

# CYCLE NEWS DAILY

America's Weekly Motorcycle Newspaper Goes Daily

March 6, 1993 FREE

## Filice rolls to record

BY HENNY RAY ABRAMS

The 250cc Grand Prix season is only two races old, but it looks like if you want to win the championship you're going to have to go through Otsuka Electronics/Wayne Rainey Racing's Jimmy Filice to do it.

After a slow start - while Filice adjusted to an ankle injury he suffered in the morning practice - the Yamaha-mounted Filice turned up the gas on the eighth of 18 laps to run away with the International Lightweight 100k, pulling away from Performance South Racing's Rich Oliver to win by 8.282 seconds - a record-setting time on a bright, but gusty day at Daytona International Speedway. Canadian Jonathan Cornwell was third on the Shoei/McBride's Cycle Yamaha/Genuine Parts/Dunlop Morganbrae Farms-backed Yamaha.

Filice completed the 18-lap, 62-mile race in 35 minutes, 26.189 seconds at an average speed of 108.498 mph, also a record. For winning his second 250cc GP in a row, Filice earned \$6000 from the \$30,000 purse. Oliver pocketed \$3700 for second with Cornwell taking home \$2750.

"You don't know how sweet this is," Filice said in Victory Lane. "This morning, when I threw it away, I



Jimmy Filice won his second straight 250cc Grand Prix race, and now controls the championship.

After two of 11 races, Filice leads the championship with a perfect 70 points, 12 better than Southwest Motorsports Danny Walker, who is second with 58.

thought 'What a novice move.' I'm a little more experienced than to do dumb things like that. We bounced back though."

Walker, who was never comfortable with his set-up all weekend, finished fifth. His Southwest Motorsports teammate Chris D'Aluisio, sixth today, is third with 55.

From the drop of the green flag it was apparent to those watching, as well as those involved, that it was a two-rider race.

"Out of the first turn I was in third going into the horseshoe," D'Aluisio said. **250 GP** > page 6

## Carr has it, Parker wants it back

BY DONN MAEDA

When the main event at tonight's AMA Grand National Championship Series opener gets underway at Municipal Stadium, 16 of the Nation's best flat trackers will slide around the crushed limestone track in search of their share of the glory. But pay close attention - something's different this year.

For the first time in four years, the number one-plate won't be mounted aboard Scott Parker's Bill Werner-tuned Harley-Davidson. Instead, it will grace the front of Chris Carr's Kenny Tolbert-prepared Harley and Parker will wear number two.

Last year, Carr clinched his first-ever win at Municipal Stadium and went on to earn his first-ever Grand National Championship as well. Parker, on the other hand, struggled on the short track and

finished a lowly (for him, that is) seventh.

"I don't spend much time aboard a 600," said Parker afterwards. "Chris is on one a lot more than me, and he really knows how to ride them. I've never done real well at Daytona, but that hasn't ever really kept me from winning the championship."

Last year, Carr enjoyed the series point lead in the early part of the season, but a string of wins put Parker on top as the season wore on. A freak accident at the Oklahoma City Half Mile put Parker on the sidelines for a few weeks with an injured knee, and that was enough to allow Carr to slip into the lead and on to the championship.

"Daytona is special to me because I finally won there, the same year that I

Scott Parker (left) and Chris Carr (right) will begin their season-long battle tonight at Municipal Stadium.



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## Turkington nails Supersport win

BY PAUL CARRUTHERS

Texan Britt Turkington ended a two-year winless drought for Suzuki in the 750cc Supersport final at Daytona International Speedway yesterday and in the process gave himself his first-ever win at an AMA National.

The Yoshimura Suzuki rider led the 15-lap, 53.4-mile race from start to finish, holding off a battle that went to the wire between second and third place finishers Takahiro Sohwa and Gerald Rothman Jr. Former Daytona 200 winner, and the victor in the opening round of the series, at Phoenix International Raceway, Dave Sadowski was also in the group fighting for second but he crashed on the 14th lap. Class Racing's Jason Pridmore and Valvoline Suzuki's Kurt Hall rounded out the top five finishers.

The last rider to win a 750cc Supersport race on a Suzuki was Miguel DuHamel at Road Atlanta in 1990; the last time a Suzuki won the class at Daytona was in 1989 when Jamie James took the win that would help vault him to the series championship that year. Since 1989, Kawasaki has dominated the class with Scott Russell winning the last three 750cc Supersport Championships.

The 48-rider field entered turn one with Turkington leading the way. Sadowski was in tow with Yoshimura Suzuki fill-in rider Rothman and Muzzy Kawasaki's Sohwa tucked in behind. Those three quickly displaced themselves from the rest of the field, but they were also losing touch with Turkington.

By the fifth lap, Turkington led by 4.3 seconds; after seven laps he led by 5.5 seconds; and he would stretch that lead to over six seconds by the ninth lap. All that changed, though, when Turkington started to encounter lapped traffic on laps 10 and 11.

"I guess I wasn't as aggressive as the other guys, who would push people right off the track," Turkington said later. "It got kind of close there at the end. I guess I should get a little more aggro through the infield with those guys. There were a couple when I almost

**Supersport** > page 7

# IN THE WIND

In our March 3 Daytona Preview issue, we predicted that defending Grand National Champion **\*\*Chris Carr\*\*** would "finish his last season on oval tracks in third," in our Rating the Hot Shoes feature. "Over a dozen people have come up to me and said, 'Are you really retiring next year?' and I have to keep telling them that I'm not," said Carr. "Retirement is definitely not in the future. I never said that I was going to quit dirt tracking, I only hinted that I wanted to go road racing in the future." We stand corrected. Sorry, champ.

And how did Chris Carr feel about our prediction that he would finish third? "If that's your opinion, that's your opinion," said Carr. "That's fine. It only makes me want to win more than ever."

Scott Goggles' Bevo Forti suffered five broken ribs in a crash at the March 3 Alligator Dual Sport Ride. "I was trying to keep up with Ty Davis and Larry Roeseler," said Forti. "I guess I'll just be moving real slow for a few days." Forti was last spotted in the laundramat on International Speedway Boulevard, and yes - he was moving very slowly.

Take a close look at out cover shot of Grand National Champion Chris Carr and four-time champ Scott Parker, and you may notice a slight smirk on both riders' faces. "We've never been enemies," said Carr. "It's too hard to look like we're mad." On several occasions, both of the factory Harley-Davidson riders broke out in laughter. "I feel like I should reach out and kiss him," said Parker.

Along with many of the other Grand National Championship Series contenders, Virginian Rusty Rogers arrived at Daytona with a new team T-shirt. Rogers, who is best-known for his go-for-broke riding style and equally-spectacular crashes, proudly displayed the new shirt that boasts his photo and

the slogan, "Rusty Rogers 1993. More thrills, less spills."

If you plan to attend tonight's Grand National Short Track at Municipal Stadium, take a close look at rider #29Z, Ted Taylor. Instead of the traditional leather riding suits that most of the other racers wear, Taylor sports an all-Kevlar suit that he claims allows him to move more freely. Papa thinks that they look like pajamas, but like they say - to each his own.

World 500cc Championship runner-up Michael Doohan crashed his Rothmans Honda NSR500 during a test on Tuesday, March 2 in Shah Alam, Malaysia, and suffered a broken wrist. Meanwhile, three-time World Champion Wayne Rainey just returned from doing a press conference in Hong Kong and will resume his pre-season testing scheduled at Laguna Seca in Monterey, California, next week. The Grand Prix season opens at Eastern Creek in Australia on March 28.

Bubba Shobert and Rueben McMurter aren't the only former racers managing a team at Daytona. Former Grand Prix rider Marc Fontan is in his first year of managing a team of young French 250cc riders and former 250cc World Champion Carlos Lavado is here managing the Venezuelan Lucky Strike Yamaha team which his brother Luis rides for. Luis Lavado, 30, finished third in the International Lightweight 100k and said the team would like to do more AMA races if their schedule allows. The Team Equipe de France Honda squad which Fontan manages is led by 17-year-old Regis Laconi, who finished ninth in yesterday's International Lightweight 100k. The second rider was Cristy Rebutini, an 18-year-old who was a late replacement for 19-year-old Olivier Jacque; Rebutini finished 19th. Fontan, though, still has a longing to race: "It's no fun to watch because I still want to race." The team will compete in the 250cc European Championship and also in the Ducados Open series in Spain.

Swede Anders Andersson is a former racer who doesn't miss racing. The former World Superbike and Daytona 200 competitor now works for Ohlins: "It's not a problem to watch. I raced for 14 years."

Seymour unveiled. The race fan named Seymour who phoned Chris Carter's radio show to offer assistance to Vance & Hines crew chief Steve Johnson on Thursday night, brought the following response from Johnson: "Well, it's nice to see that the guys down at the Boot Hill care so much." The caller, who offered to help find more parts for the Vance & Hines' Yamahas, was none other than Jeff Haney, Scott Russell's trainer/road manager. Haney finished third behind Freddie Spencer and Wes Cooley in the Daytona 200 back in 1985.

WERA National Endurance Champion Team Suzuki Endurance made team captain John Ulrich especially pleased when they won yesterday's AMA/CCS GTO 90-minute endurance race. "There is a myth propogated by certain elements of the media that there are two types of endurance racing in the United States - WERA racing in which the participants drone around at a slow rate of speed and somehow manage to drag their worn out bikes across the finish line, and the second part of the myth which alleges that AMA/CCS three-hour and 90-minute endurance races are populated by better teams with faster riders and bikes that are 20 mph faster than the other guys. It's all a lie. We can and will run as hard as necessary to win any type of endurance race in the United States, and we're happy to have done so today."

According to Dunlop tire technician Jim Allen, there are three different tire choices for Sunday's Daytona 200 by Arai. "A lot depends on Sunday's weather and the strategy of the race," Allen said yesterday. "There are three different tires at this point, but we'll make a strong recommendation on Sunday morning. Ultimately, it depends on us. This race (the 90-minute GTO final) and this morning's practice will all go into the data bank."

Fast By Ferracci Ducati's Doug Polen and Pascal Picotte ran harder compound Dunlops than what they had used in the Twin 50s during practice yesterday morning. Polen ran the entire session on the same set of tires and the team will likely use the hard compound tire on Sunday. "I wasn't expecting to have a problem with these tires," Polen said. "We ran on them to see how they did. Right now, tires are a big concern for everybody. It would have been a big concern for the guys in the first race if they had been out with us. That (changing tires) will be a big factor. That's something we'll be behind on. I don't want to change tires but once, so we'll go with harder tires. For me, it's not even a choice."

Believe it or not, John Long has only missed competing in one Daytona 200 since 1965. "Even if I have a broken collarbone or something, I will start in the back just for grins and the 200 bucks," the 41-year-old Floridian said. "I'm going for the mileage record, but I'll never get it."

After finishing second in the 90-minute GTO race former Daytona winner Dave Sadowski said during the post-race press conference that it was time to look for a way to slow down the top bikes at Daytona. "A couple of Superbike guys and I are trying to cut down on the speeds. Instead of the motorcycles, we're thinking of messing with the circuit some. Make an infield turn somewhere between the existing chicane and

NASCAR Four. It would seriously cut down the speed and tire temperature. The majority of the temperature is generated from the chicane to the turn one. Each year the miles-per-hour increase by three or four. The tire companies make harder and harder tires for the heat and when you get in the infield the tires don't grip as well. Dunlop has done the most with durability. If you come to the tire tests down here in December you see thousands and thousands of dollars worth of tires to test. If they put in an infield corner over there and lined it with some bleachers it might be an advantage for the Speedway," Sadowski said.

Steve Patterson, who teamed with Chuck Graves to finish third on the Team Suzuki Endurance II bike in the 90-minute GTO race, was nursing an ankle he'd sprained during last weekend's AMA/CCS Expert Middleweight Supersport race. "I crashed on the banking in the 600 race coming into the wall. I'd like to think the air fence helped, but the people out there said I slid under it and hit the wall. I wasn't sure because I was knocked out when I went down."

Rich Oliver, the 1990 winner of the International Lightweight 100k is teaming with fellow Californian Chuck Sorensen on the Performance South Racing team. Formerly Team Vicious, they plan to initially concentrate on the WERA series. "We're kind of starting over with the team. We're running a fairly stock Yamaha TZ250. We've kind of decided to run WERA as a starting point. We're going to run four or five AMA races and maybe the whole championship next year. I haven't raced since last November, so I'm a little rusty," said Oliver, who finished second yesterday. ♦

## TODAY'S SCHEDULE

8:30-11:30 a.m. - Daytona Supercross  
by Honda practice

11:30-12:30 p.m. - Qualifying heats

1:00 p.m. - Opening ceremonies flowed  
by two 125cc (6 laps) heats and three  
250cc (8 laps) Supercross heats

2:25 p.m. (approx) - 125cc Last Chance  
Qualifier (4 laps)

Following in order -

First 250cc Semi (6 laps)

Second 250cc Semi (6 laps)

250cc Last Chance Qualifier (4 laps)

3:25 p.m. (approx) - 125cc Main Event  
(15 laps)

3:55 p.m. (approx) - 23rd Annual  
Daytona Supercross by Honda  
(20 laps)

8:00 p.m. - Camel Pro AMA Grand  
National Series Short Track Kickoff  
and Camel Challenge at Daytona  
Beach Municipal Stadium

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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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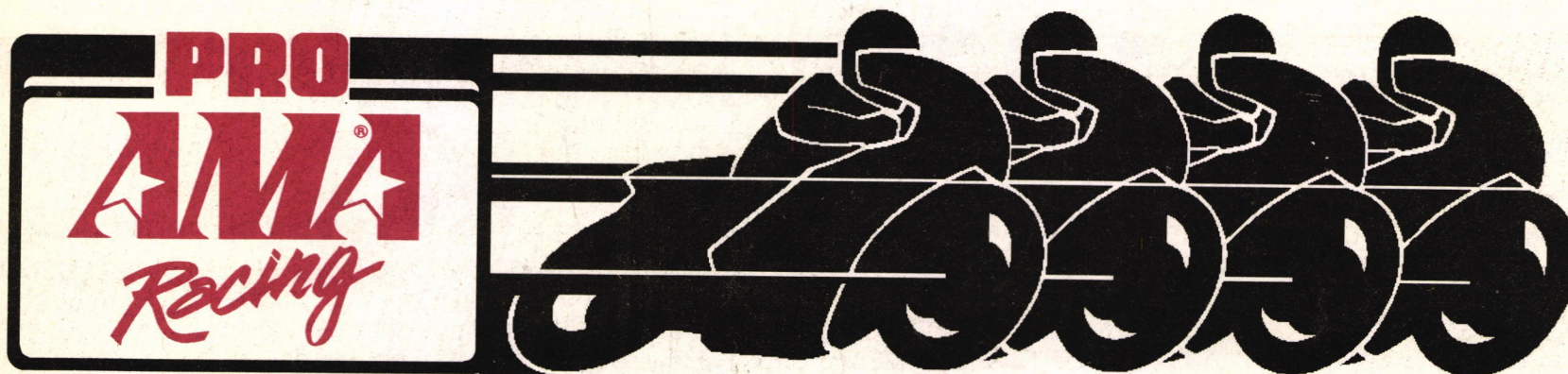
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# Stanton guns for his fifth straight

BY DONN MAEDA

For the past four years, Team Honda's Jeff Stanton has been the only man to stand atop the winner's podium at the Daytona Supercross by Honda. And why not? After all, the Gary Bailey-designed course is the roughest, longest and most physically-demanding track on the circuit, and Stanton is considered one of the strongest, best-conditioned riders of today.

Thus far in 1993, Stanton has yet to savor the sweet taste of victory, but the three-time Camel Supercross Series Champion isn't worried.

"Last year was no different," said Stanton. "Daytona was my first win of the year in 1992, and I ended up with the series championship. Not winning one yet doesn't bother me. I always seem to start a little slow and gain momentum as the season wears on. It's just a matter of gaining confidence."

Stanton knows that he's a favorite at Daytona, but winning his record fifth Daytona Supercross in a row isn't high on the champ's list of priorities.

"I'm just looking at it as another race," said Stanton. "It's a good confidence booster, being the winner for the last four years. You not only have to be physically tough, but mentally tough as well to win at Daytona, and I feel that I'm the best prepared. It would be nice to win five in a row, but I'm not gonna let myself get caught up in all of that. If it happens,

great. If it doesn't, it won't be the end of the world."

At last year's race, Yamaha's Damon Bradshaw looked as if he might break Stanton's Daytona win streak, but a slight miscalculation sent Bradshaw off the track and allowed Stanton to slip into the lead.

"Damon was going fast last year," said Stanton. "But I think he may have gotten a little fatigued. That's when you start to make mistakes."

And who does Stanton feel will be his biggest threat this Saturday?

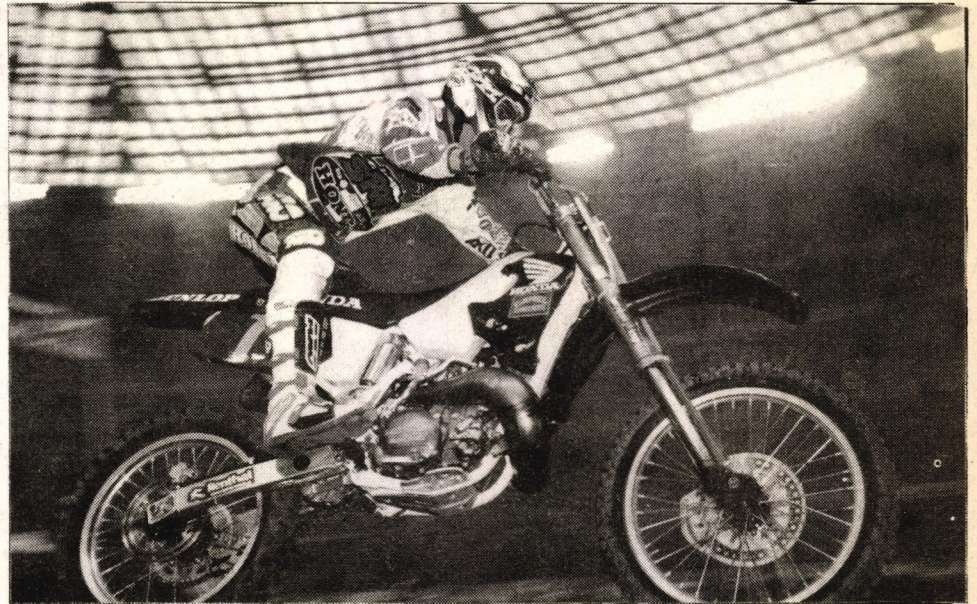
"Bradshaw will be tough, he always is. He proved last year that he could go fast on the track, it was just a small mistake that cost him," said Stanton. "My teammate Jeremy McGrath will be another guy up there, and you can never count out Mike Kiedrowski either."

But how does Stanton's competition feel?

"Jeff goes really good at Daytona, the track is more like an outdoor, and that's where he really excels," said Kawasaki's Kiedrowski, who has yet to win a supercross main event. "I seem to be right on the verge of winning one of these things. Man, if I could pick it, Daytona would for sure be my choice for my first win."

Just one week earlier, Kiedrowski swept both motos to claim the 250cc class win at the Gatorback Cycle Park AMA National Championship Series opener, while Stanton finished second overall.

"Winning last week will definitely give me a confidence boost," said Kiedrowski.



**Jeff Stanton hopes to post his first win of the season at Daytona.**

"I won both motos on a tough outdoor track. I'm not worried about Daytona being long and rough. I'm in the best shape of my career."

Stanton's rookie teammate McGrath is someone to look for. Although he won four-consecutive supercross mains earlier in the season, many questioned McGrath's physical conditioning and doubted his outdoor abilities. McGrath silenced those rumors by winning the overall in the 125cc class at Gatorback, proving that he is indeed in good shape.

"Last week's win was important to me

because a lot of people doubted my conditioning," said McGrath. "I showed that I can go fast for an entire moto. I haven't done well at Daytona in the past, but I wasn't in as good a shape then either. I think that my chances at Daytona are as good as they are at any other stadium."

Bradshaw looks to avenge his runner-up finish at last year's event.

"At a lot of the races this year I was sick," said Bradshaw. "But I am completely well now, and I feel that I can win at Daytona. The track suits my style, and if it doesn't rain again it should be a good track. All I'll need to win is a good start." ♦

# Ingram all the way at Daytona ST

BY DONN MAEDA

DAYTONA, FL, MAR. 4

For the second year in a row, M&M Racing's Dan Ingram kicked off the professional dirt track activities at Daytona Beach's Municipal Stadium during Camel Cycle Week with a win at the AMA Regional Dirt Track Series opener. And for the second year in a row, it was Team Harley-Davidson's Chris Carr chasing Ingram across the line only inches behind. Giving the two series veterans a run for their money and finishing a close third in his professional debut was rookie Kevin Varnes, who at one time even passed Carr to take over second.

Due to the large rider turnout, 24 preliminary qualifiers were used to thin the field to 61 racers, rather than the more-familiar time-trials format. Among the more-notable racers who disliked the preliminary heats and failed to qualify for the program was Will Davis. Davis crashed while leading his qualifier and spent the rest of the evening spectating.

"I was going good and all of a sudden I was on my tail," said Davis. "I didn't even have time to try to react."

Six 10-lap heat races that each offered two direct transfer positions were run, followed by four eight-lap semis that saw

only the winner advance. The crushed limestone track provided a smooth racing surface, thanks to recent rains, and a thin blue groove formed in the turns.

"The track is really smooth," said Carr before the start of the main. "Unless someone makes a mistake, it will be pretty hard to pass."

Carr's prediction held true, as the main event saw just that.

Ingram grabbed the holeshot at the start of the 15-lap main and led Carr, Varnes, Steve Morehead, Rich King, Ted Taylor and Duane Veeder. Ronnie Jones, Ricky Graham and Kevin Atherton rounded out the top 10 as the field completed lap one.

Almost immediately, Ingram, Carr and Varnes began to pull away from the rest of the field. Carr shadowed Ingram's every move waiting for a mistake, but in his charge, left an opening just big enough for Varnes to squeeze past.

"I was really nervous being out there with those guys," said Varnes. "But when Carr made that mistake instinct took over and I went for it."

Varnes swooped past Carr and into second as they raced through turns three and four on the fourth lap, but Carr was quick to retaliate and did so as they slid through one and two on the next lap.

"I left just a little bit of space, and that was enough for him to get by," said Carr. "But then he made a mistake in the next turn and let me right past."

"I couldn't believe I had passed Carr," admitted Varnes. "I was just waiting for a dozen guys to pass me."

Meanwhile, Ingram continued to lead, unaware of the race going on behind him.

"I knew they were back there, but I knew that if I didn't make a mistake there would be no getting around me," said Ingram. "I just went for it. Everything was working great and I felt smooth."

Ingram, Carr and Varnes crossed the finish line in tight formation, and were followed at a distance by Taylor, who fought off the late-race charges of Duane Veeder and Atherton, who was aboard the injured Larry Pegram's Texas Harley-Davidson-sponsored Rotax.

"The motor is about the same as my factory bike was," said Atherton. "But the suspension is unbelievable. It has that old factory Honda team stuff on it."

Graham finished seventh after he and Ronnie Jones nearly crashed on the 10th lap.



"Morehead's bike blew up and dumped oil on the track," said Graham. "Ronnie slipped and panicked and we went off the groove."

Jones failed to recover as well as Graham, as he suffered a flat front tire shortly after Morehead's demise.

"I figure that it started to go flat right about the same time I hit the oil," said Jones, who is again aboard the Garvis Honda Town Honda XR600 after a one-year stint aboard Harleys. "I felt really good until that happened." ♦

**Dan Ingram led from start to finish.**

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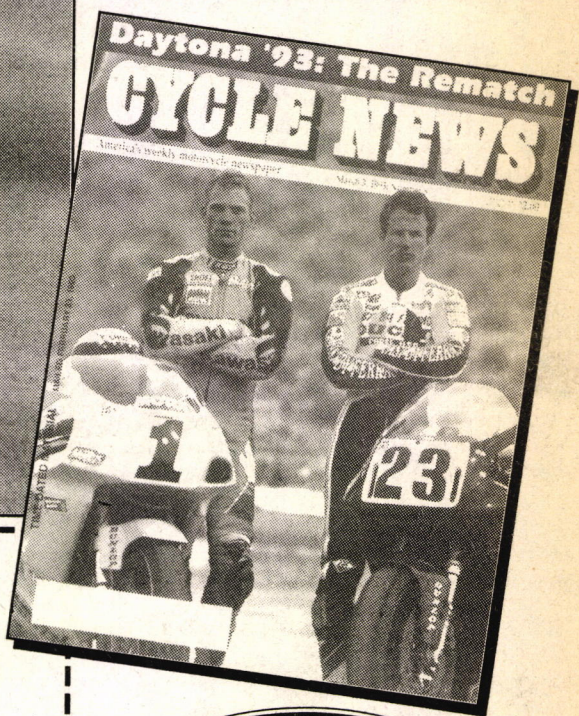
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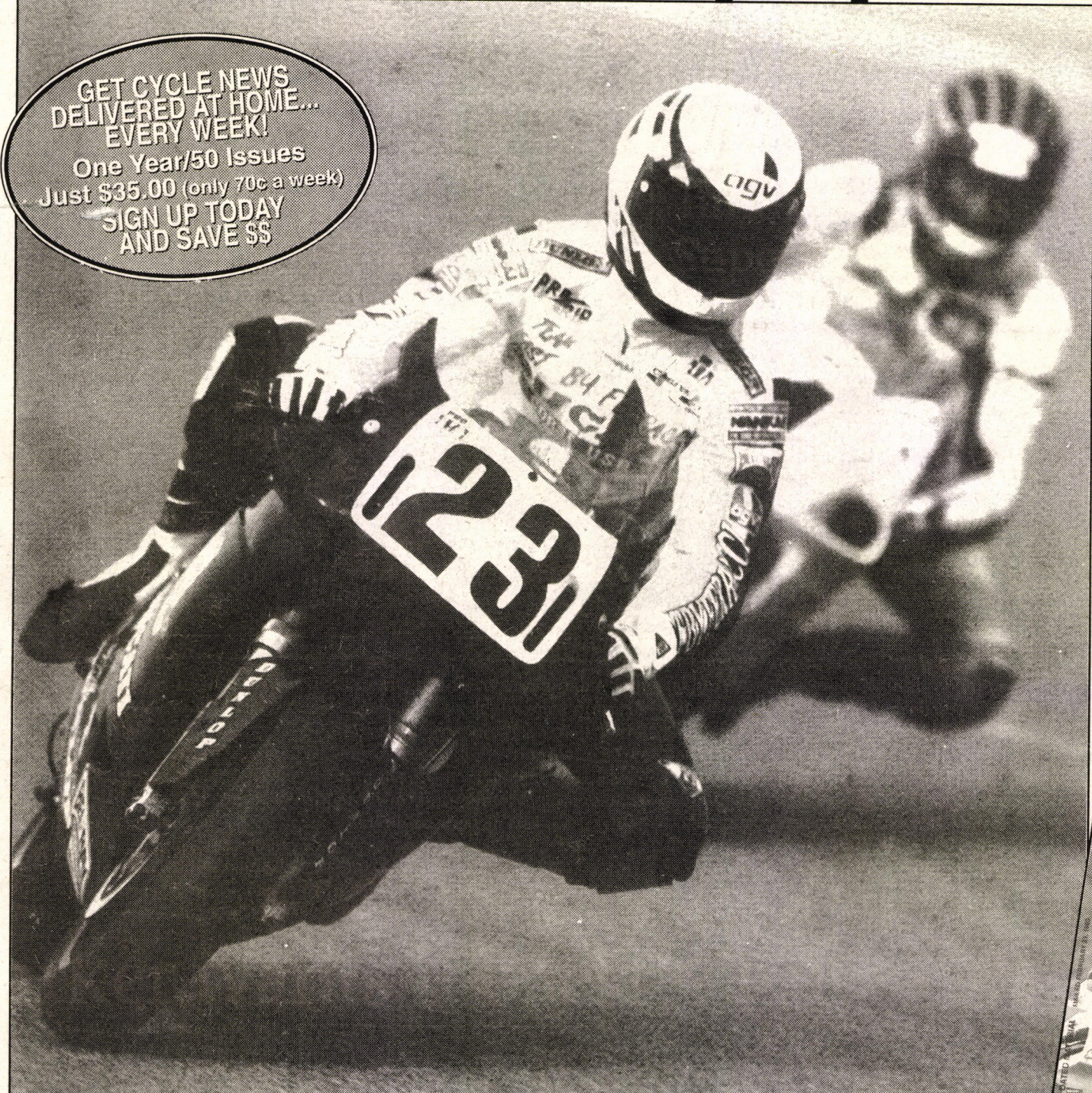
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had to stop because of lapped guys. Then one time there was a waving yellow and I didn't want to chance passing them and getting a lap penalty for doing that. I had to kind of play my pit board."

The lead shrunk to three seconds on the 12th lap and to 1.4 seconds on the final go-around. At the finish line, Turkington was just 1.557 seconds clear of the race for second.

That battle went to the finish line with Sadowski and Sohwa taking turns at leading the trio while Rothman seemed content to sit and watch the proceedings from behind. On the 10th lap, though, Rothman led the group and he would hold that lead until the 13th lap, when Sohwa would move past. Half a lap later, Sadowski dropped out when he lost the front end in the corner leading onto the banking.

"He (Sadowski) was chasing Tiger (Sohwa) down," Rothman explained. "He was pretty close and I think he tried to get a good drive out and the front just went out from underneath him. After I saw him fall, I slowed down the last couple of laps through there."

Sadowski may have been the victim of a gusting wind: "It was more surprising than painful," he explained. "I was just setting a nice comfortable pace, but a gust of wind got me. A cornerworker said he thought the wind hit me, but I told him I thought I was just going too fast. After riding the endurance race and seeing a dust cloud, I think maybe he was right. I never thought the wind would get me, but it did."

Sohwa was able to hold off Rothman as the two drafted their way to the checkered flag. Behind them, Pridmore had a rather lonely ride to fourth after getting clear of an earlier battle with WERA regular Kurt Hall and the Valvoline Suzuki. Hall fell back into the clutches of his teammate Chuck Graves and the Team Suzuki Sport GSXR750 of Robert Wright, but Wright crashed on the last lap. Hall then managed to hold off Graves for fifth place.

"I got a bad start," Pridmore said. "And then the bike started to blow up on about the seventh lap. There was oil on the tire and I started looking at the two on the 11th lap to see how many were left - I just had to nurse it home. I got lucky when Sadowski crashed because that moved me up a place."

Turkington said he felt a little more pressure than usual because he'd earned his first-ever pole position in the 750cc Supersport class, a feat he duplicated for Sunday's AMA/CCS 600cc Supersport race.

"It's never easy," Turkington said. "Even if you have a half lap lead there's plenty of work. There was quite a bit more pressure for this one because I was fast qualifier, but I wish it could happen every race."

The top finishing 600cc motorcycle in the 750cc class was Randy Renfrow's Camel-backed Commonwealth Honda CBR600 in 12th place. Canadian Steve Crevier had his new and untested Kawasaki ZX6 in a battle for ninth until he crashed on the ninth lap. ◆

## Team Suzuki Endurance sprints to win

BY HENNY RAY ABRAMS

When Team Endurance Suzuki takes to the track, they usually race for six hours and they usually win. Today they only had 90 minutes to race, but the result was the same with riders Kurt Hall and Michael Martin winning the inaugural AMA GTO Team Challenge on the blustery high banks of Daytona.

"Kurt (Hall) and I are used to really long distance races," said Martin, who rode the second shift. "It seemed real short without a tire change and all that stuff."

Aboard last year's WERA championship-winning Suzuki GSXR1100, the team completed 45 laps of the 3.56-mile course at an average speed of 106.766 mph. Their margin of victory over second place Fastline/MCM Suzuki was 59.170 seconds. Fastline/MCM was forced to make an unscheduled tire change late in the race while second rider Dave Sadowski - standing in for Scott Zampach who was off dirt-tracking - was cutting into Martin's lead.

Third, well back, was Team Suzuki Endurance II with Chuck Graves and Steve Patterson riding the team's new water-cooled Suzuki GSXR1100.

With their second-place finish, Fastline/MCM takes over the championship lead. After three of 13 races, they lead Two Brothers Racing 97-93. Two Brothers was in the hunt today, but was hurt by having to change rear tires three times and finished fifth. Team America, fourth today with Fritz Kling and Woody Deatherage splitting the riding, is third with 83.

From the drop of the green flag it wasn't immediately apparent who was in the race to win and who was in to test to for Sunday's Daytona 200 by Arai. Diesel Jeans Ducati's Raymond Roche and Akira Yanagawa, aboard a Yoshimura Suzuki, swapped the lead back and forth until Yanagawa pitted while in the lead on the 18th lap. Roche continued out front, but pulled in on the 28th lap while approaching the one-hour mark. The 90-minute GTO rules stipulate that no rider may ride less than 30 minutes, nor more than one hour. Since Roche had no second rider, he was done after about 55 minutes.

The real race was just behind the pair, the trio of Fastline/MCM's Michael Barnes, Two Brothers Racing's Rick Kirk, and Team Suzuki Endurance's Kurt Hall circulating as one until the 10th lap when Kirk began to experience rear tire trouble and pulled in for his first tire change.

It was up to Barnes and Hall, and Hall was content to stay in Barnes' draft.

"Barnes had a killer draft on the straight," Hall said. "I was trying to use too much tire so I could save it for Michael. We couldn't have run those lap times without a tow and we couldn't have gotten the gas mileage we did. When we switched over, Michael continued with consistent lap times."

The switch came right at the halfway point, with most of the teams changing then. Tommy Lynch took the Two

Brothers Honda CBR900 over from Kirk and a few minutes later, Barnes was in to hand off to Sadowski. Feeling the bike sputtering his last few laps, Barnes told team manager Jeff Stern that the battery was dying, and it was replaced. But it wasn't the battery at all.

"I came in a lap early for the battery, but it was out of gas," Barnes said. Like Hall, he'd hoped to use the draft, but found that Kirk was going too slow. "I was going about one-third throttle and I was still passing him."

When Sadowski returned to the track he was looking at about an 18-second deficit. But he was forced to pit unexpectedly at the one-hour, 11-minute mark when he felt a vibration in the rear tire after cutting the margin to about 12 seconds. Sadowski is especially sensitive to vibrations, since he was thrown over the handlebars when his rear tire failed while in sixth gear on the front straightaway during the fall AMA/CCS races in 1991.

"I'm a little leery about open class bikes at Daytona. You can only ask so much of the tire manufacturers," Sadowski said.

Any hope they had of winning was gone and they settled in for second, though since Suzuki Endurance isn't contesting the AMA/EBC Endurance Series, they weren't hurt by not getting maximum points.

"We took the points lead and that's what we came for," Barnes said. "We want to win the championship." But the day belonged to the Suzuki Endurance teams.

"We have very good riders, we have very good mechanics, and we have the best crew chief in the history of racing," team captain John Ulrich said after placing two teams in victory lane. "Life is sweet."

His third-placed team of Chuck Graves and Steve Patterson agreed.

"Finishing third is great," said Graves, who rode first. "We didn't expect to do it. We figured we'd just get some time on the new water-cooled Suzuki GSXR1100. Kurt and Michael did all the set-up on it. Steve and I hadn't ridden the bike until this morning - we got three laps."

After a slow start, Team America slowly began to move forward, running a consistent pace and not suffering any debilitating problems. Fritz Kling took over for Woody Deatherage just after he half-hour mark, a move that temporarily dropped them back, but paid off in the end. Seventh officially at the halfway mark, they were up a notch when Roche dropped out, then took advantage of the problems incurred by Two Brothers and Keystone Racing, who were slowed by brake and tire problems.

Kling brought the team's year-old Honda CBR900 home fourth, despite fighting a rear tire that was going off, as well as gearbox problems.

"The tires were already starting to go off and I was just riding as smoothly as I could," Kling said. "I was only worried because the gearbox was making funny noises from the midway point on. It was popping out of gear a couple of times." ◆

## RESULTS

**250cc INT'L L/W 100:** 1. Jim Filice (Yam); 2. Rich Oliver (Yam); 3. Luis Lavado (Yam); 4. Jon Cornwell (Yam); 5. Danny Walker (Yam); 6. Chris D'Aluisio (Yam); 7. Andrew Trevitt (Yam); 8. Michael Barnes (Yam); 9. R. Laconi (Hon); 10. Jimmy Mosley (Yam); 11. William Himmelsbach (Yam); 12. Bruce Baldus (Yam); 13. Jose Rodriguez (Yam); 14. Marcello del Guidice (Yam); 15. Mike Sullivan (Yam); 16. Miguel Gonzalez (Apr); 17. Mark Foster (Yam); 18. Greg Esser (Yam); 19. Rebutini Christy (Hon); 20. Chris Taylor (Yam); 21. Todd Harrington (Hon); 22. Matthew Winnacker (Yam); 23. Eduardo Aleman (Yam); 24. Brad Lowe (Yam); 25. John France (Hon); 26. Timothy O'Connor (Yam); 27. David Avery (Yam); 28. Christopher Stefanik (Yam); 29. Chuck Sorenson (Yam); 30. Chip Terrell (Hon); 31. Andy Edwards (Yam); 32. Phil Sommerard (Yam); 33. George Oieggar (Yam); 34. William Quinn (Yam); 35. Doug Carmichael (Hon); 36. Gordon MacKay (Yam); 37. Knupe Jurgan (Yam); 38. Rick Tripodi (Apr); 39. Drew Lincoln (Yam); 40. Al Charles (Hon); 41. Takahiro Mori (Hon); 42. Charles MacKay (Hon).  
Time: 35 min., 26.189 sec.  
Distance: 18 laps, 57.5 miles.  
Average Speed: 108.498 mph.  
Margin of Victory: 8.282 sec.

**250cc GP C'SHIP POINT STANDINGS:** 1. Jimmy Filice (70/2 wins); 2. Danny Walker (58); 3. Chris D'Aluisio (55); 4. (TIE) Bruce Baldus/Michael Barnes (44); 6. Mike Sullivan (39); 7. Rich Oliver (32); 8. Luis Lavado (3); 9. (TIE) Jon Cornwell/Nick Ienatsch (28).

**750cc SUPERSPORT FINAL:** 1. Britt Turkington (Suz); 2. Takahiro Sohwa (Kaw); 3. Gerald Rothman Jr. (Suz); 4. Jason Pridmore (Kaw); 5. Kurt Hall (Suz); 6. Chuck Graves (Suz); 7. James Randolph (Suz); 8. Steve Patterson (Suz); 9. Marc Smith (Kaw); 10. James Lussier (Kaw); 11. Dean Mizdal (Kaw); 12. Randy Renfrow (Hon); 13. Mark McDaniel (Suz); 14. Michael Martin (Suz); 15. Brian Gibbs (Kaw); 16. Ernie Kicklighter (Kaw); 17. Tim Blasquez (Suz); 18. Hugo Guenette (Kaw); 19. Trevor Unger (Kaw); 20. James Schaefer (Kaw); 21. Aaron Yates (Hon); 22. William Luke (Hon); 23. Robert Wright (Suz); 24. Chris Emblar (Suz); 25. Mike Himmelsbach (Suz); 26. Taylor Massey (Kaw); 27. Kiyo Watanabe (Hon); 28. Dave Rosno (Hon); 29. William O'Beesch (Hon); 30. Charles Rosaly (Hon); 31. Roger Minor (Hon); 32. John Spittulski (Suz); 33. Arthur Diaz (Suz); 34. BJ Arsenault (Suz); 35. Al MacMartin (Hon); 36.

Christopher Wicker (Hon); 37. David Sadowski (Kaw); 38. Craig Turcotte (Kaw); 39. Glenn Cooper (Hon); 40. Owen Weichel (Hon); 41. Steve Crevier (Kaw); 42. Fritz Kling (Kaw); 43. Stephen Cooke (Suz); 44. Luis Jaramillo (Hon); 45. Andrew Milton (Hon); 46. Eric Marsden (Kaw); 47. Charlie Dill (Hon); 48. David Stanton (Suz).  
Time: 29 min., 43.936 sec.  
Distance: 15 laps, 53.4 miles.  
Average Speed: 107.762 mph.  
Margin of Victory: 1.557 sec.

**750cc SUPERSPORT C'SHIP POINT STANDINGS:** 1. Britt Turkington (65/1 win); 2. Jason Pridmore (60); 3. Gerald Rothman Jr. (54); 4. Takahiro Sohwa (53); 5. Chuck Graves (51); 6. Steve Patterson (46); 7. James Randolph (44); 8. Dean Mizdal (39); 9. Mark McDaniel (36); 10. Dave Sadowski (35/1 win).

**GTO TEAM CHALLENGE:** 1. Team Suzuki Endurance (Suz); 2. Fastline/MCM Racing (Suz); 3. Team Suzuki Endurance II (Suz); 4. Team America (Hon); 5. Two Brothers Racing (Hon); 6. Keystone Racing (Suz); 7. K.W.S. Motorsports (Hon); 8. E.L.B. Racing (Suz); 9. Full Tilt Motorsports (Hon); 10. Marietta Motorsports (Hon); 11. Sparks Endurance (Suz); 12. Blackhawk

Racing (Yam); 13. J and P Racing (Suz); 14. Defiance Racing (Suz); 15. Diablo Racing (Suz); 16. Action Machines I (Suz); 17. N2 Racing (Kaw); 18. Team Magic (Yam); 19. Dutchman Racing (Suz); 20. Raymond Roche (Duc); 21. Thomas Does Daytona (Suz); 22. Akira Does Daytona (Suz); 23. New Tech Racing (Hon); 24. Hard K Racing (Hon); 25. Guenette Racing (Kaw); 26. Vance & Hines Team I (Yam); 27. Vance & Hines II (Yam); 28. Junior Racing (Yam).

**GTO C'SHIP POINT STANDINGS:** 1. Fastline/MCM Racing (97); 2. Two Brothers Racing (93); 3. Team America (83); 4. Blackhawk Racing (68); 5. N2 Racing (62); 6. Dutchman Racing (61); 7. Suzuki Endurance II (55); 8. Team Magic (49); 9. K.W.S. Motorsports (48); 10. Keystone Racing (46).

**AMA DIRT TRACK SERIES MAIN EVENT:** 1. Dan Ingram (Hon); 2. Carr (H-D); 3. Kevin Varnes (Rtx); 4. Ted Taylor (Rtx); 5. Duane Veeder (Rtx); 6. Kevin Atherton (Rtx); 7. Ricky Graham (Rtx); 8. Rich King (Rtx); 9. Robert Miller (Rtx); 10. Aaron Hill (Rtx); 11. Scott Stump (Rtx); 12. Ronnie Jones (Hon); 13. Jeff Annen (Rtx); 14. Terry Poovey (Rtx); 15. Mickey Fay (Rtx); 16. Steve Morehead (Rtx).  
Time: 4:37.57.

## Who knows From page 1

said. "Jimmy and Rich pulled me out of it. I didn't get out of it real good and those two started taking off. When Luis (Lavado) went by, it was 'See ya,' From then I watched Jimmy and Rich go off in the distance."

The front part of the field settled into three sections. Out front Oliver and Filice changed places lap after lap, well ahead of Venezuelan Luis Lavado, third, alone, on the Lucky Strike Yamaha. Farther back, five riders—D'Aluisio, Cornwell, Walker Andrew Trevitt, Michael Barnes—had the best race of the day for fourth.

Filice dropped his lap times into the 1:57s as he adjusted to the awkwardness of riding with a duff ankle. Early in the race he was taking wide, looping cornering lines, allowing Oliver to gain ground by sticking near the apex.

"I started going through the corners a lot better with a lot less throttle coming off the corners. Once I felt confident, I put my head down and put some good laps in," Filice said. The good laps were in the 1:56-range, lower than he'd qualified, and he split from Oliver as the race neared the halfway point.

"Jimmy looked a little sore and a little slower. He was running wide and turning in a little earlier. Once he got going he rode really well," Oliver said.

The margin was over five seconds after nine of 18 laps and it would increase, though Filice backed it down at the end.

"When I got up to the line, I was a little more nervous than I usually am," Filice said. "I just took my time until I really got going good, and I let my tires get heated up. Rich got by me a couple times, but I really put my head down and I pushed it hard.

"Wayne Rainey hired me to win races and we've won two. We need to win some more and win the championship," Filice said.



Like Filice, Oliver had his position well in hand, holding over 13 seconds on Lavado on the 10th lap despite saying he felt "rusty" from not having ridden much this year.

"He really took off on me when he kicked in the after-burners in the middle of the race," Oliver said. "I tried to hang on, but I just need to get quicker. Basically, he goes into the corners with a lot more speed than I do. It's part bike set-up, but it the way he's always ridden. It was a great lesson for me."

The battle for fourth lost one of it's group when Woody Kyle Racing's Michael Barnes was slowed by an overheating engine with about five laps to go.

"The temperature came up and it started losing top end power," Barnes said, though he was able to hold onto eighth by using the draft on the final lap out of the chicane.

The final four jostled and bumped all the way to the final lap, each having a strategy to take advantage of the chicane

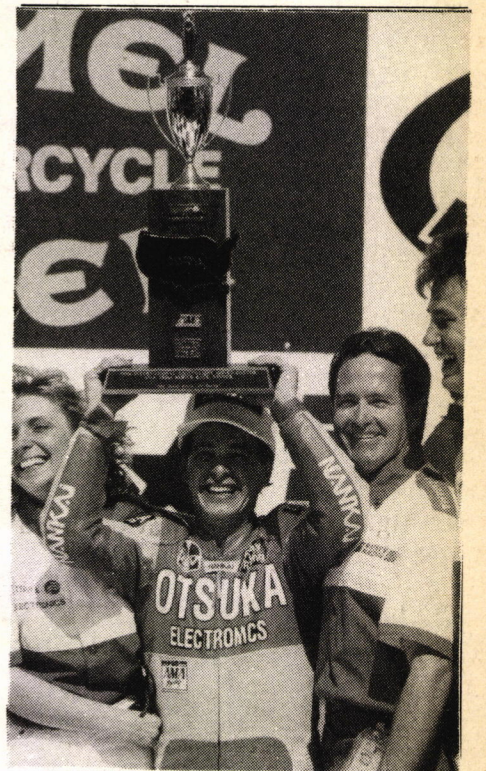
and draft. Cornwell's was the best-get through the chicane first and break away—and he pulled it off with precision to take fourth.

"I got through the chicane better than anybody," Cornwell, who had briefly broken away from the fight for fourth at mid-point said. "I'm just really happy to finish fourth."

The fight for fifth was between the Southwest Motorsports teammates, the pair giving each other no quarter and fighting to the end. Though Walker was in fifth for most of the last three laps, his margin at the finish line was only about 15 feet.

"I never got the motor going," said Walker, who has struggled all season with his set-up. "I had problem shifting from fourth to fifth all week. Sure enough, I was so concentrated on getting out of the wind coming out of the chicane I missed a shift."

(Above) The battle for fourth. (Right) Californian Jimmy Filice celebrates in Victory Lane.



## ST Preview From page 1

won my championship," said Carr. "I feel that I'm the best rounded dirt tracker, and that my chances for a win are good."

At Thursday's AMA Regional, Carr finished a close second to Honda privateer Dan Ingram, but felt the race was a good testing ground for tonight's event. Judging from Carr's strong performance on Thursday, he is definitely one of the heavy favorites entering the Grand National.

"I was satisfied with second at the Regional," said Carr. "The track was really hard to pass on unless someone made a mistake, and I didn't want to make a dirty pass. We did get a good feel for what the bike will do, and we should be really dialed in by Saturday."

Parker, on the other hand, didn't compete at the Regional, opting instead to save himself for the Grand National.

"I don't compete in a lot of races that I don't have to," said Parker. "I'm hungry to win my number one plate back, and I don't think that one more night of practice will make a difference. I'm going to come out swinging. Those guys won't get a head start this year."

Carr is just as quick to speak out: "If those guys think that I'm going to sit back now that I've won the championship, they're crazy. There's a rumor going around that I might retire next year, but that's far from the truth. It took me eight years to win the championship, and I'm not going to give it up easily," said Carr.

Other riders to watch will be M&M Racing's Ingram, Mother Fletchers-backed Will Davis, Team Undo's Ricky Graham, Garvis Honda's Ronnie Jones, Texas Harley-Davidson/Sponseller Racing rider Kevin Atherton

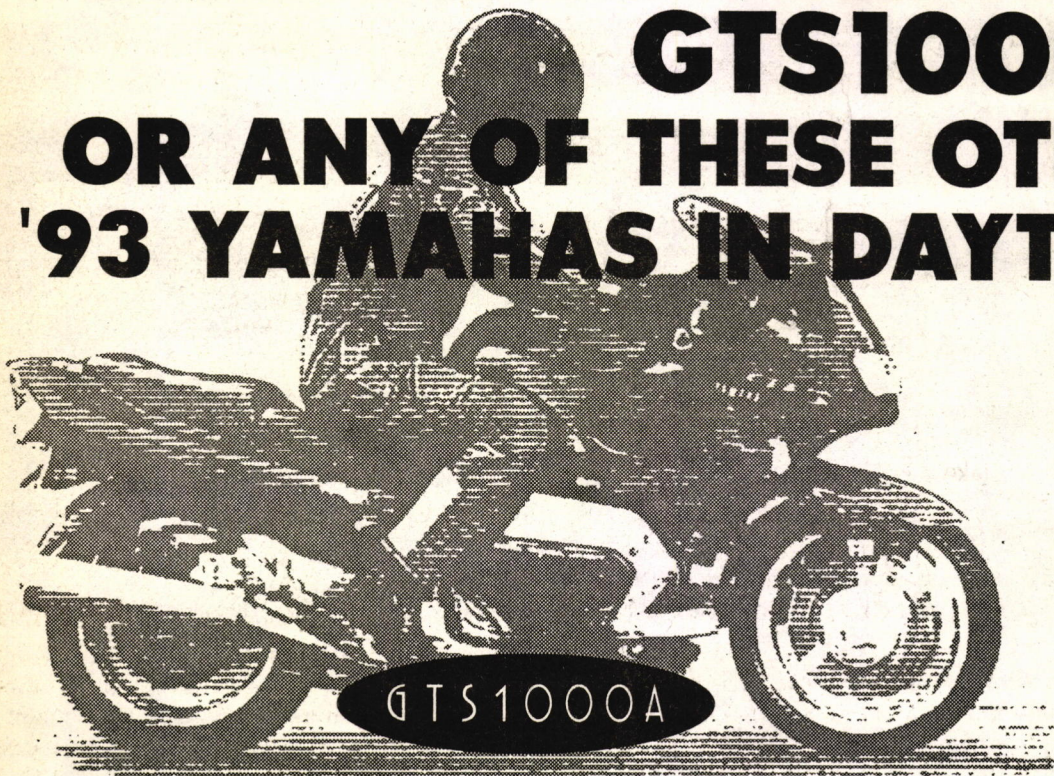
Chris Carr plans to kick off his Grand National Championship series defense in winning fashion.

and rookie expert Kevin Varnes. But as always, the short track at Daytona will play the great equalizer, erasing any

advantage that the factory Harley-Davidson team enjoys at the bigger tracks of the series.



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