

CYCLE NEWS DAILY

America's Weekly Motorcycle Newspaper Goes Daily

March 7, 1993 FREE

The battle of champions

BY PAUL CARRUTHERS

Today's Daytona 200 by Arai could easily be billed as a Race of Champions. The current AMA Superbike National Champion sits on pole position. There's a four-time 500cc World Champion on the second row, and another on row two who has pocketed a single World Superbike Championship. Glance back to row 12 and you'll find a man who can boast of two World Superbike titles. Toss in the non-defending AMA 250cc National Champion and four more former Daytona 200 winners on that same 80-rider grid and you can understand that no 200 has ever been met with more anticipation.

The many questions will start to be answered when the flag drops on the 52nd Daytona 200 by Arai at 1:30 p.m. today.

The man who leads them all on the front row of the grid is Muzzy Kawasaki's Scott Russell, the defending AMA Superbike National Champion and last year's Daytona 200 winner. Russell got to the pole the old fashioned way - he earned it. The native Georgian, who now calls Monterey, California home, smashed the lap record during qualifying on Thursday with his 116.304 mph lap, and then went out and decimated the field in the first of

two Twin 50 qualifiers.

"Hopefully, I won't have to draft anybody but the slower guys I come up on," Russell said following his Twin 50 win. "If I have to, we'll prepare for that and we'll be ready. We have a good crew and we've been focusing on pit stops because we had a bit of a problem with that last year. This Kawasaki crew is going to be able to do their job and if I do mine, we'll win it again."

Joining Russell on the front row is Camel Honda's Mike Smith, the Fast By Ferracci Ducati of French Canadian Pascal Picotte and the surprising privateer Steve Crevier on a Kawasaki. That's three different brands of motorcycles on the front row.

The second row is the one where two of the three World Champions will start. Sitting on the inside of row two is Frenchman Raymond Roche, the Ducati rider who has won a World Superbike crown and who also has an extensive Grand Prix

Scott Russell sits on the pole for the 52nd running of the Daytona 200 by Arai

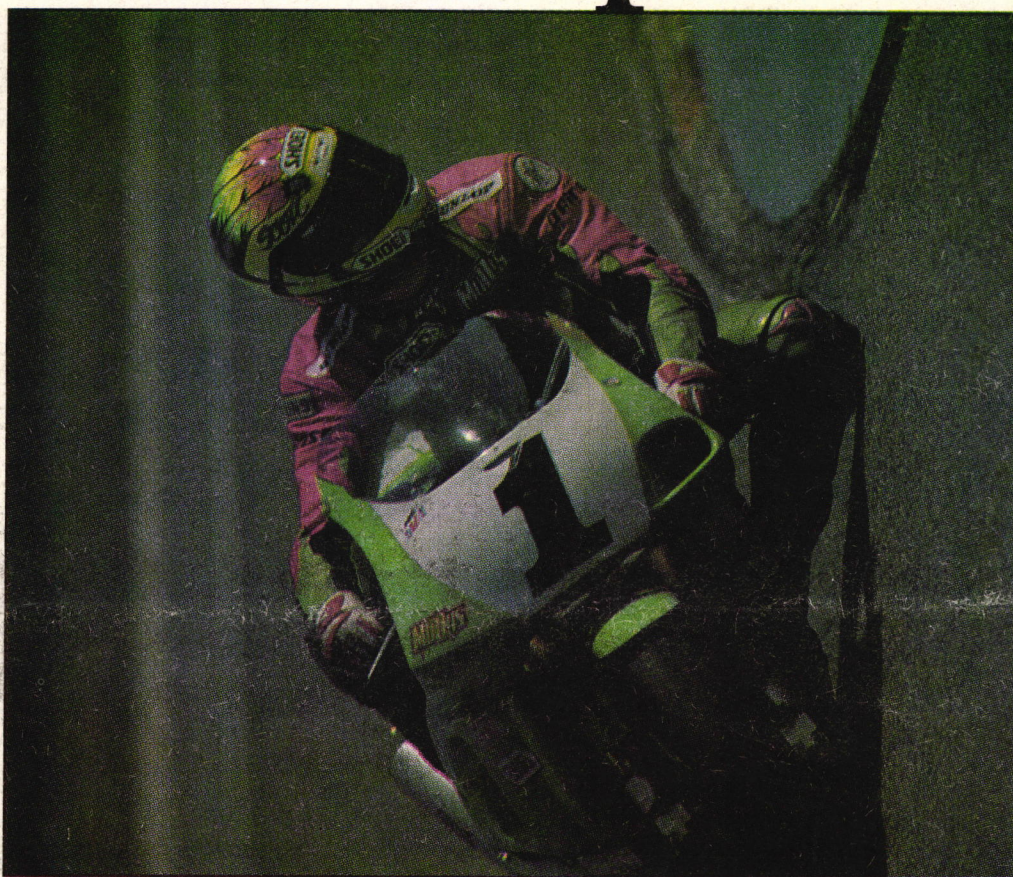


PHOTO BY HENNY RAY ABRAMS

Kiedrowski wins his first Supercross

BY HENNY RAY ABRAMS

"We came, we saw, we kicked their ass," said Kawasaki's Mike Kiedrowski after taking his first ever win at the biggest of them all - the 23rd Daytona Supercross by Honda.

"These last two weeks in Florida have probably been the greatest two weeks of my life," the 24-year-old Kiedrowski, who won last week's Gainesville National, added. "This win is especially nice because the race is sponsored by Honda and I'm on a Kawasaki."

It was Kawasaki's first win since Jimmy Weinert won in 1979 and it appeared almost effortless. Kiedrowski chased down early leader, and Camel Supercross points leader Jeremy McGrath,

and rode more aggressively through the rutted whoops to take the lead on the eighth of 20 laps. Once out front, Kiedrowski pulled away, winning, unofficially by over 11 seconds, though he slowed dramatically on the last lap to acknowledge the crowd that saw a mostly follow-the-leader race on bright and sunny, but cool Florida afternoon.

McGrath, 21, was a comfortable second, with Yamaha's Damon Bradshaw a disappointed third. Honda's Jeff Stanton finished fourth, the victim of a broken rear shock linkage, and saw the end of his four-year Daytona reign.

Mike Kiedrowski (3) won his first-ever SX final yesterday in the Daytona Supercross

by Arai.

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racing background. Further motivation for Roche comes from the fact that he has announced his retirement from racing,

making this Daytona 200 his final race.

New Zealander Aaron Slight also sits
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PHOTO BY HENNY RAY ABRAMS

IN THE WIND By Papa Wealey

TNN's American Sports Cavalcade will air the activities of Camel Cycle Week at various times throughout the year. The Daytona Supercross by Honda will air for the first time on April 4 at 7:00 p.m. Eastern time, and will be re-broadcast on May 9, October 10 and February 13, 1994. The Daytona 200 by Arai will be shown initially on April 18 at 7:00 p.m and will be shown three more times: on June 20, August 15 and January 1, 1994. The 125cc Supercross show makes its debut on April 25 and will be shown twice more after that, on May 30 and January 1, 1994. The AMA/CCS 600cc Supersport race and Harley-Davidson TwinSport class from today will air initially on May 2; those races will air twice more, on August 15 and February 12, 1993.

The British contingent of road racers who have made their way to Florida for the Daytona 200 have had less than stellar luck thus far. Glasgow, Scotland's Jim Moodie had a connecting rod punch through the cases of his Kawasaki ZXR750 during qualifying, and he will start today's Daytona 200 by Arai from row 17. Dalbeattie, Scotland's Ian Simpson will start from row 18. Simpson's Kawasaki dropped a valve during qualifying and he was forced to borrow an engine from Brian Morrison just to qualify. Yesterday, Simpson's father was still in search of a replacement cylinder head. Morrison, who hails Kirkcubbin, Scotland, had the best outing with his fifth-place finish in his Twin 50 placing him on the second row of the grid for today's 200. Isle of Man TT specialist Steve Hislop qualified 19th when his "good" Ducati engine blew up, forcing him to use his "slow" motor for the Twin 50; he finished eighth, putting him on the fourth row of the grid. His crew was busy building one "good" motor from the two "bad" engines. Ireland's Eddie Laycock is riding what is basically a modified supersport bike, but his bigger problem is adapting his 500cc Grand Prix style of riding to the Kawasaki ZXR750. His

"point and squirt" riding technique was causing him to lack cornering speed. Mark Farmer, from Sussex, England, put his ex-Team Loctite Yamaha on the fourth row, despite riding what he called "a dog." A Brit has never won the Daytona 200.

New Zealander Aaron Slight had an interesting problem in Thursday's Twin 50 qualifying race. The springs keep the header pipes on his exhaust system affixed to the cylinders came off his Muzzy Kawasaki. The only way Slight could keep them pipes on was to strategically wheelie the ZXR750 - the wheelies would pop the headers back in.

To see Kawasaki Team Green's Larry Roeseler and Ty Davis paired up in Baja isn't such an unusual sight, but at Daytona? Motocrosser-turned off-road racer Davis couldn't resist the temptation that the supercross presented, and with a little persuasion, Roeseler was conned into the act as well. With Roeseler spinning the wrenches, the duo converted Davis' off-road machine into motocrosser. "We had to take the bark busters off and change the tires, gearing and suspension components," said Roeseler. Davis' time away from a track didn't seem to affect him, as he ran up front in the last chance qualifier and looked well on his way to qualifying. But what stopped him? "The chain snapped," said Roeseler while shaking his head. "We were stopped by a chain. I think I'll stick to racing."

Team Suzuki's Brian Swink competed in yesterday's Daytona Supercross with a bulky-looking wrist brace. "I hurt it a while back, and it doesn't seem to get better," said Swink before the start of the main. "I landed real hard from a jump last week when I was practicing and jammed it pretty good. I had an electric stimulator hooked up to it for the last few days, so it should be okay." Apparently, the wrist didn't bother Swink as he rode to a solid fifth-place finish.

Defending AMA National Enduro Champion Randy Hawkins was on hand as a spectator at yesterday's supercross. When asked if he had any desire to compete, Hawkins laughed and replied, "Well, if they added a few trees here and there and cut down those jumps, I might consider it."

While others were glued to the edge of their seats watching the action at yesterday's supercross, Team Vance & Hines Yamaha rider Colin Edwards was spotted catching up on his sleep in the Arai Helmets hospitality suite. Papa guesses that Edwards, a former motocrosser himself, was most likely dreaming about today's Daytona 200.

Matt Shue, who crashed in the second 125cc Supercross heat race yesterday, was held overnight at Halifax Medical

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The series lead still belongs to McGrath with 174 points, 13 better than Bradshaw after seven of 16 events. Kiedrowski is just a point behind Bradshaw with 160, while Stanton holds fourth with 152.

Kiedrowski's share of the \$45,000 250cc purse was \$8000, with McGrath earning \$3500 and Bradshaw \$2000.

All was not lost for Honda, however. Doug Henry led the 125cc Eastern Regional from start-to-finish in a procession that lacked the slightest bit of drama. Henry was out front from the first lap on, stretching his lead to close to 20 seconds at the midway point of the 15-lap race and stretching it to near 30 seconds at the end.

"The race was pretty much error-free," Henry said after winning his second race of the season and extending his points lead. When the fans started cheering it was pretty exciting. That was the best part of the race. I pulled out about 21 seconds and then I eased off a bit."

Suzuki's Ezra Lusk finished second, quite a feat since he blew his rear shock on the third lap and fought a bouncing motorcycle the whole race.

"I came through the whoops every time and I was off the track and it wanted to endo me," the Georgian said.

Third went to RRP Yamaha's Tim Ferry, closing on Lusk at the end, but coming up a few seconds short.

"I'm from Florida (West Palm Beach) and this is my last race in Florida this season so I had to do something for my fans," Ferry said. "This is the best Supercross finish of my career. Last year my best finish was fourth."

After five of 10 Eastern Regional races, Henry increased his points lead over Lusk by three, 114-105, while Kawasaki Team Green's Scott Sheak, 11th today, is third with 59.

Henry's cut of the \$10,000 125cc purse was \$2000, Lusk taking home \$1000 and Ferry \$750.

McGrath, who'd won the slowest of the three heats, timed the gate perfectly and led the 30-rider field as they funneled into the left hand first turn. Stanton was second in front of Kiedrowski, Honda's Steve Lamson, Suzuki's Brian Swink, and an aggressive Bradshaw.

By the end of the first lap, Bradshaw, who'd won the second heat, was into fifth and up to second a lap later, though Kiedrowski would pass him right back and the pair would prepare to scrap for a number of laps as they closed on race-leader McGrath. The pass for the lead came on the eighth lap, Kiedrowski finding a better line through the ruts to move out front.

"It was rough out there. I just had to switch lines and pick better ones and once I smoothed out it helped me," Kiedrowski, who'd won the first and fastest heat said.

Though Kiedrowski was able to pass McGrath, Bradshaw couldn't, at least not immediately, and he began to put pressure on from the mid-point on. But a lapped rider got in his way in the left hand kink in front of the signalling area on the 14th lap, forcing him to

stop and letting McGrath pull away to an uncontested second.

"I hooked his handlebar going through there," Bradshaw said. "I had a pretty good drive coming up on Jeremy. I lost a little bit of time, picked it back up, then I ran into that lapped rider and lost quite a bit of time."

"I don't know, I guess I plateaued out there and I didn't ride as well as I wanted to," Bradshaw added, a feeling that McGrath shared.

"I was a little bit out of control sometimes," McGrath said. "I can't take anything away from Mike, he was riding great. I did exactly what I wanted to do. I wanted to get the holeshot and I wanted to lead the race for as many laps as I could, then I wanted to pace myself and that's what I did."

Stanton had started well, finishing the first lap in third, but he knew there was trouble ahead.

"The linkage bolt broke when I did the parade lap and I knew something was wrong," Stanton said. "We scrambled, we didn't know if it was fixed, and it still wasn't right. I got a great start, but didn't want to bust myself up. It took a couple of laps to get going."

Stanton had dropped to ninth before gradually working his way forward. Up to eighth on the third lap, he moved up a spot on the sixth, then into sixth on the seventh lap, and fifth on the 11th. He would move into his eventual finishing position, fourth, with a pass of teammate Lamson on the 12th lap.

Lamson would fall to Suzuki's Swink a lap later, the Honda rider taking his best supercross finish ever despite nursing a shoulder injured during practice this week.

"I just wanted to get this week over with," Lamson said. "After Swink passed me, I wanted to re-group. We were both struggling through the big ruts on the straights and for a while he pulled me through them. At the end I started relaxing and almost got him."

"I knew it was going to be rough and I wanted to go one speed from start to finish instead of going out and going nuts and going fast," Swink said after finishing fifth. ♦

Honda's Doug Henry flies to his second 125cc Supercross win in a row.

CYCLE NEWS

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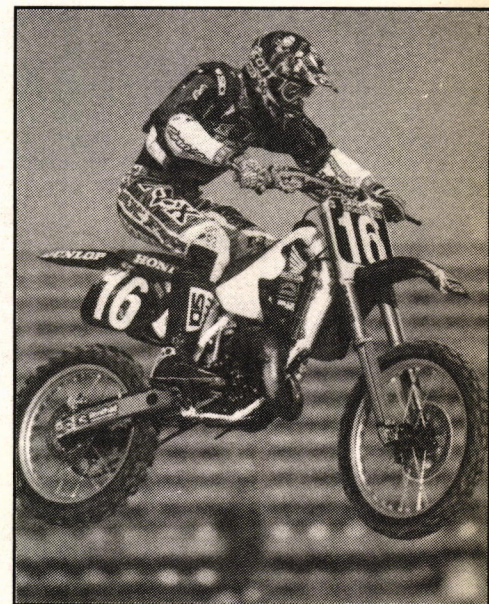


PHOTO BY KINNEY JONES

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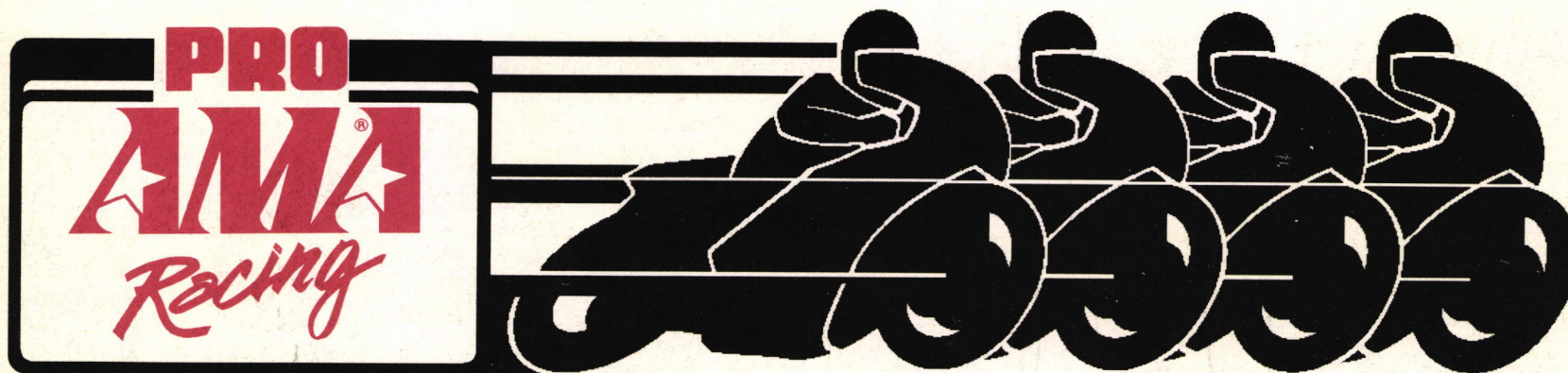
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No problems for Carr at Daytona ST

BY DONN MAEDA

DAYTONA BEACH, FL, MAR. 5

Since the inception of the AMA 600cc National Championship Series, only one rider has carried the number one plate - Chris Carr. And at the series-opening Daytona Short Track held in Municipal Stadium, Carr showed the 10,000-plus fans on hand why he is the five-time 600cc National Champion by romping away with a convincing win aboard his Kenny Tolbert-tuned Harley-Davidson XR600.

"I didn't feel that comfortable at first, but then I started to really flick it in and things got better," said Carr, who also earned his first-ever Grand National Championship in 1992. "The track seemed to get better as the night wore on, rather than getting slower like it usually does."

Chasing Carr across the line and rounding out the top three finishers were two-time Grand National Champion Ricky Graham and three-time Grand National winner Will Davis. Graham started fourth aboard his Johnny Goad-tuned Team Undo Rotax 600, and muscled his way past four-time Grand National Champion Scott Parker and rookie expert Kevin Varnes to finish a distant second.

"I felt great," said Graham. "There's not much room to pass out there, so you have to get a little aggressive."

Davis started the 25-lap main event fifth, and though he didn't force the issue like Graham, also found his way past Parker and Varnes.

"I came to Daytona to get some points, not to hurt anyone," said Davis. "I tried not to slam into anyone, the track is too slick off the groove to be running in there too hard. I finished the main without touching anyone."

But Davis would become one of the only ones to escape unscathed, as the thin blue groove that formed on the track provided many exciting moments. A bevy of crashes marred the evening's program, as it seemed the only way to pass another rider was to dive to the inside and take away their line.

For his win, Carr was awarded \$2000 of the \$10,000 class purse, while Graham and Davis earned \$1000 and \$600, respectively.

Garth Brow rode his way into the record books as the winner of the first-ever AMA Continental Tire 883 National Championship round by playing it safe aboard his Tom Cummings/Arai/Joe Bisha/RC Trucking/KK MC Supply-sponsored Harley-Davidson 883. Three-time Grand National Champion Jay Springsteen led the majority of the laps, only to be run off the track by Edmonds Racing's Jason Fletcher, who crashed shortly thereafter. In all of the confusion, Brow slipped into the lead and on to victory. Hart Racing's James Hart also motored past the commotion, while Springsteen recovered to salvage third.

"These heavy SOB's are too heavy to be diving into the corners," said Brow. "I just followed those guys and rode safe. It looks like it paid off."

Brow won \$1250 for his win, and Hart and Springsteen were awarded \$1000 and \$650, respectively.

Fast heat winner Carr chose to start the 25-lap National on the outside pole, as did all of the heat race pole-sitters earlier in the evening.

"The groove is up high," explained Carr. "If you start in the loose stuff you don't have a good chance at a good start."

Graham obviously agreed with Carr's thinking, as he chose to start on the outside of the second row, rather than take the front row starting position that he earned by winning his heat.

At the flash of the starting light, Varnes dashed into the lead ahead of Carr, Parker, Graham and Davis. Varnes time in the lead didn't last long, however, as Carr dove underneath the fast-starter as they negotiated turns three and four for the first time.

Graham was the next to make a move, and he lunged to the inside of turn one and forced Parker high and wide.

"It was a clean pass," said Parker. "Ricky got under me and that was it. Our bikes never hit, but we were rubbing elbows, that's for sure!"

While Parker scrambled to get back on the groove, Davis and Morehead raced past and into fourth and fifth. Carr, meanwhile, continued to lead but couldn't seem to shake Varnes and Graham. Davis and Morehead followed about five-bikelengths back, while Parker continued to drop back in the pack.

"I lost my rhythm after Ricky got by me and I started to make mistakes," said Parker. "I was hitting my brakes too hard and locking it up. I went too high in two again and dropped way back. After that I just tried out different lines and practiced for the Grand National."

Parker finished an eventual 11th.

Atherton fell victim to the narrow groove on lap six, and crashed in turn six. Rather than running to the inside of the track, though, he limped to the outside and sat atop one of the hay bales lining the course.

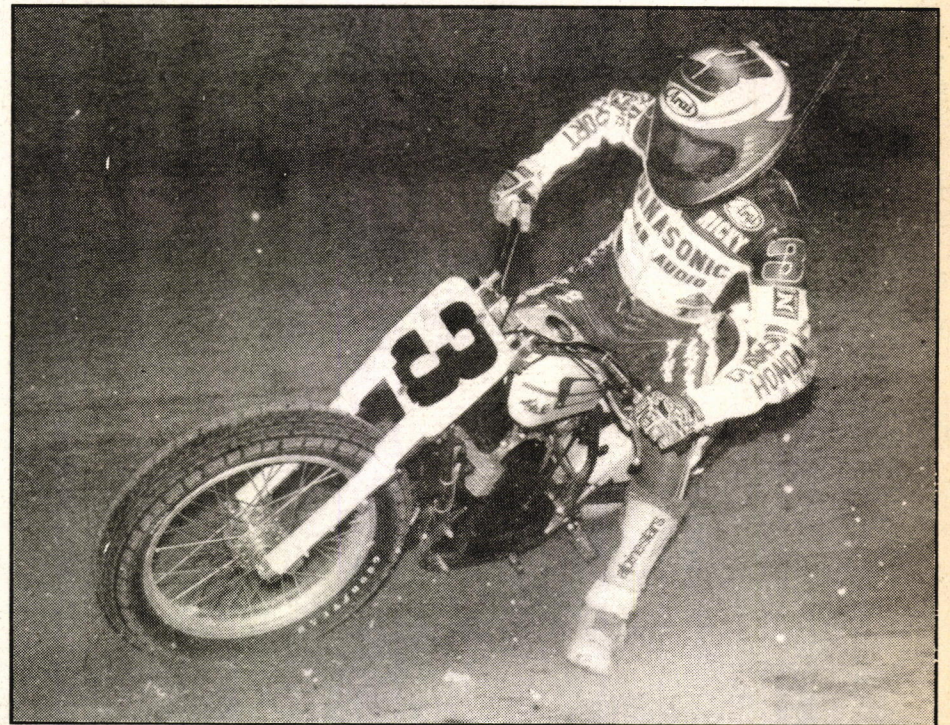
It wasn't until Price crashed on lap 13 and brought out the red flag that Atherton was able to cross the track and return to the pits.

Price had just been passed for 10th by Poovey, and high-sided over the Texan's rear wheel in turn three while trying to retaliate.

Carr led the charge at the single-file restart, ahead of Varnes, Graham and Kiser, who got a tremendous drive and passed Ingram, Landes, Morehead and Davis.

Carr immediately opened a commanding lead, while Varnes appeared to be struggling.

"During the red flag period, we changed the rebound on my rear shocks," said Carr. "That got rid of the wheel-



Two-time Grand National Champion Ricky Graham was second.

hopping and I rode a lot better."

Just as he did to Parker, Graham

pounced on the inside line and forced Varnes high to take over second on lap 15. Varnes swapped violently as he exited turn four and immediately began to drop off the pace.

"It was a good pass that he put on me," said Varnes. "I was making mistakes after the restart. I thought I had a flat tire after that, so I slowed way down. I'm still happy, though, knowing that I can run with these guys."

Kiser took over third, but was ousted by Davis on lap 19 and began to fade into the pack. The only action to follow in the remaining laps was between Hill and Landes in their battle for fifth. Landes charged hard into turn one in hopes of getting a wheel in on Hill, but instead lost control and was spit over the high side of Hill's rear wheel.

"I got in hotter than usual, and the bike began to skip," said Landes, who was shaken, but uninjured. "It skated right into him and I went over. My teammate told me that highsiding was a rookie move. I guess he was right."

The teammate that Landes referred to was Graham, who went on to finish second, some 20-bike lengths behind winner Carr. Davis finished third, well behind Graham, and Morehead and Hill rounded out the top five.

"I was just sitting back and watching people slam into each other," said Davis. "It was wild. I'm not into that slamming stuff. I was geared too low for the track tonight - I couldn't get through the turns fast enough."

Four heat races and three semis were run early in the day to thin the large 883 field down to the 15-rider main event. Of those 15 riders, the only noted road racer that qualified for the feature was Low Country Harley-Davidson's Chuck Blackmon, as defending AMA Harley-

Davidson TwinSports National Champion Scott Zampach failed to make the cut. Blackmon was lapped twice in the 25-lap main.

Race favorites Springsteen and Hale blitzed into the top two positions aboard their Bartels' Harley-Davidsons and led Hart, Fletcher, Clint Vahscholtz and Brow through the first turn. Springsteen and Hale began to open an immediate lead, and by the fourth lap enjoyed a 10-bikelength cushion over the rest of the field. Hale shadowed Springsteen's every move, and waited for his teammate to make a mistake. Unfortunately for Hale, it was he that made the mistake and he crashed to the ground in between turns three and four.

Hart swerved around the fallen Hale to take over second, while Fletcher and Brow followed suit in third and fourth. Fletcher dove underneath Hart on lap 12, sending Hart off the groove and allowing Brow past as well.

With that, Fletcher turned up the wick and began to reel in Springsteen, who appeared to tire as the race wore on. With two laps to go, Fletcher had closed to Springsteen's rear fender and made his move as they entered turn three. Fletcher dove to the inside and made the pass, but carried too much speed into the turn and lost control.

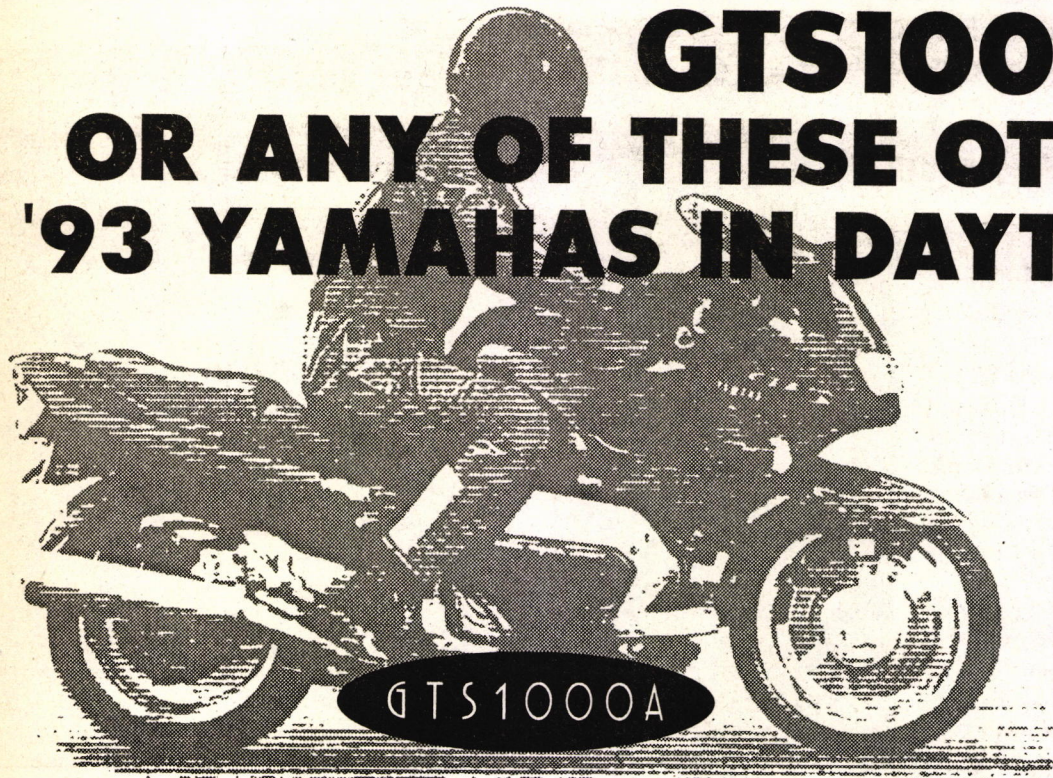
Fletcher slid into the loose dirt high in turn three before falling off, and Springsteen narrowly avoided hitting him.

"Jay left me a little room and I went for it," said Fletcher, who was uninjured in the crash. "I went by him but I couldn't slow down."

In the confusion, Brow snuck into the lead and went on to score the win ahead of Hart, who also benefitted from the incident. Springsteen saved third.

"I could see from the tire wear in practice that it was going to be a long 25 laps," said Brow. "I just can't see pitching a 450-pound bike under anyone, so I just waited." ♦

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200 Preview From page 1

on row two on his Muzzy Kawasaki; Slight posted the third fastest qualifying time, but lose exhaust headers kept him from finishing higher in his Twin 50, which served as a qualifying race for the 200.

Next to Slight is the man many consider to be the pre-race favorite - four-time World Champion Eddie Lawson. The Californian finished third in his Twin 50 - but made an impression as he fought through from the back of the pack, only to shred a tire that forced him to make an unscheduled pit stop. He and the ultra-fast Vance & Hines Yamaha will be a factor - remember, Lawson won here in 1986 on a Yamaha FZR750.

Brian Morrison, the first of the British crew of racers, sits on the outside of row two after finishing fifth in the first Twin 50. Morrison is riding a Kawasaki ZXR750.

Way back on the 12th row of the grid is last year's runner-up, two-time World Superbike Champion Doug Polen. Polen was forced to pit for a new rear tire in the second Twin 50 and he struggled to finish 23rd. Still, Polen goes in as a favorite. But it won't be easy.

"The only problem is that it's going to be very difficult to get up to the fast group," Polen said yesterday. "They'll have gotten away due to the setup I'll be using. I'm using the hard tires and the bike will be set up so that I don't have a problem. We've already exposed a problem (with tire wear), so the potential is there.

"If those other guys want to run a fast enough pace to pull away - that may be fast enough to give them problems. I

think there will be some people held up at the front if someone like Roche gets the lead. If there's a battle up at the front, then that's a good situation for me. On the other hand, if two guys get away and work together, I'll be a big disadvantage. I'm only going to have to change tires once - that's of major importance to me. Even that one stop will be a long time."

Polen and the other Ducati riders are at a disadvantage when it comes to tire changes. While the others can come in and out quickly, the Ducati doesn't feature quick-change capabilities.

"The Yamahas can change a wheel faster than they can take on fuel," Polen explained. "They can come in for gas and get a new tire while they're at it. If I only stop once then I'm in it for sure - even at a reduced pace."

Polen isn't the only star who will have his work cut out for him in the race from the back of the pack. Camel Honda's Tom Kipp and Vance & Hines Yamaha's Colin Edwards II will start from the 16th row, along with Russell's teammate Takahiro Sohwa and Team Mirage's Dale Quarterley. Kipp's Honda never got going in his Twin 50 because the fuel petcock was left in the off position; Edwards suffered a blown motor in his qualifier; and both Sohwa and Quarterley were the victim of qualifying race crashes.

"It's 200 miles, so anything can happen and it probably will," said 19-year-old Edwards, the non-defending AMA 250cc National Champion who won the International Lightweight race here a year ago.



PHOTO COURTESY DAYTONA INT'L SPEEDWAY

"I'll just try and get a good start and if I'm out there with Polen or Kipp we can hopefully run together. That would work out pretty cool. If at all possible, working with each other rather than working against each other would save our tires. The Yamaha is so quick on the banking - I don't know if they can stay in the draft."

Edwards, like most of the non-Ducati factory riders, was planning on two stops - both of which would include tire changes.

The best of the factory Suzukis in qualifying ended up being the one raced by Japan's Akira Yanagawa. His Yoshimura-prepared machine sat on row three,

along with former Daytona 200 winners John Ashmead and Miguel DuHamel. Former National Superbike Champion

Thomas Stevens has his Suzuki on the fourth row, right next to yet another former Daytona 200 winner, Dave Sadowski.

"With having a new machine it's taking some development," Stevens said. "We ran good in the Twin 50s; it's unfortunate that we had a tire problem. The 200 is a long race and you'll see Team Suzuki there at the end." ◆

Tire stops will be a factor in the 200; here Eddie Lawson gets new rubber in the Twin 50.

IN THE WIND From page 2

Center for observation. The Georgian suffered a concussion.

Fast qualifier Scott Russell will receive his engraved special edition Rolex Daytona chronograph in a special presentation during opening ceremonies prior to today's Daytona 200 by Arai. The presentation will be made by Daytona International Speedway president Jim Foster.

Dirt tracker Scott Parker's number plate is a carbon copy of his boyhood hero Kenny Roberts. Now that Parker is no longer the Grand National Champion, he elected to make his number two look identical to the Roberts plate that hangs on his wall. "I took the number plate off my wall, Xeroxed it, and a sign painter did a copy of it. The original still hangs on my wall."

Will Davis, who finished third in Friday night's 600cc Dirt Track National at Municipal Stadium, has come back from extensive injuries. "I was in a head-on collision about four weeks ago," he said. "I broke my jaw in four places; spent a couple of days in intensive care. The doctors put four steel plates in my jaw plus 18 screws. I don't feel too bad, but it's starting to bother me now that the race is over. What bothers me most is the wrist I broke last August. It hampered me getting into the corners. Daytona is always been

pretty good to me since I came to race back at the old Memorial Stadium. I really want to win the Camel Short Track National. My dad is here for the races and I want to win it for him. Winning the National at Daytona has always been a goal of mine. I've won three Nationals, but Daytona is the one I want the most."

CORRECTION: We incorrectly reported that Canadian Jon Cornwell finished third in the International Lightweight 100k. Venezuelan Luis Lavado finished third; Cornwell was fourth. By the way, our printer accidentally flopped our front page photo of Jimmy Filice. ◆

TODAY'S SCHEDULE

8:00 - 9:30 a.m.: Practice for **600cc SuperSport, Harley-Davidson Twin Sports and Superbike** in alternating sessions

11:00 a.m.: 100-Kilometer **600cc SuperSport International Challenge** (18laps, 64 miles)

12:00 noon: 25-mile **Harley-Davidson Twin Sports Race** (7laps)

1:00 p.m.: Opening ceremonies for Daytona 200 by Arai

1:30 p.m.: **52nd Daytona 200 by Arai AMA Superbike Classic** (57 laps)

RESULTS

DIRT TRACK AMA 600CC Kevin Varnes (H-D).

NATIONAL DIRT TRACK Time: 8:05.10.

MAIN EVENT: 1. Chris Carr

(H-D); 2. Ricky Graham (Rtx); 3. Will Davis (Rtx); 4. Steve Morehead (Rtx); 5. Aaron Hill (Rtx); 6. Dan Ingram (Hon); 7. Rich King (Rtx); 8. Rick Hocking (Rtx); 9. Kris Kiser (Rtx); 10. Terry Poovey (Rtx); 11. Scott Parker (H-D); 12. Kevin Varnes (Rtx); 13. Greg Sims (Rtx); 14. Brett Landes (Rtx); 15. Georgie Price (Rtx); 16. Kevin Atherton (Rtx).

Time: (No time due to restart).

883 NATIONAL: 1. Garth Brow (H-D); 2. James Hart (H-D); 3. Jay Springsteen (H-D); 4. George Roeder II (H-D); 5. Steve Asetline (H-D); 6. Ricky Graham (H-D); 7. Clint Vahscholtz (H-D); 8. Don Estep (H-D); 9. Brian Tillson (H-D); 10. Rob Gette (H-D); 11. Donnie Kruchinski (H-D); 12. Chuck Blackmon (H-D); 13. Mike Hale (H-D); 14. Jason Fletcher (H-D); 15.

125cc SX: 1. Doug Henry (Hon); 2. Ezra Lusk (Suz); 3. Tim Ferry (Yam); 4. Jeff Curry (Kaw); 5. Barry Carsten (Suz); 6. Jean-Sebastien Roy (Suz); 7. Jason Edwards (Hon); 8. Mike Brown (Hon); 9. Joel Dengler (Kaw); 10. Brian Deegan (Kaw); 11. Scott Sheak (Kaw); 12. Jimmy Eickel (Hon); 13. John Dowd (Kaw); 14. Craig Noack (Kaw); 15. Davey Yezek (Kaw); 16. Chad Lough (Suz); 17. Mike Treadwell (Yam); 18. Shane Lawson (Suz); 19. Todd Bennick (Suz); 20. Jim Neese (Kaw); 21. Chris Neal (Suz); 22. Jeff Dement (Yam).

Time: 20:43.60

125cc C'SHIP POINT

STANDINGS: 1. Doug Henry (114 / 2 wins); 2. Ezra Lusk (105 / 1 win) 3. Chad Pederson (78 / 1 win); 4. Scott Sheak (59); 5. Jimmy Eickel (56); 6. Tim Ferry (49);

7. Davey Yezek (48); 8. Jeff Curry (46); 9. Jimmy Button (44); 10. Mike Brown (42); 11. Barry Carsten (32); 12. Joel Dengler (30); 13. Anthony Paggio (29); 14. (TIE) Junior Jackson/Jeff Dement (26); 16. Jason Edwards (24); 17. Brian Deegan (17); 18. (TIE) Chris Neal/Todd Bennick/Jean-Sebastien Roy (15).

250cc SX: 1. Mike Kiedrowski (Kaw); 2. Jeremy McGrath (Hon); 3. Damon Bradshaw (Yam); 4. Jeff Stanton (Hon); 5. Brian Swink (Suz); 6. Steve Lamson (Hon); 7. Michael Craig (Kaw); 8. Jeff Emig (Yam); 9. Phil Lawrence (Suz); 10. Shaun Kalos (Yam); 11. Jeremy Buehl (Yam); 12. Erik Kehoe (Hon); 13. Cliff Palmer (KTM); 14. Larry Ward (Suz); 15. Buddy Antunez (Hon); 16. Brian McElroy (Yam); 17. Ray Sommo (Yam); 18. Carl Vaillencourt (Suz); 19. John Dowd (Kaw); 20. Kohji Ohkawara (Yam); 21. Kurt

250cc SX C'SHIP POINT

STANDINGS: 1. Jeremy McGrath (174); 2. Damon Bradshaw (161); 3. Mike Kiedrowski (160); 4. Jeff Stanton (152); 5. Michael Craig (104); 6. (TIE) Steve Lamson/Brian Swink (99); 8. Larry Ward (Suz); 9. (TIE) Mike LaRocco/Cliff Palmer (78); 11. Jeff Matiasovich (73); 12. Jeff Emig (59); 13. Guy Cooper (53); 14. Denny Stephenson (52); 15. (TIE) Eric Kehoe/Shawn Kalos (48); 17. Jeremy Buehl (46); 18. Phil Lawrence (35); 19. Larry Brooks (29); 20. Buddy Antunez (27).

STARTING GRID FOR THE 52nd ANNUAL DAYTONA 200

SCOTT RUSSELL #1 - KAWASAKI	JACQUES GUENETTE, JR. #39 - YAMAHA	MICHAEL BARNES #115 - YAMAHA	LEE SHIERTS #100 - KAWASAKI	CHRISTIAN GARDNER #35 - YAMAHA	DOUGLAS GROSS #82 - DUCATI	KURT LIEBMANN #74 - DUCATI	CHRIS BELLISIMO #70 - KAWASAKI	KARL TRUCHSESS #93 - KAWASAKI	SCOTT LANDIS #65 - SUZUKI
RAY ROCHE #116 - DUCATI	MARK FARMER #106 - YAMAHA	EDDIE LAYCOCK #105 - KAWASAKI	DAVID KIEFFER #91 - DUCATI	JUHA BERNER #87 - YAMAHA	ANGELO NICHOLAS #69 - SUZUKI	RUDOLPH RAAB #38 - YAMAHA	COLIN EDWARDS #45 - YAMAHA	IAN SIMPSON #111 - KAWASAKI	SCOTT GRAY #18 - KAWASAKI
MIKE SMITH #68 - HONDA	AKIRA YANAGAWA #61 - SUZUKI	JIM SABIN #36 - KAWASAKI	JOHN LONG #101 - SUZUKI	ADRANO NARDUCCI #94 - DUCATI	ANDREW DEATHERAGE #24 - SUZUKI	WILLIAM BEESCH #117 - KAWASAKI	ROBERT MARSH #126 - SUZUKI	JAMES ADAMO #26 - DUCATI	ROGER MONOR #44 - SUZUKI
AARON TONY SLIGHT #62 - KAWASAKI	STEVE BISHOP #108 - DUCATI	FRITZ KLING #86 - KAWASAKI	ROBERT WRIGHT #33 - SUZUKI	JESUS RODRIGUEZ #114 - DUCATI	MIKE WALSH #48 - YAMAHA	BRETT RAY #78 - SUZUKI	TOM KIPP #16 - HONDA	LARRY LOCKLEAR #85 - KAWASAKI	HERBERT WILLIAMS #41 - KAWASAKI
PASCAL PICOTTE #21 - DUCATI	JOHN ASHMEAD #37 - KAWASAKI	WOLFGANG HAMBACH #56 - KAWASAKI	PABLO REAL #29 - DUCATI	KEVIN GRAHAM #138 - KAWASAKI	JULIUS ILMBERGER #53 - DUCATI	STEPHEN DECAMP #13 - KAWASAKI	SHAWN HIGBEE #97 - KAWASAKI	JIM MOODIE #107 - KAWASAKI	AL CHARLES #46 - SUZUKI
EDDIE LAWSON #7 - YAMAHA	THOMAS STEVENS #11 - SUZUKI	ERIC MOE #57 - HONDA	MARC SMITH #52 - KAWASAKI	ERNIE KICKLIGHTER #51 - KAWASAKI	DOUG POLEN #23 - DUCATI	STEVE MORIARTY #43 - KAWASAKI	TAKAHIRO SOHWA #60 - KAWASAKI	BRUNZELUWE #81 - DUCATI	MICHAEL VARNES #64 - HONDA
STEVE CREVIER #14 - KAWASAKI	MIGUEL DUHAMEL #17 - KAWASAKI	RICHARD MOORE #118 - KAWASAKI	RICK SHAW #79 - YAMAHA	JAMES LUSSIER #110 - KAWASAKI	ANTHONY FANIA, JR. #55 - KAWASAKI	GREG KOPP #63 - DUCATI	TIM BLASQUEZ #84 - SUZUKI	JASON PRIMORE #119 - KAWASAKI	RICK TRIPODI #58
BRIAN MORRISON #109 - KAWASAKI	DAVID SADOWSKI #25 - KAWASAKI	PAUL SCHWEIMMER #71 - HONDA	CHARLES GRAVES #110 - SUZUKI	GREG ABBOTT #47 - KAWASAKI	DONALD LINGER #80 - HONDA	DON VANCE #30 - SUZUKI	DALE QUARTERLEY #32 - KAWASAKI	KOENIG BERNI #104 - DUCATI	JOHN COX #73 - YAMAHA
ROW 1	ROW 2	ROW 3	ROW 4	ROW 5	ROW 6	ROW 7	ROW 8	ROW 9	ROW 10
ROW 11	ROW 12	ROW 13	ROW 14	ROW 15	ROW 16	ROW 17	ROW 18	ROW 19	ROW 20

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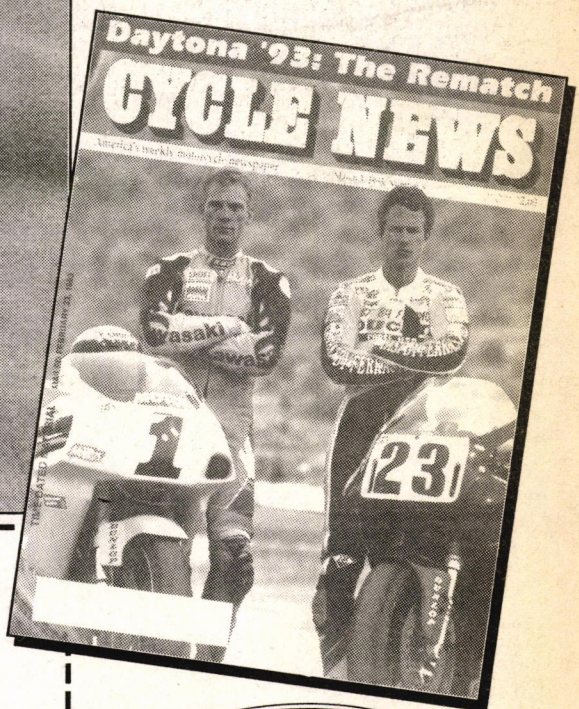
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