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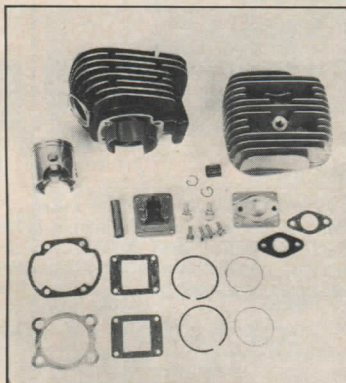
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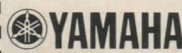
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Continental

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nine out of 12, all hope of a maximum going with his first race when he fluffed the gate. But Scott is going places and like Pomeroy has youth and enthusiasm on his side. You will be hearing more of him as he improves.

The sport of motorcycle road racing is a hard one and only a fool would say it was not dangerous to rider and spectator alike. Obviously the greatest danger lies with the rider, for it is possible to protect the public.

JARNO AND PASO

In a recent race in Yugoslavia, four spectators were killed and the crashing rider also lost his life, but the element of risk has been harshly underlined by the Monza tragedy where both Renzo Pasolini and Jarno Saarinen lost their lives.

Their deaths have been blamed on the steel barriers that are a feature of racing circuits nowadays because the car drivers demand them as a safety factor. What is safety to them is an incredible danger to motorcyclists—so much so that there is even talk of separate circuits for bikes, but that is unlikely for economic reasons.

Oil on the circuit was said to be the initial cause of the accident at Monza, laid by a rider in the preceding race, but although there was the usual bush telegraph, no official warning was given. Safety has now become the all important factor of racing and Yamaha, Harley-Davidson and MV are seeking closer liaison with the FIM on the subject.

Road racing has lost two of its finest contestants, men who meant that extra bit to the sport because they gave it that little bit more. Pasolini was on the threshold of success with the 350 Harley, Saarinen with the 500 Yamaha Four, showing that the MV is far from invincible and seemingly destined to be one of the all time greats of road racing.

As a measure of respect, Yamaha has withdrawn from racing for the rest of the season and the weekend following the Monza incident, when Saarinen's funeral was taking place, withdrew its works riders from all competitions, including trials and motocross.

Saarinen blazed across the scene last season, winning the world 250 title, and proved himself to be one of the top three, beating Agostini and the works MV with his private 350 Yamaha. His wins at Daytona and Imola this year on the 350 Yamaha and subsequent wins on the water-cooled Four in the 500cc class over Agostini gave road racing a real shot in the arm; now it seems for the rest of 1973 it is back to square one. >