

CYCLING NEWS

America's Weekly Motorcycle Newspaper Goes Daily

March 5, 1993 FREE

Russell battles wind, takes pole for 200

BY PAUL CARRUTHERS

Muzzy Kawasaki's Scott Russell was having trouble telling time prior to yesterday's qualifying for Sunday's Daytona 200 by Arai, so he did the logical thing - he went out and earned himself a new wristwatch.

Russell smashed Doug Polen's one-year-old lap record with his one-minute, 50.194-second lap (116.304 mph) during the first qualifying session, taking not only the single AMA championship point that goes with being fast qualifier, but, more importantly to him, he won the special edition Rolex Daytona watch.

"We talked about the watch at home, but it wasn't really on my mind when I went out to qualify," Russell said. "Okay, I can't lie to you - I wanted the watch."

The late-qualifying pressure that was expected to come from four-time World Champion Eddie Lawson never materialized as his Vance & Hines



PHOTO BY HENRY RAY ABRAMS

Russell, Picotte claim Twin 50s

BY PAUL CARRUTHERS

Muzzy Kawasaki's Scott Russell dominated the first of two Twin 50s, but the story of the second 50-mile qualifying race for Sunday's Daytona 200 by Arai was the man who finished third - four-time World Champion Eddie Lawson.

Lawson and the Vance & Hines Yamaha started at the back of the second Twin 50, after encountering problems with an engine in the morning practice session that kept him from posting a qualifying time, but it didn't matter much. The Californian put on the kind of display that you'd expect from someone with his credentials. After half a lap Lawson was 13th, after a full lap he was eighth; two laps later he was third and he took the lead for the first time on the sixth lap. On the 12th lap, though, Lawson was forced to pit with a chunked rear tire. No matter. He rejoined the fray in fifth place, and quickly moved through to finish third behind the Ducatis of race winner Pascal Picotte and runner-up Raymond Roche.

"I didn't plan on that type of race," Lawson said. "I felt like an idiot out there, but the motorcycle was so good it made me look good. It was kind of scary. I went into turn one (on the first lap) and everybody stopped - I didn't know what happened. It was pretty hairball. They were parked out there."

"The rear tire got a little squirrely, so it was better to be safe than sorry."

Picotte, who won a Twin 50 here last year when Scott Russell was forced out of the race on the final lap, was the benefactor of Lawson's tire failure, and he didn't even know he'd won until he was told in Victory Lane: "I thought I was second," the French Canadian said. "Eddie (Lawson) went by me and he was gone. Thank you, Eddie."

Fast By Ferracci's Doug Polen, last year's pole sitter, also had a tire problem. Polen originally pitted thinking that the front tire was the culprit, but once mechanics checked the Ducati they discovered it was in fact a problem with the rear tire. His tire change took much

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Scott Russell (1) won the first of two Twin 50 qualifiers after earlier earning the pole position for Sunday's 200.

leaving him with a back-row starting position for his Twin 50 qualifier.

It was Russell who handled the tricky 17-25 mph crosswinds in the infield

Yamaha blew an engine in the morning practice session, forcing the Californian to miss his opportunity to win the pole and also

section of the 3.56-mile combination infield/oval race track the best, knocking

.194-of-a-second off Polen's lap record of a year ago.

"The wind wasn't that bad," Russell said. "There was a crosswind through the infield and I think I could've gone faster without it. It helps a little bit through the kink because it blows you in, but it's gusting so you never can tell. I'm

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Hatch hammers 'em at the Alligator

BY DONN MAEDA

Steve Hatch proved that sometimes nice guys do finish first, as the personable Team Suzuki rider slithered and slogged through the mud to earn his first win of the year at the 43rd running of the Alligator Enduro, held at Relay Wildlife Management Area in Flagler County.

"I just had one of those days," said Hatch, who hails from Ithaca, New York. "You know, where everything just seems to go your way."

A violent rainstorm on the night prior to the event left the scheduled start area underwater, and a last-minute change in the location delayed the start of the event by over an hour. Nonetheless, a record turnout of 571 riders showed up to compete at the Daytona Dirt Riders-promoted event, and the wet conditions did little to dampen their competitive spirit.

"This is the biggest turnout that we've ever had," said Daytona Dirt Riders' Len Puckett. "We had to scramble at the last minute to change the start after last night's rain. We had to allow time for the late people to get ready."

Although the alternate starting area was dry, the course was far from the same. Deep water in most parts of the course gave many riders fits, and the hidden stumps and fallen tree branches claimed their fair share of riders as well. Kawasaki Team Green's Larry Roeseler was one of the first riders to fall victim to the conditions, as a first-loop crash left him with a sore wrist and out of the event.

"Man, you could ride a Jet Ski around the whole course. There's about a foot of standing water everywhere and you can't see what's under it," said Roeseler. "I hit something with my front tire and it sent

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Steve Hatch dropped 40 points en route to the overall win.

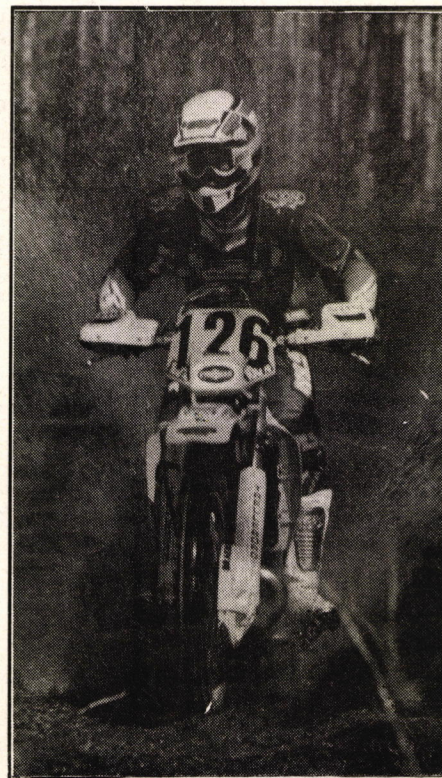


PHOTO BY KINNEY JONES

IN THE WIND

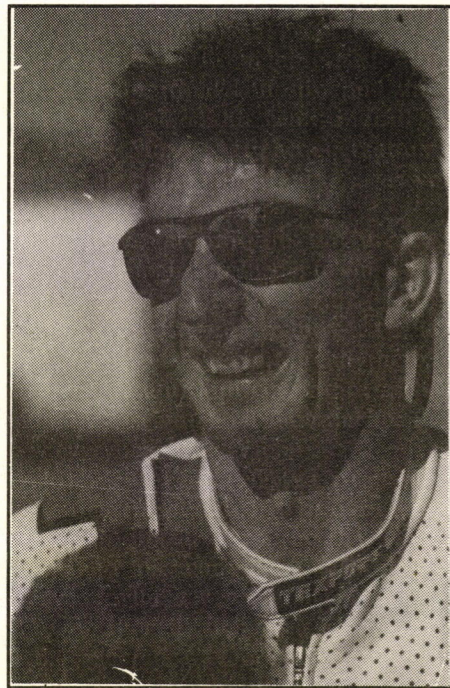
Scott Russell has joined Doug Polen in purchasing fifth-wheel trailers for living quarters while at the race track. Polen's 36-foot trailer apparently made an impression on Russell at the opening round of the AMA National Championship Road Race Series at Phoenix International Raceway, so the defending AMA Superbike Champion went out and purchased one. Russell will be shipping his trailer to his European base just outside of Frankfurt, Germany in late April so he can use it in his first attempt at winning the World Championship Superbike Series. "We're going to float around and see all of Europe. We may just go from race to race," Russell said. Polen, on the other hand, will keep his stateside as he attempts to win the AMA Superbike crown. According to Russell, his Muzzy Kawasaki teammate Aaron Slight is also looking into purchasing a similar trailer.

Four-time World Champion Eddie Lawson had the press room laughing yesterday with his dry humor. When asked by a reporter what he thinks Scott Russell's strong points are, Lawson replied: "He's fast in the straights and he's fast in the corners." The relaxed and happy Lawson is apparently happy to be here: "It's nice to be home. Everybody speaks pretty much the same language. It's fun."

Eddie Lawson was also trying to bait Frenchman Raymond Roche into saying in his best broken English "chicken" rather than "chicane." One of Roche's more famous quotes regards a crash he had back in his 500c Grand Prix days. Roche, who crashed in a chicane and broke some toes, said: "I crashed in the chicken and broke the fingers of my feet."

Roche announced earlier in the day that the Daytona 200 will be his last race. The former World Superbike Champion

will concentrate his efforts on managing the Ducati team of Carl Fogarty and Giancarlo Falappa in this year's World Championship Superbike Series. "It's my last race. I am pre-retired," the Frenchman said, adding that he wanted to make Daytona his final race because he'd never raced here. "It's a dream. I'm very happy to be here." The two Ducatis that Roche was riding will be given, one each, to Fogarty and Falappa. Scanning the grid sheets for the Arai Twin 50's, Roche was curious to see where Lawson was gridded, then offered a prediction after seeing that he was on the back row. "From there, he can win. Or at least second or third."



Former Daytona 200 winner David Sadowski (above) will be a busy man this weekend. The New Englander who now makes his home in Buford, Georgia, will compete in three races - for three different teams. Sadowski will be aboard an N2 Racing Kawasaki in the Daytona 200, a Muzzy Kawasaki in 750cc Supersport and a Fastline/MCM Suzuki in the GTO endurance race. "The Fastline ride is just for here because (Scott) Zampach has a Harley commitment," Sadowski said. "And the gracious people here at N2 have put me on their superbike for the 200. The Muzzy Kawasaki for the 750cc Supersport race is the same one I rode at Phoenix; that's a race by race deal. The two Kawasakis are similar, but the big endurance bike is quite different." Sadowski won the opening round of the AMA/CCS 750cc Supersport Series at Phoenix International Raceway on February 13. As for the remainder of the year, Sadowski is considering a season of racing in Argentina on a Muzzy-prepared Kawasaki and a 250cc Aprilia. "There's some things I have to look into - like track safety."

Tilley's H-D's Scott Zampach was apprehensive about his second H-D 883 Dirt Track. "I rode one race on Tuesday

and got a total of 24 laps," Zampach, who finished seventh on the night, said. "I got four laps of practice at about eight seconds a lap before the race. I'd never really done it. Don (Tilley) has got the thing set-up, but the set-up doesn't matter because I'm still learning which way the track goes and I've got a long way to go before I have to worry about fine-tuning equipment."

Jeff Heino will ride for Dutchman Racing in today's 90-minute AMA/CCS GTO Endurance Race. "I'm just helping them out for the weekend," explained Heino, who rode for the GTO-championship winning Fastline/MCM Racing last year. "My main deal is riding Moroney's Harley. I'm a little burnt out on riding so many different bikes. I'm trying to do this more for fun now. It was getting a little serious and I wasn't having any fun."

New Englander Dale Quarterley crashed his brand new Kawasaki ZXR750 in the first of the two Twin 50 qualifying races yesterday. "I was going into the chicane," he explained. "This thing (the new bike) is different than that thing (the 1992 ZXR) and I only had 15 real laps on it. I went cruisin' in there (the chicane) and let it go to rock 'n roll over the bumps and it never came back. It ruined every little cosmetic piece on it." Quarterley was hard at work getting the bike back together for Sunday's Daytona 200 by Arai.

When Muzzy Kawasaki's Takahiro "Tiger" Sohwa crashed in the first of the two Twin 50s yesterday it was his second crash of the week. Sohwa crashed his superbike on Wednesday and again yesterday, suffering a slight concussion in his highside on the exit of the International Horseshoe. Sohwa also crashed out of the opening round of the AMA National Championship Superbike Series at Phoenix International Raceway on February 15. Sohwa's Muzzy teammate Miguel DuHamel also crashed yesterday as he stepped off his Kawasaki in turn one.

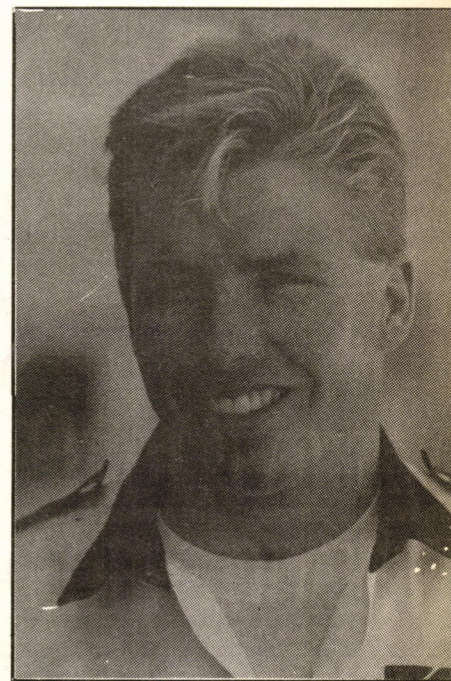
So what's dirt tracker Terry Poovey going to do when he retires? The Texan told radio show host Chris Carter on the air that he plans on opening up a day care center for children. Carter, always the comedian, replied: "You're a dirt tracker, don't you eat your children?"

Pole sitter Scott Russell is here with his trainer/road manager Jeff Haney, and both are sporting matching goatees, though Haney's looks to be a tad more matured than Russell's. The two have just completed an off-season of intensive training. "We've hammered it," Russell said. "I'm really ready to race. Training so hard has helped me mentally because I know I'm so much better physically than I've ever been.

My goal is to still go Grand Prix racing and I know that has to happen next year. I've just got to devastate those guys (his World Superbike competitors) this year and catapult myself to the next level."

The last person to win the Daytona 200 by Arai after starting from pole position was current Lucky Strike Suzuki 500cc GP star Kevin Schwantz. The Texan and his Yoshimura Suzuki qualified on the pole in 1988 and followed that up with a win in the 200. Schwantz topped Doug Polen and the man who now manages Wayne Rainey's Otsuka Electronics-backed 250cc GP team, Bubba Shobert.

Eddie Lawson was especially pleased with the quick work of his Vance & Hines crew during his tire change in yesterday's Twin 50. "They pushed me off and I said, 'Wait a minute. Is there a back wheel in this thing?'"



While Team Yoshimura Suzuki's Donald Jacks is on the mend from his opening crash in Phoenix, New Englander Gerald Rothman Jr. (above) will take over Jacks' Supersports rides. "Basically, I'm taking his place while his arm's healing up. I'll be doing the 600 and 750 Supersport." Rothman Jr. said his father received a phone call from Suzuki's Bill Syfan early last week and, as soon as Rothman Jr. was told, he accepted. "It's definitely a better machine than mine," Rothman Jr., who first raced his pair of Suzukis at Phoenix, said. "It's definitely a better machine. They're a little better in every aspect. I haven't had much set up time on my own bike. I think I have a good shot on the 750. The 600 is going to be tough." Rothman Jr., who was given his bikes by American Suzuki is sponsored Dunlop, Vanson, Tsubaki, Shoei, Motul, Air-Tech, EBC Brakes, Fox Shox, Street and Competition, Cycle Connection, and Gustafsson Windscreens. ♦

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Thanks to David Wray and his staff at The Observer in New Smyrna Beach, Florida, for filling our printing needs, and special thanks to Gary Van Voorhis and the staff of Daytona International Speedway.

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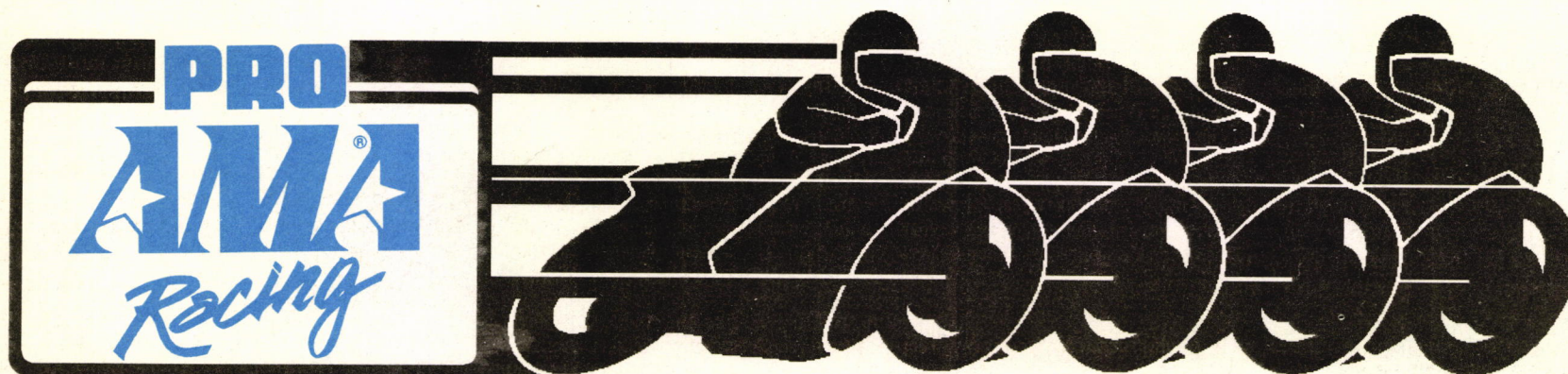
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Filice breaks qualifying mark

BY HENNY RAY ABRAMS

Wayne Rainey Racing/Otsuka Electronics' Jimmy Filice set a new qualifying record for Friday's International Lightweight 100k race despite a gusting wind that made finding the right race set-up extremely difficult.

Filice's lap of one-minute, 57.031-seconds (109.509 mph) bettered the mark of 1:57.189 set by Rich Oliver last year.

"I think the wind's an advantage for me," said Filice, noting that because of his small stature he could better hide behind the fairing. "I'm getting the infield real good. The bike's running real good and we're back to the Phoenix set-up. Basically, we made no changes except for putting Ohlins front forks on. That helped a lot. It's so much smoother into the chicane and much more plush."

For the International Lightweight 100k, Filice said the team planned few changes. "We ran the race set-up in practice and it was just as fast at the end as it was at the start. We ran our tires the race distance and at the end they were still there."

The pace, Filice said, would be laps of 1:57, which he said he could run

"consistently, and I think we could get down in the '56s. The wind was the problem today."

"I've got a lot of confidence right now," Filice said, and it was understandable: His time was .735 seconds faster than second-placed Chris D'Aluisio of the Southwest Motorsports team.

"We tried a lot of stuff trying to find the right set-up and we didn't really find it," D'Aluisio said. "Jimmy did his time right off and the wind got worse. It's not going around the horseshoes real well and it's pushing the front end." The problem was so severe that D'Aluisio went off the track exiting the chicane and nearly crashed.

"In the second part of the chicane the front end tucked under and I went straight off into the grass. I had it in there, I was leaned over when it started to go, I stood it up, hit the gas and roosted through the gas," D'Aluisio explained. "It was actually kind of fun."

What wasn't fun for the Connecticut rider was the wind. "It would only pull sixth on the straight if you came up on someone. When you came around them it was like hitting a wall," he said.

Between qualifying and the race,

D'Aluisio said there was work to be done, but that the team had a "real good handle on the things we have to do."

Third fastest was last year's pole-sitter, Performance South Racing's Rich Oliver, the Fresno, California rider making his first appearance of the season, but not without incident.

"We weren't quite ready and we decided not to go out there (Phoenix) rushed and half-prepared. We decided to start here, fully-prepared," Oliver said after clocking a time of 1:57.789.

"It feels good, in our first race, to qualify third. It was so windy out there I got blown over in the infield and I crashed. It was in turn six, going out on the back (west) banking. It was like my third or fourth lap. It was really strange, I was just cruising along and all of a sudden, bam, I was sliding on my butt."

Filling out the front row was fourth fastest Luis Lavado, the Lucky Strike-backed Venezuelan turning a lap of 1:58.309.

On the pole for the second row was D'Aluisio's Southwest Motorsports teammate Danny Walker, the Texan was disappointed with his showing here after struggling at the opening race in Phoenix.

"I'm still fighting my bike," Walker, who would later team with Chris Taylor to finish second in the 60-minute GTU race, said. "We haven't figured out what it is. We've got no drive off the corners at all. It got a little better when we put a new ignition on. Tonight we'll talk about it, think about, and see what we come up with."

Sixth-fastest Jonathan Cornwell was also searching for answers. The Canadian had little experience with his new 1993 TZ250 Yamaha and was fighting the wind.

"We're struggling. We're trying to get our times down and at the end of the session I just went for it. For a larger guy, this place really hurts you," McBride's Cycle Rider Club/Shoei-backed Cornwell said, adding that he was too exposed to the wind. "For me the set-up was all wrong and I finally went back to where I was when I got here. I put gas in it and it went great."

Cornwell's fellow Canadian Andrew Trevitt and Southwest Motorsports Chris Taylor filled out the second row.

Forty-one riders qualified for the 62-mile race which will be green-flagged at 1:00 p.m. today. ♦

American Flyers get first win

BY HENNY RAY ABRAMS

With less than two laps to go in the inaugural AMA GTU Team Challenge, American Flyers' Mike Murphy couldn't believe his eyes. Just ahead of him, Southwest Motorsports' Chris Taylor had to take his right hand off the brake and throttle to switch to reserve. He'd run out of gas in the chicane. In traffic.

"I was having all sorts of problems with the wind and I started watching the leader board closely. I was gaining on Chris. Once that happened, all hell broke loose," Murphy said. "He had to switch the gas tank to reserve and I went around him. I got kind of lucky there."

Murphy teamed with Todd Harrington to win the first-ever AMA GTU Team Challenge, a win that was also a first for the American Flyers team. The pair completed 30-laps of the 3.56-mile road course at an average speed of 103.340 and won by 5.310 seconds.

"I went out and tried to run a decent pace," Harrington said of his first, 30-minute stint on the American Flyers Honda CBR600. "I knew he was out at the end and you can't hold him back. When he goes, he goes. I'm just glad we won finally won one. We've had plenty of seconds."

Southwest Motorsports Chris Taylor, who teamed with Danny Walker on a Yamaha TZR250, held onto second, nearly a minute in front of Hornblower Racing's

Bill Hornblower. Jonathan Cornwell had ridden the first leg on the Hornblower Honda CBR600.

After three rounds of the EBC Brakes Endurance Series, Hornblower leads the GTU championship with 97 points, four better than American Flyers. Southwest Motorsports is tied with Moto Liberty/Nankai II for third with 61. The Moto Liberty/Nankai II team finished fourth today, Tatsuhiko Iino and Takahiro Mori riding the Honda CBR600 that Moto Liberty/Nankai rode to last year's GTU championship.

Cornwell led the 37-rider field for the first lap, but Danny Walker sped by going into turn one of the second lap and Cornwell knew there wasn't a lot he could do.

"I got a halfway decent start, but I could barely draft him on the banking and I couldn't do anything in the infield," Cornwell said. "I decided to just do the best with what I had and just let him go."

The pace Walker was running, lap times in the 2:02 range, was unmatchable and he quickly built up a lead that was nearly eight seconds on the 10th lap, right about the 20-minute mark. The team pitted to change riders and add fuel just past the halfway point, Taylor replacing Walker and taking on a full tank of gas after Walker had struggled with the wind.

"The wind is a monster, it's really bad," Walker said. "It really blows this little bike around. That's what I told Chris. To be careful of the win. I was doing a Colin Edwards with my butt up on the back of

the seat on the front straight. If I didn't get a good drive out of four it would only pull 11,500 rpm. If I didn't get a good drive I had to go down the front straight in fifth."

Cornwell was replaced by Hornblower on the same lap, but he'd been forced in a lap early when he began to run out of fuel.

"I think with the wind, and at that pace, I actually got three less laps than we thought. When I realized I was on reserve, I had to indicate to them that I was coming in early," Cornwell said.

Hornblower and Taylor exited the pits at about the same time and the pair took to the infield just as they were being passed for the lead by Moto Liberty/Suzuki's Doug Carmichael, the team waiting two more laps to pit, then relinquishing their lead.

"I'm running wide on all of the exits because of the wind," Carmichael said after handing the Moto Liberty/Suzuki GSXR600 to Mike Himmelsbach. "All of us in the front group ran onto the grass in the chicane at one time or another. I did it on about the third lap. I could make the left, but I couldn't make the right."

But when Himmelsbach took over he found the set-up which suited Carmichael didn't suit him and he gradually fell back to a 10th-place finish.

"Until we can get the bike set up to where the suspension works for both of us, we're going to struggle. Now we can get it where it won't shake him on the banking, but for me it's too loose," Carmichael said.

Murphy had taken over for Harrington just about at the halfway point and setting off for Taylor, though he wasn't sure of his position.

"I didn't know where I was. Actually, I got kind of confusing. I was probably fourth or fifth when I jumped on it. I was gaining on Chris and when I got him in my sights I turned it up," Murphy said. As Taylor began to sputter and misfire in the chicane, Murphy pounced and raced to the checkered flag.

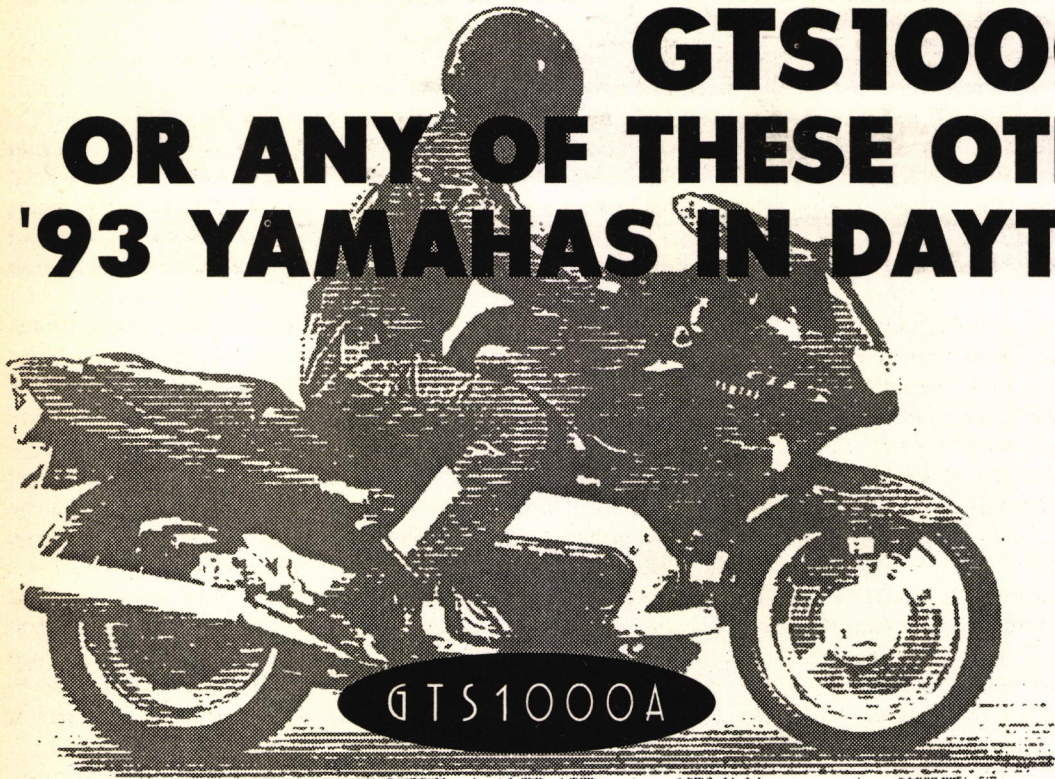
"I'm too excited to talk right now," Murphy said after beating Taylor across the line for the team's first win.

"Unfortunately, we don't have all the bugs worked out just yet," Walker said after joining his Southwest Motorsports teammate in Victory Lane. "We may have a thirsty two-stroke, but these guys (American Flyers) have a pretty fast bike. Our strategy was to go for it from the start and get away from everybody. I know a lot of teams were thinking we could break like we did on Sunday. We didn't."

Third, nearly a minute back, came Hornblower, happy to have picked up the points in a race format that he feels doesn't suit his team.

"I didn't realistically think we could get up here on the podium in a short format race" Hornblower said. "In the three-hour I can race like an old man at a leisurely pace. When the other guys ran away, I couldn't keep up. I had Jon (Cornwell) start because he's better in heavy traffic." ♦

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SB Qualifiers From page 1

sure I could have done a 49 without it. I'm still having a problem with the chicane, so I know what I need to work on. As slow as I got through there I can't believe I went as fast as I did."

Russell is also riding his 1993 Kawasaki ZXR750 for the first time here at Daytona after finishing third at the opening round at Phoenix International Raceway on a motorcycle that was part 1992, part 1993. "The new bike is really good," Russell said. "It didn't feel as fast as the old one, but I think it goes around the race track faster. The new brakes are unreal." Russell's Kawasaki is equipped with Nissin carbon brakes, running without the covers because of the warm temperatures.

Russell's plan for his Twin 50 was simple: "Winning it would just be another little bit of momentum for me going into the 200. It'll be a good test for the tires. That's something I haven't done - just take the race tire out and ride on it."

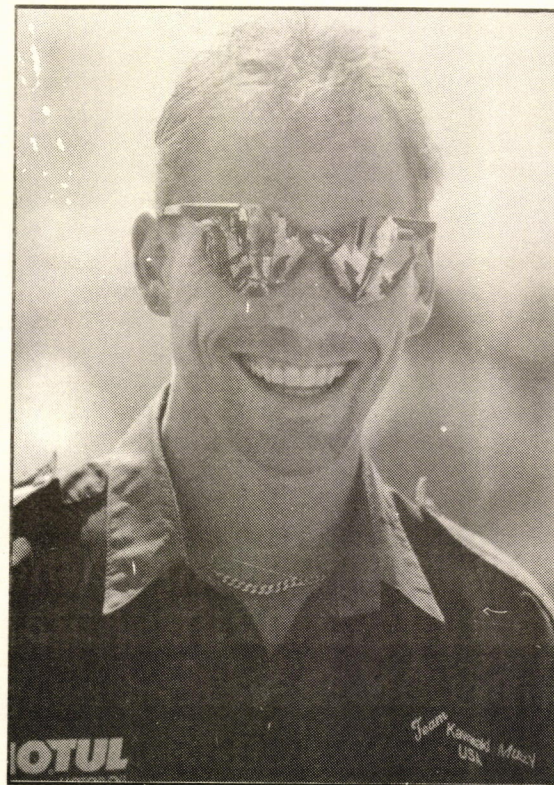
Second quickest in qualifying was Polen and the Fast By Ferracci Ducati, last year's runner-up in the 200. The Texan was hampered somewhat by not being able to get a full qualifying session in.

"We started about 15 minutes late,"

said Polen, who clicked off a 1:51.330 on the 1993 Ducati 888. "Things weren't set up and it cost me some time, so we'll never know. I wanted to use a softer front because it was cool out, but we didn't have one mounted on the wheels. It took more time than I thought. I never won when I did that (qualified on the pole in 1989, 1991 and 1992), so maybe it's a better deal."

New Zealander Aaron Slight clocked the third fastest time on another Rob Muzzy-prepared Kawasaki at 1:51.619. "The bike's getting better and I'm getting more knowledge of the track," Slight said. "It's making things smoother. I was going as fast as I could with the tires that were available."

The second Fast By Ferracci Ducati ended up fourth after qualifying with French Canadian Pascal Picotte at the helm. Picotte, too, was coming to grips with the new Ducati and he stopped the clocks at 1:52.554; "The bike is getting better," he said. "We're having to work with it little by little. Everything is different from Phoenix. We're down on power a little bit, but I know I can go faster. I just want to go step by step with this bike. I don't care where I qualify. I just want to win the 200. But I have to



finish the race first, and **Scott Russell** I've never done that."

The fastest Honda to qualify was Mike Smith on the Camel-backed Commonwealth RC30 in the fifth spot at 1:52.880. He was followed by his

PHOTO BY HENRY RAY ABRAMS

teammate Tom Kipp (1:53.357) and the first Suzuki, ridden by Daytona 200 winner Akira Yanagawa (1:53.503).

Former World Superbike Champion Raymond Roche ended the day as the eighth quickest rider with a time of 1:53.503, leading 1991 Daytona 200 winner Miguel DuHamel (1:53.808) on yet another Muzzy Kawasaki. Yoshimura Suzuki's Thomas Stevens rounded out the top 10 qualifiers with a clocking of 1:53.821.

Lawson's Yamaha wasn't the only one that had problems. His Vance & Hines Yamaha teammate Colin Edwards II, who won the International Lightweight race here a year ago, also had his session cut short by a blown motor. The young Texan ended up qualifying 12th with a time of

1:53.821.

Only Russell's qualifying time would mean much, as the others would be gridded for the Daytona 200 by Arai based on their finishing positions in the Twin 50 qualifiers. ♦

Twins From page 1

longer and he ended up finishing 23rd, ironically his racing number.

Roche, who announced that the Daytona 200 on Sunday will be his final race, was pleased with his second place finish: "It's okay," he said. "I'm happy to be here. There's good sun. I'm on holiday. It's a fast holiday, but it's okay. Fifty miles is too long for me - 200, I don't know if I can finish."

Canadian Jacques Guenette Jr. finished fourth in the second qualifier after his race-long rival Christian Gardner crashed on the last lap. Floridian John Ashmead, England's Mark Farmer, Yoshimura Suzuki's Thomas Stevens, Yamaha of Jacksonville's Michael Barnes, Germany's Wolfgang Hambach and Ireland's Eddie Laycock rounded out the top 10 finishers.

Notably non-finishes in the second Twin 50 were Vance & Hines Yamaha's Colin Edwards II and Camel Honda's Tom Kipp. Edwards' Yamaha quit in the second horseshoe on the second lap while he was running third. Kipp didn't make it that far, his Honda coasting to a stop on the back section of the course. According to Camel Honda crew chief Ray Plumb, the bike's petcock was never turned on and Kipp couldn't find it when the bike eventually stopped. Both will start from the back of the grid for the Daytona 200.

While Lawson's double come-from-behind ride was splendid, Russell's runaway win from the front was equally as impressive. The defending AMA National Superbike Champion led from the drop of the flag, pulling away to defeat Camel Honda's Mike Smith by an astounding 22.147 seconds while averaging 112.779 mph for the 15-lap race.

"Things were working good," said Russell, who will attempt to become only the 11th rider to win the Daytona 200 from the pole position. "It was a little practice race. We changed some things before we went out and it worked out well."

Behind Smith came the biggest surprise of the day - Canadian Steve Crevier. Even though he is the Canadian Superbike Champion, few predicted Crevier and his Kawasaki ZXR750 to do so well here.

"It's our '92 bike so we're pretty familiar with it," Crevier said. "I'm confident with the reliability. Like I'm sure everybody else is, I'm having some trouble getting it out of the corners, but we'll go with it. I just cruised. I had a lonely race - they kept falling down, but that's what they do here. I've been there, done that..."

One of those who crashed was Takahiro Sohwa on the fourth factory-backed Muzzy Kawasaki. The Japanese rider high-sided on the exit of the International Horseshoe on the fourth lap while battling with Crevier, and was transported to Halifax Medical Center for observation; he suffered a mild concussion and was released.

The second Japanese rider in the first Twin 50 was Akira Yanagawa on the Yoshimura Suzuki. Yanagawa's problems occurred on the starting line when he killed the engine, starting dead last. Still, he fought through to finish sixth behind fourth- and fifth-place finishers Aaron Slight and England's Brian Morrison. Former Daytona 200 winners Miguel DuHamel and Dave Sadowski finished seventh and ninth, respectively. ♦

RESULTS

SUPERBIKE QUALIFYING:

1. Scott Russell (1:50.194/116.304 mph); 2. Doug Polen (1:51.330); 3. Aaron Slight (1:51.619); 4. Pascal Picotte (1:52.554); 5. Mike Smith (1:52.880); 6. Tom Kipp (1:53.357); 7. Akira Yanagawa (1:53.503); 8. Raymond Roche (1:53.573); 9. Miguel DuHamel (1:53.808); 10. Thomas Stevens (1:53.821); 11. Takahiro Sohwa (1:53.824); 12. Colin Edwards II (1:54.076); 13. Dale Quarterley (1:54.451); 14. Christian Gardner (1:54.553); 15. Steve Crevier (1:55.018); 16. Jacques Guenette Jr. (1:55.044); 17. Brian Morrison (1:55.834); 18. Wolfgang Hambach (1:56.018); 19. Steve Hislop (1:56.254); 20. John Ashmead (1:56.911).

ARAI TWIN 50 #1:

1. Scott Russell (Kaw); 2. Mike Smith (Hon); 3. Steve Crevier (Kaw); 4. Aaron Slight (Kaw); 5. Brian Morrison (Kaw); 6. Akira Yanagawa (Suz); 7. Miguel DuHamel (Kaw); 8. Steve Hislop (Duc); 9. Dave Sadowski (Kaw); 10. Jim Sabin (Kaw); 11. Richard Moore (Kaw); 12. Fritz Kling (Kaw); 13. Paul Schwemmer (Hon); 14. John Long (Suz); 15. Rick Shaw (Yam); 16. Robert Wright (Suz); 17. Chuck Graves (Suz); 18. Adriano Narducci (Duc); 19. James Lussier (Kaw); 20. Jesus Rodriguez (Duc); 21. Greg Abbott (Kaw); 22. Andrew Deatherage (Suz); 23. Anthony Fania Jr. (Kaw); 24. Mike Walsh (Yam); 25. Donald Unger (Hon); 26.

William O'Beesch (Kaw); 27. Greg Kopp (Duc); 28. Brett Ray (Suz); 29. Don Vance (Suz); 30. Robert Marsh (Suz); 31. Tim Blasquez (Suz); 32. Scott Landis (Suz); 33. Al Charles (Suz); 34. Takahiro Sohwa (Kaw); 35. Dale Quarterley (Kaw); 36. Jimmy Adamo (Duc).
Time: 28 min., 24.566 sec.
Distance: 15 laps, 50 miles.
Average Speed: 112.779 mph.
Margin of Victory: 22.147 sec.

ARAI TWIN 50 #2:

1. Pascal Picotte (Duc); 2. Raymond Roche (Duc); 3. Eddie Lawson (Yam); 4. Jacques Guenette Jr. (Yam); 5. John Ashmead (Kaw); 6. Mark Farmer (Yam); 7. Thomas Stevens (Suz); 8. Michael Barnes (Yam); 9. Wolfgang Hambach (Kaw); 10. Eddie Laycock (Kaw); 11. Eric Moe (Hon); 12. Lee Shierts (Kaw); 13. Pablo Real (Duc); 14. David Kieffer (Duc); 15. Marc Smith (Kaw); 16. Christian Gardner (Yam); 17. Kevin Graham (Kaw); 18. Juha Berner (Yam); 19. Ernie Kicklighter (Kaw); 20. Doug Gross (Duc); 21. Julius Ilmberger (Duc); 22. Angelo Nicholes (Suz); 23. Doug Polen (Duc); 24. Kurt Liebmann (Suz); 25. Stephen DeCamp (Kaw); 26. Rudolph Raab (Yam); 27. Steve Moriarty (Kaw); 28. Chris Bellissimo (Kaw); 29. Shawn Higbee (Kaw); 30. Colin Edwards II (Yam); 31. Ian Simpson (Kaw); 32. Koenig Bernd (Duc); 33. Tom Kipp (Hon).

Time: 28 min., 51.699 sec.
Distance: 15 laps, 50 miles.
Average Speed: 111.012 mph.
Margin of Victory: 2.163 sec.

250cc GP QUALIFYING:

1. Jimmy Filice (1:57.031/109.509 mph); 2. Chris D'Aluisio (1:57.766); 3. Rich Oliver (1:57.789); 4. Luis Lavado (1:58.309); 5. Danny Walker (1:58.896); 6. Jon Cornwell (1:59.314); 7. Andrew Trevitt (1:59.314); 8. Chris Taylor (1:59.401); 9. R. Laconi (1:59.964); 10. Michael Barnes (2:00.390); 11. Doug Carmichael (2:00.798); 12. Rick Tripodi (2:00.856); 13. Bruce Baldus (2:00.890); 14. Jimmy Mosley (2:00.899); 15. William Himmelsbach (2:01.217); 16. Jose Rodriguez (2:01.255); 17. Takahiro Mori (2:01.319); 18. Todd Harrington (2:02.079); 19. Miguel Gonzalez (2:02.322); 20. Mike Sullivan (2:02.356).

GTO PROVISIONAL RESULTS:

1. American Flyers (Hon); 2. Southwest Motorsports (Yam); 3. Hornblower Racing (Hon); 4. Moto Liberty/Nankai (Hon); 5. Team Norway (Kaw); 6. Raceco (MG); 7. Xtrem Performance (Hon); 8. Gators Havlin (Hon); 9. Keystone Racing II (Suz); 10. Moto Liberty/Suzuki (Suz); 11. Team Hansen (Yam); 12. Apache Racing Team (Hon); 13. Motorcycles Unlimited (Hon); 14. Marietta Motorsports (Hon); 15. Semoff Brothers Racing (Hon); 16. AGV Sport Group (Hon); 17.

Honda-Suzuki World Racing (Hon); 18. Team Pearls Suzuki (Suz); 19. E.L.B. Racing (Hon); 20. Ultra Wheel Racing (Suz); 21. Island Boys Racing (Hon); 22. Team Bikeworx (Hon); 23. Team Pearls Suzuki (Hon); 24. Northwest Racing (Hon); 25. AGV Sport Group (Hon); 26. Maximum Velocity (Yam); 27. JP Performance (Yam); 28. Royal Plastics Racing (Hon); 29. Competition Motorsports South (Yam); 30. Grimes (Yam); 31. Team Techno (Yam); 32. Graphic Racing GTU (Suz); 33. Mad Max Racing (Hon); 34. Weekend Warrior Endurance (Duc); 35. Team Holiday (Hon); 36. Vance & Hines (Yam); 37. Be-Ja Racing (Hon).
Time: 1 hour, 2 min., 0.542 sec.
Average Speed: 103.340 mph.
Margin of Victory: 5.310 sec.

GTU C'SHIP POINT STANDINGS (after two rounds):

1. Hornblower Racing (97/1 win); 2. American Flyers (93/1 win); 3. Southwest Motorsports (61/1 win); 4. Keystone Racing II (60); 5. AGV Sport (55); 6. Gatorshaulin (53); 7. Xtrem Performance (52); 8. Moto Liberty/Suzuki (47); 9. Semoff Brothers Racing (44); 10. Motorcycles Unlimited (43).

ALLIGATOR ENDURO UNOFFICIAL RESULTS:

1. Steve Hatch (Suz); 2. Joey Hopkins (Kaw); 3. Kevin Hines (Hus); 4. Randy Hawkins (Suz); 5. George Waller (52).

Alligator From page 1

me into a tree. It flicked me off, but my wrist got caught up in my bark busters. I figured that I'd better just call it a day."

Along with the unseen obstacles, the mud wreaked havoc on the machines of most of the riders. During their first pit stop, many riders could be found changing their rear brake pads.

But while his competitors struggled with the course, Hatch rode effortlessly through the mud and muck seemingly without incident.

"It just went smooth," said Hatch, who clinched the overall win with the low score of 40. "I did do a pretty good endo on the first loop. I was plowing through some mud, and I picked the middle line because it looked like the way to go. There was a big root in the bottom of it, though, and I got spit right over."

Nonetheless, Hatch emerged unscathed and clinched the overall win aboard his MSR/Bieffe/Smith/Trelleborg/FMF/Moose-sponsored factory Suzuki, four points ahead of his nearest rival, Hopkins.

Hopkins overcame his early-race brake problems to finish the event with 44 points.

"I ran a solid rear brake rotor, but it didn't seem to really help. I was pretty confident coming into the event after winning it last year, but the mud really threw everyone off."

While Hopkins waited for his mechanics to switch his brake pads between loops, the injured Roeseler approached his teammate and asked if there was anything he could do to help.

"Yeah," replied Hopkins. "You wanna ride the rest of the race for me?"

Team Suzuki's Randy Hawkins and

Team Husqvarna's Kevin Hines tied with 47 points each, with Hines winning the tie-breaker for third overall.

Defending AMA National Enduro Champion Hawkins struggled with the wet conditions and was hampered by a pair of crashes, but enjoyed himself.

"This race is always a lot of fun," said Hawkins. "It's not a National, so there's not a whole lot of pressure, but you always wanna win the Alligator."

Team KTM's Jeff Russell competed aboard a LC4 400cc liquid-cooled four-stroke, but his charge was cut short when his thumper ran out of gas.

"I only had about 50 miles on the bike before the start of the race," said Russell, a former National Enduro Champion. "But I'd say it's pretty well broken in now! It's a tractor, no doubt, and it's a lot of fun when you are going straight. But it doesn't turn as well as my 250. I'd rather have ridden that, but I guess it had to be tested sooner or later."

One of the more interesting entrants was Team Suzuki Motocross' Guy Cooper, who competed aboard a DR250S dual sport machine. Cooper holeshot his row at the start thanks to the electric starter, and chugged his way through the event without a single crash.

"I sorta slid out once, but that was it," said Cooper. "I never crashed, and the bike never quit. Every time I stalled I just hit the little button and away I went. I didn't really have permission to compete, but I think it was okay because I only rode a DRS. I'm trying to get a feel for this stuff for when I retire from motocross." ◆

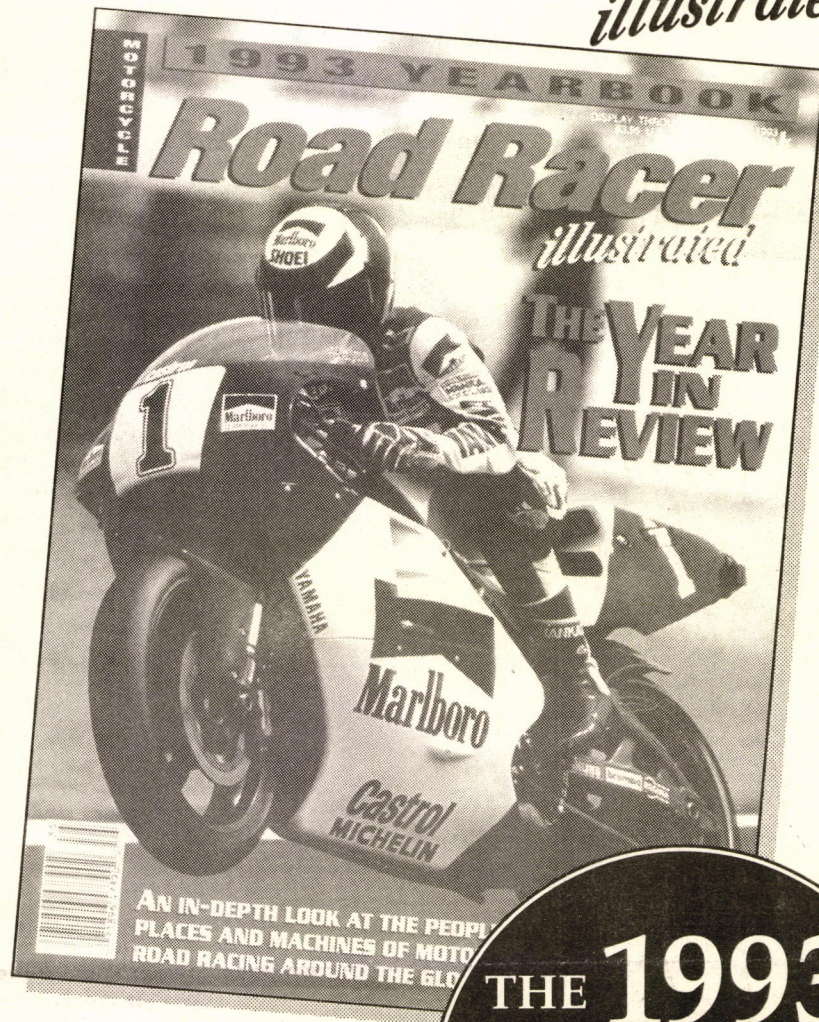
Motocrosser Guy Cooper competed aboard a dual sport Suzuki



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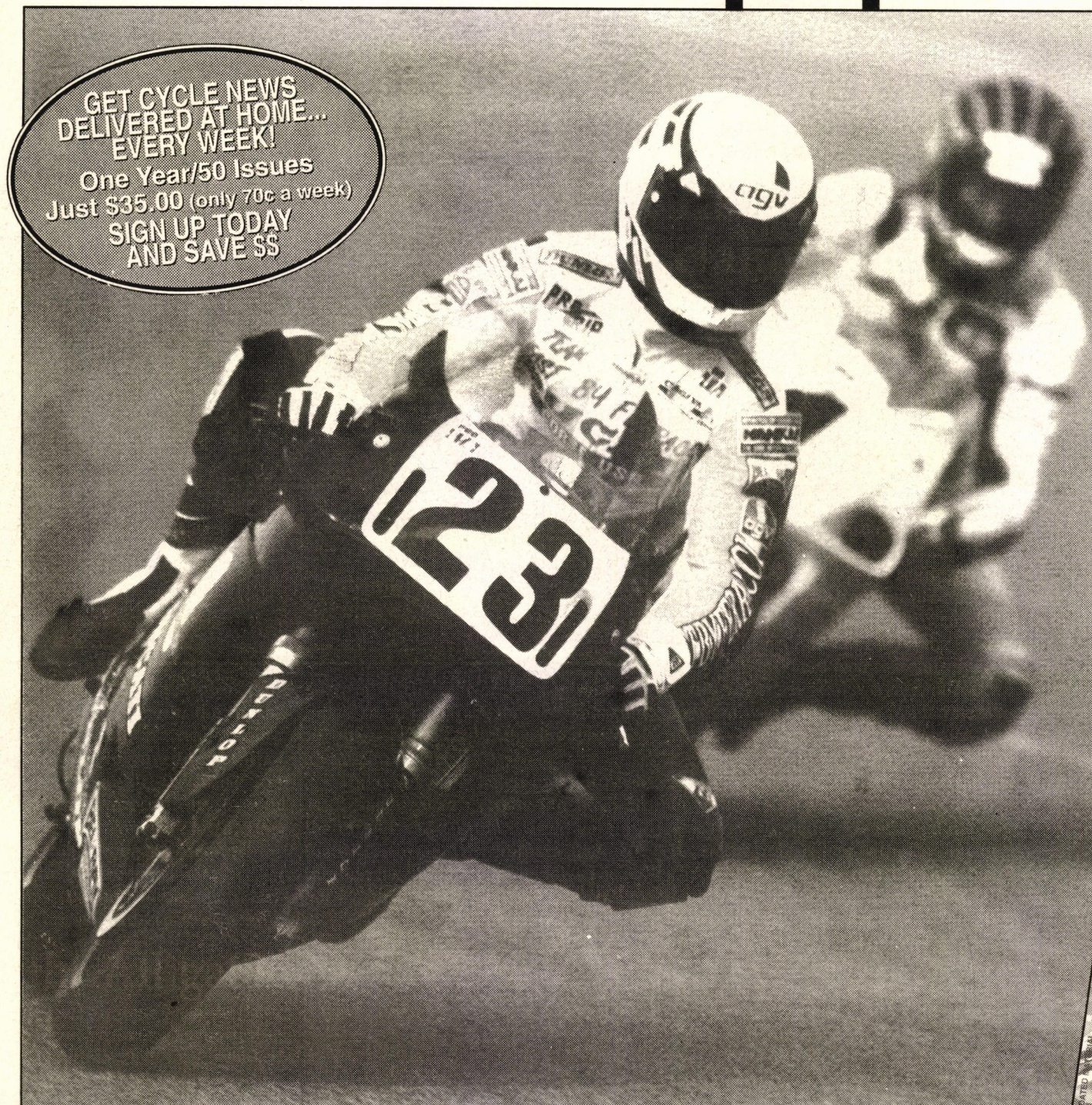
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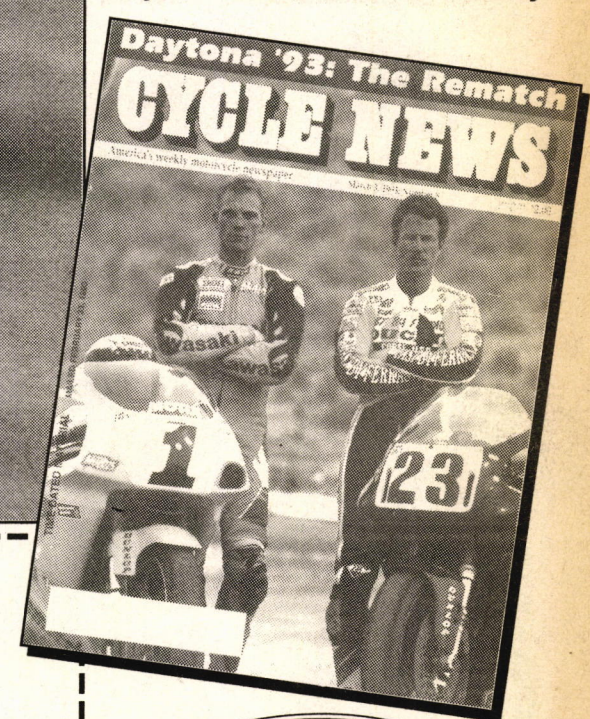
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