide, Champions rely on Champions."

But in 1971, the direction of the company's racing program took an interesting turn that eventually led to Laguna Seca. Champion would branch out from the Paddock Area and into the front office of race facilities across the country lending its name and promotional assistance through direct event sponsorship.

Motorcycle racing was one of the first segments of motorsports to benefit from Champion's expanded involvement. The Champion Spark Plug Motorcycle Classics, a combined AMA road race and motocross weekend at Ontario Motor Speedway, was launched in late 1971. The event was held at Ontario until 1976, when it was moved to Monterey and became known as the Champion Spark Plug 200. The list of international riders who have

riden into a Champion winner's circle is most impressive:

1971—John Cooper
1972—Paul Smart
1973—Yvon du Hamel
1974—Gene Romero
1975—Kenny Roberts
1976—Steve Baker
1977—Skip Aksland
1978—Kenny Roberts
1979—Kenny Roberts

The same year Champion began its motorcycle sponsorship, it undertook a marine event, the Champion Spark Plug Unlimited Regatta in Miami, Fla. The event annually opens the American Power Boat Association's Gold Cup hydroplane season and this June, Dean Chenoweth piloted "Miss Budweiser" to a convincing victory.

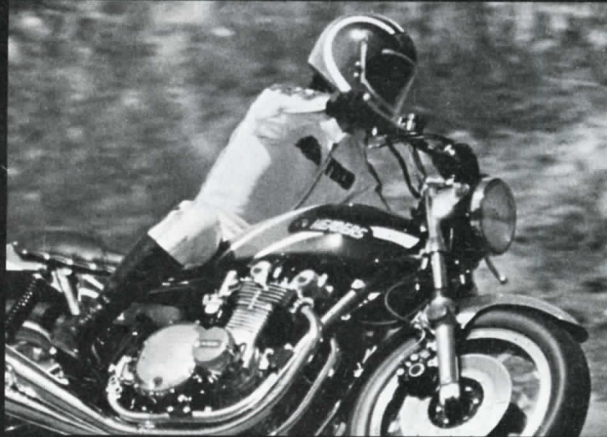
The Sports Car Club of America's "run-offs" were the next to receive the company's support, and in 1973 the name of the event official became the Champion Spark Plug Road Racing Classic. Two years later, Champion added a NASCAR Winston Cup Grand National stock car race at Michigan International Speedway. In Europe, Champion has also sponsored a Formula 750cc motorcycle road race in Holland, plus two off-shore power boat races off the coast of England.

These individual races were the forerunners to Champion's most ambitious sponsorship—IMSA's racing sedan series. Fifteen races spanning North America was a major undertaking for Champion, but the series is currently enjoying its third season under the Champion banner.

For 1980, the company has taken on sponsorship of the NASCAR Rookie-of-the-Year program. Freshmen drivers in each Winston Cup race compete for a \$500 bonus awarded to the highest rookie finisher. In addition, the 1980 Champion Spark Plug Rookie-of-the-Year will receive a \$10,000 year-end prize, plus a \$1,000-per-race associate sponsorship in 1981.

All this adds up to one of the most diversified and long-standing racing programs in the sport. At 65 years of age, Champion Spark Plug Company's motorsports program is very much alive and nowhere near retirement.

WELCOME TO THE FAST CROWD!



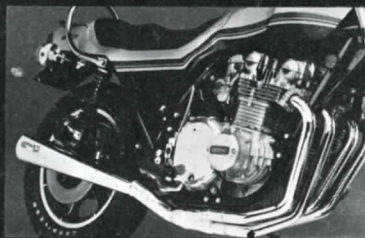
We're performance people — ALPHABET HEADERS builds the PRO-formance line of "top quality" exhaust systems.

ALPHABET HEADERS designs and manufactures EXHAUST SYSTEMS and REPLACEMENT MUFFLERS for most makes of bikes. We also test and market RAM-FLO high efficiency air filters to top off your PRO-formance package.

Sound engineering, testing for performance and sleek styling is what the ALPHABET reputation is all about!

Featured here is one of our 4 into 1 exhaust systems which are great performers. Whichever make of bike you choose, we make a PRO-formance exhaust system just right for you!

Buy ALPHABET — the ULTIMATE in PRO-formance!



SHOWN:
KAWASAKI KZ 1000,
4 into 1, with megaphone
muffler

4 into 1's
AVAILABLE FOR:
YAMAHA — XS11
HONDA — 500-550-750 &
GL 1000
SUZUKI — GS550,
GS750-GS850 & GS1000
KAWASAKI — 650-900 &
1000

SEND FOR FREE
PRODUCTS BROCHURE

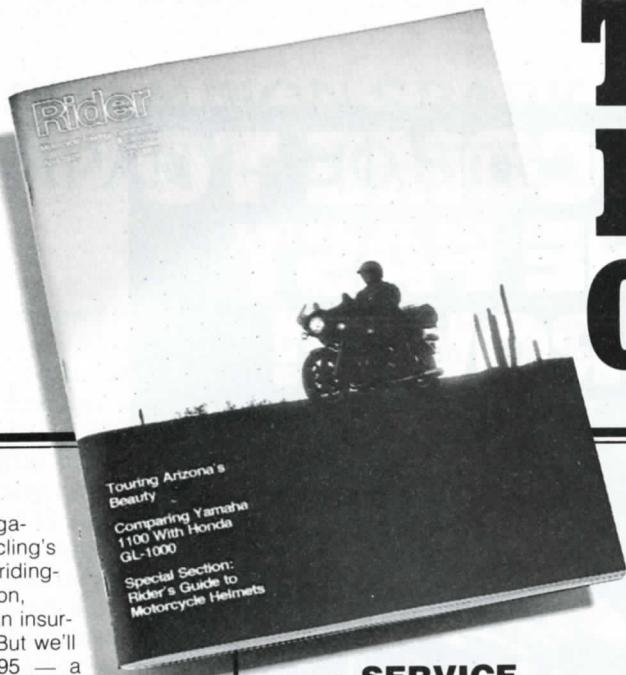
ALPHABET
HEADERS

PRO-formance Exhaust Systems

SEE YOUR
FAVORITE DEALER
or Call Direct

12572 "Q" Western Avenue
Garden Grove, CA 92641
714/897-3561

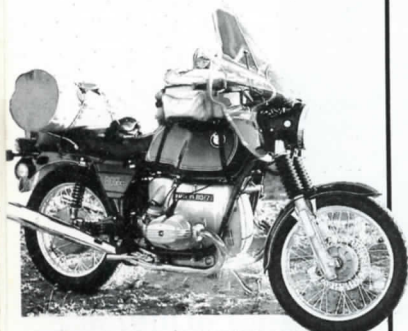
TOURING INSURANCE ONLY \$5.95!



No, *Rider* magazine, motorcycling's biggest road-riding-only publication, isn't exactly an insurance policy. But we'll bet you \$5.95 — a special, money-saving, one-year introductory subscription rate — that regular issues of superb quality *Rider* delivered to your home will insure your motorcycle touring pleasure like nothing else. If the first slick, colorful issue doesn't prove us right, that *Rider* will help get you much, much more out of your road riding, we'll refund your money and the first issue of *Rider* is yours to keep, no questions asked. How can we be so sure you'll love *Rider*? Just consider what you get in every issue.

SERVICE FEATURES THAT SERVE

Practical editorial help is a big part of the *Rider* package. For example, we recently covered the complete motorcycle security scene, which detailed the availability of locks, chains, alarms, covers and other devices which can keep you from being ripped off. Another piece just dealt with all the methods riders can employ to cut the rising costs of tour/camping. Still another cited practical ways of combating one of the riders' worst enemies on the road: drowsiness. And *Rider's* buyer's guides are famous in the two-wheel world. Special sections on fairings, rain gear, custom shocks, wheels and tires, helmets, camping equipment and trailers have literally become classics. And there's much more on the way.



NEW MACHINES AND ACCESSORIES

Every issue of *Rider* presents at least two, often three complete, authoritative, long-distance tour tests in which new, fully-equipped motorcycles are wrung out by our hard bitten editors who know you need to know what works and what doesn't. *Rider* rides the latest machines, accessories and riding gear and evaluates it all regularly so you can stay updated on the hardware and software that makes riding safer, more comfortable and more fun. From fairings to scooter boots, it comes together in a highly personal, readable format that's as entertaining as it is informative.



WHERE TO RIDE

No matter what your riding tastes, you'll find beautifully photographed, exciting travel articles written by riders in every issue that are sure to have you packing your saddlebags. *Rider*

has recently covered touring adventure in Mexico's wild Baja California peninsula, Alaska's scenic hinterlands, along Maine's postcard-perfect coastline, Lake Superior's circuitous north shore, Arizona's and New Mexico's idyllic desert expanses, and, in contrast, savoring slow-paced discoveries of Alabama's and Louisiana's traditional southern delights. And, of course, there's *Rider's* regular Calendar that lists the dozens of local rallies, poker runs, tours and campouts going on, so you can always take your choice from a whole line-up of great events, many happening right in your own neighborhood.



MEETING OTHER RIDERS

Getting acquainted with other riders is half the fun of road riding, and you'll meet new people in every issue of *Rider*. People like Lina Veillon, the Louisiana trooper who has more than 4,000,000 miles under his belt; Sandy Michaelson, a 112-pound lady who rides a 700-pound Honda with authority; Randy Francks, who proves that being confined to a wheelchair need not be a deterrent to riding a motorcycle; and Stan Kafka, a conservative grey flannel bank executive during the week who "metamorphoses" into a spirited Super-Glide rider on weekends. Interesting people who ride inevitably turn up in *Rider*, where you can meet them regularly in every issue.

RIDING SAFETY

Safe, responsible riding is a major element of *Rider's* package. So

much so that we've recently appointed a safety editor (a first in motorcycle journalism) to lead magazine's safety department including the Safety Clinic, where *Rider* readers regularly share accident experiences in order to focus on prevention techniques. *Rider* doesn't shy away from controversy either. The magazine is an open forum of opinion on subjects such as helmet laws where the fur often flies as readers and editors fling sharply opposing points of view. *Rider's* safety leadership also shows up in the magazine's special continuing coverage of how to deal with GVWR and overload problems which are imposed by heavy and two-up touring loads on motorcycle models. *Rider* readers are in the know on all important road riding subjects.

SO MUCH IN EVERY ISSUE

We think even one issue of *Rider* will prove to you, as an avid rider, that it's the magazine for you. How about it? Use the adjacent card or coupon below to try it now. Send no money. We'll bill you later, and rush you your introductory copy of *Rider* immediately. If it's not every issue we say it is, just write "cancel the bill and keep your first issue no questions asked. We think you'll like *Rider*. In fact we know you will or we wouldn't make this offer.

Rider

Box 10098
Palo Alto, CA 94303

OK, we'll try *Rider*. Bill us \$5.95 (that's a \$5.00 savings off the regular \$10.95 rate) and start coming for a year (12 issues) if we don't like it, we'll simply write "cancel" on the bill, and keep the issue as a gift.

Name _____

Address _____

City _____

State _____ Zip _____

CONTINGENCY AWARDS— LAGUNA SECA ROAD RACE

AUGUST 3, 1980

COMPANY/Product	FORMULA I	EXP/LTWT	S'BIKE PROD	NOV	SC	TOTAL
Accel Ignition			1st-200 2nd-150 3rd- 75 4th- 50 5th- 25		1st-125 2nd-100 3rd- 75	800
Bates Leathers	1st -200 2nd-100 3rd- 50	1st -100 2nd- 50 3rd- 25	1st -150 2nd-100 3rd- 50		1st -100 2nd- 50 3rd- 25	1,000
Bell Helmets			1st -150 2nd-100 3rd- 50			300
Bel-Ray Lubricants	1st -400	1st -200	1st -400			1,000
Castrol Lubricants	1st -150 2nd- 75 3rd- 25	1st - 75 2nd- 50 3rd- 25	1st -150 2nd- 75 3rd- 25		1st -125 2nd- 50 3rd- 25	850
Champion Spark Plugs	1st -300* 2nd-200 3rd-100	1st -300* 2nd-200 3rd-100	1st -200* 2nd-100 3rd- 50	1st -150 2nd-100 3rd- 50		1,850 (*plus \$50 if Champion patch on leathers)
Daido/D.I.D. Chain			1st -125 2nd-100 3rd- 75 4th- 50			400 (plus \$25 to top placing privateer is not 1st-5th)
Diamond Chain	1st -200 2nd-100 3rd- 50 Last-50					400
Goodyear Tires	1st -125 2nd- 75 3rd- 50	1st -125 2nd- 75 3rd- 50	1st -125 2nd- 75 3rd- 50	1st -125 2nd- 75 3rd- 50		1,000
Klotz Special Formula Products	1st -150 2nd- 60 3rd- 40 4th- 30 5th-10th—20 each		1st -150 2nd- 60 3rd- 40 4th- 30 5th-10th—20 each			800
Lectron Carburetors	FORMULA I Rider Mech 1st -350 150 2nd-245 105 4th-10th—70 ea. 30 ea.	EXPERT LTWT Rider Mech 1st -350 150 2nd-245 105 3rd-140 50 4th-10th—70 ea. 30 ea.				3,500
Lockhart Oil Coolers			1st -150 2nd-100 3rd- 50			300 (If 1,2,3 NOT paid, then \$50 to top rider using product)
Microton Engine Treatment	1st -125 2nd- 75 3rd- 50	1st -100 2nd- 50 3rd- 25	1st -100 2nd- 50 3rd- 25			600
Nippondenso Spark Plugs	1st -300 2nd-200 3rd-100	1st -300 2nd-200 3rd-100	1st -200 2nd-100 3rd- 50	1st -150 2nd-100 3rd- 50		1,850
Perron Leathers	1st -200 2nd-100 3rd 50	1st -100 2nd- 50 3rd- 25	1st -100 2nd- 50 3rd- 25	1st -100 2nd- 50 3rd- 25		875
Shoei Helmets	1st -200 2nd-100 3rd- 50 4th- 50					400 (If 1,2,3,4, NOT paid, then \$50 to top rider using product)
Totals Posted	\$6,000	\$4,075	\$4,150	\$1,024	\$675	\$15,925

TUFF-ONE
NYLON



SPROCKETS and KITS

The TUFF-ONE Nylon Sprocket is made of DuPont ZYTEL ST which is stronger than other nylon sprockets and is lighter than steel or aluminum. Quiet running, the TUFF-ONE increases chain life. Individual rear sprocket or matched kit with steel countershaft sprocket and self-lube chain.



MOTORCYCLE
Cruise Control

Reduces hand fatigue. Installs in minutes using existing handlebar grips. Made of heavy-duty black Nylon.

NEP SALES, INC.

Quality Motorcycle Products
3439 Ocean View Blvd.
Glendale, CA 91208
Phone: (213) 248-8402



WIN A YAMAHA YZ250G MOTOCROSS BIKE & a Complete Set of MX Clothing

in the

**MOTOR
CYCLIST
MAGAZINE**

1980 Supercross Sweepstakes



YAMAHA YZ250G. The latest version of one of the most competitive 250cc MX bikes ever built. Out of the crate, this bike could put you in the winner's circle.

MOTOCROSS NYLON CORDURA[®] PANTS for maximum protection. **MOTOCROSS LEATHER GLOVES**, padded and fitted. **SUPER JERSEY**, light 50/50 poly-cotton fabric. **NEW MX BOOTS**, top quality, extra protection. **TRACK GRAPHIC CLASSIC HELMET**, colorful, extra safe. **MX GOGGLES**, new design, no fogging, excellent vision. **SPOILER VISOR** eliminates helmet lift, cuts glare.

★ SEE COMPLETE CONTEST RULES ON OTHER SIDE ★

YAMAHA When you know how they're built!

OFFICIAL SWEEPSTAKES RULES

No purchase necessary. All entries become the property of Petersen Publishing Company. None can be returned or acknowledged. The winner will be determined in a random drawing from all entries received by August 29, 1980. Entries must be postmarked first class mail, one entry per envelope. Decision will be final. The odds of winning will be determined by the total number of entries received. Sweepstakes subject to local, state and federal laws and is void where prohibited. Tax and transportation liability is the responsibility of the winner. In accepting the prize, preselected by Motorcyclist, the winner agrees to accept responsibility for city and state licensing and registration requirements. No substitute prize will be given, nor will cash equivalent be paid. If an unlicensed driver or minor wins the prize, it will be licensed in the name of a parent or legal guardian. In accepting the prize, the winner grants Petersen Publishing Company the right to publicize and promote his or her photograph and winning of the award. Good only in the United States of America. Employees of Petersen Publishing Company and their families, and its Advertising Agencies are not eligible for this Sweepstakes. DRAWING WILL BE HELD ON SEPTEMBER 15, 1980.

WIN A YAMAHA YZ250G & a Complete Set of MX Clothing in the

MOTORCYCLIST

1980 Supercross Sweepstakes

Official Entry Certificate - No Purchase Necessary

MOTORCYCLIST MAGAZINE 1980 SUPERCROSS SWEEPSTAKES
6725 Sunset Blvd., P.O. Box 3296, Los Angeles, CA. 90028

- YES!** I want to subscribe to *MOTORCYCLIST* at the special rate of \$4.97* for 1 year (regularly \$9.00 by subscription; \$15.00 by cover price) and enter my name in *MOTORCYCLIST SUPERCROSS SWEEPSTAKES*. (Send no money, we'll bill you later).
- NO!** I do not want to subscribe but enter my name in *MOTORCYCLIST SUPERCROSS SWEEPSTAKES*.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

*U.S. Territories & Military only. Other countries add \$3 per year for postage. Please allow us up to 60 days to get the first copy MCH6K in the mail. Watch for it

The American Motorcyclist Association (AMA) Winston Pro Series opens the '80s as the longest running show in motorcycle racing. First organized in 1954 to crown the king of American racers, the series has grown and matured into the world's most unique motorcycle championship, testing a wide variety of two-wheeled racing skills.

Recognizing the popularity and enormous promotional potential of competition that appeals to the contemporary, energetic and action-oriented individual, the R. J. Reynolds Tobacco Company lent its support to the series beginning in 1973. Now in its seventh consecutive year of involvement in AMA Grand National Racing, R. J. Reynolds is convinced of the marketing success of the Winston Pro Series.

As the Grand National title chase enters its twenty-seventh season, the AMA and the R. J. Reynolds Tobacco Company are proud to welcome you to the Winston Pro Series. We hope this kit will serve as a useful introduction to one of the most exciting and competitive sports on wheels.

Obviously, not all riders can share in the winnings at each event, so the success and future of racing depends in large part on the support of sponsors, who in return for their contribution receive valuable public exposure.

Topping the list, of course, is the R. J. Reynolds Tobacco Company. Prior to this season, its Winston Pro Series point fund has provided more than \$450,000 in awards for riders, and this year the company has increased that fund to \$125,000.

But such big-figure support is only part of the sponsorship picture. The lifeblood of each racer's career is individual sponsorship, which may come from bike manufacturers, after-market firms or various other sources, some of which may even appear out of context in motorcycle competition. These sponsors carry a major portion of the financial burden in racing, and deserve the hearty thanks of the fans.

In addition, the AMA's Contingent Awards Program provides riders with funds in return for the use



of particular products in competition. In 1979, contingent awards sponsors paid nearly \$50,000 to series riders under terms of this AMA program.

Still, prior to 1954, a single event—the 50-lap race on the mill dirt track at Springfield, Illinois—crowned the top rider in AMA racing, the man who would carry the coveted Number One plate. Then came 1954 and a radical departure in which 18 major events on a variety of tracks nationwide were granted status as "Nationals." Eight of those races were won by future auto racing champion



"Smoky Joe" Leonard as he dominated the series and became the first AMA Grand National Champion.

Point structures have varied over the years and the National schedule has ranged from a low of seven to a high of 28 events. But the basis of the Grand National Series has never changed; versatile motorcycle athletes compete for points on a variety of dirt and paved courses, with the season's high point rider earning the distinction of Number One.

In 1979, Steve Eklund of San Jose, Calif., became the first rider since Dick Mann in 1963 to win the title without factory sponsorship. Eklund thus derailed Jay Springsteen's hopes of becoming the first man since Carroll Resweber in 1961 to collect four consecutive titles.

And while Resweber's record remains intact, odds are good that 1980 will see the fall of another of the most impressive and venerable records in the history of the series, Bart Markel's total of 28 career National victories. Springsteen has a clear shot at the mark, as does Kenny Roberts, the 1972 and '73 Grand National Champion who now concentrates his recent efforts on world class road racing.

By any measure, the Grand National circuit has come a long way since the dusty days of its vagabond youth. The Winston Pro Series enters the '80s as a full-fledged sports attraction, its appeal based on a time-tested formula of excitement, drama and close competition among some of the fastest machines and bravest men in all of motorsports.

Miss Winston

One of the brightest lights on the Winston Pro Series circuit week after week is Miss Winston, Lynn Griffis. A veteran of six years of the R. J. Reynolds motorcycle racing program, Lynn has contributed significantly to the national recognition of the company's involvement in two-wheeled competition.

A native of Bessemer, Alabama, and a current resident of Los Angeles, Calif., Lynn is a professional model whose gracious presence at each race complements the serious business of racing motorcycles.

Of the four types of competition which make up the Winston Pro Series, flat track is most prominent. The term applies to dirt ovals of both half-mile and mile circumference, where speeds approach 100 and 130 miles per hour respectively.

The three-point broadsliding technique developed 50 years ago is still the fastest way around. Riders pitch their 750cc, 350-pound race bikes sideways at the end of the straightaway to scrub off a bit of speed, plant the left foot like an outrigger for balance, cock the front wheel into the slide and wind open the throttle to shower a rooster-tail of dirt over the outside fence!

Road racing

Years ago, American road racing meant a tire change on the dirt tracker and a trip to the sandy beach at Daytona. Today road racing is a sophisticated, 180-mile-per-hour ballet on courses ranging from the high banks of Daytona International Speedway to the infamous "Corkscrew" at Laguna Seca.

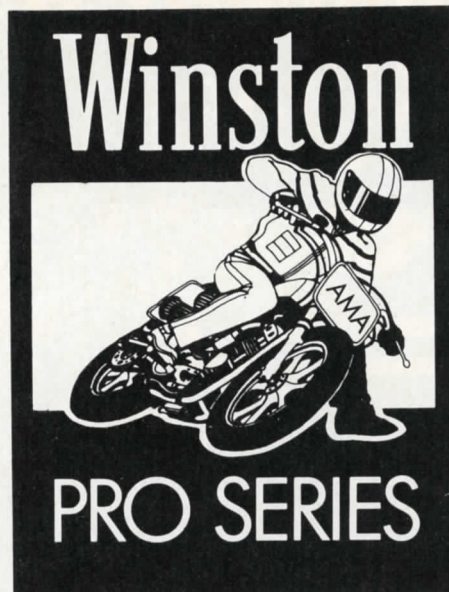
Powerful brakes front and rear, fiberglass streamlining and "lay-down" seating characterize road race equipment. Unlike the broad-sliding dirt trackers, road racers dive deep into corners, chop the throttle sharply and brake hard toward the entrance. As the power comes back on, the bike leans through the apex of the turn at a dizzying angle, the rider sometimes touching his inside knee to the pavement.

Short track

In motorcycle parlance, short tracks are miniature versions of flat tracks, their length usually pegged at a quarter-mile or less. Equipment is also smaller, featuring 250cc single-cylinder machines. The close quarters and smaller, lighter bikes turn short tracks into bullrings, where handlebar-banging and knee-nudging can be the key to a successful charge through traffic. All forms of motorcycle racing reward finesse, skill and equipment preparation. Short track adds to this list of attributes a significant bonus for daring!

TT Steeplechase

Derived from an antiquated auto racing term, "Tourist Trophy" describes motorcycle racing contest-



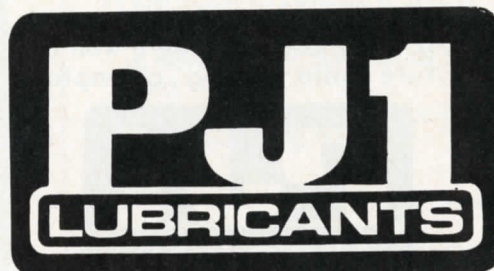
ed on a dirt course with twisting left- and right-hand turns. Track lengths vary from three-eighths to three-quarters of a mile and most courses include a steeplechase-style jump.

Because the premium is on handling, braking and quick acceleration, TT racing invites a variety of different equipment as riders seek the optimum combination for a particular track.

1979 GRAND NATIONAL CHAMPIONSHIP

Steve Eklund's 1979 Winston Pro Series championship was a "David versus Goliath" victory over the Harley-Davidson factory racing team, for years the dominant force in Grand National racing. Thus Eklund is a hero among the "privateers," those self-sponsored journeymen who make up the bulk of any Winston Pro Series field.

Only the second rider in series history and the first since Dick Mann in 1963 to claim the championship without factory backing, Eklund prefers to put those David and Goliath analogies into perspective. He is not an impoverished loner campaigning his own motorcycle. Indeed, the soft-spoken Californian's slingshot is fully



loaded, thanks to the expensive and well-coordinated racing effort mounted by Stanford University research mathematician Mario Zanotti, who gave Eklund all the backing it takes to be Number One.

For Eklund, the championship was the culmination of a calculated and methodical assault on the Winston Pro Series summit. He won three races, scored points in 22 of a possible 23 events, and placed in the top five a remarkable 17 times.

Certainly, the 1979 Winston Pro Series was a fitting finale to perhaps the finest decade of racing in the history of the series. But more than that, it was an exciting preview of the decade still to come.



Schlacter Leads 1980 Road Race Points

Connecticut road racer Richard Schlacter seems well on his way to becoming America's number-one home-based "pavement artist" for 1980. Currently he leads the road race points over Wes Cooley by a 20-point margin... 56 to 36. Third man Bruce Hammer is close behind Cooley, just four points in arrears.

All three have shown a significant improvement over last year's placings when Schlacter was third behind Skip Aksland and Dale Singleton, while Cooley was 12th and Hammer 14th.

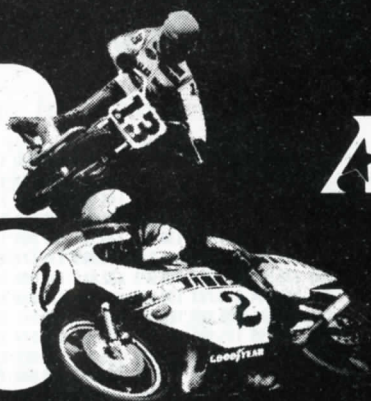
The 1980 Winston Pro Series road races have provided some spectacular competition this year with the new AMA "Formula One" allowing the big 1000cc four-stroke racers to be competitive with the 750cc two-strokes.

Frenchman Patrick Pons won the classic Daytona 200 on a Yamaha two-stroke, but then long-time Superbike pilot Wes Cooley gave a four-stroke racer its first National win in eight years when he manhandled his hefty Yoshimura Suzuki to overall victory at Elkhart Lake.

Schlacter was second in this event and then marched into his commanding lead by virtue of outright victories at Road Atlanta and before a partisan New England crowd at Loudon.



THE abc WIDE WORLD OF SPORTS SUPER BIKERS



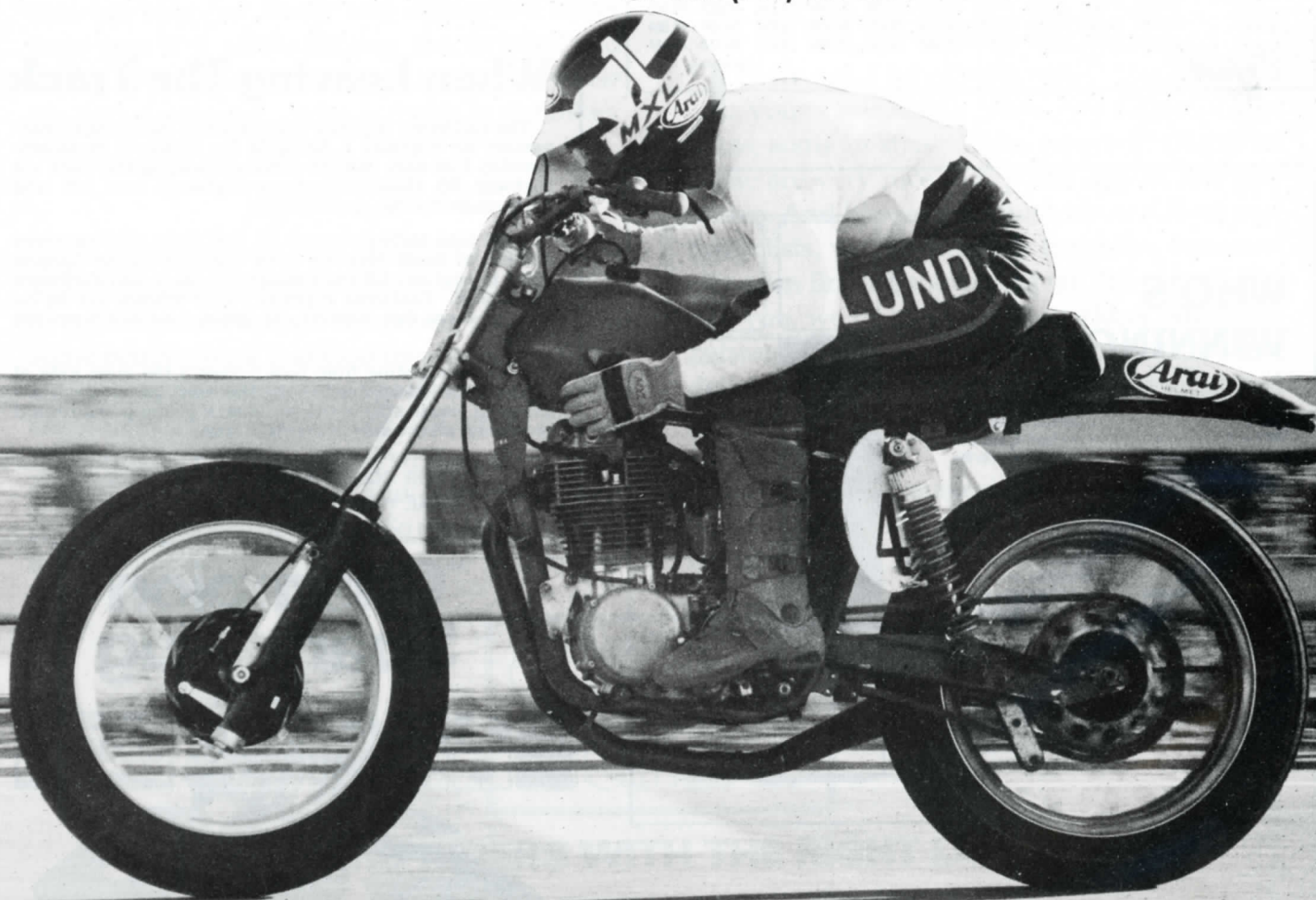
AMA

CARLSBAD RACEWAY, CALIFORNIA

Forty million people watched it last year on ABC "Wide World of Sports" You can be there LIVE this year

**ROAD RACE, MOTOCROSS, SPEEDWAY AND
DIRT-TRACK STARS FROM ALL OVER THE
WORLD BATTLING ON NOVEMBER 2nd, 1980
TO DECIDE WHO WILL BE THE NEW
"SUPERBIKER"**

For information, write GPMX Inc., PO Box 2820, Mission Viejo, California 92690
Or Call (714) 495-6906



SPEED CONVERSION

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

Road Racing Is Dangerous!

(a reprint from the first Laguna Seca Program Nov. 1957. The rules aren't outdated, however.)

Undeniably, motor racing is dangerous. Despite this, racing as you will see it this weekend has an enviable safety record. A good portion of this is due to the natural good sense of the American public. We'll need their help again this weekend.

Just because you were fleet afoot as a child, don't think you can outrun one of these short fused bombs traveling better than 100 mph. There's not anyone who can. So take the following rules to heart; they are designed for your safety.

IN CASE OF AN ACCIDENT, STAY PUT. Chances are you aren't going to be able to do anything but confuse an already bad situation, and make things even more difficult for everyone concerned.

STAY AWAY FROM THE HAY BALES. They were put there because experts felt that was where a car going wild would hit. Don't try to prove the experts wrong the hard way.

KEEP ALL PETS ON LEASHES. Or better still, leave them behind. They present a constant hazard and usually don't give a hang about sports racing anyhow.

KEEP CHILDREN UNDER CONSTANT SUPERVISION. Youngsters can slip away and out onto the track, ruining the weekend's pleasure for everyone and bringing a lifetime of remorse to a loving but careless parent.

DON'T TRY TO CROSS THE TRACK. At least, you are exposing yourself to arrest. And you may be tempting a quick and painful and final end to your day's spectating. This is a point that will be stressed this weekend.

DON'T SCATTER REFUSE AROUND THE AREA. The wind may blow it onto the course, momentarily blinding one of the competitors.

PLEASE COMPLY WITH ALL INSTRUCTIONS FROM OFFICIALS. They have a reason for their requests and their reasons are based on experience. Motor racing is dangerous.

When Leaving The Track

The California Highway Patrol expects heavy traffic congestion on Highway 1 following the races. It is recommended that cars headed north and leaving the track via Highway 68 (Salinas-Monterey Highway) turn left and go through Salinas to US 101.

Race fans exiting through Ft. Ord (from parking areas outside of track between turns 7-9) use Barloy Canyon Road to Highway 68 and through Salinas to US 101 North and South. California Highway Patrol officers will be on duty at these two locations to assist your exit from the track.

Race fans exiting from turn 3 toward the main gate at Highway 68 (Monterey-Salinas Highway) going north are asked to please stay in the left lane; if you're going toward Monterey, please stay in the right lane.

YOUR COOPERATION WILL HELP US
MAKE YOUR TRIP HOME A SAFE ONE.

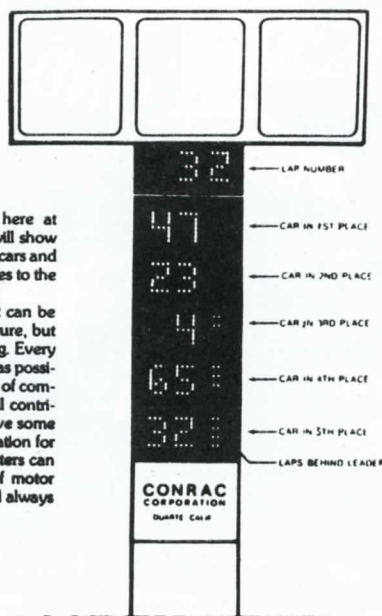
Champion Spark Plug



WHO'S WINNING?

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

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



mō'tor·cy'cles

We don't expect you to buy our magazine because it has tips on gourmet dining. Nor because it tells you about the latest in jogging shoes. We expect you to like CYCLE GUIDE because it's the best-written, most thorough, most entertaining dose of high-intensity moto-info you can buy. A kind of monthly one-stop shopping center for all your motorcycle input, from new-model tests to inside tips, secrets of the sport, new ways to have fun with your bike and evaluations of the accessories made to help you have that fun.

Street & Dirt

Naturally, we don't confine our interest to one kind of motorcycling. For instance, we think there's nothing in all the world more fun than doing cross-ups with the spectacular MX machinery available today. Not to mention dodging trees and rocks in enduros. In fact, if it's something you can do with a motorcycle off-road, we're sure to do it.

Which doesn't mean, of course, that we don't work the other side of the trees. Whenever we can, we turn our lively and exhaustive street tests into staff rides, blitzing the twisties and eating up thousands of miles in touring. Because we love street motorcycles as much as dirt bikes.

Just like you.

Big & Small

Some people seem to think you can't have fun on anything that doesn't have a handful of cylinders and eyeball-squashing power. And some people think that God meant Man only to ride bikes with seven-speed gearboxes and a tea-cup-full of engine. We're not like either group. We can have fun testing and writing about anything with two wheels and a motor, from crypto-chopper to minibike. So our entire staff is totally conversant with the whole motorcycle

spectrum, from tiddler to terror. And consequently, whatever your preferences in displacement and power, you'll find them within the pages of CYCLE GUIDE.

Because fun isn't measured in cubic inches.

Riding & Writing

Ours is a staff of expert riders. Qualified to ride or race almost anything. But it's not our ability to turn hot laps that makes us proud of our work. It's our ability to turn hot licks on the typewriter.

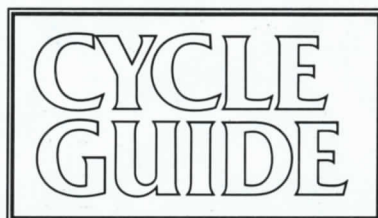
That's because while there are a lot of good riders around, there aren't many who can turn the experience of riding into something others can share and delight in. Or learn from. So we've been very selective about who writes for us, making sure that riding skill is matched by writing skill. The result isn't Shakespeare, but we think our ways of taking you along with us over the jumps, across the apexes and through the woods on two wheels are better than anyone's in the business.

Including Shakespeare.

Them & Us

There are a lot of motorcycle magazines on your newsstand. Some specialize in dirt bikes, some in street bikes, others in choppers. Some are very nice to flip through in idle moments. And like you, because we're full-on motorcyclists, we flip through them too, occasionally even finding something we like to read. But like you, we think there's a world of difference between an "occasional" magazine and one that delivers the kind of excitement, enjoyment and insight we'd feel good about spending our money on.

The occasional magazines are still in the rack. You're reading the one that we know delivers the goods every month.



HARD RIDERS WITH THE RIGHT LINES.

TWO WAYS TO GET SIDEWAYS.

The Yamaha RC100S Race Kart.

ON THE PAVEMENT.

With wide-profile slicks all around, a power-packed 100cc engine behind you, and a chassis a mere inch from the pavement, the Yamaha Race Kart can produce the kind of thrills usually reserved for Grand Prix racers.

The breath-taking sensation of being crossed-up and sideways at 60 mph.

The RC100S is a genuine racing machine developed by a company with a history of racing and winning.

The chassis, steering, and wheel stance are fully adjustable. The weight ideally distributed for tight, responsive high-speed handling.

The high-tension tubular steel frame is strong, yet lightweight. In fact, every component on this sophisticated little machine is engineered for maximum dependability and maximum performance.

IN THE DIRT.

Although the RC100S comes set up for the pavement, a special "dirt kit" is also available.

Add a fiberglass fairing, an

air cleaner, special dirt tires, and the RC100S looks like a tiny sprint car. In size only.

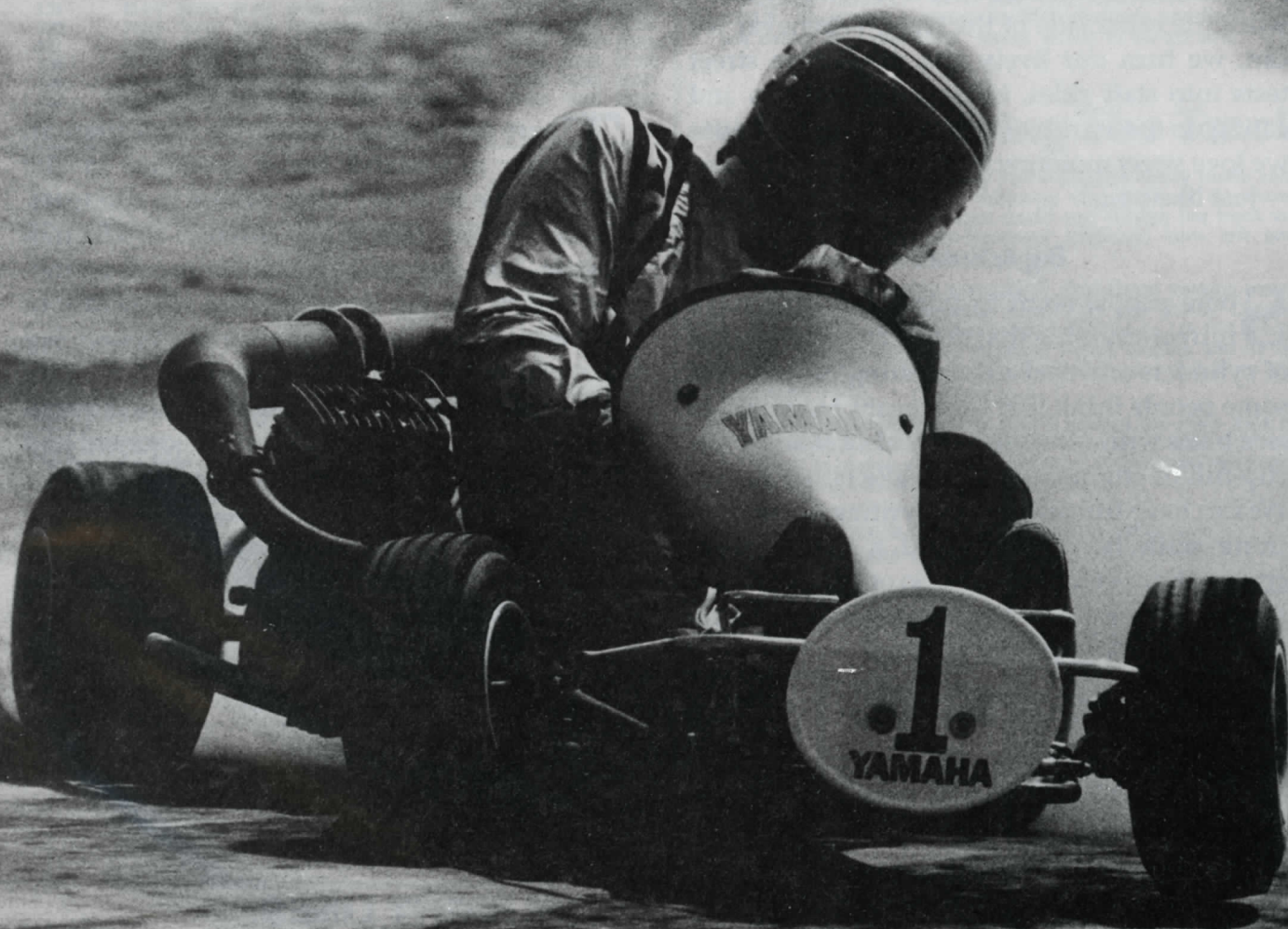
Drift it through a corner, flat out, and you'll understand why some of the biggest names in racing got their starts in karts.

Check out the Yamaha RC100S Race Kart and "dirt kit" at Karting specialty shops and selected Yamaha dealers.

Until you've flown an inch off the ground, you don't know what speed really is.

YAMAHA

When you know how they're built.



YAMAHA KART RACING



Early in the Astrodome Celebrity Yamaha Kart Race, Supercross Promoter Mike Goodwin edges out pretty Lynn Griffis for the holeshot. A.M.A.'s Mike DiPrete closing it up on the outside — Yamaha's Denny Kanegae hanging back, waiting for an opening.



L-R: Mike Bell, Johnny Cecotto, Ken Clark & Rick Johnson



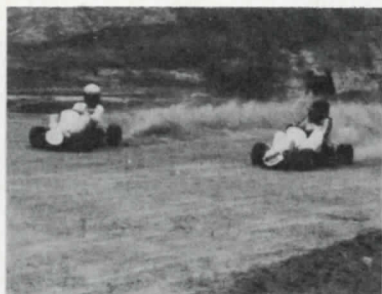
Johnny Cecotto "Sideways"



Ken Clark "Began his career on karts"



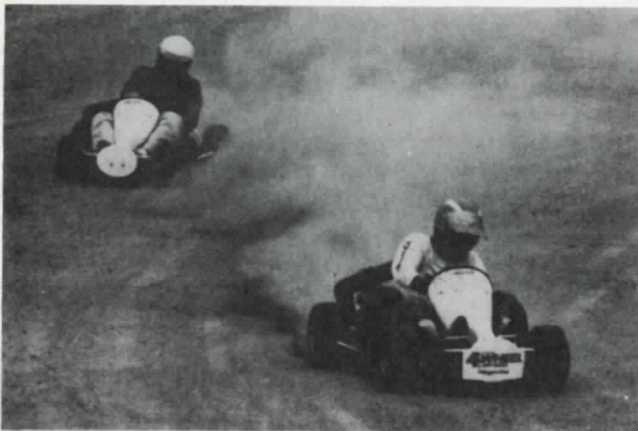
Mike Bell, Gary Semics & Gaylon Mosier



Mike Bell & Gaylon Mosier "Dicing it" at Saddleback



Ken Clark & Johnny Cecotto "Last minute instructions"



Rick Johnson & Gaylon Mosier



Mike Anson, Rick Johnson & Rick Gamez "Going for it"



AWESOME



**SOME PEOPLE DRIVE IT FOR A LIVING.
SOME PEOPLE LIVE TO DRIVE IT.**

THE LEGENDARY DATSUN Z-CAR.

To its competitors, it's a bad dream. It won the Sports Car Club of America National Championship 10 years in a row. Just took the IMSA GTU class for the fourth year. Official pace car at Sears Point, Ontario, Laguna Seca, Ascot.

0-55 in 8.1 seconds. Some people do very well racing the Datsun 280-ZX. Awesomely well.

To its owners, it's the stuff dreams are made of. Five gears to fly through. Four radials to run on. Four power discs to hold it back. And a fuel-injected SOHC six to turn it loose. Tachometer, time/date quartz clock, 4-speaker stereo, Computer Sensor System... even optional genuine leather bucket seats. And now there's a new way to "open up a Z" — The new Datsun 280-ZX with optional T-Bar roof!

So catch the Z of your dreams — from pure sports car models to grand luxury editions. Whether you drive it for a living, or live to drive it, the results are unmistakably... AWESOME. For purchase or lease at your Datsun dealer now.

**DATSUN
WE ARE DRIVEN**



"I'll stuff it into the wall before I let somebody outbrake me," said Gene Romero (3) after stuffing his way into the lead. Schlachter, Roberts, and Pons pursue.

Laguna Seca Formula 750 Road Race

By Kent Peterson

Professor Roberts, Ph.D., R.R., gives lessons while the racing returns to Formula 750

Rich Schlachter sat atop a case of oil in the back of the Kawasaki truck (his Superbike sponsors), soaking up the shade and large quantities of orange juice between heats of the Champion Spark Plug 200 F750 race at Laguna Seca. When asked about his second-place performance in the first 100 kilometer heat, he replied, "Boy, I just received one hell of a lesson in riding fast!" His teacher, of course, was Kenny Roberts, the man who, if such a thing were available, would surely hold a Ph.D. in motorcycle road racing. Unfortunately for his pupils, KR's lessons are taught under a great deal of pressure, special help is almost non-existent, and the time allotted for active student participation and observation is brief.

Schlachter was lucky on this occasion because for 28 laps of the 33-lap heat he and Roberts, along with Skip Aksland, jockeyed for the lead—changing positions sometimes six times a lap. Queried again as to what the most significant thing he learned was, Schlachter said succinctly, "Use less brakes and more gas!" To Rich, who is known on the East Coast as the "king of the late brakers," this meant a large-scale change in riding tactics. "I now realize that the brakes are only there to slow you down. It's more important to be on the gas as soon as possible, getting the hard drive out of the corners."

Aksland's motor began to lose power on lap 25. It finally threw a rod on the last lap, necessitating a push across the finish line and relegating Skipper to 14th place. Schlachter continued to shadow Roberts until lap 28 when KR used his ability in traffic and a 1:08.25 lap to break away, winning the heat by a three second margin. Asked by Roxy Rockwood between heats how hard he'd had to ride, Roberts said "about 90 percent" and that except for a faulty kill switch which was shorting out (he'd ripped away the wire) and fading front brakes (he'd forgotten that the 750 was some 80 lb. heavier than his 500),

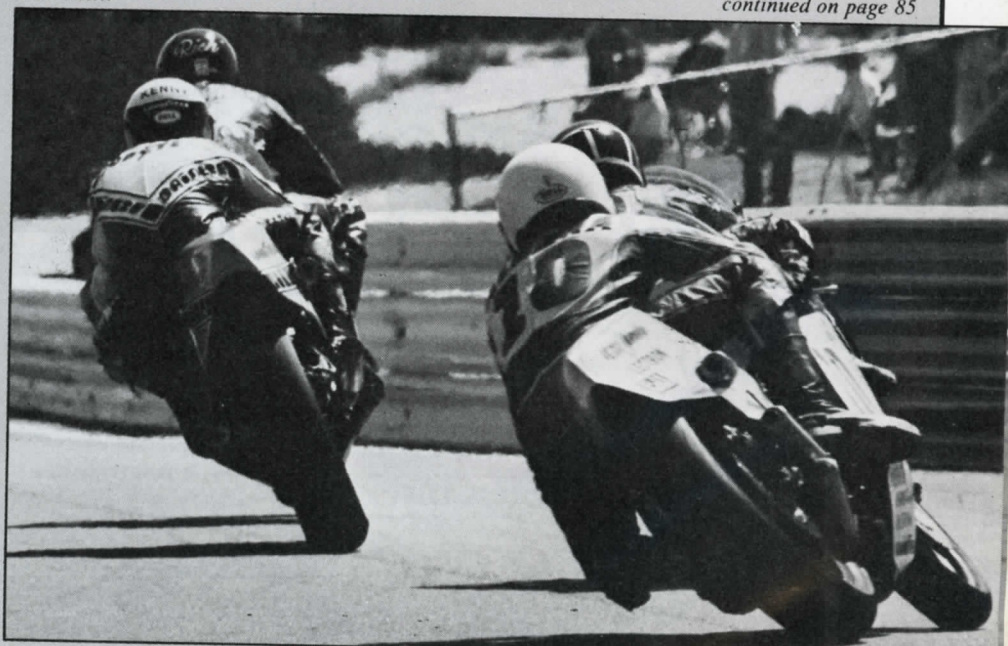
everything went okay. Schlachter had been hampered by a gas tank vent line which had come adrift, spraying premix on his windscreen and forcing him to raise his head above the bubble in order to see. Other than that he was pumped for heat two.

Gene Romero looked as though he was going to do well in the first heat, making his customary lightning start from the outside of the front row and leading Roberts, Patrick Pons, Raymond Roche, Schlachter, Randy Mamola, Aksland, David Aldana and Mike Cone past the line on lap one. He held the lead until lap five when a throttle cable jammed open and he pitted, leaving Schlachter, Roberts, Aksland and Pons in a group at the front. Romero's crew replaced the cables and he returned on lap 27, circulating at a high rate of knots and giving notice of his intentions for the second heat.

Patrick Pons, the F750 points leader, had been on the pole for heat one, thanks to the annual Laguna Seca timing and/or scoring foul-up. This year it took the form of wildly optimistic qualifying times handed out on a roughly equal basis. Since those whose positions were enhanced weren't complaining and those who felt they'd been jobbed were in the minority, the FIM jury decided to let the times stand—Pons' 1:08.046 went into the record books. He did justify his starting position, hanging onto the leading trio until his tank vent also began to leak, covering his helmet visor with gas, and he began to drop back. Aldana got by him on lap 22 and Mamola passed him on the last lap, leaving Pons in fifth place following Aksland's demise.

Aldana and Mamola had a good duel going until lap 15 when David got away.

continued on page 85



Schlachter up front, with Ph.D. Kenny Roberts second and waiting. Mamola is third, Aldana fourth.

the right helmet...

is your second most important purchase, right after your bike. The right helmet gives you protection you can count on. It gives you comfort that feels right because it fits right. It gives you the styling and colors that look right. For the street, off-road or competition, put your head in the right place. Switch to KRW.



The MOTO X

CONSTRUCTION: Multiple layer fiberglass shell. Uniform weight distribution prevents heavy spots or top heaviness, assuring balanced comfort, less fatigue. Lower facial section features 6 air vents for easier breathing, cooling, dust filtering. Brushed Mizar interior, including rubber beading, Clear snap visor with decal furnished.

APPROVALS/CERTIFICATIONS: SNELL 75, DOT

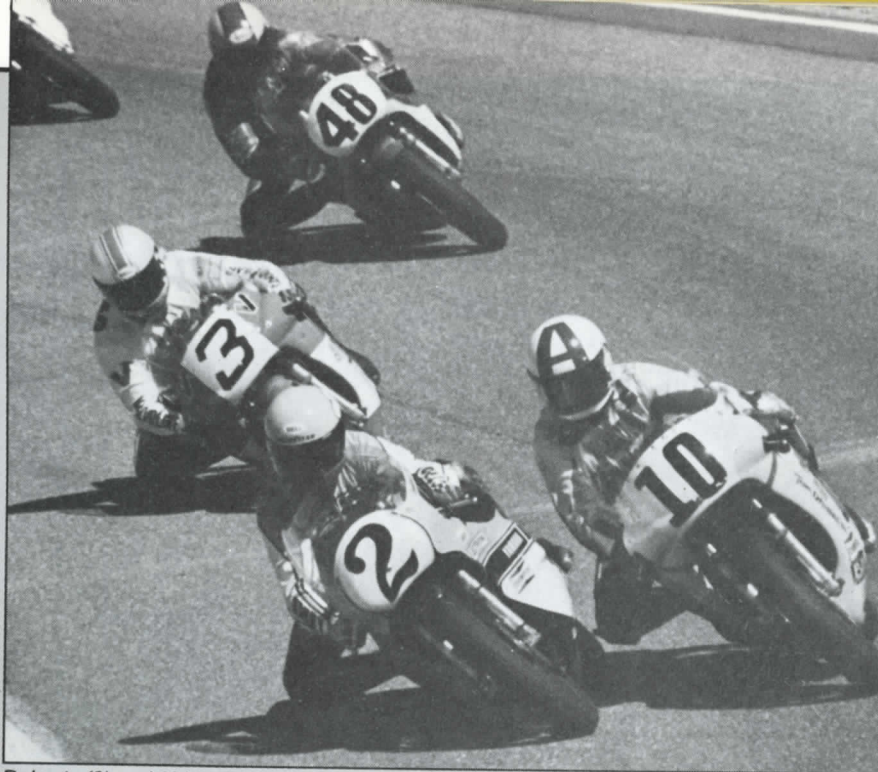


TRABACA PRODUCTS OF CALIFORNIA

DIVISION OF AMERICAN SPORTS CO., INC.

2970 East Maria St., Compton, Calif. 90221

Phone: (213) 638-7814



Roberts (2) and Aldana (10) rounded turn eight almost touching, but Gene Romero (3) bullied his way past on the brakes at turn nine. Schlachter (48) and Mamola trail.

He continued to charge, winding up 4 sec. behind Schlachter. Mamola, fresh from his second place in the Finnish 500 GP, was riding a borrowed bike, as was Dale Singleton. Both had left the A-team machinery in Europe and both were missing the horsepower. Randy, who had unloaded heavily in practice, said he was "riding as hard as I know how" but just couldn't stay with the leaders. Singleton also found it frustrating to be blocked by slower riders on the corner exits and then have them motor away on the straight. Nonetheless he maintained a heat-long dice with Swiss rider Michel Frutschi until lap 28 when Frutschi pulled away and left Dale in seventh place. Behind Singleton were Roche, a very on-form Kevin Stafford, and Ron Pierce.

Between heats activity was based as one would expect on the first heat performances. The front-running bikes received a thorough inspection and in most cases new rear rubber. Roberts' bike was also given a new kill switch. Most needed repairs were of a minor nature, but Mike Cone was back inside his motor in a *deja vu* reenactment of his Sears Point performance. Once again through heroic effort he managed to be ready in time only to have a crank let go in heat two—yet another long, quiet ride back to Texas. Ron Pierce, whose Yamaha Motor Canada bike didn't even arrive until Sunday morning due to a transporter breakdown, was changing gearing, suspension and tires in an attempt to find the right combination. Even Bob Work and factory machinery can't compensate for lack of track time. The brothers Aksland would be spectators for heat two.

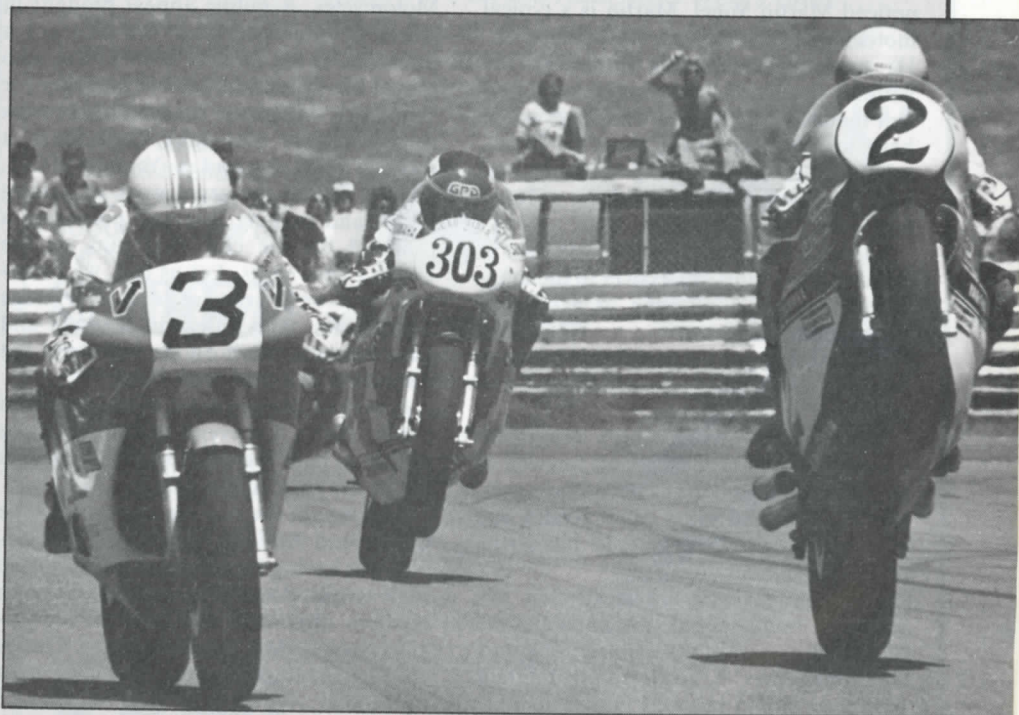
Heat two at Laguna should go a long way toward silencing the people who say that 750 racing is boring. The bike brand

name may have been monotonous, but the riding wasn't. Rich Schlachter grabbed a three bike-length lead over the start-finish hill and led an unruly pack consisting of Mamola, Aldana, the still inspired Stafford, Pons, Roberts, Roche, Harry Klinzmann and Frutschi on lap one. For the next five laps the leader remained the same but the rest were in a constant state of change. Roberts dropped back to 10th briefly as his new kill switch also began malfunctioning, but after tearing the wire away once more, he quickly reeled in the leaders. The teeming mass had been joined by Singleton and

a listing of the position changes would require more space than this article allows. By lap four another newcomer joined the fray—Gene Romero. Tiger Gene had fire in his eyes as he started the second heat from last position. He passed 17 riders on the first lap and worked his way up to seventh place by lap four. As Roberts said after the race, "You always know when Gene's going for it—he comes out of the hairpin with his elbows straight out." On lap 11 the elbows really straightened out as he passed Roberts and Aldana in a move that brought the corner nine crowd to its feet. Aldana was literally leaning against Roberts' leg as they rounded the 100 mph righthand corner eight, with Romero just behind. Aldana drifted out to the left, leaving barely enough space for Romero to brush past both riders into corner nine. Gene left his braking so late the bike fishtailed into the corner, then he gassed it so hard coming out that he almost lost it again. Then he looked back at Roberts and gave him a come-on wave! Roberts in turn looked back at Aldana and just shook his head.

Romero's lead was short-lived, however, as on lap 14 Roberts repassed and again using his expertise in traffic pulled out a comfortable lead, entertaining the crowd with huge wheelies for the last 10 laps. Schlachter, who had led the first six laps, had learned another lesson. He hadn't changed his rear tire between heats and now it began to get slippery. After several lurid slides he decided to ease off and finish on the pavement. His second overall was assured when Aldana overshot the hairpin on lap 16 and lost about 10 seconds before rejoining.

Patrick Pons threw away his chance to >



You could tell Roberts' (2) bike had steam when he pulled other riders while riding on one wheel. Romero (3) and Pons (303) have grandstand seats.

solidify his F750 points situation when he used too much rear brake entering the corkscrew and crashed. Fortunately, only Pons' pride and the bike suffered. Mamola also had an excellent performance go for naught when his clutch cable snapped on lap 21, finishing third about 5 sec. behind Romero and fourth overall. Aldana came in fifth, followed by Frenchmen Roche and Marc Fontan. Singleton was eighth after a long struggle with Pierce, John Bettencourt, Klinzmann and Stafford.

As Kenny Roberts lifted the front wheel of his bike out of turn nine and set it down again at the start-finish line in a 747-like puff of smoke his brief U.S. tour ended. Two races and two masterful victories. School is out for another year. ☒

F750 Results

Heat One

Kenny Roberts
Richard Schlachter
David Aldana
Randy Mamola
Patrick Pons
Michel Frutschi
Dale Singleton
Raymond Roche
Kevin Stafford
Ron Pierce

Heat Two

Kenny Roberts
Gene Romero
Michel Frutschi
Richard Schlachter
David Aldana
Raymond Roche
Marc Fontan
Dale Singleton
Ron Pierce
John Bettencourt

SUPERBIKE PRODUCTION

Fast Freddie Spencer finds the way around the Bakersfield Line

By John Ulrich



With Pocono canceled the week afterwards, Laguna Seca decided the Superbike season. Champion Wes Cooley (left) lost the race and won the war; Freddie Spencer won the race and was third in points; Ron Pierce was third at Laguna, second in the championship.

A VINTAGE VICTORY

The Old Crocks Return to Laguna Seca by Allan Girdler

We were sitting on the false grid, waiting for the signal to begin our, uh, exhibition, when the AMA official noticed Martin Vogel. Martin is a typical motocross kid; long hair, surfer style, etc. He was slouched on his Harley KR750 with his borrowed leathers making a perfect match, as the KR is what one would have to call unrestored; paint by brush, solid rear end with disc front brake and bars that would do justice to a Texas longhorn.

So this AMA guy, a grizzled old coot in immaculate whites, stalks over to the long-hair kid just like a scene in a drive-in movie, and he says...

"I think I've got a transmission left over from my KR. If you can use it, I'll give it to you."

Welcome to Laguna Seca's second almost-annual vintage race, and farewell to the generation gap, the haves vs. have-nots, east vs. west and every other rivalry you ever heard of. When the old bikes run, nothing else matters.

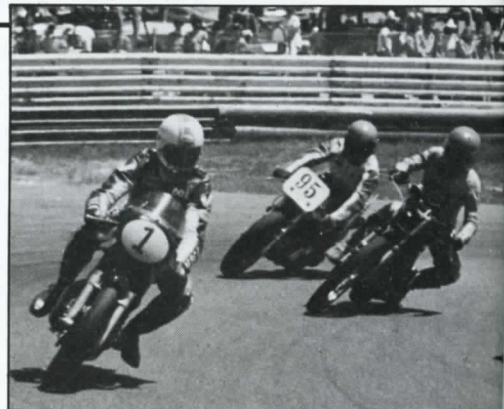
Persistent readers will recall that two years ago guys with old racing machines put on a show as part of the annual 750 round. The crowd loved it, but last year the track didn't get proper requests in time to stage another show, so they said to come back earlier for 1979.

Which we did, we being an informal collection of owners and fans known as VROOM, short for Vintage Racers Of Old Motorcycles. A public appeal brought in scores of interested fans. We also got a president, in the form of Mike Lewis, who in real life is national service manager for Triumph's American branch. Mike owns something like nine BSA Gold Stars, a couple Triumphs and a Yamaha TD-1, plus he did all the grunt work of writing letters and making lists and preparing a proposal for the club that puts on the Laguna Seca races. Let us run, we promised, and we'll bring at least 25 vintage motorcycles, with riders in leathers and good helmets. We'll do the rules and the inspection and the whole thing.

It worked. We got most of the guys who ran the club's first event, and we got more people to haul the dusty old campaigners out of the back of the garage.

And we got the real vintage crowd. The Classic and Antique Motorcycle Association was having its annual meeting on the same weekend as VROOM's first race. An accident discovered too late. So for Laguna Seca CAMA president Frank Conley enlisted club members and his own collection.

Our reserved parking spaces, at the back of the paddock, were a show by them-



Around Turn 9 it's No. 1, Don Vesco on a Norton Manx on the outside, Jody Nicholas (58) and his Gilera 500 on the inside and Martin Vogel, no number Harley KR, in third. No. 95 is a Norton International and I forgot to write down the rider's name.

selves. American, Italian, English, Japanese and Spanish; with Harley, Bultaco, Honda, Excelsior, Norton, Ducati, BSA, Gilera, Vincent and Yamaha, all lined up for display. The paddock was semipublic, and we drew a good crowd. You could hardly hear the Nortons idling for the click of cameras.

We got practice on Saturday, then we went to a pizza parlor for the official banquet, then we had five hot laps on Sunday. What actually happened during the event I'm not sure, as me and Red Rooster were in the pack and all I could see was a couple hundred feet in either direc-

"Maybe I should try that Bakersfield line," said Freddie Spencer after his Superbike Production heat race at Laguna Seca. Spencer, 17, had just seen firsthand some of the tricks Ron Pierce, 30, has learned in 15 years of professional road racing.

Pierce beat Spencer in the heat race, just as he had beaten Spencer at Sears Point.

The key to Pierce's victory in both cases was his tight, inside "Bakersfield Line," named after Pierce's hometown in California, and it successfully thwarted young Spencer's every attempt to get past.

"It's just like dirt track," said Spencer, shaking his head. "If somebody gets out there on that groove and they've got power on you, you can't do anything. I could go two seconds a lap faster if somebody wasn't in my way. It's frustrating, but it's up to me to find a way to get by real quick before he can get back in front."

Spencer worried about offending his sponsor by admitting that his Kawasaki superbike wasn't as fast as Pierce's Yoshimura Suzuki, but that was no revelation to anybody who had watched the race. Pierce's bike was a lot faster, yet the race was extremely close.

"I don't know if I can hold him (Spencer) off (in the final race)," said Pierce after the heat. "He's really smooth in the corners, and my bike was wobbling>

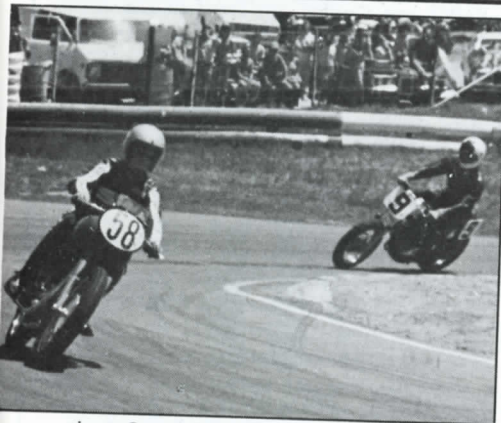


Photo by Henry N. Mannery III

tion. One of the Norton riders said "That thing of yours is faster than I thought. I had to pass you in the corners," which puts me in my place. And I had a good dice with John Weed on a genuine production Honda racer, one of the CR125 Twins. I'd pass him on the straights, he'd get back in the twisty parts, etc.

Weeks later I asked Jody Nicholas about the unofficial results. "Was that John Player Norton in the race?"

"Oh, no, that guy showed up so we figured heck, let him run even if the bike is too new."

"Well then," Jody said, "I passed Don Vesco just before the last turn, so if the Norton wasn't eligible, I won."

So did we all. For fear of jinxing the project I won't say vintage bike racing is here to stay.

But old racing bikes are the wave of the future.

THE RX FOR SPEED & COMFORT



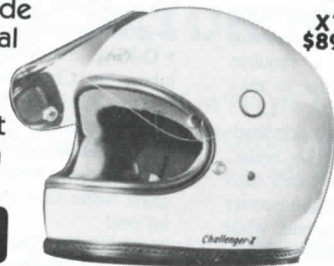
Lightweight, comfortable protection is important on the racetrack — and that's just where Arai helmets are proving themselves to be right out front in top quality protection.

Arai helmets are chosen by some of today's best racers, experts like Aksland, Baldwin, Boody, Brow, Burgett, Cooley, Eklund, Ongais, Singleton, Spencer & more who know the importance of the best head protection and appreciate the advantages of a really comfortable helmet.

Arai protection? Ask the racer who's put one to use! Comfortable, quality protection should be no less important to every motorcyclist and a complete range of Arai helmets is available for every taste and need. Arai comfort? Ask the rider who wears one!

Check out the Arai helmet line at your dealer — from the Super-Lightweight RX-7 at \$150. and other SNELL-75 models right on through to the wide selection of special design/color finishes available to compliment just about any bike on the road.

SNELL 1975



Arai helmets are available from motorcycle dealers across the country through the distributors listed below, or write Arai Helmet Ltd. — P.O. Box 421, Tenafly, N.J. 07670.

Accessory Distributors, Inc.
175 Fair Street
Palisades Park, N.J. 07650
(800) 932-0303 in New Jersey
(800) 631-2505 other states

Nican
3225 Lenworth Drive
Mississauga, ON
Canada
(416) 625-3890

Self Cycle & Marine
516 Jefferson Blvd.
Tarrant Ala. 35217
(205) 841-5537 in Alabama
(800) 633-3426 other states

Cycle Parts Distributing
2300 East Douglass
Wichita, Kan. 67214
(800) 362-2452 in Kansas
(800) 835-2712 other states

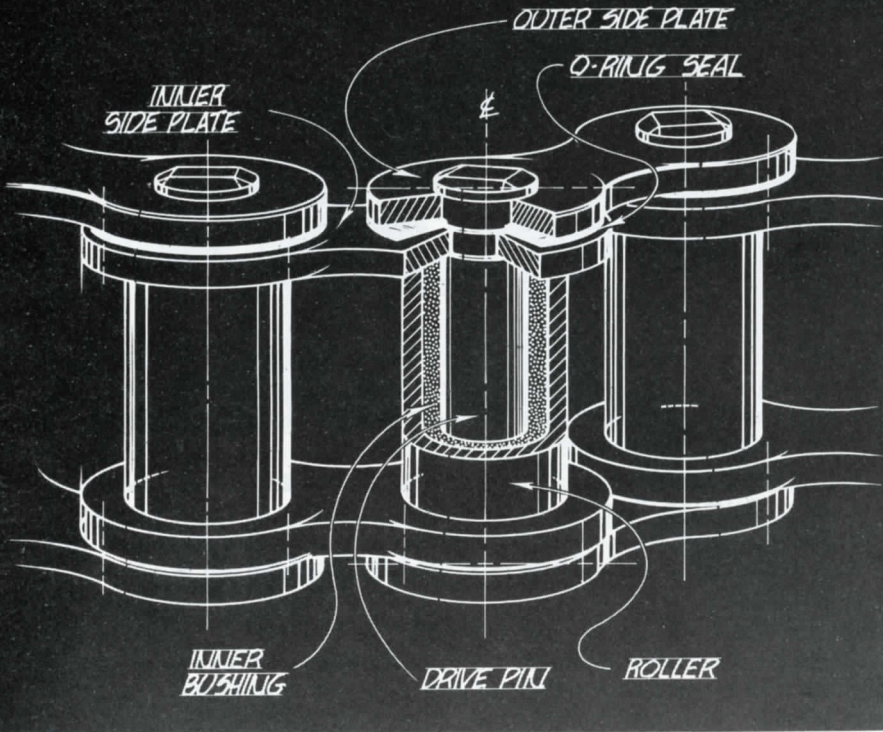
Nican
1010 Mainland Street
Vancouver, BC
Canada
(604) 688-9857

Wheelsport
2424 N.E. Riverside Way
Portland, Ore. 97211
(800) 452-6289 in Oregon
(800) 547-8028 other states



A full color brochure illustrating the entire range of Arai helmets is available; send 50 cents to cover postage & handling to Arai — P.O. Box 421, Tenafly, N.J. 07670 for your brochure by return First Class Mail.

CHAIN KOTE: YOUR CHAIN WILL NOTICE THE DIFFERENCE.



Kal-Gard Chain Kote provides each part of your chain with the lubrication it needs to run smoothly and quietly, and last a long time. A clear understanding of your chain will help you realize that it requires sophisticated lubrication in order to take what your engine dishes out.

- Side plates are exposed to high side loading as well as a steady attack by water, mud, and road grime. Chain Kote's high Moly concentration and high-viscosity bonding agent resist these elements while providing excellent side load lubrication.
- Rollers, drive pins, and the inner bushing really take a beating. This is where Chain Kote's lubricants really work. Unlike other

lubricants, Chain Kote's Moly additive will withstand loads up to 350,000 PSI without breaking down. This prevents deadly metal-to-metal contact.

- O-Rings can be damaged by some chain lubes, but Chain Kote contains a special O-Ring lubricant that keeps them strong and resilient.

In addition, Chain Kote's high-viscosity bonding agent keeps the lubricants on your chain better than any other lube—and not on you!

Try some Chain Kote today. You'll notice the difference—and so will your chain.



Fast Freddie Spencer (8) learned in the Superbike heat race that getting past Ron Pierce's Bakersfield Line can be tough.

and hopping up and down in the turns when we got going as fast as we did."

Both Pierce and Spencer turned lap times in the low 12s throughout the five-lap heat, with Spencer nicking into the high 11s with a 1:11.89 on his second lap.

In the second heat, Pierce's Yoshimura teammate, Wes Cooley, ran away from Spencer's Kawasaki teammate, Rich Schlachter, whose Kawasaki superbike had less shock laydown than Spencer's, and thus didn't handle as well. In the second heat, Cooley turned a best lap of 1:12.50. "I wish I had been in that first heat," said Cooley afterwards. "It would have pushed me a little harder."

But even being pushed a little harder didn't put Cooley out front in the final. Instead, Fast Freddie found his way around Pierce by beating everybody off the line and slamming the door hard as Pierce tried passing on the inside of the first turn. So close and violent was Spencer's cut-off of Pierce that Cooley edged past in the confusion, and the finishing order was set: Spencer, Cooley, Pierce.

The only question that remained was simply how fast Freddie could—and would—go. He answered it by doing exactly what he said he could do, given a clear track. Spencer started out turning low 1:11 laps, did one circuit at 1:10.9, and then circulated in front of a several-second cushion for the rest of the race, turning 11s and low 12s.

The racing was for fourth, between Schlachter, Harry Klinzmann, Steve McLaughlin and Chuck Parme. By the time it was all over, they finished in that order.

Fast Freddie, by winning at Laguna Seca, collected a \$10,000 bonus to add to the \$5000 bonus he got for victory at Sears Point.

That's not bad money for a 17-year-old.

Results

1. Freddie Spencer Kaw
2. Wes Cooley Suz
3. Ron Pierce Suz
4. Rich Schlachter Kaw
5. Harry Klinzmann Kaw
6. Steve McLaughlin Kaw
7. Chuck Parme Kaw



The KAL-GARD STARTER KIT includes a 5 oz. can of CHAIN KOTE, 16 oz. can of PP/CC, one pint of new SMOOTH STROKE Fork Oil and new ENGINE GARD in a 6 oz. bottle.

Send me _____ KAL-GARD Starter Kits at \$15.50 each plus \$3.00 shipping and handling. SMOOTH STROKE Fork Oil weight SAE 5 10 15 20 30.

NAME _____
 ADDRESS _____
 CITY _____
 STATE _____
 ZIP _____

Money Order
 Check
 California Residents add 6% sales tax.

KAL-GARD

16616 SCHOENBORN ST. • SEPULVEDA, CA 91343 • (213) 892-8674



MOTOCROSS FINALS

**SAN DIEGO STADIUM
SATURDAY • OCT. 25**

The \$500,000 **AMA** SUPERCROSS SERIES
SANCTIONED
GATES OPEN 6 P.M. RACING STARTS 8 P.M.
FOR MORE INFO CALL (714) 494-6568



**AMATEUR MOTOCROSS SUNDAY
OCTOBER 26. FOR INFO
CALL (213) 830-7519**

A FAMILY ENTERTAINMENT SPECTACULAR!

A FAMILY ENTERTAINMENT SPECTACULAR! Buy By Mail Now. SAVE \$3 on each adult ticket. Children 10 years & under 1/2 price on regular adult priced tickets. Discounts available thru mail order only. Offer expires October 6, 1980.

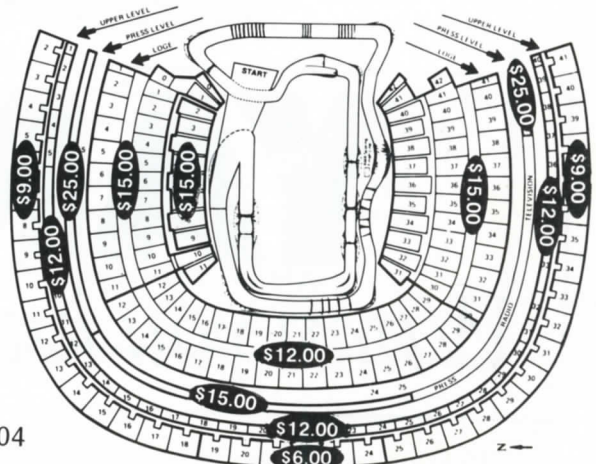
Adult #Tickets	Sub-Total	Child #Tickets	Sub-Total	Total
\$18 @ 15 x _____	= _____	\$9.00 x _____	= _____	\$ _____
\$15 @ 12 x _____	= _____	\$7.50 x _____	= _____	\$ _____
\$12 @ 9 x _____	= _____	\$6.00 x _____	= _____	\$ _____
\$ 6 (no discounts) x _____	= _____	\$3.00 x _____	= _____	\$ _____

Handling Charge \$1.00

TOTAL # TICKETS _____ TOTAL \$ _____

You can charge your tickets to VISA OR MASTERCARD
 Acct # _____ Interbank # _____ Expiration Date _____
 Name _____ Street _____
 City _____ Zip _____ Phone _____

Make check & money order payable to: 1980 Motocross Finals. Mail to GIS/Select-A-Seat, 7918 Convoct Ct., San Diego, CA 92111. Orders received after October 6, 1980 will be held for pick-up at WILL CALL. *Handling charge must be included for mail return. "Coca-Cola" and "Coke" are registered trademarks which identify the same product of the Coca-Cola Company. A Stadium Motorsports Corp. Production.



YAMAHA DEALERS LAGUNA SECA TOUR

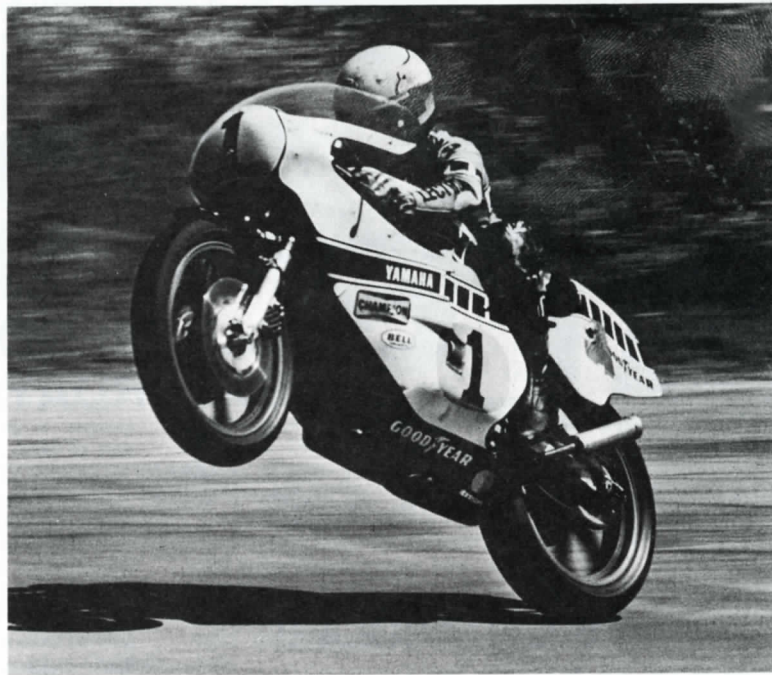
There is little more dear to the motorcyclist's heart than a good Sunday morning ride in the great California tradition, either through the foothills or along the seaside. This weekend's activities are enjoyed by a special group who are attending the Yamaha Corral as part of the Northern California Yamaha Dealers Association Laguna Seca tour organized for all those enthusiasts who like the best of the Sunday morning jaunts and the best of Winston Pro series road racing at one of the best race tracks in the world, Laguna Seca Raceway.

All 21 members of the Yamaha Dealers Assn. of Northern Califor-

nia are interested in the sport of motorcycling and in creating enjoyable pastimes for its customers. This tour was meant for all motorcycle riders who wanted to be part of the Champion Spark Plug 200 weekend and includes riders from Oregon and Washington as well as from clubs and dealerships in Southern California and Arizona.

For all those attending, whether on a motorcycle or other means of transport, please remember, ride and drive safely.

From all 21 Yamaha dealers, good luck to "King" Kenny and "Jimbo" Filice.



YAMAHA

When you know how they're built.

Yamaha wins Houston/Daytona

NORTHERN CALIFORNIA Yamaha DEALERS ASSOCIATION



Invites race fans to see the latest line
in both street and dirt equipment,
accessories and service.

When You Know How They're Built

CONGRATULATIONS TO JIMBO FELICE FOR HIS HOUSTON & DAYTONA WINS!!

NORTHERN CALIFORNIA YAMAHA DEALERS ASSOCIATION:

BERKELEY YAMAHA
Berkeley * (415) 848-2309

EAST BAY YAMAHA
San Leandro * (415) 483-2345

MOTORSPORT CENTER
Santa Cruz * (408) 688-6269

CAPITAL YAMAHA
Sacramento * (916) 332-6433

FAIRFIELD CYCLE CENTER
Fairfield * (707) 422-3150

PETALUMA YAMAHA
Petaluma * (707) 763-3944

CHAMPION YAMAHA
San Jose * (408) 287-2946

FREMONT YAMAHA
Fremont * (415) 793-2368

**PROFESSIONAL CYCLE
PARTS** Sacramento *
(916) 428-4040

CONCORD YAMAHA
Concord * (415) 798-2580

HAYWARD YAMAHA
Hayward * (415) 537-7014

R & J CYCLES
Vallejo * (707) 643-2548

CYCLE SPORTS
Santa Clara * (408) 247-1313

JIM & JIM'S
Santa Rosa * (707) 545-1672

SAN FRANCISCO YAMAHA
San Francisco * (415) 441-4465

CYCLE TOWN
San Rafael * (415) 456-0335

KARL'S MOTORS
Richmond * (415) 235-7322

SAN MATEO YAMAHA
San Mateo * (415) 347-4758

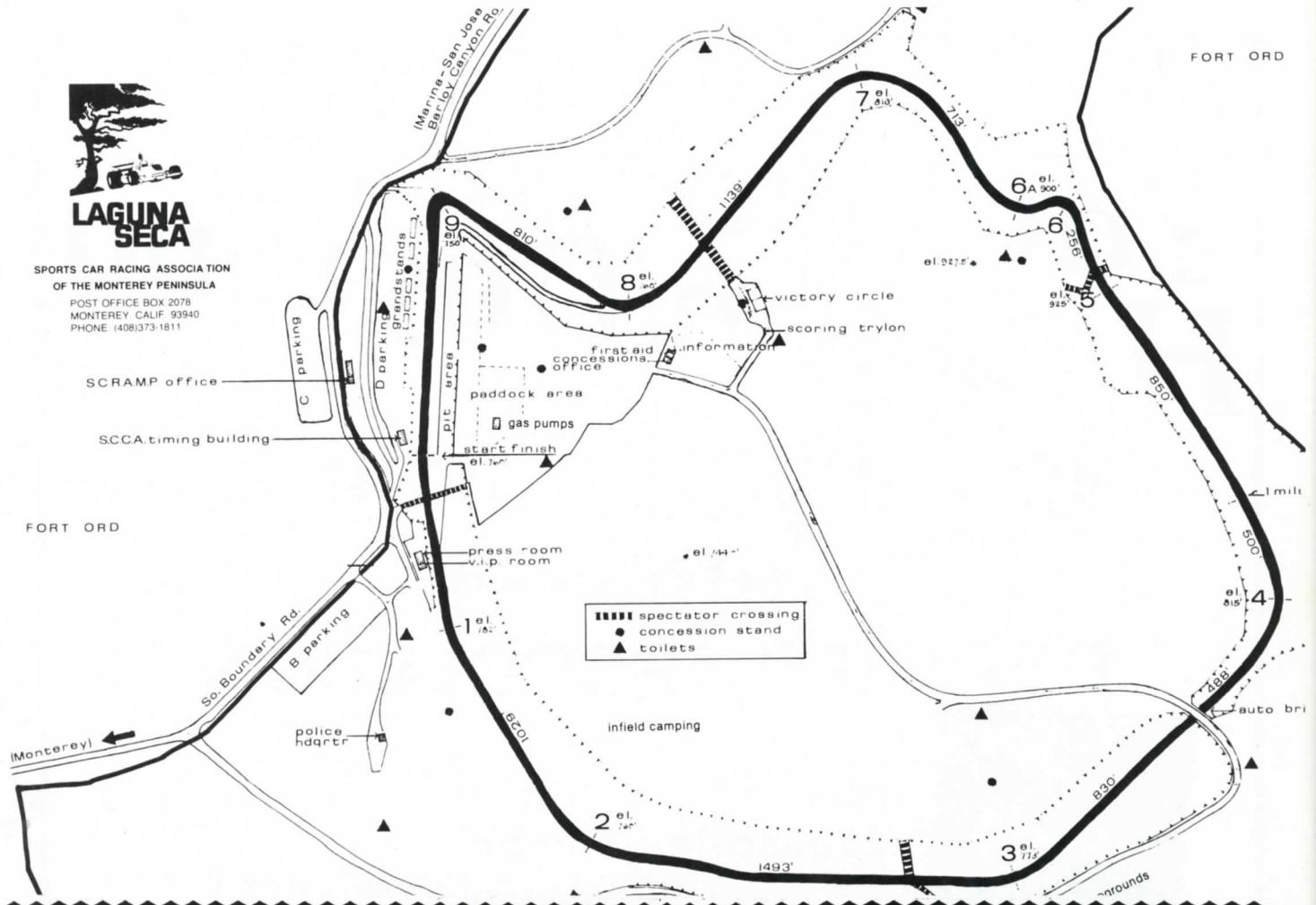
D & D CYCLES
Pacifica * (415) 355-7111

McGILL'S MOTORCYCLES
Stockton * (209) 466-2996

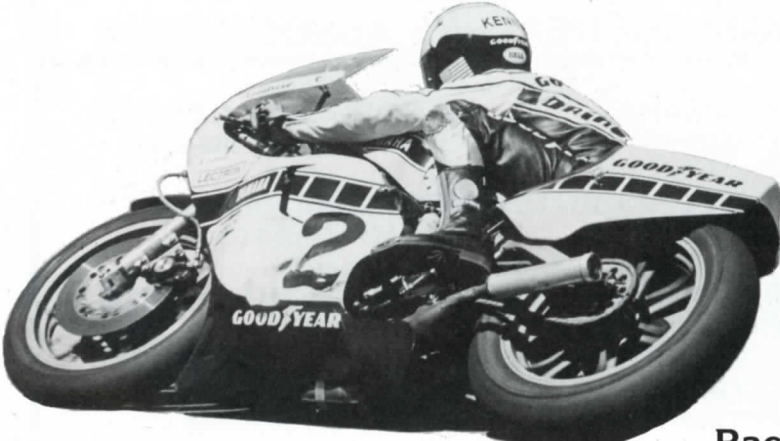
SUNRISE YAMAHA
Citrus Heights * (916) 635-8080



SPORTS CAR RACING ASSOCIATION
OF THE MONTEREY PENINSULA
POST OFFICE BOX 2078
MONTEREY CALIF 93940
PHONE (408)373-1811



HI-POINT WELCOMES KING KENNY AND CREW



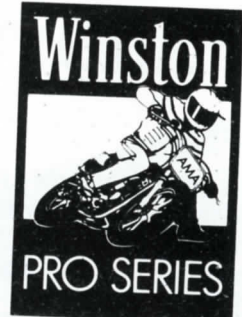
Racers. See the all new KR. Roadrace Boot at your local dealer, and just arrived, the new KR Touring/Street Boot.
Designed by a champion for a champion.



Hi-Point Racing Products
9604 Oates Dr., Sacramento, CA 95827
3709 W. Erie Ave., Lorain, Ohio 44053



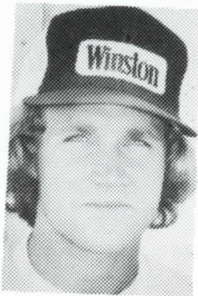
J.C. Agajanian Presents:



Winston PRO SERIES

22nd. ANNUAL 20-LAP SEASON FINALE HALF-MILE NATIONAL WITH HONDA 500 INVITATIONAL

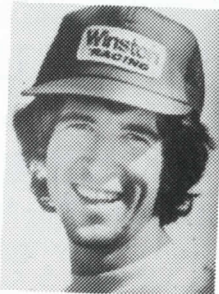
SATURDAY, OCT. 4, 8 pm



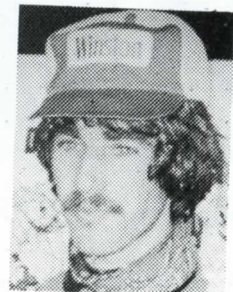
RANDY GOSS



HANK SCOTT



BILL LABRIE



TICKET MAIL ORDER FORM

QUANTITY	SATURDAY, OCT. 4		
_____	Reserved Adult	\$14.00 ea.	\$ _____
_____	Reserved Child (12 & Under)	\$ 7.00 ea.	\$ _____
_____	Gen. Admission Adult	\$12.00 ea.	\$ _____
_____	Gen. Admission Child (9-12)	\$ 6.00 ea.	\$ _____

(All children 8 and under admitted free to general admission only.)

ENCLOSED IS MY CHECK FOR _____

Please enclose a self addressed stamped envelope along with check or money order payable to - AGAJANIAN ENTERPRISES
P. O. Box 98
Gardena, Calif. 90247

NAME _____ ADDRESS _____ PHONE _____
CITY _____ STATE _____ ZIP _____

ADVANCE TICKETS
ALSO AVAILABLE AT
TICKETRON



a division of
CONTROL DATA CORPORATION

I.C. AGAJANIAN'S



18300 VERMONT AVE.
GARDENA, CALIFORNIA
(213) 321-1100
(213) 323-1142

FREE VIP PARKING FOR MOTORCYCLES

"WHERE THE HARBOR,
SAN DIEGO AND 91
FREEWAYS MEET"

Datsun, Official Car Of Ascot Park

LAGUNA SECA — A NEW DECADE BEGINS

Laguna Seca Raceway and Recreation Area will continue to be the scene of dramatic changes and first-rate motor sports events in 1980.

The first stage in the Monterey County Parks Department's development of the 550-acre facility upon which the raceway is situated has been completed. Campgrounds, recreational lakes, permanent rest rooms, showers, group picnic areas and barbecue shelters are ready, and in fact, Laguna Seca racegoers were able to take advantage of some of these comforts last season.

This year County Parks Director Peter Dangermond expects to make additional strides toward his goal of a self-supporting park system through increased involvement from the racing industry and related businesses. This has been a major pursuit and is now begin-

ning to take shape. Two pedestrian track crossing bridges have been sold. The Datsun bridge will be constructed from the paddock to the outside of the course at start/finish. The Champion Spark Plug bridge will span the track near Turn 7. Both these structures will make moving around the raceway much easier and more pleasant.

A contract has been signed with the British School of Motor Racing (BSMR) to expand their program to Laguna Seca. BSMR will conduct two, three-day competition courses each month and will also schedule segments of their BSMF/JR Championship Series of Formula Fords at the Monterey track.

Garages and offices will be constructed by the Parks Department in the raceway paddock area. This space will house the BSMR opera-

tion and will also serve as headquarters for race teams who want to use the demanding road course as their home test track. The Paul Newman Racing Team will be the first to take advantage of this situation. Testing and development of the Newman Can-Am cars will be conducted by driver, Elliott Forbes-Robinson, and other team members.

Dangermond intends to make Laguna Seca Recreation Area one of the most exciting and unique attractions in the country. He plans to incorporate these improvements with special youth and adult participatory recreation projects. Dangermond states, "The overall concept is to try to make the park of greater service to the general public, the racing industry and the Sports Car Racing Association of the Monterey Peninsula's (SCRAMP) charities."

JOIN TODAY



AMERICAN MOTORCYCLIST ASSOCIATION

We Keep You Riding

- * \$15.00—Full Member
Includes all benefits.
- * \$6.00—Associate Member
Must have full member in family. Does not include AMERICAN MOTORCYCLIST magazine.
- * Government Relations Activities
- * Accidental Death and Dismemberment Benefit.
- * Motorcycle Theft Protection.
- * AMERICAN MOTORCYCLIST Magazine.

To join:

Call Toll Free
800-848-8890

Or send name, address and membership dues to:
A.M.A. P.O. Box 141
Westerville, Ohio 43081

THE TECHNOLOGY OF THE 80'S IS UPON US...

SEKON INTERNATIONAL has made it possible to explore the future with a little more power... and with a lot less fuel.

As earth moves into the 1980's, the energy crises of the seventies has left scars far and wide upon the planet's surface. More than in any other generation, victims of the fuel plague have been immobilized like sailors without wind.

But even as this deficit of power penetrates the traveller's spirit, technology as always, draws nigh.

SEKON INTERNATIONAL, to combat the fuel shortage and to increase power equivalent to the need of our times, has created the SWARUP. This device is fully guaranteed to increase the power and torque of your bike, while simultaneously decreasing the use of fuel.

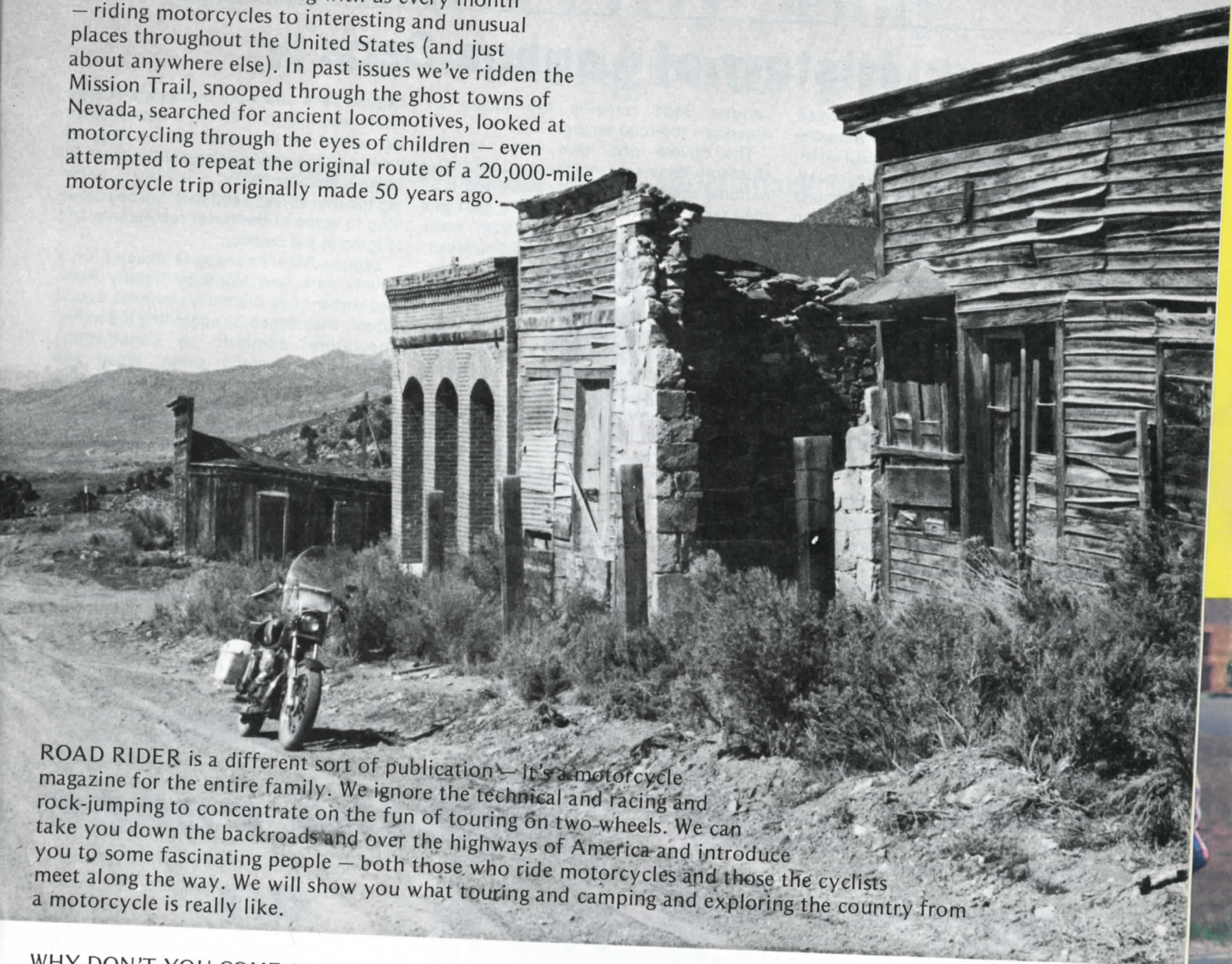


"SEKON, Second to None!"

EVER VISIT BELMONT?

...ON A MOTORCYCLE?

The readers of ROAD RIDER magazine have. We take them along with us every month — riding motorcycles to interesting and unusual places throughout the United States (and just about anywhere else). In past issues we've ridden the Mission Trail, snooped through the ghost towns of Nevada, searched for ancient locomotives, looked at motorcycling through the eyes of children — even attempted to repeat the original route of a 20,000-mile motorcycle trip originally made 50 years ago.



ROAD RIDER is a different sort of publication — It's a motorcycle magazine for the entire family. We ignore the technical and racing and rock-jumping to concentrate on the fun of touring on two-wheels. We can take you down the backroads and over the highways of America and introduce you to some fascinating people — both those who ride motorcycles and those the cyclists meet along the way. We will show you what touring and camping and exploring the country from a motorcycle is really like.

WHY DON'T YOU COME ALONG WITH US?

FOR A SUBSCRIPTION OR A SAMPLE COPY,
SEND IN THIS COUPON TODAY!



Please check box below

SUBSCRIPTION (12 issues, \$15.00) SAMPLE COPY (\$1.50)

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

Mail to: ROAD RIDER Magazine
P.O. Box 678-T
South Laguna, California 92677

Available only by subscription or at selected motorcycle dealers.

History of Laguna Seca

Since 1957, a group of businessmen known as the Sports Car Racing Association of the Monterey Peninsula (SCRAMP) have been boosting their favorite cause, charity and sports car racing at Laguna Seca Raceway. These local businessmen donate their time and knowledge to the non-profit organization, and have turned over almost \$1.8 million to local charities since they opened the raceway.

Laguna Seca was the Monterey Peninsula's answer to the traditions set earlier at the Pebble Beach Road Races. The idea was to simulate, as closely as possible, the beautiful surroundings in the Del Monte Forest. SCRAMP's answer was to build a road course set out in a section of Fort Ord that was dominated by rolling hills and statuesque trees.

The 1.9 mile, nine-turn course quickly became known as a classic road racing facility, and Laguna Seca's fame spread around the world. Contributions to road racing and charity have been immense, and

Laguna Seca remains the scene of America's top road racing.

The drivers who have raced on the Monterey Peninsula include the best international stars and literally every top U.S. road racer. Take for example, the 1961 pro race which featured entries from such luminaries as Jack Brabham, Stirling Moss, Bruce McLaren, Ken Miles, Roger Penske, Briggs Cunningham, Jim Hall and Dan Gurney. Moss won the race in his Lotus-Climax at the then record speed of 91 miles per hour. Later the names included Mark Donohue, Peter Revson, Denis Hulme, Mario Andretti, Jody Scheckter, Phil Hill, Al Unser, David Hobbs and Danny Ongais.

That spirit of competition continues with new dimensions added each year. International motorcycle races have brought world-famed riders like Kenny Roberts, Johnny Cecotto, Steve Baker, Gregg Hansford and Patrick Pons to challenge the tough course.

Besides offering the best in racing,

Laguna Seca offers the thousands of spectators who line its hillsides a view of splendid scenery at the same time as they are seeing all the action at one of the most exciting spectator tracks in the world, knowing too that at day's end they will be adjourning to some of the finest restaurants and lodging in the country.

Laguna Seca Raceway is situated on a county park, and Monterey County Parks Department has dramatic plans for a joint future. They began by upgrading the racing spectators' comforts by constructing campgrounds, group picnic areas and restrooms. But the plans go far beyond that. Laguna Seca Recreation Area will soon be a year-round attraction, incorporating these improvements with special youth and adult participatory recreation projects, to make the park of benefit to the general public, the racing industry and the Sports Car Racing Association of the Monterey Peninsula's (SCRAMP) charities.

**Listen to
Motor Sports
Coverage
from**



Laguna Seca 
**every racing weekend
with Bob Squires**

on

KTOM
Country 138 AM

**Listen
to the races
on**



Why the Bosch Silver Sport is worth every penny of its outrageous price

It's very simple. The Bosch Silver Sport spark plug lasts longer.

Longer than what?

Longer than plugs with copper, nickel, or even gold electrodes. Bosch's or anyone else's.

What's the magic in a silver electrode?

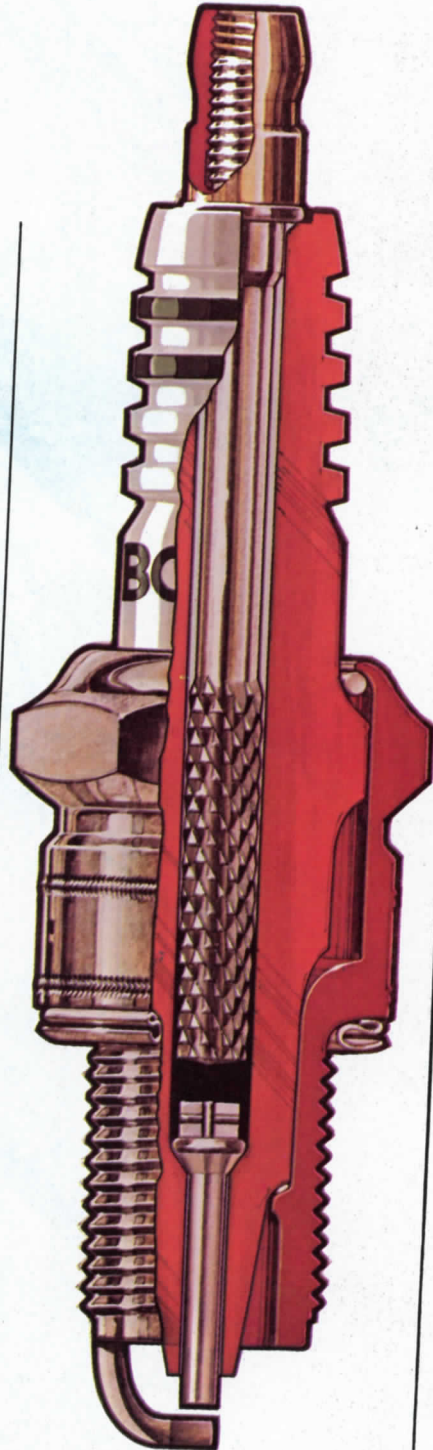
No magic. Just good old metallurgical facts. Like conductivity. No metal used in plug electrodes today can match silver for conducting heat.

That's why Bosch can shape silver into a solid electrode much thinner than that in any standard plug. And when it comes to electrodes, thinner is better because it lets Bosch build a longer insulator. Over 50 percent longer. And when it comes to insulators, longer is better. It gives fouling deposits a greater distance to travel before they cause a biker his number one headache—misfiring.

Is that the whole story?

No, that's only half the story. Silver also has another very nice property. It's more immune than standard plug materials to the chemical **corrosion** that eats away at any electrode tip. And because Bosch makes the electrode as thin as they do, the Silver Sport needs less firing voltage. That leads to another benefit—less physical **erosion** of the silver itself.

Less corrosion plus less erosion equals much slower growth in the vital gap between center and ground electrodes. This again reduces the incidence of misfiring.



So the Silver Sport will never misfire?

Any plug, sooner or later, will misfire. It's simply a sign of old age. But the Silver Sport ages slower just because it is silver.

Then of course, the Silver Sport has the usual refinements you'd expect on a plug made by Bosch. A nickel-plated shell, for example.

Why does nickel plating make a difference?

It wouldn't if the cylinder head in your motorcycle were made of cast iron. But it's made of aluminum alloy. And when that alloy is tight against the galvanized zinc threads on an ordinary plug, a troublemaking electro-chemical reaction can take place.

That can lead to another biker's headache—seizing. But because nickel is harder than zinc, it virtually eliminates seizing.

Sounds like Silver Sport is worth the price. By the way, what is the price?

Almost six bucks a piece.*

That's not outrageous, if the Silver Sport does what Bosch says it does.

It does **everything** Bosch says it does or it wouldn't say BOSCH.

* Suggested retail price is \$5.75.
Prices subject to change without notice.

ROBERT BOSCH

© 1980 Robert Bosch Sales Corporation

Windjammer® takes you there.



Listen to experienced touring riders. Read fairing tests. "Almost as good as a Windjammer" is a phrase that comes up again and again. This is *the* standard of comparison. That's a fact, not a slogan.

Vetter

Come to the Vetter Rally. Colorado Springs, Aug. 22-24, 1980. Write or call.
800-637-1134. In Illinois, 800-252-1119.

MIC AM1

© 1980 Vetter Corporation.