

IN THE TURNS

BATTLE OF THE TWINS AT DAYTONA A RACERS VIEW

BY Eugene Hise

Twenty four big inch twins clearing their throats, singing up and down the scales in a relaxed cadence, keeping plugs clean on the starting grid must have taken many who were present back to the time before the ripping shriek of the Jap Multi's began to dominate road racing. I almost wish I were on the pit wall instead of row three of the grid. The card goes sideways, I listen to the rising pitch of unevenly spaced explosions as the Duc comes up to 6000 RPM and becomes oblivious to all but the flagman and the tug against my left leg as the clutch eases to light engagement. All my attention is trained on the starter, watching for that slight drop of the left shoulder signaling the start. Wait for the glag to move and you'll be watching the start rather than participating in it.

Right wrist snaps the throttles open, left hand relaxes with a controlled suddenness, right toe applies pressure under the shift lever (must fix gear box this winter) and I'm off. Weeks of preparation and anticipation fade into gear changes done by "feel", no time to look at tach, and an attempt to pick a line past slower bikes and into turn one. Bikes in front begin to slow for the turn, I slow-damn, too soon! BACK on the gas for a second, then the brakes, throw it over and hope that damn Metzler (why didn't I bring the PZ2?) holds. Good drive out and I'm catching the lead pack headed for turn two. Braking markers coming up. This time I won't forget that my brakes are quite strong. Bikes in front slow and glide by, marker #1 goes by-Now! Could have pushed a bit further.

Coming out of turn two, positions are pretty well established. Those with horsepower stretch out their lead and I begin talking to my muscles, relaxing them so that we can go the distance. The Duc gallops into the left hand dogleg begging to go faster. Sorry big boy, I just don't trust that Metzler. Now the two turns I can't seem to get through. A guzzi slips past going up on the banking and we head for the unknown.

For the engine's sake I refrained from WFO on the bowl during practice. 8700 RPM in 4th? Might be a good time to change up to 5th. The engine pulls up to 8700 again and I try not to think of the speed but concentrate on holding it on till the last moment before the chicane. And I do better than he did anyhow. What kind of bike was that? No time to speculate - BRAKE! Somehow I miss the haybales and gas it up for the long cruise around the bowl. The Duc pulls a steady 8700 RPM and provides an exciting but not frightening tour of the high banking.

Back in the infield I'm relaxed, in the groove, and a little puzzled. Where are the twenty four or so bikes behind me? Dwayne give a partial answer pushing his Norton by in the dogleg.

Up on the bowl again a Guzzi coasts to the side of the track. John rides much better than I do so I'm glad to take advantage of his mechanical failure.

A few uneventful laps go by then the Duc develops a miss winding through the gears. Damn! Is the Daytona Demon engine demolisher going to claim me? That's strange, it's pulling clean in 5th right up to red line. Ok, but lots of time lost through the gears. Another lap and the loss in acceleration shows.

Harley thunders by at the start/finish line. Harley? No way Jose! I draw a bead and get down to

work with the brakes and hope the Metzler has started working. The Duc is angry, it overcomes whatever physical ailments are plaguing it and lunges out of turn one, determined to show the Harley what a motorcycle can do. Racing for turn two, the Harley feels the approaching fury of a fire-breathing Italian and becomes afraid. His fear turns into nausea, clouds of black 50WT vomit a spew from the pipes. The Harley suffers two frame shaking convulsions, throws itself to the tarmac and abjectively slides out of the way of the Triumphant Duc. The Harley has been slain, it has been worth all the sleepless nights, expended dollars and anxieties. In the Battle of the twins Harley is dead and we have survived all the perils of the Daytona Demon and without help from Mr T's funny little levers. That's right folks springer heads!

BATTLE OF THE TWINS RACING INFORMATION

The American Motorcycle Association has formed a new class for racing for twin cylinder motorcycles. This isn't news to a lot of you but to some of us it is. It means that Ducatis will be competitive once again in racing since they won't have to do battle with the Jap 4 and 6 Cylinder giants. It means that any half-way decent tuner-mechanic can have a chance at some glory in the racing circles of American Road Racing. This years Daytona promises to be a very exciting one for Ducati owners since we have a chance of seeing our beloved twins in the winners circle once again.

Jess O'Brien, a DIOC member is on the board of Trustees and has all the information you may need to enter the Daytona Race as well as other AMA affiliated races throughout the country. Jess can provide you with all the necessary forms you need to fill out as well as all the rules pertaining to this particular class. If you are interested in running at Daytona you must act NOW while you have time to modify your bike to meet the rules and regulations. Just send a self-stamped-self-addressed envelope to:

MR. JESS O'BRIEN
5573 Cedar Street, NE
St. Petersburg, FL. 33703

"We are hoping to grid between 80 and 90 machines ranging from Harley Davidsons, BMWs, Ducatis, Moto-Guzzies, Triumphs, Nortons, Laverdas etc. Jess said "If you need this info you can also call me if you have any questions."

Here are some of the results from some of the "twin cylinder" races that have already been held.

Daytona Battle of the Twins, Modified Production:

1st.	Jim Adamo, Berliner Motors	Ducati
2nd.	Malcom Tunstall, Syds Cycles	Ducati
3rd	overall and 1st Amateur, Dennis Hatch, O'Brien Flowmetrics	Ducati
4th	Wil Harding, Berliner Motors	Guzzi
5th	Jerry Dean	Ducati
6th	D. Williams	Norton
7th	Claud Williams	Norton

Stock Production:

Bruce Earney Ducati

There will be 3 classes in all in The Battle of the Twins:

Stock Production
Modified Production
and Grand Prix

"As of November 1st we have 35 entrys for the March Daytona races; 3 BMW, 7 H-D., 3 Triumphs, 4 Nortons, 4 Moto Guzzi, 14 Ducatis.