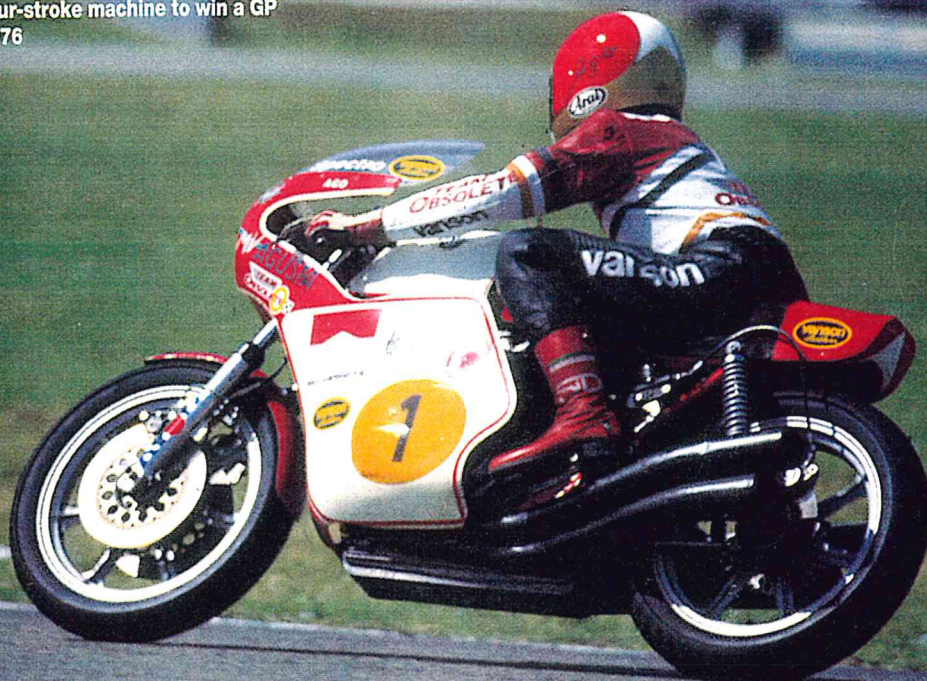


15 times World Champion Giacomo Agostini was re-united with his works MV, the last four-stroke machine to win a GP back in 1976



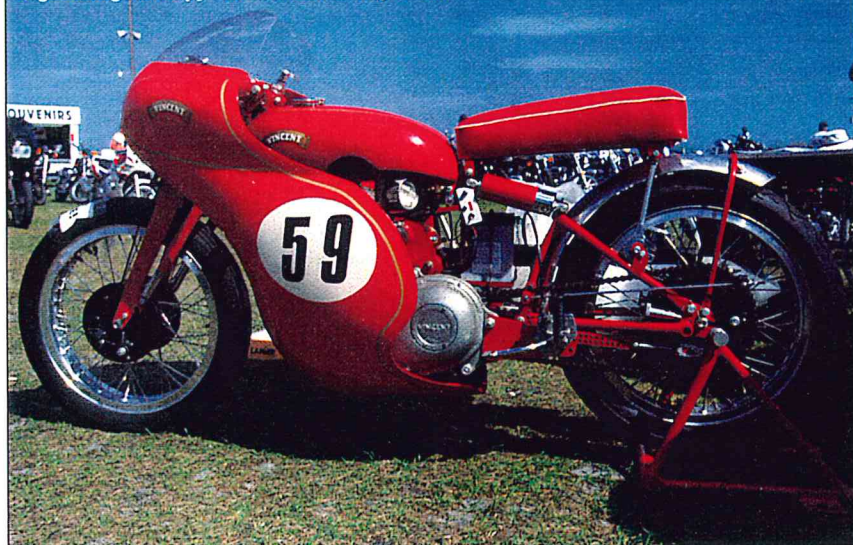
# island in the sun

**Ian Kerr, and thousands of other classic enthusiasts, enjoyed another baking hot Daytona**

**D**aytona has become very much like the Isle of Man, with classic activities becoming more the focus of attention than the main 200 mile race at the end of the week.

This year an estimated 600,000 bikers converged on the Florida resort in search of all things motorcycling. However, few of these ever make it to the banked circuit for the racing and the vast majority of those that do, arrive at the beginning of the week for two days of classic racing organised by AHRMA.

A gleaming red copy of the Vincent Grey Flash



Originally this started out as just a one-day event, but due to the increased popularity it spread to two. Racing is just part of the scene with concours and

associated events filling the massive infield area. Spectators are allowed to mingle with the riders and the bikes with little in the way of the usual restrictions.

Last year saw Team Obsolete bring back Honda works rider Jim Redman, complete with the awesome wail of the 250 Honda six. This year they capped this achievement by re-uniting 15 times World Champion Giacomo Agostini with his works MV, the last four-stroke machine to win a GP back in 1976.

The still-youthful Ago actually won at Daytona in 1974 on a Yamaha, but that made little difference to the crowds as they clustered around the classic Italian pairing. MVs won 270 GP events and the deep-throated roar of the four was magic to the ears as it thundered around the banking.

Agostini was joined on the track by Redman, once again enjoying the sun, as well as American legend Don Vesco on another MV. Team Obsolete rider Dave Roper added to the sight and sounds by taking a BSA triple out to join the fun and add to the pleasure of veteran spanner man (and a legend in his own right!) Nobby Clark.

All this nostalgia proved too much for Geoff Duke, acting as "Grand Marshall" for the two-day event: managing to find a set of leathers and helmet, as well as a 1957 Gilera four, he headed on to the trial himself. Despite having never actually raced there, he looked neat and confident out on the banking, although he later admitted he would have liked more time to have acclimatised himself to the bike and circuit.

Although most spectators could probably just have watched the parading all day, the serious racing took place when the men of yesteryear left the track. However, the BMW-sponsored Battle of the Legends series included a few retired stars who still want to race, like Jay Springsteen, Don Emde, Yvon Du Hamel and Roger Reiman battling it out on identical bikes in a three-leg race series.

Despite only managing sixth in the first event for the 1100RS Beemers, Springsteen managed to take a first and second to win the overall title ahead of American hard man Gary Nixon.

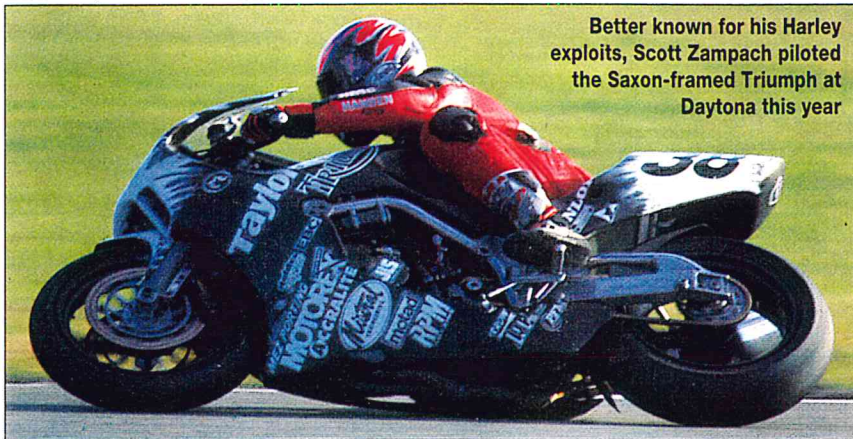
British riders also managed to top the winner's rostrum with Cambridgeshire's



Despite having never actually raced there, Geoff Duke could not resist taking to the track on this 1957 Gilera four



Courtesy of Team Obsolete, Agostini (right) was joined on the track by ex Honda works rider Jim Redman



Better known for his Harley exploits, Scott Zampach piloted the Saxon-framed Triumph at Daytona this year

Stuart Rogers taking his own 1939 Norton to two wins, the first in the pre-1940 class, the second in the Class C event.

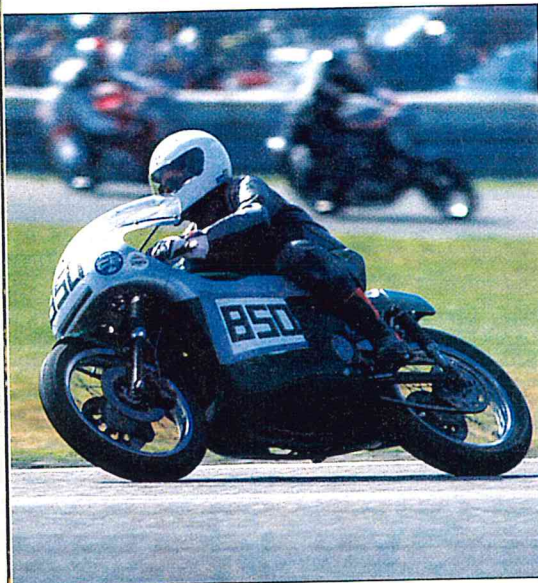
Rogers, who last year almost dominated every class, was not intending to race this year and it was only an offer from Team Obsolete that persuaded him to make the trip. He also took second place in the Singles F2 and Classic 60s events to add to his tally. Speaking after his wins, Rogers put his success down to "making full use of the banking" and "good knowledge of the circuit".



Although he hadn't intended racing this year, Stuart Rogers won both the pre-1940 class and the Class C event on his 1939 Norton

Zampach, better known for his Harley exploits.

With so much taking place it is hard to do justice to the two days of racing, but Rob Iannucci summed it up by saying, "These are the bikes that have real soul and get people's pulses racing. Factory bikes are no longer specials in the same way some of these are, it is not about two versus four-strokes, or different manufacturers, it is about soul!"



UK rider Alan Windsor stormed around the track on his 750 Triumph Trident

He was not the only Brit to do well in the baking Florida sunshine: Tony Smith from Leicestershire notched up a win in the 200 GP race on a 125 Maico manufactured in 1968. When asked about the bike's speed, he said, "It's a secret how I make it go so quick!"

Racing journalist Alan Cathcart took a win in the Formula One Twins race on a Yamaha that had its engine rebuilt just two minutes before the start of the race. Not content with that, he won the Sound of the singles race on a Ducati and finished off with a fourth in the BEARS event, which was won by the Britten ridden by Kiwi Andrew Stroud. Despite the death of its creator, the bike is still being actively campaigned and John's wife Kirsty was on hand to flag Stroud across the finish line.

Closely following the blue and pink machine was a sombre-looking Triumph that was ridden last year by Cathcart. The Saxon-framed Triumph is under new management and can be regarded as a taste of what may well become a Triumph race bike. Although the crew is all British, the bike was piloted by Scott

## daytona bike museum

A rather nondescript frontage on Ballough Road (sic) Daytona hides a collection of 80 motorcycles worth over two million pounds. Perhaps "hide" is the wrong word because these machines are on display to the public between the hours of 10am and 10pm, in exchange for the princely sum of \$5.

The museum is the work of Willi Marewski, a German national who started collecting bikes in the Sixties when they did not have the value that they do now. Marewski, a European consultant to firms such as IBM and Caterpillar Tractors, bought a condo in the Florida resort in 1986. He started attending Bike Week and decided to put his collection on show to the thousands of visitors who flock to the east coast resort.

Last year, the doors to the 5,000 square feet of exhibition space were opened for the first time at the start of Bike Week. Visitors found themselves looking at a diverse range of bikes from all around the world. At one end, a collection of racing machines seems to dominate your view on entering, but this is perhaps due to the draw of the 1962 MV sitting high above the rest of the bikes.

All around the spacious and well-lit building, the bikes are arranged on plinths and tiers to enable the visitor to get the best possible view of their spotless paintwork and chrome. Road bikes ranging from exotica, such as MV Americas, mix happily with Norton Commandos, Ducatis, Harleys, Gileras and Velocettes — the list reads like something out of the Ultimate Motorcycle Book. All capacities are represented and nothing appears too big or too small!



The work of private collector Willi Marewski, Daytona Bike Museum offers a wide range of exotic machines of all capacities

Some bikes are worthy of special attention, like the unique 1956 KTT Velocette complete with frame and suspension designed by Geoff Duke and ridden by current TT clerk of the course, Jackie Woods. A 1957 Gilera four, as ridden by Geoff Duke, sits below a 1962 MV ridden by Surtees, while opposite a 1956 249cc Mondial, as ridden by Cecil Sandford, sits high above the gangway.

American racer Dave Aldana (famous for his skeleton leathers) is honoured with his BSA Rocket 3 which is positioned high above the coffee area complete with his signature on the fairing. Nearby, a flat-track racer, also campaigned by Aldana and signed by him, is amongst a collection of American machines including an immaculate Henderson Four.

Although mainly historical, the range of machinery does include a recent Bimota with the fairing lifted to show the front steering and suspension. The Japanese are well represented with some racing two-strokes from the Seventies and Eighties.

The museum houses a cross-section of bikes from at least four decades and will keep you enthralled for a good hour or so. One thing is for sure, Willi Marewski has a catholic taste in motorcycles but, thanks to his museum, it is a taste that works to everyone's benefit!