

JIM



POMEROY

More crossed-up conversation

As you recall, our interview last month was interrupted when the tape broke. Jim had just promised to reveal the true meaning of life, the location of the fountain of eternal youth and the formula for turning anything into gold. We'll pick up Jim's conversation where we left off . . .

. . . and that's it fellows. Everything you need to know. Don't forget the helium. It's very important.

Well, thanks a lot, Jim. I'm sure we and the readers can put this information to good use. Let's continue by talking about European tracks. How often do they lay them out on virgin fields?

There are regular tracks, but about 80 percent of the tracks I've been on had not been ridden for a year. It's all grass. They prepare them and you race.

How does the organization of the GPs compare to the American setup? We keep hearing about the rider strikes over there to get things improved.

Here, all the riders are bitching because every National has been really dusty. The tracks will have races on Saturday that ruin it for Sunday. The European riders are together and the organizers have to make changes. Over here, they're not together. I've come back here every year and every year they say they're going to change it, but they never do.

Should there be a riders' union?
I think there should be . . . some method. You say riders' union — that's what the AMA was organized for. For the riders. And now it's getting so political. Like if we want one rule changed it takes a whole year. If it goes through. I remember

racing back in '71 and '72 before the Nationals, and the AMA was smaller and for the riders.

How does that compare to the FIM overseas?

It's political too, but the riders are together over there. They just say: we don't ride. They're older and they know they can't have a race without them. Over here, they're young and hungry. I don't think you'll see them together for another five years over here. None



of the riders are old enough yet.

What is good about AMA racing and what could be improved?

It's good as far as all your stadium events. If the AMA gets more involved with the riders it can't do anything but help. There are a lot of good points and a lot of bitching points. I've been mainly bitching about how the mechanics are being treated and how major people in the industry who support racing can't get pit passes. They're

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treated lousy; they're kicked out of places; they're just complete peons. It's sad. Like Preston Petty can't even get into a race because he has no credentials. People who are actually involved should have priority. Just like the stadium races. We can't go out and look at the track to check out what we were doing in practice. They're paying their control to keep us from doing our job as safely as possible. And the crowd wants to see us. There's



Supercross series has been from \$16,000 to \$22,000. Goodwin always cries that he never makes any money. I feel anything over 30,000 people is going to pay for the track expenses. I'd like to see the purse tied into the attendance — a guaranteed purse plus a percentage over a certain figure. The AMA should be able to do this for us. The AMA should support us. It seems they're more into a promotional atmosphere. We need to have it equalized to make it run right. The riders and mechanics are really getting pushed on because they're so young. There aren't that many people in the world who can ride that fast, and you have to look at it like everyone else looks at it. It is a professional sport.

How about the stadium tracks?

The best track I've been to so far is New Orleans. They made it pretty good. I talked to them quite a bit before the race. Promoters will bitch because the riders don't show up to do promotion before the race. OK? That goes right back to the point. Promoters should do what they do best: promote. Riders should do what we do best: ride. And make the track. Have a rider there a week or two earlier. Pay him a little extra. You have a rider there to do any promotion you want. So he's doing his job, looking over the track and doing promotions. Then you have no problems. But they don't want to do it that way. The riders and mechanics have bent so far, they just can't bend any more. The other side has to bend some.

If they just made the stadium tracks a little bit shorter, but wider, they would be a lot better for racing. It's so hard when you get behind some local guy and you can't get by him and you look like a fool following, but there's no room to pass. You train all your life to race and get on a track you can't race on.

Is there enough money for the privateer to hang on? Should there be some effort to get more?

There's not much. What I'd like to see with younger riders is a 125 deal. No one over 18 or 20 could get into it. That would give those people a chance to start because it really is hard. You can't really make that much in it. My first year professionally I lost money. I know so many who lose money.

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only 24 of us who make the main event. Twenty-four in the whole infield is not going to hide the track. And they bitch about it: “We had to hire 39 extra policemen just to keep you guys under control.” Instead of changing the rules to make things smoother for us, they hire guards.

What about the stadium events?

I think the purses are poor. Really bad. A National is between \$15,000 and \$18,000. So far the

So if the kids are competing against themselves in a 125 class someone is going to make some money.

Yeah, or even like the Support class. There should be some kind of line or distinction separating a Support rider and a factory rider with each racing against themselves. I think that would solve a lot. They're putting these amateurs right in with us instead of keeping them in the Support class. It's like the Trans-AMA two years ago. Ron didn't have enough Support points to ride that class so they put him in the International class. That didn't make sense to me. So many times they'll put you in the main event because you don't have points for a lower class.

Where is Ron now?

He's racing up north. It's too expensive to do the Nationals by yourself. After two years he was just making it. He'd rather stay home, not have to travel, and save money. He wins all the time. If they had a different category he might be able to go to the Nationals.

How long do you plan to race, and then what?

I plan on racing until I'm about 30. I said that about five years ago. I really don't know what could happen. Then I hope that my investments, in duplexes and triplexes and things, will let me go into whatever I want to. Every six months I come up with an idea of what I'd like to do. Or where I want to live. I don't even know that. I have not lived in one spot for more than three months since I graduated from high school. I send my mail to Yakima. I've been home this year for three or four weeks.

Where does your nickname, "Bimbo," come from?

That was a deal that started with my grandpa when I was a baby but it became public because of Brad. In '72 Brad came over to my house and he heard my dad call me that a couple of times.

What about hobbies and other interests?

I like almost every outdoor sport like water skiing, snow skiing, jeeping, snowmobiling, almost anything involving being active with other people. I'm not much of a night-life person, maybe a little bit but . . . but girls, they're always nice. Always.

Maybe you should be "Bachelor

of the Month" in Cosmopolitan.

The girls can write in.

Ohhhh . . .

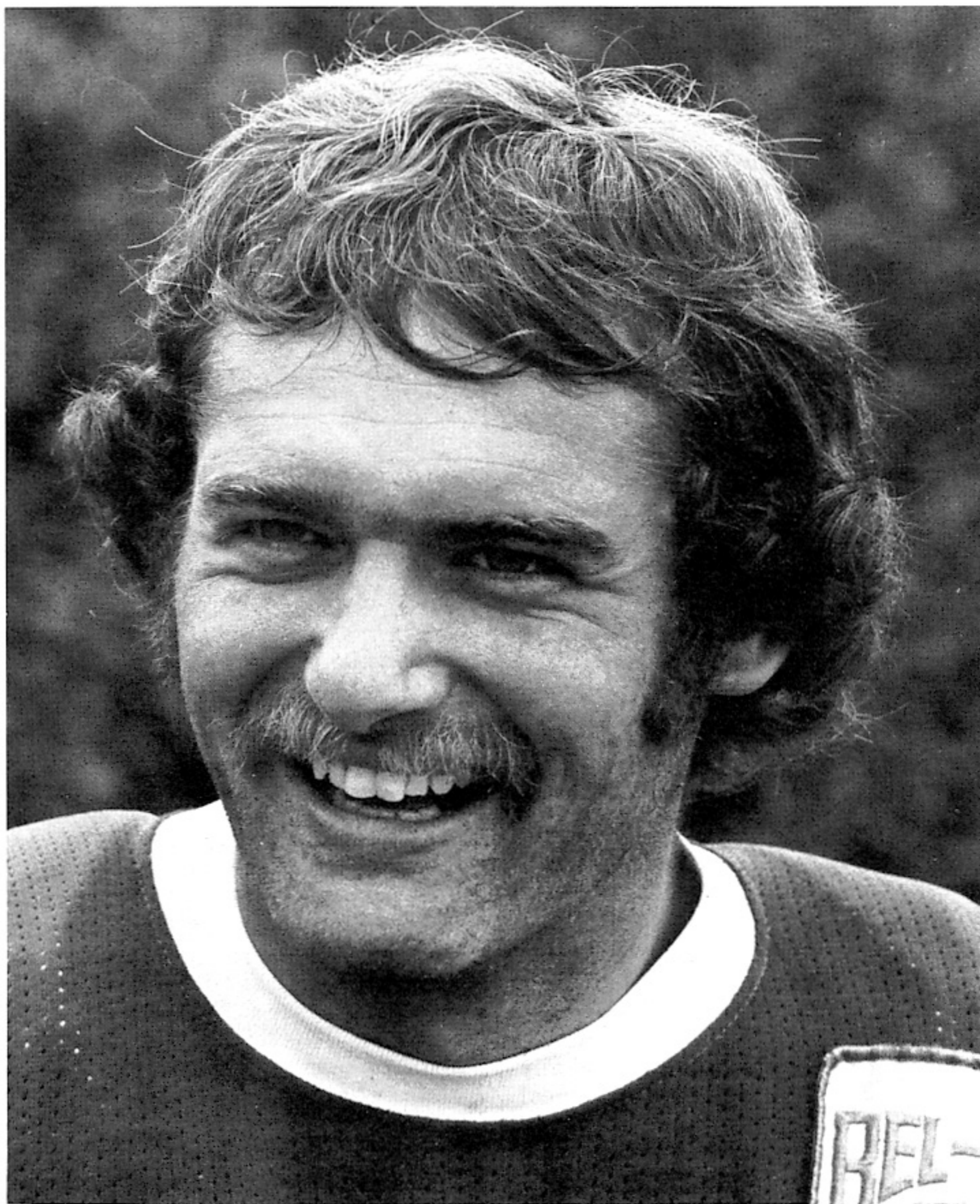
Are you ready for that? Do you have a post office box?

Geez . . .

What about moto groupies?

Here? In the States? Shoot, there's a lot. I was into groupies quite a bit early on, but now . . . It's a turn-on for them but it's a turn-off for us, really.

But, I'm looking a lot now for



nice chicks. Still haven't found her yet.

I've got an aunt in Armenia . . .

Really?

Any words for your fans?

Don't expect too much from me. The best advice I can tell the newcomers is there's a lot of time. Don't try to do it all at once. I've seen so many try and get so discouraged because they try too hard at first.

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