

RACING NEWS



RIVERSIDE, TRACKSIDE NOTES by Harry Doby

Pridmore superb style - good lead after 5 laps. Cook led for a couple of early laps. He spent most of the race dicing with Steve McLaughlin for 2nd. The Ducatis top end speed was equal with Bm's (down from Laguna Seca) McLaughlin held second in laps 12-14, during the last lap Neilson pulled ahead of McL. for 2nd place. Wes Cooley (kaw) rode steadily, got 5th despite crashing in the lightweight heat race Saturday.

Gary Fisher worked his way up throughout the race to 4th where he finished, never in contention with Cook and the Bm's. Early on the Ducati started belching intermittent clouds of smoke; unseen by track officials were droplets of oil from the crankcase breather which for most of the race were pelting 3rd place finisher McLaughlin. Cook's bike was't black-flagged for excessive oil. By the end of the race, McL. windscreen was covered with oil, and it was all McL could do to stay even with Cook because of the lack of visibility.

The desmo was using high compression Forge-Tru pistons which had not been tried out in a local club race as they would have been normally. These may have been the reason the Desmo developed excessive crankcase pressure. At first the pressure vented through the breather with its one-way flapper valve, which controlled the oil discharge somewhat, allowing the oil to literally stream out of the engine. Damage to the engine is unknown, fortunately, the crankshaft was scheduled for replacement after this race anyway. Looking forward to Daytona, Cook plans to have new cylinders with steel liners in place of the iron ones, which should help ring life some. The new cylinders will allow the displacement to be bumped up to 905cc (just like the factory racers). It was a little disheartening to find out that not even Cook Neilson can get parts from the factory any faster than you or I. They had an order, paid for in advance, for a set of factory 905 heads for a month. These heads have a smaller included valve angle, (60 degrees) which allows the use of larger valves. To get the full potential from these heads, it is essential to use the racing close ratio 5-Speed transmission. These gearboxes are produced sporadically by the factory in batches of 10. They will happily sell you one for merely \$750. The gears aren't made of especially strong material, however, so you can expect to replace it every 2nd or 3rd race. Ah, if only Dr. T would visit Sweden.

Phill Schilling stated that normally \$1200 to \$1500 is pent replacing worn parts per race. This does not include untold hours of hand labor by Phill and others massaging those pieces into a working harmony with their elder brethren. (20 hours for the aforementioned gearbox.)

Along with the joys of racing are the dissapointments. For example Cook has been running Morris Racing Mags with only a rudimentary cush drive assembly, which contributed to the rapid wear of the transmission. A promising remedy appeared when Campolo began to manufacture racing magnesium wheels specifically for the factory Ducatis, which incorporated the standard hub and cush drive. A set was immediately ordered. Upon their arrival, they were X-rayed to reveal any casting flaws. Incredibly, there were several, which came as a big disappointment, but less so t han if the discovery had come at the track in a high speed banked turn.

As far as the race results are concerned, it can only be said that Reg Pridmore put on a tremendous display of courage and skill, second to none in any class of racing. This is not to discount the efforts of Cook, Steve McLaughlin or the other riders, but merely an acknowledgement of fact. Second place for Cook was no less an accomplishment. It would have been interesting to have seen the BMWs and the Desmo running against the Guzzi LeMans of the Lion of the East, Mike Baldwin. Unfortunately Mike is wearing a plaster overcoat from a mishap in a local race in the East and was unable to make the race.

Final Results: Reg Pridmore first, Neilson 2nd, Fisher 3rd, Wes Cooley 4th.

PAUL RITTER AND DUCATI WIN AT SEARS POINT CHALLENGE

Context taken from The Lap Times

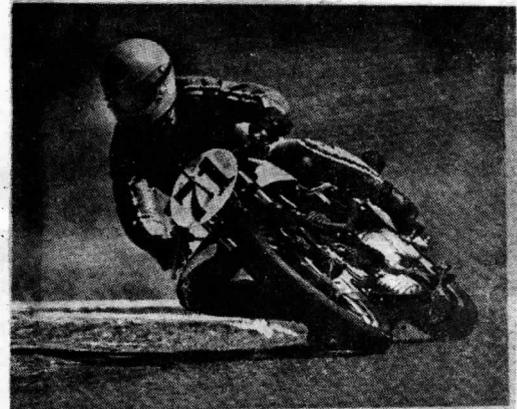
Leading off the afternoon racing were the larger GP Bikes. Quickly out in front was David Emde on an ex-Gene Romero Yamaha, taking the same kind of commanding lead as in the Match Race. Following him by several seconds was Ritter riding the Ducati newly put together by Dale Newton. Newton has not had a chance to try it out, and Ritter had not ridden it before this weekend, but they proved to be very fast, and winning, combination. Early in the race Emde's shift lever broke in fifth gear, and though he tried to (and for two laps did) keep slipping his clutch, the inevitable came to pass and Emde pulled into the pits with some Kentucky Fried Clutch to deliver, Garoutte, on a Vanguard 812 Honda which hadn't been ridden until Sunday morning practice, started from the back of the grid and worked his way very rapidly around the track to take a position behind Ritter in the second lap which he maintained for the rest of the race.

700 Yamaha challenged him hotly but couldn't get around. Alan Barbic, one of the front runners in that race, pulled off with mechanical problems half way along.

In the Heavyweight Production it was Ritter on his production Ducati leading all the way. Paul Vogel (750Kaw) and Steve Stirrett on another Ducati kept their second and third positions throughout the 15 laps also, and the real challenges were farther back in the pack. Kennis Pegelow (Z-1 Kaw) was having a good race with Fred Koren (550 Hon) until his bike lost a valve cover and began spraying oil. At the flag was Paul Ritter, Ducati, First, second went to Paul Vogel 750 Kaw, and Steve Stirrett 3rd on another Ducati.

Comments from Paul Ritter

With only two races left on the American Federation of Motorcyclists (AFM), calendar I've clinched the 750 Production Class Championship on my Ducati Sport (I've got two more wins since the most recent LAP Times Newsletter). I'm trying to cop the #2 ranked production rider award, currently four points behind.



Paul Ritter surprised a lot of people, including himself, by putting Dale Newton's Ducati under two minutes in his heat race. To prove it was no fluke, he did three more sub-2:00 laps during the Match race, then won Open GP by 15 seconds after Emde dropped out. Ritter also won 750 Production on his own Ducati for his second win of the day. Mush Emmons photo.

COMING UP ON OUR 4th ISSUE:

News on the racing adventures of three of our members who comprise an organization known as GT Racing Corp. They are Ed Shelby, Fred Kling and John T. Hoagland. They are in the business of racing Ducatis; two 750 GTs, two Super Sport 750s and one 900ss. Further they have a late model Sport which is undergoing modification as a big bore racer.

The 900ss was being prepared on Oct. 18th for a race on the 23rd of October. The race, WERA's 200 mile race at POCOMO. The bike will be run box stock with 40mm carbs, Conti mufflers, Michelin tires, and S&W shocks. They plan to save the bike for endurance races (WERA 200 miles, Nelson Ledges 24 hr., etc. We hope to have a full report for you all in our 4th issue. GT RACING CORP, 830 Glenhaven, East Lansing, Michigan 48823