

RACING

BY JESS O'BRIEN

B.O.T.T. RACE WEST PALM BEACH FLORIDA

Because of the rain and three weeks delay, the B.O.T.T. lost 21 riders. Three weeks of motel bills are too much for anyone to bear especially since the B.O.T.T. purses are chicken feed. Things looked hopeful early Saturday morning with a good battle brewing between Long, Coleman, Young, Tunstall and Tesauro. Hemingway once said, "The bell will toll for thee." Well, it tolled for everybody, including the winner. First, Long's BMW could not be repaired for the race. Second, Coleman busted a valve collar on the H-D, leaving Tunstall, Tesauro, second; Tunstall third.

Superbike ran first with the B.O.T.T. running last as the main event. Tesauro and Mills were leading Tunstall in Superbike; then the bell tolled for the third time, and it was Tunstall, who got tangled up with Ed Mullineaus and Art Kowitz. Malcolm took the worst of the beating, running straight into the tires at the end of Turn One; flipping over the tires, he found a Viet Cong punji trap, consisting of jagged steel posts, 8 inches square concrete pillars, and Armco barrier just lying loose on the ground; as a result, Tunstall received a huge gash in his right thigh, and the bike is almost literally destroyed. All the obstacles could have been removed in less than 10 minutes, if anyone had bothered to notice.

the B.O.T.T. race began in controversy. First, the Dwaine Williams/Norton crew decided their bikes would not last 18 laps, and demanded the race be dropped to 10 laps. A vote was taken and the Norton crew won by one vote, making the first time in B.O.T.T. history that a minimum 40-mile National has been reduced because of politics. The second problem: the AMA refused to give the Twins a one-minute warm-up lap (this courtesy had already been given to Formula II and Superbike). This was not only dangerous due to the fact that riders could not warm up their tires and the riders had not seen the track since 9:00 A.M. that morning. Asphalt was lifting up from the track and huge amounts of oil was coming up through the newly laid asphalt; also the AMA did not use the 5 thru 1 minute sign and as a result of this John Tesauro stalled his engine, with less than 10 seconds of the flag dropping. He was then allowed to leave the line, restart his engine and reenter the pole position in direct violation of AMA rules. Also, when the AMA referee heard there was going to be a protest regarding Chris Steward's Yamaha, he immediately doubled the protest fee (both on Amateur and the B.O.T.T. class). When informed that this was in direct violation of AMA rules, he quickly informed us that at the track he is the rules. And again we had the B.O.T.T. being treated as an AMA "stepchild".

The checkered flag was dropped, and Jim Young's Yamaha took the lead, exiting Turn Two - the bell tolled again in the form of a busted cam chain on the rear cylinder. This now left only Tesauro; but a little guy by the name of Joey Mills decided he wanted FIRST OVERALL, and be the first rider to win OVERALL from a lower class. The fierce duel between Tesauro and Mills lasted the entire ten laps with Tesauro barely edging Joey out at the flag.

The bell rang again for the fifth time for Tesauro while in Superbike, where he busted a kneecap in nine places and never went down - but Tesauro had read Hemingway where he said, "What is important is not the end, but the goal in obtaining it." He had won the Florida double-header with a third at Daytona, and a first at West Palm. He had smashed Tunstall's track record, and now reigns as West Palm Beach's #One Twin rider. With this, Tesauro announces his retirement from racing. Tesauro will be missed and we're all glad he finally proved what I've known all along....he was Florida's best Twin rider!

Doug Gross (spell that NAVY) was kept honest by Chris Bannister-Brown; but even so, Doug had won the double-header in Modified Production Amateur and sewed up the National Championship. Chris Steward won Stock Production on his Yamaha and escaped the last race without a protest. For

those of you keeping a record, here is the final tally

#1 Overall and GP National Champion, Jimmy Adamo, Duc. Mod. Prod. Exp., Joey Mills III, Ducati, Natl. Champ. Mod. Prod. Am. Natl. Champ. Doug Gross, Ducati Stock Prod. Natl. Champ. Chris Steward, Yamaha Mechanic of the Year Award, Reno Leoni, Ducati Highest Number of Consecutive Wins; J. Adamo, Ducati with four and Dough Gross on his Ducati. A full four-class sweep by one brand; Ducati at Pocono. Best Professional Rookie; Joey Mills III, Ducati Best proven Amateur Doug Gross, Ducati No. One Stock Production bike of '82; Yamaha XV-920 Most Successful Vintage bike for '82; Norton, ridden by Dwaine Williams.

1983 B.O.T.T. RULES

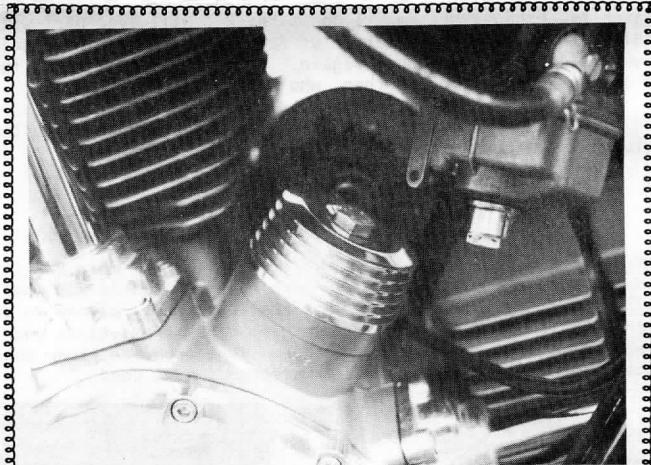
I am very disappointed in the response I received to my inquiries about what the riders comments were concerning the rules in the B.O.T.T. Out of 155 letters sent out, we only had 20 replies.

1. CLASS BEAKDOWN

The GP class will consist of Formula I riders, which will not be allowed to drop to a lower class; Superbike riders, which will not be allowed to drop to a lower class; Formula II riders and Amateur. The Superbike riders were moved into the GP class for several reasons: The GP class was too weak, many times with only four or five riders showing up at a National, making it easy for a GP rider to not finish the race and still pick up eleven points. The other reason, being that the Twin Superbike rider has to run against the GP riders in Superbike anyway.

2. MODIFIED PRODUCTION

The Modified Production class will consist of Amateur and Formula II lightweight. On checking with Bill Boyce of the AMA we have discovered that the top ten



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