

BRIDGESTONE
by Rockford
NOVEMBER
1968

NEWSLETTER

ROCKFORD MOTORS, INC.

— ROCKFORD, ILLINOIS

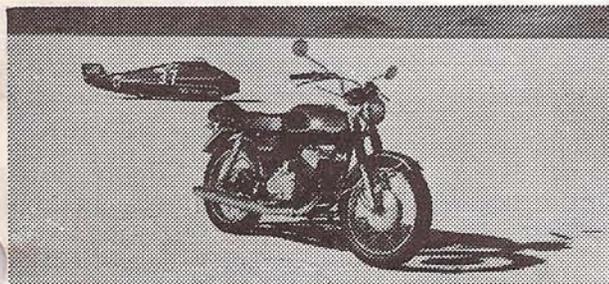


BRIDGESTONE SETS SIX LAND SPEED RECORDS AT BONNEVILLE

100 cc, 200 cc, 350 cc Marks Set

Bridgestone is out in front again. This time it's with six land speed records set on the Bonneville Salt Flats.

Rained out in August, Bonneville Speed Week was finally held October 21 - 25. Don and Rich Vesco were there with three Bridgestones to capture two records — one with a fairing and one without — in each of three classes (100cc, 200cc, and 350cc).



To be eligible to try for a speed record, each bike must exceed the existing record on the 5-mile track. Once this is accomplished, the bike must cover the distance in both directions with an average speed above the existing record to establish a new record.

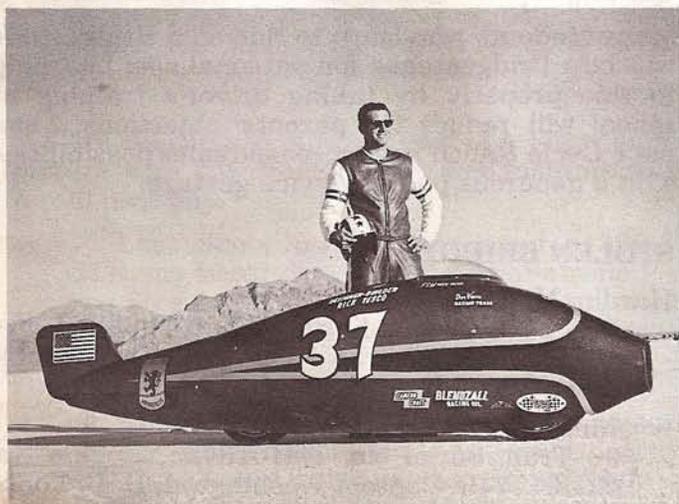


The Bridgestones qualified with ease and went on to establish six world speed records. Each of the three machines set records for their classes both with and without fairings.

The new records are:

	FORMULA	CC	MPH
A-C	(No fairing, stock engine)	100	83.516
S-C	(Streamlined fairing, stock engine)	100	113.249
PS-A	(Partial fairing, modified engine)	200	95.824
C-A	(No fairing, modified engine)	200	98.455
C-C	(No fairing, stock engine)	350	125.698
PS-C	(Partial fairing, stock engine)	350	141.242

Don Vesco's blistering average of 141,242 MPH on his Bridgestone 350 makes it the fastest PS-C motorcycle ever built. Other PS-C records are 140.541 MPH by a 650cc Triumph (1966), and 126.756 MPH by a 1200cc Harley-Davidson (1963).



Don Vesco designed and built a streamlined fairing making his Bridgestone 100 resemble a jet fighter without wings.

But the moral victory of the week went to Don's brother, Rick Vesco. He blazed over the course on his Bridgestone 100 without a fairing at an average speed of 83.516 MPH — almost 2½ MPH faster than the 1967 record held by Yamaha. And when Rick added the full streamlined fairing he had spent months building, his average speed with his Bridgestone 100 shot up to 113.249 MPH — nearly 30 MPH faster! He had obviously done his homework well. Rick, incidentally, weighs over 200 pounds!

RECREATION INDUSTRY GROWTH

Recreational Industry Magazine (May, 1968, page 170) reports that recreation is the fastest growing segment of U. S. industry. The annual growth rate is nearly twice that of the economy as a whole. The biggest recreational market group is the 18-24 college age group, and second largest is the 25-55 group.

Consumer spending by 1980 is predicted to be 83% over present levels. American consumers have the money to spend — and they spend it to increase their leisure time pleasures.

BE SAFE — BE SEEN

A pedestrian and cyclist safety campaign will begin this fall. The Department of Health, Education, and Welfare is sponsoring it in cooperation with the U. S. Public Health Service and manufacturers of reflective products.

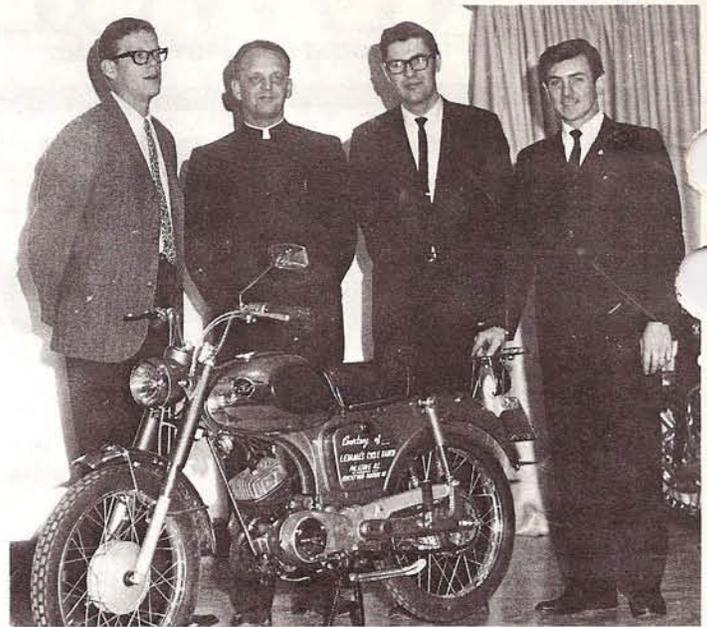
The campaign will receive newspaper, radio, and television coverage. Pamphlets, posters, and films will also be available to civic groups and interested organizations.

More pedestrian accidents occur at night even though traffic is less after dark. Drivers often do not see pedestrians and cyclists. The problem would be lessened by brightly colored clothing or reflectorized materials.

The symbol for the safety campaign is an emblem showing a man walking in front of a car. The words "Be Safe — Be Seen" appear at the top and bottom of the emblem. The pedestrian is shown in red; the car and the lettering are blue; and the background is gray. Here is the symbol.



BRIDGESTONE DONATED FOR DRIVER TRAINING



Shown presenting a Bridgestone 90 to Notre Dame High School for use in driver's training is John Lemme (right) of Lemme's Cycle Ranch, Palatine, Illinois. Standing behind the Bridgestone; left to right are George Risher, driver's training teacher, Rev. William Simmons, C.S.C., principal, and Kevin O'Brien, alumnus of Notre Dame High School and member of the Northwest Motorcycle Association.

Lemme's Cycle Ranch, Palatine, Illinois, donated a Bridgestone to Notre Dame High School, Niles, Illinois. Notre Dame HS thus becomes the first high school in Illinois to offer actual on-cy training.

Illinois law requires a portion of the driver's training course, required of all students, be devoted to motorcycle instruction. Notre Dame HS will give each student a chance for limited experience in the regular course. Optional extended driving experience will be available for those wanting it.

Many students who learn to ride on a Bridgestone will buy Bridgestones for personal use. Learning to ride properly by taking driver's training at school will reduce the parents' objections. Lemme's Cycle Ranch has increased sales possibilities with a generous public service gesture.

STOLEN BRIDGESTONES

Hardin, Montana, Lost —
50 Sport, Black, Serial No. BW02626Z Engine No. 13W026263. Head light-speedometer assembly is damaged.

Washington, D. C., Found —
90 Trail, Serial No. 12H018435, Engine No. 12H017749. Contact Washington, D. C. Police Department.



News Staff Photo by Marshal Hagler

No Stopping Him

Our roving photographer spotted this eager motorcyclist on Hackberry Lane at Fifteenth Street. The cast on his leg doesn't seem to slow him down at all. It turned out that he was Charles Kimbell, a Tuscaloosa News carrier who broke his leg several months ago, and who was on his way to his paper route. After all, the News must go through.

We are pleased to share a part of a letter and a picture with you from a fellow who just has to be a real nice guy.

Last September I purchased a 350 GTR, my fourth Bridgestone. I have owned two 90's and a 175 Hurricane Scrambler. I believe without a doubt Bridgestone is the best cycle on the market. I have always found my cycles to give the best performance of all others I have owned.

My brother races your 100 Racer. He was mentioned in your last Newsletter. Thanks! My brother has owned two Bridgestone cycles plus his racer he races for Lloyd's Marina. ... We are both ardent Bridgestone fans and love your fine cycles.

I love the GTR. It's great. I rode it to Washington, D. C., with a cast on my leg. (I am an ardent cyclist also.) I am enclosing a picture of me, my cast, and my Hurricane Scrambler on the front page of my Sunday Tuscaloosa News.

Sincerely yours,
(signed) Charles Kimball
Tuscaloosa, Alabama

Wednesday, September 11, 1968.

Leading A "Dog's Life"



It's said that a dog is man's best friend. Harvey Downey, R. F. D. 1, Rushsylvania, believes that. For where Harvey goes, his dog "Muggs" is right behind — in a bread box, that is! Both like cycling, but in the beginning there was no practical way for Muggs to ride. So Harvey got a bread box, mounted it on his cycle, and now, where Harvey goes, so goes Muggs. What a (dog's) life. (Examiner Staff Photo)

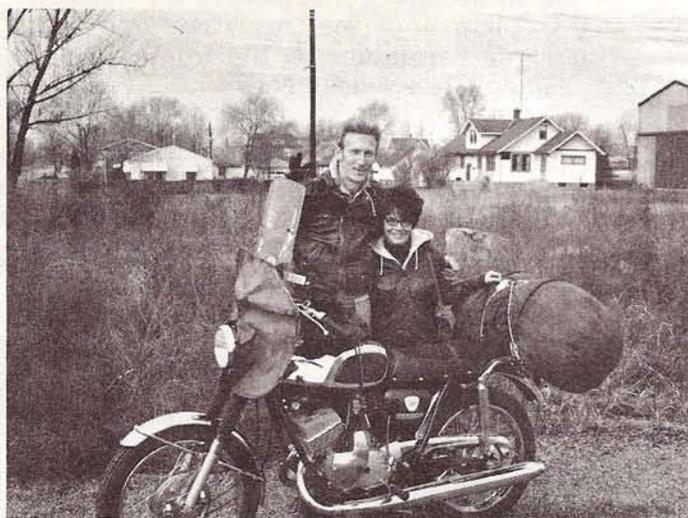
Harvey Downey, Rushsylvania, Ohio, loves his dog and his Bridgestone. Both Muggs and Bridgestone appreciate his friendship. Harvey's letter and picture tell you why.

I thought I would drop you a line and let you know that I wasn't the only one who enjoys riding my new 100 Trail. It has more than I expect from a cycle its size.

I like it more every time I ride, and she does too.

Yours truly,
(signed) Harvey Downey

350 GTR-ING IN MEXICO



The Bridgestone 350 GTR has just passed an 11,000-mile test. . . carrying Mr. and Mrs. Thomas Firth Jones and all their gear through four months in Mexico. Mr. Jones, in an article soon to appear in *Cycle World*, concludes:

The Bridgestone is the most comfortable machine I have ever toured on, both for rider and for passenger. It is fast. It is tough. . . . If I were planning another trip, I would choose another 350 GTR without hesitation. I would even choose this one again. After a lifetime of abuse compressed into four months, it seems perfectly ready for several lifetimes more.

This was Mr. Jones' third cycle trip through Mexico.

Tom and his wife, Carol, picked up their 350 GTR in Rockford in early December. After spending several weeks in Mexico they rode home to Philadelphia by way of California and Florida. During the "11,558 extremely punishing miles," on dirt roads and "hundreds of miles of beaches," Tom said:

Again and again, I went over the machine looking for bolts to tighten, but I never found a one. The battery never needed water. There was never a loose or frayed wire, never a burnt fuse or bulb. There were no frayed cables, no broken gas or oil lines, no cracked rubber parts. The machine hardly ever rusted, though we drenched it with salt water on both sides of the continent, and with fresh water everywhere in between.

The Bridgestone 350 GTR made a big hit with its riders. The article, "Touring the Bridgestone 350," will make a big hit with your customers. Thomas Firth Jones has contributed many articles to *Cycle World*. His knowledge of motorcycles combined with the popularity of *Cycle World* will influence many readers of the magazine to buy Bridgestone.

SERVICE SCHOOL PRAISED

One of our service training school graduates sent us this letter:

Dear Sirs;

I have just completed your course of instruction and received my "Factory Trained Service Technician" certificate.

I first had mechanics schooling in 1942 in the U. S. Army and have since had several classes of instruction by the Sante Fe and General Motors. . . . Your instruction is the finest I have ever had. Your instructor (Ken Fishe) had the complete attention of all of us, and he certainly had my complete confidence in his ability and effectiveness in conveying some of his knowledge to me.

I certainly feel it was very well worth my time, and if I had not been there it would be hard for me to believe you could cover as much so well in such a short time.

Rockford Motors has my highest esteem, and I am most grateful to have been able to take this training.

Respectfully yours,
(signed) Silas L. Walters
(Ft. Madison, Iowa)

Take a bow, Ken!

CYCLE SAFETY IMPROVING

The Chicago Tribune's John McDonnell says motorcycle safety is improving. Registrations rose to 2,190,000 last year (up 438,000 over 1966). Yet fatalities dropped for the first time in years from 2,050 in 1966 to 1,950 in 1967. Based on registrations, that's a decline of 24%!

Safety legislation is credited for the improvement. New York, for example, reduced fatalities 59% after passing a law requiring helmets. In California where helmets are not required, fatalities were up 9%.

In spite of the benefits, some states are now declaring their helmet laws unconstitutional. Whether required or not, helmets are a must for safety.

TOPS IN TEXAS

Robby Holbert, 19, Victoria, Texas, is a very fortunate young man. With his Bridgestone 175 Racer, he is a high point winner, so he obviously has talent. But besides that, he has understanding and support from his family and his community. He has even had offers of help from some rather unusual visitors to his community.

Robby's hometown backing is illustrated by the coverage given him in the *Victoria Advocate Sunday Magazine*. Robby, doing a wheelie, provided the cover picture on the June 9 issue. Inside on page three, is a full-page article about him. The article, reproduced here, tells of the encouragement Robby receives from his family and friends. He is clearly a hard-working young man who richly deserves his recognition and support.

YOUNG MAN GOING WEST

Robby Races Toward Hollywood

By JIM FINLEY

Advocate Sports Writer

To date, in his pursuit of speed and a gold cup, Robby Holbert's paths have criss-crossed the state of Texas from Dallas to Baytown, from West Columbia to Laredo and points beyond.

Next: Hollywood and the Stars.

Thus begins the thesis of Robby Holbert, this area's young man in a hurry. And, possibly, the best is yet to come.

Robby's entire being is built around the two-wheeled vehicle known as the motorcycle, and the racing thereof. The grease, the hard work, the spills are part of the rugged game, and the 19-year old Victoria High student accepts them all as part of the goal he has written for himself.

Unspoiled by a remarkable early success in a wild world of speed, Robby continues to shoot for the top, and with a skill that belies his young years and limited experience.

With solid backing from his parents, Mr. and Mrs. Bob Holbert, and his sister, Barbara, Robby already has cut a path in cycle circles that has old-timers looking back over their crusty shoulders. He has become a personality to fans of cycle racing the state over, and a new and competent foe to racing veterans.

A look at the record shows why. In some 50 races over the past two seasons, Robby Holbert has won 33, finished second five times and breezed home third in three others.

Fifty races, 41 trophies. What do you do for an encore?

Robby Holbert's record, however, tells only part of the story. It goes without saying that to compete in this sport, one must have well-honed equipment and a great abundance of intestinal fortitude.

Robby has both. But, even more importantly, he has the knack of learning the skills of the trade quickly and smoothly. Motorcycle racing comes as easy to Robby Holbert as football or golf or the like does to other youths his age.

Currently, Robby confines his racing to Texas, which isn't known as one of the best states in the land for the sport. The big boys of the game are in California, where races draw large crowds and the payoffs are rewarding.

It is Robby's plan to join the greats there in the not too distant future. A step in this direction came back in April when he met several stuntmen who had taken time off from their movie making in Baytown to take part in a race at West Columbia.

The stuntmen liked what they

saw in Robby's ability and invited him to come by the set of "Hell Fighter" the next weekend when he was in Baytown for another race. Robby agreed.

On the movie set, Robby met the star of the show, John Wayne, and other big-time personalities. He was also told that he had the makings of a stuntman.

Everett Creech, who has worked in the stunt profession since 1948, told Robby to come to Hollywood and he and others would help him get a start—and find a sponsor for his cycle in the rugged California circuit.

To be a stuntman, Robby was told he must be 21-years old. But his new found friends assured the youngster that they would get him work around the studio and at the same time begin his lessons in the assured the youngster that they would get him work around the But his new found friends stuntman field.

Robby said he may head westward at the end of the summer.

Meanwhile, he will continue to race his two cycles—a Bridgestone and a Bultaco—in events across the Lone Star State. And he'll no doubt keep pleasing the crowds with his enthusiasm and skills.

Of course, when you think of racing—any kind of racing—you automatically think of the consequences involved. All of the Holbert family, which lives in a neat home in Matchett Manor between Victoria and Bloomington, know the dangers.

But both Mom and Dad Holbert don't feel the sport is any more dangerous for their son than some of the other contact games played by modern youth. Besides, they feel their son has more skill and physical make-up for cycle racing than, say, football.

Actually, Robby has been injured only once. That happened at San Antonio when he took a spill and lost his glasses ("he can't see a thing without his glasses," Mr. Holbert says). Picking himself up uninjured after the spill, Robby darted back across the track and was off the oval when he was struck by another racer.

Robby ended up with a cracked hip and several broken ribs, and a few days in the hospital.

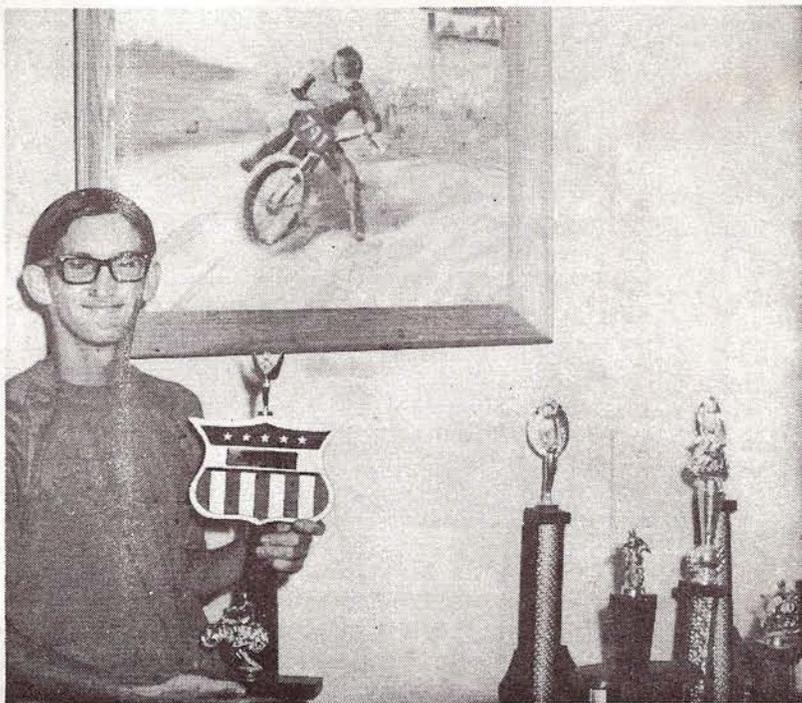
Robby admits that there is always a nervous feeling with the start of a race, but it quickly subsides. "on the starting line is when I feel the worst," he says. "But when they drop the green flag, you start thinking of the race."

And race he does, winning over some of the state's best while getting better all the time.

Robby Holbert doesn't actually carry the frame or the look of what most expect of a motorcycle racer. He stands 5-8½ and weighs only 125 pounds.

But as his dad says, "His lack of weight is to his advantage."

This must be so because one of the nation's top racers, Gary Nixon of Baltimore, is one inch shorter than Robby and weighs 136. He's only the Grand National Champion.



PICTURE OF A WINNER — A well-mannered young man, Robby Holbert holds first trophy he won in his racing career. All told, he has 41 trophies, eight of which he won last weekend in races at San Antonio. Picture of Robby in background was done by his sister Barbara, a talented artist. Robby takes the sport of motorcycle racing seriously, but learns the skills of the trade quickly. (Advocate Photo)



ROBBY AND FRIENDS — Robby Holbert's racing equipment now includes two cycles — a Bridgestone and a Bultaco — and a rider who has more talent than his 19 years would lead most observers to believe. Robby's dad, Bob Holbert, does all the tuning and mechanical work on the machines as they travel the cycle circuit in Texas. (Advocate Photo)

One thing that Mr. and Mrs. Holbert stress is the fact that most motorcycle enthusiasts are well-behaved, up-right Young

people. The bad image motorcycle racers and riders have picked up has come from a small percentage of bad apples

It is easy to see that Robby Holbert, a soft-spoken, well-mannered young man, is his a talented one, too.

On The Cover

Robby Holbert has already made a name for himself on motorcycle race tracks across the state. Now in his third season, Holbert has won 33 races. He has been offered a start as a stuntman in Hollywood and will probably head for the West Coast at the end of the summer.

**INTERNATIONAL
MOTORCYCLE SHOW AWARD**



The press and Cycle Guide Magazine picked the Bridgestone exhibit at the International Motorcycle Show in the New York Coliseum as the best production motorcycle (under 500cc) display. John Reiner and Company, Inc., the New York distributor of Bridgestones, prepared and operated the display.



One of the visitors at the Reiner booth was Wilt "The Stilt" Chamberlin. He is pictured with George Gale (right), Reiner's Sales and Promotion Manager, and John Geras, of John Reiner and Co., Inc. Wilt may not fit in a Volkswagen, but he sits well on a Bridgestone 350 GTR.

BRIDGESTONE ADVERTISING PRAISED

Cycle Sellers Newsletter (March 11) said about Bridgestone advertising:

This is good advertising. Layouts are uncluttered and inviting to the eye. Copy is factual and to-the-point. Other cycle distributors should take a good, hard look at Rockford's efforts for Bridgestone—there's a lot to be learned from them.

The reason for the quality is the man who prepares our advertising — Bill Morris, of David Elias and Associates, Chicago, who is a former vice president of Rockford Motors.

ONE BRIDGESTONE SELLS ANOTHER AGAIN!

A recent buyer of a Bridgestone 175 wrote us this explanation.

I have a story about a Bridgestone 60 Sport my brother and I used to own. We bought it with about 5500 miles on it. Our family resides on three large building lots about four miles out of Largo, Florida.

My brother learned to drive a motorcycle on this machine and so did I. When a person learns to drive a cycle, he is hard on it and is always missing gears causing wear on the transmission in general and on the whole cycle.

Wayne (my brother) is about 170 pounds, and I top the scales with 220 pounds at 6' 1" tall. Our building lots are full of woods. And that's all the place we had to ride until six months later when I could get my license. Therefore all our riding was scrambling.

Here's the outstanding part: Our cycle was completely set up for street use, and I towed Wayne around until the speedometer registered 9500. Practically all our riding was stump jumping in first and second gears. So adding up some approximate facts:

1. A 60cc Bridgestone carried two people (390 pounds) about 4000 miles in first and second gear without one single breakdown in six months.
2. I would guess our average speed to be about 15 m.p.h. Some days we didn't drive, other days we rode hours at a time.

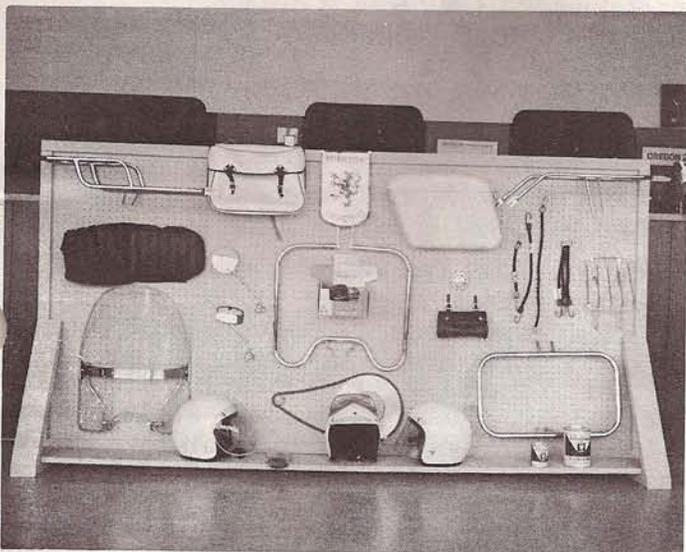
I just thought I would let you know just how tough your cycles are, and I am happy with my Bridgestone 175.

Thank you,
(signed) Steve Arnold
Clearwater, Florida

RENO CYCLE CENTER, RENO, NEVADA

Reno Cycle Center reports having sold a Bridgestone 350 GTR to William Harrah of the Famous Auto Collection in Reno.

ACCESSORY DISPLAY



Log Cutters Supply Company, Albuquerque, New Mexico, displays all Bridgestone accessories on a free-standing pegboard rack. The display is constructed for hanging accessories on both sides. Shelves at the base are used to show items too bulky to hang easily.

OWNERS PRAISE THE 350 GTR

Jack Morgan, Las Vegas, Nevada:

"After many months of waiting on my part, you finally came out with a 350cc machine which is truly outstanding in every respect, and, I might add, well worth the wait. . . ."

"I have talked to many extremely satisfied owners of the 350 GTR and have not heard a single bad comment from any of them."

Michael Baxter, Wauwatosa, Wisconsin —

"In shopping for a new cycle, I road tested and read everything about the Bridgestone. There isn't a cycle on the market today that compares to the Bridgestone in uniqueness of looks and most mechanically advanced engine. From 250cc to 500cc, there isn't a cycle with better performance figures. The Suzuke 500 is the closest competitor, and it needs 150cc's more and a cost of \$200 to equal the Bridgestone machine. I think the 350 GTR is the best handling machine on the market for its size and then some."

SCOTT'S SALES, INC.,
BATON ROUGE, LOUISIANA

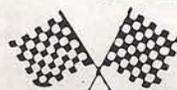
Bridgestone Dealer Billy Scott (Scott's Sales, Inc., Baton Rouge, Louisiana) has a customer who likes to travel. Last year we reported to you on Jack Lovejoy's trip on his 175 from Louisiana to Canada and back. He later went from Louisiana to South Dakota and San Francisco. He reported having no trouble on the trip and getting 55 to 60 miles per gallon and 850 miles per quart of oil at 60 to 65 miles per hour. When he returned Louisiana, he sold his 175 with 38,000 miles on it for \$385 . . . and bought a Bridgestone 350 GTR, of course.

GOODWIN MOTORS, LINCOLN, NEBRASKA



Here's how a Bridgestone 350 GTR looks with a side car and windshield. It belongs to Vern Goodwin (Goodwin Motors, Lincoln, Nebraska). Vern says the 350 GTR pulls it as well "or maybe a little better than the 55" Harley Davidson that pulled it before."

* *



pit stop

PAT AND MIKE ARE NO JOKE

Stephen J. Rooney, Jr., has two sons. Pat and Mike, who are always considered threats when they race. Pat began riding a Bridgestone 100 Racer in sportsman's events last year. He earned enough points to advance to Amateur status this year.

Mike rides a Bridgestone 90 Racer. He broke a collarbone, however, and is temporarily out of action.

Mr. Rooney, the boys' father, is a cycle enthusiast too. He announces the motorcycle events at the El Dorado Raceway. Mr. Rooney reported these 1968 results for Pat:

- 1st Place — El Dorado Raceway ¼-Mile Flat Track—May 17, July 5, 12, 19, and 26. Aug. 2.
- Sacramento Triple M Speedway ¼ Scrambles — June 15, July 7.
- Marysville Cycleland Speedway Flat Track — July 6.

- Chico Newcomer's Main (2nd in Handicap Main)
- 2nd Place — El Dorado Raceway ¼ Mile Flat Track — June 21, June 28.

Five or six 3rd and 4th places. The best of the 4th places was at the Lodi Cycle Bowl when 57 riders competed in the 100cc class.

August 2 was Pat's first race as an Amateur. Three 100cc racers rode in the 200cc Amateur/Expert event. Pat finished first in the 100cc class and ahead of several in the 200cc class.

The Sacramento National Raceway awarded him the monthly 100cc Novice high point trophy. Pat

won the main events for five consecutive weeks. On July 21, he won the heat and main events at the Marysville 1/4-mile scrambles. And on July 28, he won every race he entered (Newcomer's and Handicap heat and main events) at Cycleland Speedway in Chico.

About the Bridgestone Racer, Mr. Rooney says, "We are very proud of our Bridgestones. Not being mechanics, the Racer was the perfect bike for our needs."

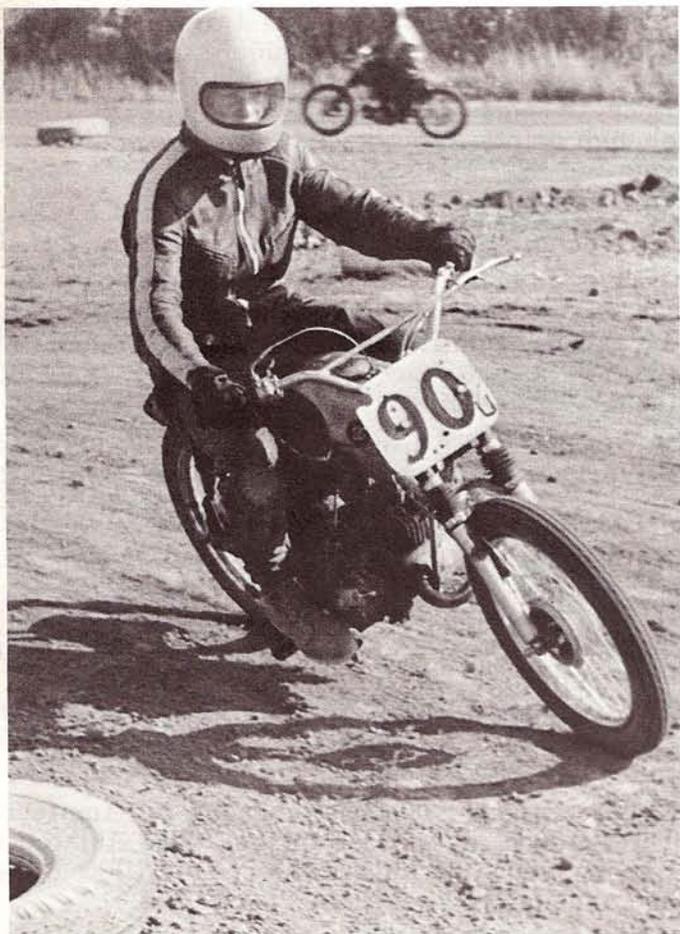
Even Bridgestone Racers don't win without good riders, however. We congratulate the Rooneys for what they're doing for racing and for Bridgestone.

LADIES FIRST!

When Jim Childress, Rancho Cordova, California, left for the army, his sister, Jacqueline Sue, took over his Bridgestone 100 Racer. Some of Sue's results are:

August 23	Sacramento Raceway Short Track	1st
	2nd.	
August 30	Sacramento Raceway Short Track	2nd.
	2nd.	
September	Marysville, California	1st
September 6	Sacramento Raceway	2nd
September 13	Sacramento Raceway	2nd
September 28	Sacramento Scrambles	1st
September 29	Lodi Scrambles	1st

Here's how Sue looks when she's ready for action:



Sue's sponsor has good reason to be interested

in her success. He's her father, Bridgestone Dealer James W. Childress, Cordova Cycle Center, Rancho Cordova, California.

ALCO MOTORS, ST. PETERSBURG, FLORIDA

Bridgestones, following their spectacular performance at Daytona, are continuing to figure in Florida races. Here's a report from William H. Labrie, manager of Alco Motors, St. Petersburg:

Dade City Short Track Races, April 20.

100cc Class

- 1st Bridgestone — Mike Bruso, Titusville
- 2nd Bridgestone — Jon Roberts, Okahumpka
- 3rd Yamaha — Wayne Fulbruth,
St. Petersburg
- 4th Bridgestone — Billie Labrie,
St. Petersburg

Dade City Road Race, April 21.

100cc Class

- 1st Bridgestone — Billie Labrie,
St. Petersburg
- 2nd Bridgestone — Jon Roberts, Okahumpka
- 3rd Bridgestone — Wayne Fulbruth,
St. Petersburg

Billie Labrie and Jon Roberts won fifth and sixth places in the 100-125cc Sportsman's Class at Daytona this year with their Bridgestone 100 Racers.

MC CULLOCH DISTRIBUTORS, EL SEGUNDO, CALIFORNIA

Carolyn Witte, of McCulloch Distributors, El Segundo, California, reports that Mike Velasco is collecting an amazing number of first place trophies from California drag strips with two Bridgestones — a 90cc and a 175cc street machines. For example, here are some of Mike's first place titles:

Jan. 1	Irwindale Raceway	15.86 ET	85.30 mph	175cc Street
Jan. 7	Lions Drag Strip	15.57 ET	84.03 mph	"
Jan. 14	Lions Drag Strip	15.51 ET	81.89 mph	"
Jan. 21	Lions Drag Strip	15.46 ET	80.50 mph	"
Jan. 28	Lions Drag Strip	15.40 ET	81.44 mph	"
Feb. 4	Lions Drag Strip	15.14 ET	85.95 mph	"
Feb. 11	Willow Springs —			
	First Place 100cc Production Class on a 90cc			
Feb. 18	Lions Drag Strip	15.00 ET	92.11 mph	175cc Street
Feb. 25	Irwindale Raceway	15.00 ET	89.10 mph	"
Mar. 3	Lions Drag Strip	19.12 ET	65.40 mph	90cc Street
April 14	Orange County Drag Strip —	First Place		90cc
April 14	Orange County Drag Strip —	Second Place		175cc

Also at Orange County Drag Strip on April 14, Jerry Greene won first in the 350 production class with a Bridgestone 350 GTR.

MAKE '69 A RECORD YEAR

IN YOUR BUSINESS—

GO BRIDGESTONE!

