



2010 Calender

| Event | Date |
|--|--------------|
| American Le Mans Series | May 21-23 |
| Red Bull U.S. Grand Prix MotoGP and AMA | July 23-25 |
| Rolex Monterey Motorsports Revival | August 12-15 |



TRACK: The legal name for the track is **Mazda Raceway Laguna Seca**. Please refer to the correct name when referencing the track in your stories.
Default to Mazda Raceway, (Laguna Seca is the name of the recreational facility).

ADDRESS: P.O. Box 2078, Monterey, CA 93942
1021 Monterey-Salinas Highway, Salinas, CA 93908
(831) 242-8201
pr@laguna-seca.com
www.laguna-seca.com

2.238 miles, 11 turns (1 esse, 4 right, 6 left)
Direction is counter clockwise
Elevation range: 749' – 929'
Width range: 30' – 50'
Acreage: 542 acres
Latitude, longitude
36.585709 - 121.752892

Sector references: turn 11- SF – Start/Finish straight, turn 2 – Andretti hairpin, turn 2-5- The Infield, and turn 8/8a – The Corkscrew, turn 9 – Rainey Curve- The Rahal Straight, between turns 6-7

HISTORY: The Monterey Peninsula's love affair with world-class racing traces its beginnings to the inaugural running of the Pebble Beach Road Races in 1950. Those sports car events quickly outgrew the public roads of the Del Monte Forest and a beautiful new road racing facility was born on November 9, 1957.

Since then Monterey has been visited by some of the most prestigious racers in history: Roger Penske, Dan Gurney, Parnelli Jones, Kenny Roberts, Bobby Rahal, Wayne Rainey and Valentino Rossi to name a few. The late 1960's and 70's may be remembered as the "Can-Am Years," but it was also the debut of Trans Am, IMSA and AMA motorcycles. CART Indy Car racing and Grand Prix Motorcycling put their stamp on the track in the 80's and 90's. More recently, the huge evolution of MotoGP has created a phenomenal global following for the track.

CURRENT: Today Mazda Raceway Laguna Seca hosts five world-class race weekends each season, with elite road racing series from around the world visiting the Monterey Peninsula every year.

Mazda Raceway Laguna Seca is a non-profit organization run by the Sports Car Association of the Monterey Peninsula (SCRAMP). Each year SCRAMP donates approximately \$250,000 to charities and groups in the area. Along with these donations it is estimated that Mazda Raceway Laguna Seca brings in about \$120 million dollars to the local economy with the help of its major events scheduled annually.

On August 20, 2006, Toyota F1 test driver Ricardo Zonta set a new lap record of 1'06.039. The previous record time was 1'07.722, set by Helio Castroneves in a Penske Champ Car during the 2000 CART Honda Grand Prix of Monterey. The record was re-taken by a Champ Car on March 10, 2007 by Sébastien Bourdais, who lapped in 1'05.880 during Champ Car Spring Training.

Since Zonta's time and Bourdais' times were set during an exhibition and testing (respectively) and official records can only be set in race conditions, either in qualifying or during a race, they are unofficial times. The official record remains 1:07.722 set by Helio Castroneves in qualifying for the 2000 race.

Casey Stoner has the lap record for a motorcycle with the fastest race lap of 1'22.542" 2007 and fastest lap overall of 1'20.700 2008.

The Corkscrew

Mazda Raceway Laguna Seca is an 11-turn, 2.238-mile jewel of a road course on California's beautiful central coast. While the track is a favorite of racers and fans worldwide, many focus on one specific section – officially Turns 8 and 8A or, more commonly, The Corkscrew.

The Corkscrew is one-of-a-kind in motorsports and here is what makes the hard-left, hard-right combination so spectacular:

- At the apex to Turn 8 (the lefthander and entry to The Corkscrew), the elevation change is a 12% drop.
- By the time a racecar reaches the apex of Turn 8A (the righthander), the elevation is at its steepest – an 18% drop.
- The Corkscrew drops 59 feet between the entrance of Turn 8 to the exit of Turn 8A – the equivalent of a 5 ½ story drop – in only 450 feet of track length.
- From Turn 8 to Turn 9, the elevation falls 109 feet, or just over 10 stories

Interesting Facts

Pete Lovely won the first race at Mazda Raceway Laguna Seca in a 500 Ferrari Testa Rosa.

Stirling Moss won the first annual Pacific Grand Prix and was the only two-time winner.

Steve McQueen was entered in a Formula Junior race until his Cooper had serious engine problems and he could not start the race.

1962 - Pacific Grand Prix had a starting grid with Roger Penske, Bruce McLaren, Innes Ireland, Dan Gurney, Graham Hill, Jim Hall and Jack Brabham.

1963- Jim Clark made his only appearance at Mazda Raceway Laguna Seca with the Arciero Bros. Lotus 19 and led the USRRC Championship road race until he had to pit with steering and brake problems after 31 laps.

1965- A young, almost unknown Jackie Stewart makes his U.S. debut at Mazda Raceway Laguna Seca driving in the USRRC in a factory Lotus Cortina and finished 13th overall.

1966 - First Can Am race has Jim Hall, Phil Hill, Dan Gurney, Bruce McLaren, Chris Amon, Mark Donahue, Denis Hulme, John Surtees, George Follmer, Parnelli Jones, and Sam Posey on the starting grid in various Chaparrals, Lola T70s and McLaren's.

Phil Hill gave Chaparral its only victory in the Can Am series here.

Bruce McLaren won the first Monterey Grand Prix Can Am Race here in 1967.

1972 - Cal Rayborn riding a Harley Davidson was the winner of the first AMA national race run at Mazda Raceway Laguna Seca.

1973 – NASCAR came to Mazda Raceway Laguna Seca for the Grand National West Tour. Mark Donahue was the winner of the last Can Am race at Laguna Seca.

1974 – Kenny Roberts on a Yamaha scores the first of his many wins at Mazda Raceway Laguna Seca in the Kawasaki Superbike International.

1975- Mario Andretti in a Lola T332 wins the Monterey Grand Prix featuring the F5000 series.

1981 – Mazda Raceway Laguna Seca hosts its first NASCAR race with the Winston West and has Bobby Allison on the grid. Paul Newman races in the Monterey Triple Crown in a Datsun Turbo.

1983- The first CART Indy Car race was held with Teo Fabi won in a March-Cosworth. Kenny Roberts, Eddie Lawson, Mike Baldwin and Randy Mamola – four motorcycling racing legends at the top of their game and on equal machinery race together at the champion Spark Plus 200.

1984- Bobby Rahal captured the first of his four consecutive CART victories at Mazda Raceway Laguna Seca.

Kenny Roberts had won 3 world championships, 32 AMA national wins, 24 Grand Prix wins and 7 wins at Mazda Raceway Laguna Seca.

1988- The track was lengthened from 1.9 to 2.214 miles and then to 2.238. The change was accomplished by creating two more turns, carrying the track into the old lake area and then back out to rejoin the old course at what is now turn 5 and lengthening the straightaway from turn 11 to the start/finish line. This was done to accommodate the International Motorcycle Grand Prix.

1988 - USGP was in fact the first one in twenty years and the first USGP at Mazda Raceway Laguna Seca. The race was won by Eddie Lawson who was riding against Kevin Schwantz, Wayne Rainey, Mike Baldwin and Randy Mamola.

1989 – Wayne Rainey won from pole in his first of three USGP wins in a row for him at Mazda Raceway Laguna Seca.

1990 – Wayne Rainey's second consecutive win at the USGP at Mazda Raceway Laguna Seca helped propel him to his first of three World Championships in 1990.

Sidecar road racing hit a high point with the inclusion of the World Championship for sidecars at the USGP. The sidecar engines were limited to 500 cc two strokes. Seen in person the three wheeled marvels were absolutely awesome on the race track as they negotiated the circuit.

1992 – Michael Andretti wins his second Indy Car race at Mazda Raceway Laguna Seca and Mario Andretti was third, making it the second year in a row that both Andretti's were on the podium.

1994 – Mario Andretti makes this CART race his last race and retires.

1995 – The track hosted the World Superbike Championship (WSB) for ten successive years. The first American rider to win WSB at Mazda Raceway Laguna Seca was John Kocinski who took victory on a Ducati in 1996.

1996- On the last lap of the CART race, Alex Zanardi overtook Bryan Herta in the Corkscrew with an unprecedented and unforgettable move known as "The Pass."

1997 – The FIA GT Championship came to Mazda Raceway Laguna Seca with Mercedes, Porsches and Gulf McLarens.

2004 - The last time the Californian circuit was the venue for a World Superbike race when Australian Chris Vermeulen scored a double win.

After the season ended, numerous track modifications were done including the widening of turns 9, 10 and 11 to accommodate MotoGP.

2005 - MotoGP returns to Mazda Raceway with American Nicky Hayden winning the race and then taking his father around the track on the back of his bike.

This year also marks the first time that the Rolex Grand-Am Sports Car Championships is at the track.

2008- At the Red Bull U.S. Grand Prix, Valentino Rossi overtakes Casey Stoner in the Corkscrew to win the race. It is very similar to Zanardi's pass. It is Rossi's first win in the U.S. He celebrates by kissing the Corkscrew in front of 150,000 spectators.

2009 – The Rolex Monterey Historic Automobile Races are in their 36th year here at Mazda Raceway Laguna Seca. It started with 66 entrants and now more than 1,000 entry requests are received for the 380 spots. Juan Manuel Fangio, Stirling Moss, Jackie Stewart, Phil Hill, Jack Brabham, Carroll Shelby, Dan Gurney, Mario Andretti, Bobby Rahal and along with many others notable race car drivers.



Legends of Laguna Seca

Mazda Raceway Laguna Seca marked its 50th anniversary in 2007 with the introduction of the “Legends of Laguna,” to honor some of the legends who have made Mazda Raceway Laguna Seca one of the world’s most historic and important motor racing circuits.

Dan Gurney

Driver/Manufacturer/Team Owner

Santa Ana, California

Dan Gurney’s career at Mazda Raceway Laguna Seca spans over 40 years of winning as a driver, manufacturer and team owner. Gurney drove in the first professional race ever held at the track – the 1960 Pacific Grand Prix. He competed twice more in that event, piloting a Lotus 19B to victory in the first of the two-heat race in 1962. Gurney competed in several Monterey Grand Prix Can-Am races in the late sixties, before his worldwide racing ambitions kept him away from the track for several years. He returned to Monterey with his All American Racers team, building and entering race cars in both IMSA sports car and CART Indy car racing. Gurney’s Toyota sports car racing program had great success in Monterey, winning four times – 1985 IMSA GTO: Dennis Aase; 1988 Camel GTO: Chris Cord; 1992 IMSA GTP: Juan Manuel Fangio II; 1993 IMSA GTP: P.J. Jones). Gurney was inducted during the season-opening U.S. Sports Car Invitational May 2007, where his son Alex was driving a Daytona Prototype driver in the Grand-Am race.

Eddie Lawson

Rider/Driver

Upland, California

Eddie Lawson won the first world championship motorcycle race ever staged at Mazda Raceway Laguna Seca when he beat the world’s best riders to win the United States Grand Prix in 1988. His victory wasn’t totally unexpected, as the California native had demonstrated his mastery of the challenging track during his AMA national racing career in the early 1980s. Lawson won the 1980 and 1981 AMA 250 Grand Prix races and the 1981 and 1982 AMA Superbike Championship races. Lawson retired from motorcycle racing after winning four world championships and four AMA national championships, but he did not retire from racing at Laguna Seca. He returned to Monterey to race Indy Lights and CART Indy cars in the early 90’s, and has also competed and won in World SuperKart races. Lawson is being inducted into the Legends of Laguna Seca during the in 2008 Red Bull U.S. Grand Prix.

Pete Lovely

Driver/Team Owner

Tacoma, Washington

On Nov. 10, 1957, Pete Lovely overcame long odds to win the Pebble Beach Road Races at Mazda Raceway Laguna Seca, the very first race for the recently completed track. He was driving a 2-liter Ferrari Testa Rosa against bigger-engined cars driven by bigger-named drivers like Carroll Shelby. But Lovely’s perserverence and keen race strategy earned him the historic win and permanent place in the record books. Lovely’s career continued both as a team owner and driver for many years, including several Formula One races. A regular visitor to Mazda

Raceway Laguna Seca over the years, he continues to compete in historic racing events including the Monterey Historics in 2007, where he was inducted into the Legends of Laguna Seca.

Roger Penske
Driver/Team Owner
 Mooresville, NC

Roger Penske's racing career began at an early age and by 1960, was given the honor of *Sports Illustrated* SCCA Driver of the Year. Between 1961 and 1963, he won races in the Zerex Special including at Mazda Raceway Laguna Seca to win the USAC road racing championship. In 1964 he raced for the Chaparral team and won here at Mazda Raceway Laguna Seca.

In the Trans-Am series, he switched from his championship winning Chevrolet Camaros and entered AMC Javelins in 1970, winning again at Mazda Raceway Laguna Seca.

In 1971 the Penske/Porsche 917 efforts in the Can-Am series left a lasting imprint on American road racing history. Penske-led teams won here in 1972 and 1973 and won the Can-Am Championship both years. Penske Racing competed in open-wheel racing with Champ Car/CART and won six times at Mazda Raceway Laguna Seca.

Penske was inducted into the International Motorsports Hall of Fame and the Motorsports Hall of Fame of America. He was inducted in to the Legends of Laguna Seca in October 2008.

Bobby Rahal
Driver/Team Owner
New Albany, Ohio

When you consider his record as a driver and car owner, Bobby Rahal is certainly one of the most successful racers to ever compete at Mazda Raceway Laguna Seca. He was a regular competitor in IMSA and Can-Am sports car races in the late 70s and early 80s, winning the 1978 Can-Am race. But his greatest achievement was winning the annual Grand Prix of Monterey Indy Car race four consecutive times from 1984-87. His success in that event continued as a car owner, taking wins in 1999 (Bryan Herta) and 2001 (Max Papis). In 2003, the back straight between Turns 6 and 7 was renamed Rahal Straight in his honor. Rahal will be inducted into the Legends of Laguna Seca during the season-ending Monterey Sports Car Championships October 2007, where he owned a Porsche team competing in the American Le Mans Series.

Wayne Rainey
Rider
Monterey, California

The Monterey resident's on-track record at Mazda Raceway Laguna Seca is peerless: three consecutive U.S. Grand Prix wins between 1989 and 1991, and victories in the 1983 & 1986 AMA Superbike Championship races and the 1984 AMA 250 Grand Prix race. Off-track, Rainey was instrumental in returning the MotoGP World Championship to Monterey for the Red Bull U.S. Grand Prix. Turn 9 was named Rainey Curve in his honor in 1995. Long considered one of the greatest of all time, Rainey was inducted into the International Motorsports Hall of Fame in April 2007. Rainey's Legends of Laguna Seca induction ceremony is set for the Red Bull U.S. Grand Prix July 2007.

Kenny Roberts Sr.
Rider/Team Owner
Hickman, California

This California motorcycle legend is the most influential American motorcycle racer of all time. “King Kenny” was the first American to win the 500 cc Motorcycle World Championships and went on to garner three consecutive World Titles, along with three victories at the Daytona 200. When he retired from active racing, Roberts was the successful manager of Team Marlboro Roberts Yamaha and played a key role in bringing the world championship back to this track in 1993.

Roberts has been inducted into the Motorsports Hall of Fame of America, the International Motorsports Hall of Fame and the AMA Motorcycle Hall of Fame. The Fédération Internationale de Motocyclisme (FIM) named Roberts a Grand Prix Legend.



WHAT IS SCRAMP?

The Sports Car Racing Association of the Monterey Peninsula (SCRAMP) has been operating for over 50 years and created what the racing circuit, Mazda Raceway Laguna Seca is today.

Before the first of the fabled Pebble Beach Road Races over 50 years ago, the Monterey Peninsula was not the destination for hundreds of thousands of tourists from around the world that it is today. It was hardly known outside of California, other than by soldiers who got their Army basic training at nearby Fort Ord.

The races on roads winding through the trees of Del Monte Forest changed that. Sports car fans flocked to the Monterey Peninsula to watch the Pebble Beach Road Races. Their friends followed year round after hearing of its wonders. Jobs and tax revenue to fund community projects grew as tourists from around the world were drawn to the Peninsula. When the Pebble Beach Road Races ended in 1956, because cars had become too fast for open road racing, the potential impact was enormous.

A group of local businessmen did not, however, see catastrophe. They saw opportunity. They had a vision of a permanent race track where the Pebble Beach Road Races tradition could be continued, preventing the potential loss of jobs and tax revenue.

They founded SCRAMP on November 1, 1956 with a charter to, “benefit local charitable and non-profit organizations and to promote the economic vitality of Monterey through the encouragement, solicitation, organization, sponsorship and perpetuation of motorsports events in the vicinity of the Monterey Peninsula.” They conceived and built Mazda Raceway Laguna Seca and today SCRAMP continues to organize races at the track true to its charter.

IT’S ALL ABOUT PEOPLE

The results have been nothing short of hugely successful. Almost twelve million dollars (\$12,000,000) have been distributed to over 100 Monterey Peninsula charitable and service groups over five decades. Groups such as the United Way, Special Olympics, Boy and Girl Scouts, Rotary, and Lions provide volunteer workers for race events to raise funds for their activities. In 2008 alone, \$317,751 in net proceeds from five race events were distributed by SCRAMP.

On top of all this is the positive impact of the more than one billion dollars (\$1,000,000,000) in revenue that has been generated for Monterey Peninsula businesses by events at Mazda Raceway Laguna Seca. 2009’s Red Bull U.S. Grand Prix, featuring the return of the MotoGP World Championship, benefited the Monterey Peninsula to the tune of an estimated \$100 million in economic impact.

SCRAMP today is the most important economic and charitable organization in Monterey County.

It also stands out from all other organizers of world-class sporting events because of the way and why it operates. Mazda Raceway Laguna Seca is unlike every other major professional sports facility in the USA, or anywhere else.

Racing at Mazda Raceway Laguna Seca is for people, not for profit.

There are now nearly 2,500 registered volunteers who help make events at Mazda Raceway at Laguna Seca successful. They are organized and managed by 200 volunteer Assistant Directors and a paid staff of just over 20 full-time employees, who are guided by a corporate board of 25 volunteer Directors made up of Monterey Peninsula community leaders.

The numbers though are just convenient measures of what racing at Mazda Raceway Laguna Seca is about. Far more important is the way lives have been touched.

Everything at Mazda Raceway Laguna Seca happens because men and women from all walks of life work together cooperatively year after year to make each event successful. They have done this, and they continue to do it, in the spirit of a time-honored American tradition. They are people working together to make their community a better place to live and to help their neighbors, as Americans have done since before the days of frontier barn-raising.

SCRAMP WAS WAY AHEAD OF ITS TIME

Mazda Raceway Laguna Seca was the result of the vision of SCRAMP's founders that led to exploratory discussions with the U.S. Army about using land on Fort Ord for a track. These meetings led to a truly unique arrangement. The Army leased SCRAMP land for the track and the Army Corps of Engineers helped with its construction. This was more than 30 years before innovative community use of military base land was made a necessity by base closures.

It was a win-win situation. Everyone in the Monterey Peninsula community gained – business owners, workers, taxpayers, soldiers at Fort Ord and people who needed a little help from their friends, local charities and service groups.

IT BECAME WORLD FAMOUS ALMOST INSTANTLY

A year and eight days from the day SCRAMP was chartered and two months after SCRAMP was granted construction approval, Pete Lovely won the first race at Mazda Raceway Laguna Seca driving a Ferrari. That was on November 9, 1957.

Almost over-night, Mazda Raceway Laguna Seca became world famous and now it is the premier road racing track in North America. Worldwide, it is mentioned in the same breath with other historic tracks like Le Mans, Indianapolis, Monaco, Monza, Brands Hatch, Road America, Spa-Francorchamps, Watkins Glen, Riverside and the Nürburgring.

The track in 2009 is a physically different Mazda Raceway Laguna Seca than in 1957. Originally 1.9 miles long with nine turns, it now has 11 turns and it is 2.238 miles around. Gone are the haybales that once lined turns, replaced by wide open runoff areas that allow for spins, without contact. Gone is the original Turn 2 that whitened knuckles because driving through it was like trying to thread a needle at 130mph, replaced by infield turns that are challenges of another kind and bring racing closer to more spectators. Gone is the pit area outside the final turn, replaced by grandstands that make watching dashes to the checkered flag and pit lane action as comfortable as spectating at any professional sports event.

In character and spirit though, Mazda Raceway at Laguna Seca is very much the same as it has

always been. The hillsides are still fabulous for spectating, picnicking and the many other activities that go on there. Still easily accessible is the paddock where racers, their race bikes or cars, crews at work, and celebrities can all be seen up close and personal. The atmosphere of events is still like that of a family reunion.

What will never, ever change at Mazda Raceway Laguna Seca is the Corkscrew. All legendary tracks have signature turns talked about in awe by those who have dared to race through them as fast as humanly possible: the Nürburgring's Flugplatz, Paddock Bend at Brands Hatch, Monza's Lesmo curves, Turn One at Indianapolis. But nowhere in racing is there anything like the Corkscrew.

THERE IS REALLY NOTHING QUITE LIKE IT IN RACING

The Corkscrew is approached going flat out up the backside of the hill that overlooks Mazda Raceway Laguna Seca's namesake dry lake. A heartbeat after blue sky and gnarled oak trees pop into view dead ahead, you are on the brakes and turning hard left. Suddenly you are going downhill rapidly. The track seems to have disappeared from underneath you. You're in the Corkscrew. No rollercoaster ride on the planet is like it. The pit of your stomach is empty. You are being forced right towards disaster. After a nano-second of fear, the tires grip the pavement. Again, you breathe, plummeting into a right-hand turn. You swing left and, just before you fly off the track, you dive right into it. Through the turn, you're through the Corkscrew. If you got it right, you went from top to bottom in less time than it took to read this paragraph, and you're on your way to a fast lap.

Every driver or rider who takes the wild ride through the Corkscrew takes it because SCRAMP and the Army had agreed that the land which would be Mazda Raceway Laguna Seca should be changed as little as possible to construct the track, thoughtfulness that pre-dated environmentalism by nearly 20 years. When the bulldozer cutting the path for the track back in 1957 crested the top of the hill, the operator saw the same sky and trees that drivers and riders see today. Then he turned left and became the first driver to go through the Corkscrew and undoubtedly the slowest.



SCRAMP Staff

| | |
|--|-------------------|
| CEO/General Manager | Gill Campbell |
| Executive Assistant | Bobbie Hall |
| Financial Manager | Jim Harris |
| Staff Accountant | Denise Johnson |
| Vice President Facility Operations | Bo Beresiwsky |
| Facilities Manager | Derek Hildebrand |
| Facilities Assistant | Rick Garcia |
| Facilities Assistant | Matt Guerrero |
| Track Manager | Matt Brady |
| Track Foreman | Michael Moreno |
| Track Foreman | Luis Vasquez |
| Track Foreman | Jeremy Davis |
| Technical Services Manager | George Krieger |
| Operations/Track Rental Coordinator | Judy Varley |
| Vice President Event Operations | Ann Bixler |
| Assistant Operations Manager | Ryan Hundley |
| Event Coordinator | Chris Wofford |
| Vice President Marketing & Sales | Melvyn Record |
| Executive Director Corporate Sponsorship | Steve Fields |
| Marketing Manager | Jeanie Sumners |
| Sales & Marketing Coordinator | Connor Barr |
| Public Relations Manager | Jennifer Capasso |
| Events Marketing Manager | Francine Sullivan |
| Web Site Administrator | Jamie Baxter |
| Retail Manager | Tamra de Villa |
| Retail Assistant | Sonja Rindermann |
| Ticket Manager | Mary Johnson-Derr |
| Assistant Ticket Manager | Wendy Carvalho |
| Ticket Coordinator | Lisa Saclayan |
| Ticket Assistant | Tammy Mast |



CEO/President Gill Campbell

Born in Exeter, England, Gill was raised in the automobile industry, with the family business selling Morris Minors and two older brothers who raced alongside such greats as Colin Chapman and Stirling Moss. She graduated in History and Drama from Exeter University, St. Luke's College and went on to become a teacher.

In 1975, she took a month vacation in the United States and basically never went home.

That same year, Gill began her career in event planning in Eugene, Oregon, coordinating a number of high-profile events. Portland's Global Events Group hired her in 1989. While at Global, she managed the KGW Neighborfair, a community non-profit event, created the Horst Mager Rheinlander Oktoberfest, brought new life to the Portland Historic Races, and handled all media credentials and on-site operations for the SCCA Rose Cup Races, the CART Race, the Portland IMSA Grand Prix and the Laguna Seca Grand Prix.

In October 1994, Gill set out on her own and began Campbell Productions & PR LLC., an event, promotion and public relations firm. In the years since, clients and billings have greatly increased and the company has grown to a staff of seven. Campbell Productions also went from managing events to owning them, including the Zupan's Markets (now the Baxter AutoParts) Historic Races and the Holiday Ale Festival. In 2000, the company was selected as the agency of record for the Portland Rose Festival Association Airshow.

Gill continued to take the company deeper into the world of Motorsports with contracts for operations and hospitality for the Monterey Historic Races and the Coronado Festival of Speed, renowned historic races operated by Steve Earle, General Racing.

In 1999, the company became the promoter for the newly formed sportscar series, the American Le Mans Series at Portland International Raceway. The series then hired the company, with Gill as the principal of the project, to create all of the promotions for the Series around the country, Canada, Australia and Great Britain for the next three years.

In December of 2001, Mazda Raceway Laguna Seca called Gill to become the Interim General Manager for the Racetrack, six weeks later the word "interim" was dropped from the title and she continues to steer this prestigious facility into the future.

Gill has overseen the \$7.5 million construction project, part of the Master Plan for Laguna Seca, which has resulted in the beautiful premier pit row suites and garages. Her track, Mazda Raceway Laguna Seca hosts five world-class race weekends each season, with elite road racing series from around the world.



MAZDA RACEWAY LAGUNA SECA ELECTS EXPERIENCED PROFESSIONAL AS PRESIDENT OF THE SCRAMP BOARD

The Sports Car Racing Association of the Monterey Peninsula (SCRAMP), the not-for-profit organization that operates major racing events at Mazda Raceway Laguna Seca, announced that Dean Fewtrell was elected president of SCRAMP for 2010. He takes the steering wheel from three-time president Ken Lofink who has been involved with SCRAMP for the past 39 years.

Fewtrell has been with SCRAMP since 2002 first as an assistant director, then as director, treasurer and most recently, as vice president. He has served as president for many organizations and brings over 25 years of business leadership experience to the organization.

Fewtrell has a Doctor of Optometry, University of California Berkeley and has been operating a private optometric practice in Salinas since 1983. He served on the Board of Directors Monterey Bay Optometric Society for 10 years and was president for two years.

For nine years he was involved with the Salinas Jaycees with three years as a director and vice president for two years. Fewtrell is a Member of Salinas Northeast Rotary and was club president. He was a founding board member of the Boys and Girls Club Salinas Valley and served two terms as president.



SPORTS CAR RACING ASSOCIATION OF THE MONTEREY PENINSULA ELECTS 2010 BOARD

The Sports Car Racing Association of the Monterey Peninsula (SCRAMP), the not-for-profit organization that operates major racing events at Mazda Raceway Laguna Seca announced the officers for the 2010 season.

SCRAMP officers for 2010 include Dean Fewtrell of Salinas as president, as vice president of administration Kathy Hayworth of Del Rey Oaks, James Alit of Manteca will be vice president of operations, Lee Shepherd of Monterey as treasurer, Gregg Curry of Carmel Valley as secretary and Ken Lofink of Monterey will serve in the position of past president.

Newly elected to the board are Doug Finch, Dan Lee and Gregg McWilliams. Finch has been an active volunteer at the track since 1987 and Assistant Director since 1996. He is a Traffic Officer with the California Highway Patrol. Lee has been an Assistant Director since 2006 lives in Salinas and is the Winegrower with Morgan Winery. McWilliams has been an assistant director for six years and works for the County of Monterey as a Computer Specialist.

The SCRAMP Board of Directors consists of the officers listed above and re-elected for 2010 are the following individuals: Carl Anderson, Jim Coldwell, George Covell, Dennis Farber, Tom Kincheloe, Harlan Lee, Ed Magner, Mark Mendoza, Allen Mulholland, Ginger Mutoza, Carlos Noreiga, John O'Neal, Joe Prospero, Bill Robertson, Carl Schumaker, Joe Stern, Jim Sula and Dick Weiss.

The 27 Directors that make up the Board are all volunteers and as a group, they oversee the organization. Each Director heads up an event committee(s) that put on the race weekends at Mazda Raceway Laguna Seca.



SCRAMP Board of Directors – 2010

| | |
|------------------|----------------------------------|
| Dean Fewtrell | President |
| Kathy Hayworth | Vice President of Administration |
| James Alit | Vice President of Operations |
| Lee Shepherd | Treasurer |
| Gregg Curry | Secretary |
| Ken Lofink | Past President |
| Carl Anderson | |
| Jim Coldwell | |
| George Covell | |
| Dennis Farber | |
| Doug Finch | |
| Tom Kincheloe | |
| Dan Lee | |
| Harlan Lee | |
| Ed Magner | |
| Gregg McWilliams | |
| Mark Mendoza | |
| Al Mulholland | |
| Ginger Mutoza | |
| Carlos Noriega | |
| John O'Neal | |
| Joe Prospero | |
| Bill Robertson | |
| Carl Schumaker | |
| Joe Stern | |
| Jim Sula | |
| Richard Weiss | |



SCRAMP Clubs

There are nearly 2,500 registered volunteers who help make events at Mazda Raceway at Laguna Seca successful. Here is a list of some of the clubs that volunteer their time here during race weekends.

| | |
|------------------------------------|--|
| Al-Kadosh Shrine #14 | Mty County Sheriff Exploreres Post 211 |
| All Services Airborne | Mty Sheriff M/C Squad |
| Alvaroz NJROTC | Mty Ski & Social Club |
| American Legion Post 587 | Omega Psi Phi |
| Aptos Sea Lions/Lioness | P.G. Volunteer Firefighters |
| Boy Scouts King City | Pacific Grove Explorers |
| Boy Scouts Troop 127 | Pacific Grove Lions |
| Boy Scout Troop 93 | Prunedale Lions |
| Carmel Host Lions | Salinas Pal |
| Carmel Valley Rotary | Salinas PD Explorers |
| Ceres PD Explorers Post 451 | San Jose State SAE |
| Corr Peace Officer Found | Seaside High ROTC |
| DLI | Seaside Lions |
| ERMCO | Seaside Rotary |
| FNMOC | Sigma Theta Psi Sorority |
| Gonzales PD Explorers | Soledad NJROTC |
| Greenfield PD Explorers - Post 306 | Soledad H.S. Wrestling Team |
| King City PD Explorers | Troop 43, MBAL BSA |
| La Mesa | Vietnam Veterans |
| Masonic Youth Group | |
| Masons | |
| MBBETAT | |
| Monterey Bay Special Olympics | |
| Monterey Bay Teen Challenge | |
| Monterey Bay Veterans | |
| Monterey Food Bank | |
| Monterey High Auto | |
| Monterey High ROJTC | |
| Monterey High School Band | |
| Monterey High Volley Ball | |
| Morale Recreation & Welfare | |



Media Center Information

The Media Center is located in the paddock, adjacent to pit lane on drivers/riders left. During main-event weekends, hours of operation are from 7:00 a.m. – close. For the Red Bull U.S. Grand Prix weekend, operating hours will be:

Thursday, July 22: 12:00 p.m. – 9:00 p.m.

Friday, July 23: 7:00 a.m. – 10:00 p.m.

Saturday, July 24: 7:00 a.m. – 11:00 p.m.

Sunday, July 25: 7:00 a.m. – 12:00 p.m.

Phone number: 831.242.8216

Email: pr@mazdaraceway.com

Mazda Raceway Laguna Seca Public Relations Staff

Jennifer Capasso

Public Relations Manager

Ph: 831.242.8225

Cell: 213.590.6710

Fax: 831.373.0533

jennifer@mazdaraceway.com

Press Team Staff: Sheena Stavely, Nate Hoyt, Heather Hoyt, Bernhard Knaus, Ray Jonathans, Dave Welty, Shant Bezdjian, Robert Lewis, Var Nazari

Track Photographer:



Directions and Local Area Information

DIRECTIONS

- From San Francisco Airport

Take the Rental Car Shuttle - Airport 3rd floor the rent a Car is located far away from the arrival terminal). From the Rent a Car building take Freeway 101 South -direction San Jose. Passing San Jose continue on the 101 South -direction Los Angeles. Turn right on Highway 156 -direction Monterey Peninsula. Follow the road boards Monterey. Take Highway 218/Canyon Del Rey (left) and follow directional signage to Mazda Raceway Laguna Seca.

- From Monterey Airport

Take Olmstead Road to light and turn left onto Highway 68. Follow directional signage to Mazda Raceway Laguna Seca.

- From Los Angeles on Interstate 5 (North)

Take I-5 (North) to Highway 46 (West) to Highway 101 (North). Travel approximately 95 miles on Highway 101 (North) and take Monterey Peninsula/ Sanborn Rd exit. Travel West on Sanborn to South Main St./Highway 68. Make left onto Highway 68. On race weekend: Take the Reservation Rd exit. Make right turn onto Reservation Road and then left into East Garrison Gate and follow signs to Barloy Canyon Road and the track.

AIRPORT

- Monterey (MRJ)

Tel. +1 831 648-7000

Distance from the circuit 7 km

- San Jose' International (SJO)

Tel. +1 408 501-7600

Distance from the circuit 140 km

- San Francisco International (SFO)

Tel. +1 650 876-7834

Distance from the circuit 200 km

- Los Angeles International (LAX)

Tel. +1 310 646-5252

Distance from the circuit 530 km

AIRLINES

United Airlines - Free Toll: 1-800-241-6522 or (831) 648-7000

British Airways - Free Toll: 1-800-247-9296

KLM - Free Toll: 1-800-447-4747

RENT A CAR

AVIS – Free Toll: 1-800-831-2847

Hertz – Free Toll: 1-800-654-3131

AVIS - Monterey

Tel. (831) 647-7140

Hertz - Monterey

Tel. +1 831 373-3318

Enterprise- Monterey

Tel. +1 831 649-6300

Enterprise- Monterey Airport

Tel. +1 831 242-2020

AVIS - San Jose International Airport

Tel. +1 408 437-5700

Hertz - San Jose International Airport

Tel. +1 408 437-5700

Enterprise- San Jose International Airport

Tel. +1 408 452-1100

AVIS - Airport San Francisco International

Tel. +1 650 877-6780

Hertz - Airport San Francisco International

Tel. +1 650 624-6600

Enterprise- Airport San Francisco International

Tel. +1 650 697-9200

AVIS - Airport Los Angeles International

Tel. +1 310 646-5600

Hertz - Airport Los Angeles International

Tel. +1 310 568-5100

Enterprise- Airport Los Angeles International

Tel. +1 310 649-5400

TAXI

Carmel Taxi - Tel. +1 831-626-3333

Monterey Yellow Cab Co - Tel. +1 831-646-1234

BREAKDOWN

Monterey Garage - Tel. +1 831-375-4175

AAA - Tel. +1 831-373-3021

HOSPITALS

Salinas Valley Memorial

350 East Romie Lane, Salinas

Tel. +1 831 755-0741 or 757-4333

San Jose' Medical Centre

675 E.Santa Clara St.,San Jose'

Tel. +1 408 998-3212

Community Hospital of the Monterey Peninsula Monterey

Tel. +1 831 6245311

EMERGENCY

Ambulance Police, Fire - Tel. 911

Doctors on Duty - Tel. +1 831 372-6700

Medical Clinic - Tel. +1 831 64-90770

Monterey Bay Urgent Care - Tel. +1 831 372-CARE (2273)

HOTELS

Intercontinental- The Clement Monterey

Tel. +1 831-375-4500

Fax +1 831-375-4501

Portola Hotel & Spa

2 Portola Plaza -Monterey

Tel. +1 831-649-4511

Fax +1 831-372-0620

Hyatt Regency

1 Old Golf Course Drive -Monterey

Tel. +1 831-372-1234

Fax +1 831-375-3960

Marriott

350 Calle Principal -Monterey

Tel. +1 831 649-4234

Fax +1 831 372-2968

Best Western Monterey Inn

825 Abrego

Tel. +1 831-373-5345

Fax +1 831-373-3246

Monterey Plaza Hotel

400 Cannery Row

Tel. +1 831-646-1700

Fax +1 831- 646-1700

Carmel Valley Ranch

One Old Ranch Rd -Carmel

Tel. +1 831-625-9500

Fax +1 831-624-2858

Cypress Inn

7th Ave & Lincoln – Carmel/Carmel by the Sea

Tel. +1 831-624-3871

Fax +1 831-624-8216

Ramada Carmel Hill

1182 Cass St., Monterey

Tel. +1 831 375-2679

Hilton

1000 Aguajito Rd. -Monterey

Tel. +1 831-373-1415

Fax +1 831-655-8608

RESTAURANTS

Montrio Bistro

Tel. +1 831 6488880

Rio Grill

Tel. +1 831 6255436

Tarpy's Roadhouse Restaurant

Tel. +1 831 6471444

Sardine Factory (Seafood)

701 Wave Street, (Cannery Row) -Monterey

Tel. +1 831 3733775

Chart House (Steak House)

444 Cannery Row - Monterey

Tel. +1 831 3723362

Marinus at Bernardus Lodge (Californian)

415 Carmel Valley Road -Carmen Valley

Tel. +1 831 6583500

Duck Club Restaurant (Regional)

Plaza Hotel & Spa -Monterey

Tel. +1 831 6461706

Peninsula Restaurant (Regional)

Hyatt Regency Monterey Resort

Tel. +1 831 3721234

Il Fornaio

Ocean & Monte Verde, Carmel by the Sea

Tel. +1 831 622-5100

Tutto Mondo (Dolores)

Between 7th & Ocean, Carmel by the Sea

Tel. +1 831 624-8077

Mucky Duck

479 Alvarado St – Monterey

Tel. +1 831 655-3031

Peter B's Brew Pub

2 Portola Plaza -Monterey

Tel. +1 831 649-4511

Kula Ranch

3295 Dunes Rd- Marina

Tel. +1 831 8839479

THINGS TO SEE & DO**Laguna Seca Golf Club**

10520 York Rd.-Monterey

Tel. (831)373-3701

Del Monte Golf Course

1300 Sylvan Rd.-Monterey

Tel. +1 831 3732700

Spa on the Plaza -Camille Malcolm

Custom House Plaza 201 Alvarado

Tel. +1 831 6479000

Carmel Mission Basilica and Museum (built in 1771)

Rio Rd off Highway One

Maritime Museum and Stanton Center

5 Custom House Plaza -Monterey

Tel. +1 831 6481770

Monterey Bay Aquarium

A 886 Cannery Row -Monterey

Tel. +1 831 6484888

Web www.montereybayaquarium.org

Old Fisherman's Wharf- Monterey Harbor

Old Fisherman's Wharf #1- Monterey

Web www.montereywharf.com

Cannery Row- Monterey

Web www.canneryrow.com



Race Series Media Representatives

American Le Mans Series
Bob Dickinson
Vice President Public Relations/Media Service
American Le Mans Series
1394 Broadway Avenue
Braselton, GA 30517
T: 706-654-2983 x-240
radickinson@americanlemans.com
www.americanlemans.com

DORNA/MotoGP
Gemma Munoz
Communications Manager
Dorna Sports S.L.
C/Narci Monturiol, 2
08960 Sant Just Desvern, Spain
Phone: +34 93 473 8494
email: gemmamunoz@dorna.com
www.motogp.com



2010 Mazda Raceway Laguna Seca Media Credential Policy

Media Credentials to cover events at Mazda Raceway Laguna Seca during the 2010 season can be obtained by visiting <http://www.mazdaraceway.com>. All media credential requests will be processed through this site.

The deadline to request media credentials is **three weeks** prior to each event. All applicants should be prepared to submit examples of prior motor sports coverage and a letter of assignment, on letterhead from their Chief Editor/Sports Editor.

Mazda Raceway Laguna Seca credentials media members for all events, with the exception of the Red Bull U.S. Grand Prix/MotoGP, which will be facilitated by Dorna (see below):

Media Credential Types

Media: Media Center, pit road, paddock garage (except Red Bull U.S. Grand Prix)

Photo: Media Center, pit road and photo van. A photo vest will be needed for all track-side photo areas. Only orange photo vests will be allowed in the hot pits. Blue photo vests are not allowed in the hot pits. Photo vests will be assigned and given out at the morning photo meetings at the media center.

Approved Credential Requests

Media credentials will be only issued to journalists/photographers on assignment by recognized newspapers, news services, racing publications, television and radio networks, local television and radio stations and other approved media outlets. Credentials must be accompanied by a letter of Assignment by the Chief Editor or Sports Director.

Internet sites will only be considered and/or approved if they cover sports and/or motorsports on a regular basis and are consistently updated with news and features. Enthusiasts and fan websites, or those that cover only one team or driver, will not be considered for a media credential. Websites must be free from gossip and offensive language.

Mazda Raceway Laguna Seca does not issue credentials to freelance writers, race teams or any person unable to provide affiliation with a credible media outlet. No one under 18 will be accredited. Mazda Raceway Laguna Seca reserves the right to deny any media credential request.

Copies of Coverage and References

Copies of past Mazda Raceway Laguna Seca race coverage, motorsports coverage is required by the credentials committee, these must be submitted for consideration for accreditation to the following address:

Credentials Committee
Mazda Raceway Laguna Seca
P.O. Box 2078
Monterey, CA 93942

pr@mazdaraceway.com

831.373.0533 (fax)

Denied Credential Requests

Credential requests will not be considered from employees in marketing, promotions, sales, etc. Please do not request media privileges for company executives, including management personnel and officers. If you are associated with a team, you must obtain a credential through that team.

Photo Credential Requests

Due to insurance requirements, photo credentials are limited and only available to qualified media. Mazda Raceway Laguna Seca does not issue credentials to freelance photographers, 'stock photo' agencies or any person unable to provide affiliation with a credible media outlet. Mazda Raceway Laguna Seca reserves the right to deny any photo credential request.

Approved Credential Requests

Approved media credential requests will be notified via email two weeks prior to the event. You will not be sent a media credential in the mail. Please print out your email confirmation and bring that with you to the accreditation center/will-call at the Embassy Suites Hotel to pick-up your media credential.

Parking Passes

If your media credential was approved, Mazda Raceway Laguna Seca will provide each media outlet one parking pass. Whoever from your media outlet did the initial request and was approved, will have a parking pass in their media credential packet at the accreditation center/will-call at the Embassy Suites Hotel.

Credential Pick-up

All media credentials, including ones for the Red Bull U.S. Grand Prix will be available at the accreditation center/will-call at the Embassy Suites Hotel.

Each media credential must be picked-up by the person assigned to that credential and you must provide a photo ID to receive your media credential. You cannot pick-up media credentials for your co-workers or friends.

The Embassy Suites Hotel is located at 1441 Canyon del Rey, Seaside, CA. The race weekend operating hours are as follows:

Thursday – 7:00 a.m. – 5:00 p.m.

Friday – 7:00 a.m. – 5:00 p.m.

Saturday – 7:00 a.m. – 5:00 p.m.

Sunday – 7:00 a.m. – 12:00 p.m.

Red Bull U.S. Grand Prix: Printed Media Accreditation

Only publications whose coverage is considered to be of promotional benefit to MotoGP events will be accredited. This includes lifestyle, economy or consumer publications not intending to publish conventional race reports. Major news and photo agencies are considered printed media.

Coverage

Daily publications and agencies are required to produce wide coverage of the event, with follow-up articles of the whole event.

Weekly or monthly publications are required to produce wide coverage of the event, and a significant part of the content must be on MotoGP.

Circulation

The number of published copies for publications requiring accreditation must be at least 40,000 for dailies and at least 10,000 for weeklies or monthlies.

Quality

Only publications with high standards of professionalism and accuracy in their reporting may seek accreditation.

Format

Printed publications do not include digital or on-line publications and only paper editions can be considered "printed media."

Availability

No "free of charge" publication can be accredited. Publications must be available to the public in sales outlets.

Pass Holders

Accreditation for the MotoGP events is restricted to professional journalists and photographers. Therefore, under no circumstances media credentials will be issued to marketing or commercials representatives of media, advertising or public relations agencies, sponsors, suppliers, teams or additional riders.

No one under 18 will be accredited

Incomplete requests or requests received after the deadline will not be accepted. Dorna reserves the right to accept or decline any requests and decide upon the type of pass issued to each person in accordance with the safety regulations.

Number of representatives per Media

A maximum of three representatives (journalists and/or photographers) may be accredited per publication or agency.

However, as an exception four passes can be given when:

- The coverage previously produced or planned, merits more passes and the allocation of more passes is not detrimental to the interest of other media parties in covering the event or to the capacity of the Media Center.

- The publication is important for the venue of the event because of the coverage they produce throughout the year.

Required Documents

All representatives of printed media have to send the following documents to Mazda Raceway Laguna Seca in order to request accreditation:

- Media application request via online
- Passport-size photo (send by e-mail in .bmp format)
- Letter from Chief Editor (written on publication's letterhead)
- An original copy of the last issue
- Samples of coverage of the 2009 season produced by the publication
 - Journalists Only- samples of his/her stories with journalist's name included in print. Stories published after a previously attended race are especially important.
 - Photographers Only: samples of a minimum of 10 published photos with photographer's name included in print. Photos published after the previously attended races.
 - Freelance journalists and photographers must apply for accreditation via their own agencies.
 - Freelance journalists must prove the supply of stories to at least three publications meeting Dorna criteria.
 - Freelance photographers must prove the supply of photos to at least three publications meeting Dorna criteria.

Credentials Committee
Mazda Raceway Laguna Seca
P.O. Box 2078
Monterey, CA 93942
pr@mazdaraceway.com
831.373.0533 (fax)

Radio Station Media Accreditation

All representatives of the radio station have to send the following documents to Mazda Raceway Laguna Seca in order to request accreditation:

- Media application request via online
- Passport-size photo (send by e-mail in .bmp format)
- Letter from Chief Editor
- Coverage from 2009 season: a tape and a list specifying transmitted programs including date, time and length

TV Station Media Accreditation

All requests for TV media accreditation for journalists or camera crew must be forwarded directly to Dorna Media Sales Department in Barcelona-tv@dorna.com. Requests must be received 15 days prior to the event.

Electronic Media Accreditation

All requests for Electronic media accreditation for journalists or photographers must be forwarded directly to Dorna Media Sales Department in Barcelona - online@dorna.com. Requests must be received 15 days prior to the event.

Required Information: all websites must provide the following information in order to be sent the accreditation form:

- URL
- MotoGP section URL
- Monthly visits
- Monthly Unique Visits
- Monthly Page Views
- Date the site was launched
- Target audience
- 2009 MotoGP coverage on the site: links and material showing coverage
- Site languages
- Country
- Media application request via online
- Passport-size photo (send by e-mail in .bmp format)

2010 General Information

| <i>Event</i> | <i>Deadline to Request Credentials</i> |
|--|--|
| Monterey Sports Car Championship featuring American Le Mans Series May 21-23 | April 30, 2010 |
| Red Bull U.S. Grand Prix MotoGP July 23-25 | July 2, 2010 |
| Rolex Monterey Motorsports Reunion August 12-15 | July 23, 2010 |

Public Relations Department Contact Information

Credentials Committee
Mazda Raceway Laguna Seca
P.O. Box 2078
Monterey, CA 93942
pr@mazdaraceway.com
831.373.0533 (fax)
831.242.8216 (phone)

Mazda Raceway Laguna Seca welcomes and appreciates legitimate media coverage; however, submitting an application for credentials does not guarantee approval. Approved media credential requests will be notified via email two weeks prior to an event. For more information, please contact the Public Relations Department at the above contact numbers.

Thank you



MAZDASPEED Motorsports

On any given weekend, there are more Mazdas on the road-race tracks of America than any other brand of vehicle. At the track, you'll see MX-5 Miata, RX-8, MAZDA3, MAZDA6, RX-7 and other vintage Mazda models competing, because every Mazda has the soul of a Sports Car. In fact, the largest road-racing class in the U.S. is the SCCA's Spec Miata class, with nearly 1,500 first- and second-generation Miatas tearing up America's racetracks, making it the most-raced production car in the world.

Mazda's involvement in motorsports extends to its relationship with Mazda Raceway Laguna Seca, one of the world's premier road-racing circuits, and the Skip Barber Schools for driving and racing. Mazda currently competes in over a dozen professional series ranging from the American Le Mans Series to the SCCA Pro Racing Playboy Mazda MX-5 Cup

Mazda considers Mazda Raceway Laguna Seca their spiritual home and every Mazda sold in the U.S. see development work at the race track. Thanks to Mazda's support, the track has been able to make substantial improvements like the premiere suites in pit lane and garages.



Yamaha Motor Company, LTD is the world's biggest piano maker and in 1955, then Yamaha CEO Genichi Kawakami took Yamaha into the field of motorized vehicles.

The company's intensive research into metal alloys for use in acoustic pianos had given Yamaha wide knowledge of the making of lightweight, yet sturdy and reliable metal constructions. This knowledge was easily applied to the making of metal frames and motor parts for motorcycles. The Yamaha corporate logo is composed of three tuning forks placed on top of each other in a triangular pattern.

Yamaha has a long racing heritage with riders such as Bob Hannah, Heikki Mikkola, Kenny Roberts, Wayne Rainey, Jeremy McGrath, Stefan Merriman, Chad Reed, Valentino Rossi, Ben Spies and James Stewart. Yamaha has over 36 World Championships, including 4 in MotoGP and 9 in the preceding 500cc 2-stroke class, and 1 in World Superbike.

Ben Spies made history by claiming his and Yamaha's first-ever World Superbike title in 2009. Spies' focused performance put him in the history books as the most successful rookie ever in World Superbike with 11 poles and 14 out of a possible 28 race wins during the season. Cal Crutchlow won the World Supersport title for Yamaha in 2009 as well.

The indomitable and irrepensible Valentino Rossi took his ninth World Championship crown in 2009. It was the Italian's seventh title in the premier class, his fourth for Yamaha - more than he has won with any other manufacturer - and his 163rd career podium. His team mate Lorenzo clinched second place in the championship. Together, they have taken ten wins and a further seventeen podiums, Yamaha's most successful year ever in MotoGP. For the second consecutive year, Yamaha has won the MotoGP Triple Crown of rider, team and manufacturer championship titles.

Yamaha was instrumental in helping Mazda Raceway Laguna Seca bring MotoGP back to the U.S. in providing a safe track for the riders. As a sponsor of the Red Bull U.S. Grand Prix, Yamaha has contributed a significant portion of the \$7 million in safety modifications and improvements at Mazda Raceway Laguna Seca in 2006. This falls on the heels of the \$2 million in changes contributed by Yamaha that allowed the MotoGP World Championship to return to the circuit in 2005.

These track safety improvements were required by the Federation Internationale de Motorcyclisme (FIM) to homologate the track for MotoGP.

The first phase was to increase runoff area in Turn 9 (Rainey Curve). The Turn 9 bridge was moved to an area between Turns 8A and 9. Other changes made to the circuit included widening

the front straight by moving the outside (riders' right) wall back and increased the run-off area in several turns, including Turn 2 (Andretti Hairpin).

Yamaha is the official motorcycle at Mazda Raceway Laguna Seca and a "Proud Sponsor" of the Red Bull U.S. Grand Prix.

In addition the circuit has the Yamaha Marketplace, the well-known and highly attended vendor area located in the lakebed area. It contains vendors representing all areas of motorsports, motor sport memorabilia and product demonstrations.



Monterey County Parks

Mission Statement

The Monterey County Parks Department maintains stewardship over a system of county parks. These outdoor recreation resources are managed to preserve, promote, and interpret the natural, historical, and cultural values of Monterey County. They are operated to provide opportunities for the public's enjoyment, inspiration, education, personal development and cultural enrichment.

History of the Monterey County Parks

In order to have a complete history of the Monterey County Parks Department, we must go back more than 10 years prior to its official formation to the construction of Nacimiento Dam, the purpose of which was to provide water storage to replenish the underground Salinas River aquifer, which was being contaminated with salt water due to over-pumping of irrigation water in the Salinas Valley. Since a lake was created, boaters and campers wanted to use it and thus, a park was formed, though it was owned and operated under the Monterey County Flood Control and Water Conservation District for many years.

Laguna Seca Recreation Area

At the Laguna Seca Recreation Area, visitors can camp on the surrounding hillsides for a serene view of the Salinas Valley. Both RV and tent camping are available in a clean, friendly environment. The park is just a short drive from the Monterey Peninsula, Salinas Valley, Carmel Valley and Big Sur. In addition to great camping facilities, Laguna Seca Recreation Area has a Rifle and Pistol Range.



Skip Barber Racing School

For more than 30 years, Skip Barber Racing has operated a fully integrated system of racing schools, driving schools, racing championships, corporate events and OEM events across North America. With more than 200 dedicated and passionate professionals, no other organization delivers the same high quality instruction, equipment, facilities and memorable experiences.

The Offerings:

The Skip Barber Racing School is held at more than 20 of the most prestigious race tracks in North America, including Lime Rock Park, Mazda Raceway Laguna Seca, Palm Beach International Raceway, Road America, Road Atlanta and Sebring International Raceway.

Skip Barber Mazda Driving School, utilizing Mazda's performance sedans and sports cars, operates at five world-famous destination locations.

The Skip Barber Race Series is collectively three separate, equal-car racing championships – the BFGoodrich/Skip Barber National Presented by Mazda, an entry level professional open-wheel series which awards a \$350,000 title bonus to its champion, a regional amateur open-wheel series, and the Skip Barber MAZDASPEED Challenge, an amateur championship featuring identically prepared MX-5 Miata race cars. All the series are part of Mazda's unique MAZDASPEED Motorsports Development ladder system.

The Skip Barber High Performance Driving School, featuring cars from BMW, Lexus, Lotus and Porsche, operates at five world-famous destination locations.

The Skip Barber Superbike School Powered by KTM, featuring KTM's line of sport and super bikes, available at Mazda Raceway Laguna Seca.

The Corporate Events unit creates custom racing and driving programs for companies of any size that desire special, exciting events to train, entertain, educate and reward.

OEM Events provides unique, specialized automotive-related training, analysis, evaluation, logistics and consultation.

The Vehicles:

201 racecars: With 70 Formula Skip Barber and 61 Mazda MX-5 Cup racecars for the Racing School and Corporate Events and 70 Formula Skip Barber 2000 race cars for the three racing championships, it is the largest racecar fleet in the world.

More than 94 passenger/street cars: BMW M3 coupes, sedans and 330i sedans, Lexus IS F, Lotus Exige S, Mazda RX-8s, MX-5s and MAZDA3s, and Porsche 911s, Caymans and Boxsters for use in the Driving Schools and Corporate Events.

30 transport and support vehicles: Ford Econoline vans and Mazda CX-9s. Skip Barber cars and parts are maintained at five base locations around the country. With the largest race car fleet in the world, they can deploy transporters and school staff to tracks nationwide.

The Track Record:

Since its founding in 1975, Skip Barber Racing has trained more motorsports winners and champions than any other organization of its kind. Skip Barber alumni race and win in every major event and championship, from NASCAR's Sprint Cup and Nationwide Series to Formula One, the Indy 500, American Le Mans, and the IndyCar Series. Since 1983, their racing school has trained over one-third of all Indy 500 competitors and one-quarter of the current NASCAR Sprint Cup field. Their alumni have won every major U.S. auto racing championship.