

REFLECTIONS OF DAYTONA 1982

Every year before Daytona time I get the jitters thinking about what is generally termed in my mind as just plain "Daytona." It's a very special time of year and there is a great deal of preparation that one has to do in order to bring about "Daytona." For the riders and plain folks, it's getting time off, saving the bucks, preparing the machine that you are going to bring along. You must make the choice of trailering the bike or riding it and if you ride, you must take the elements into consideration as well as the machine you will be riding. With Ducatis that can be a hard choice to make. Sporting bikes do not lend themselves too well to long distance travels. The hardships of traveling long distances on a Ducati with clip ons can be multiplied several times if you are not used to the bike and if your rear end does not possess an ample amount of padding. Those that will be racing have their machines to prepare, tools to bring along, accommodations at the track, passes, pit crews, spare parts, etc., etc. The details are likely to drive you nuts, but they must be taken care of or you will pay dearly in the end or suffer inconveniences that can make your trip unpleasant.

For those of you who did not make it this year, you may have missed a lot and then you may as well have stayed home and saved your money for a coming year. This Daytona was a wet one. The weather was on and off and on and then on. It rained a lot this year. The week started out looking good. People were arriving as early as Tuesday. More people than I've seen this early in the week. Could this be Super Daytona? By Saturday night I came to the conclusion it wasn't to be so. The ingredients to go to make a super Daytona just weren't there this year. Too many people I thought would be there did not come. Shows and happenings that were part of good times did not take place. People we wanted to see race and win did poorly. We won Daytona's Battle of the Twins but Malcome Tunstall broke his machine and had to leave for home and hurry back with a bike motor that wasn't up to winning peak, and even though he was using a hurry up and let's put it together in time for the race in the morning, nearly stock motor, he put on a good show and clinched a respectable third. A tribute to the excellent mechanical skills of Syd's Cycles crew.

Steve Wynne who was at Daytona riding Mike Hailwood's "Isle of Man" bike (the original one) was expected to dazzle everyone and bring glory to Sport's Cycles, Ltd. (which he owns) in Manchester, England. Well an oil seal at the sprocket kept him from doing well. An oil covered rear tire makes for some real hairy handling. Meeting Steve was one of the highlights of my Daytona meet. He is a friendly and warm individual who seemed to have time to talk to all the folks that came to see him and despite the situation, still managed to remain cheerful and optimistic. At the Friday night D.I.O.C. party he spoke to the folks and answered hundreds of questions. Steve is also the President of the English based Ducati Owners Club. It was a pleasure meeting Steve and we look forward to seeing him next year.

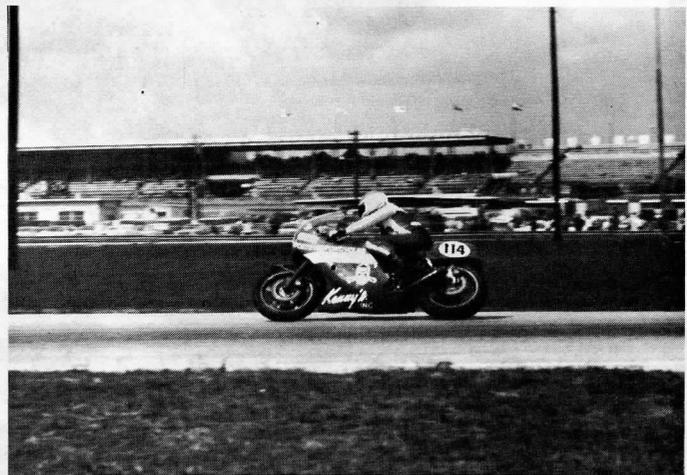
Mr. Kenny Murakami, who was sponsoring the Sports Motorcycles Wynne bike came to Daytona from Japan, to lend his help and support to the Sports Motorcycles entry, as well as that of Reno Leoni and the Syd's Cycles, Malcome Tunstall machine. Mr. Murakami is an importer of Ducati parts and accessories for his shop in Tokyo, Japan. Although the parts for Ducati cycles are outrageously high in Japan, those riders that own Ducakes and who have come to appreciate that Ducati magic that all of us who have long been acquainted with Ducati know, still persevere and keep on riding their favorite Ducakes. I was also fortunate to meet Mr. Toshi Sakakihara from Kagawa, Japan who also owns a Ducati shop there and who is President of a small and enthusiastic Ducati club there. He has promised to enlist as many of his members into the D.I.O.C. as he can. In Japan, English is spoken and read by many Japanese people and it is taught in most state owned learning institutions. We look forward to having them along in our club.

Berliner Motors did not have a show at the Plaza Hotel. They did not sponsor a machine this year. Reno Leoni carried the banner with some help from his friends. He was not too encouraged with the way things are shaping up for the Reno.

Leoni/Jimmy Adamo Battle of the Twin and Super Bike campaign this year. The problem is money. Even if you win a lot, the prize money is a tiny fraction of the money needed to continue a serious racing effort. Racing has always been and continues to be a great way to promote motorcycles. Why Ducati Meccanica and Berliner Motors do not support this kind of activity in America is beyond me. If support of some kind is not forthcoming, Reno said he will have to cease racing after the next two scheduled events until some money becomes available. I will be working with Reno as well as some of the folks in the Battle of the Twins organization to see if we can't arrive at some solution to these problems. I would also like to hear any comments from Ducati Meccanica and Berliner Motors concerning this matter. I don't know what the situation is with these two companies and I would like to reserve judgement until I hear from them. We all love Ducatis Ducakes are part of our lives that bring us a feeling of satisfaction and enjoyment that we choose not to be without. We are concerned and would like to help in any effort that will encourage and enhance the development and continued growth of these fine machines.



Reno Leoni and his crew prepare for tech. inspection for the Superbike race. This same machine won the B.O.T.T. race with Jim Adamo on board. The bike developed a fuel leak at the gas tank and had to retire early in the race. On Sundays 200 miler this same machine captured 18th place from approximately 140 entries many of which were Yamaha TZ750s.



Steve Wynne aboard the Sports Motorcycles/Kenny Murakami Ducati. Steve was expected to do well in this race but his ex-Mike Hailwood machine developed a leaky oil seal and kept him from doing as well as he should; he got a 9th.

With the absence of Ducati at the trade show the visit to this regular Daytona event was disappointing. The usual dealer/manufacturer trade show was nothing less than a watered down version of last year. Honda, BMW, Gilera, and Benelli were the only ones represented. There were a few manufacturers and distributors selling accessories and such but this did not help in the situation much. The fact that the folks in charge of this show had the gall to charge \$3.00 entry fee