

## Racing News

### DUCATI TAKES FIRST AND SECOND AT THE ADELAIDE THREE-HOUR RACE

Reprinted from REVS Motorcycle News, a fine Australian motorcycle publication that we recommend, if you can find it. Their articles on Ducatis and their excellent photos make it worthwhile reading. The magazine was sent to us thanks to New Zealand member Ian Falloon.

VICTORIAN GREG JOHNSON on a Ducati 900ss has been provisionally placed first in the Adelaide Advertiser Three-Hour Production Race. Johnson, first in the Unlimited Class last year, won from fellow Victorians Ken Blake and Mick Cole (Ducati) and the new BMW 1000 of new South Welshmen Tony Hatton and Gary Thomas.

The race began on a damp track, with local ace Greg Pretty (Kawasaki Z1000) winning the LeMans start from Kiwi six-hour winner Graeme Crosby on a Kaw Z1B. The pair opened up a lead as the track dried rapidly with Johnson heading the following heavy traffic.

Riding with great confidence in the first big outing for almost three years was Victorian Alan Decker. An early casualty was promising Victorian, Chris Oldfield, who dropped his Ducati causing a broken thigh bone.

With half an hour gone, Johnson was 15 seconds behind the leaders and lapping the tight 2.4km circuit at 65.5 seconds. Further back Mick Cole held a few seconds lead over the Moto-Guzzi 850 of Mick Hone.

Hone said he was still sore after his Calder spill, and Queensland John Warriar (Ducati) was swapping places with Roger Heyes on the white Kawasaki Z1000.

At the 45 minute mark Dan Oakhill dropped his Ducati, but was uninjured apart from a bruised back.

Pretty's fuel stop at the hour mark gave Johnson the lead by 12 seconds. After the Kawasakis made their fuel stops and yellow flags came out following several falls, Heyes, Warriar, Crosby and Hatton (BMW) began lapping as a bunch.

But at the 90-minute mark the state of the race changed considerably. Pretty (Kaw) tangled with a slower rider and crashed at the end of the esses, where he had last year. Her-

man Hammer dropped his Laverda on the back straight and brought the ambulance onto the circuit, and Andrew Souter put his Yamaha into the wall on the exit from the speed-bowl.

Warrian came in for his only pit stop right on the half-way mark and promptly had 20 litres of super dumped on him and his Ducati, instead of in the tank! John retired and one of the pit crew was treated for petrol irritation.

The BMW team, using the pit immediately behind Warriar brought Hatton in, and performed a swift rider change and top-up top flag waver Glen Dix helped clean up the area.

Meanwhile Crosby retired with mechanical trouble and Johnson fuelled after 95 minutes. After negotiating the busy "gasoline alley", he was back out on the circuit weaving through the traffic and lapping again in 65.5 seconds.

With two hours elapsed Johnson was comfortably in the lead. Andrew Nicholson had pulled out with a flat tire on his Kawasaki Z1000 and, having no spare wheel ready, had to watch the remainder of the race, as did Victorian Andrew Turpie.

The Avon Heyes/Budd team saw their chances disappear when Budd, not used to the Z1000 fuel tap turned it off instead of reserve and ran out of fuel, and the Vaughan Coburn/Ron Burke Suzuki 750 suffered a similar fate. Another Queensland Ducati rider, Dave Robbins, with a second place in the offing after a steady ride, dropped the model just after the dreaded speed-bowl entry.

Ken Blake had taken over the Cole Ducati and with some fine riding set about making some reduction to the 76 second advantage Johnson held. The debutant BMW 1000 was now third, dicing with Heyes, but he was several laps in arrears after Budd pushed in for fuel.

The flag came out after the three hours, and Johnson on the Ducati 900ss was provisionally placed first, and given the accolades and champers. Blake/Cole (Duc. 900ss) were second, followed by Hatton and Thomas (BMW). Fourth was Peter Dunstan/Rob Sanders Kawasaki Z1000

### SOME NOTES FROM THE CHARLOTTE CLASSIC RACE

I went to the Charlotte Classic international race on Sunday March 20th. This is the first time a race of this type has been held in the Carolinas. It is part of the Camel Pro Series and sanctioned by the FIM and the AMA. It was a two day affair on Saturday and Sunday, although I was unable to make it on Saturday.

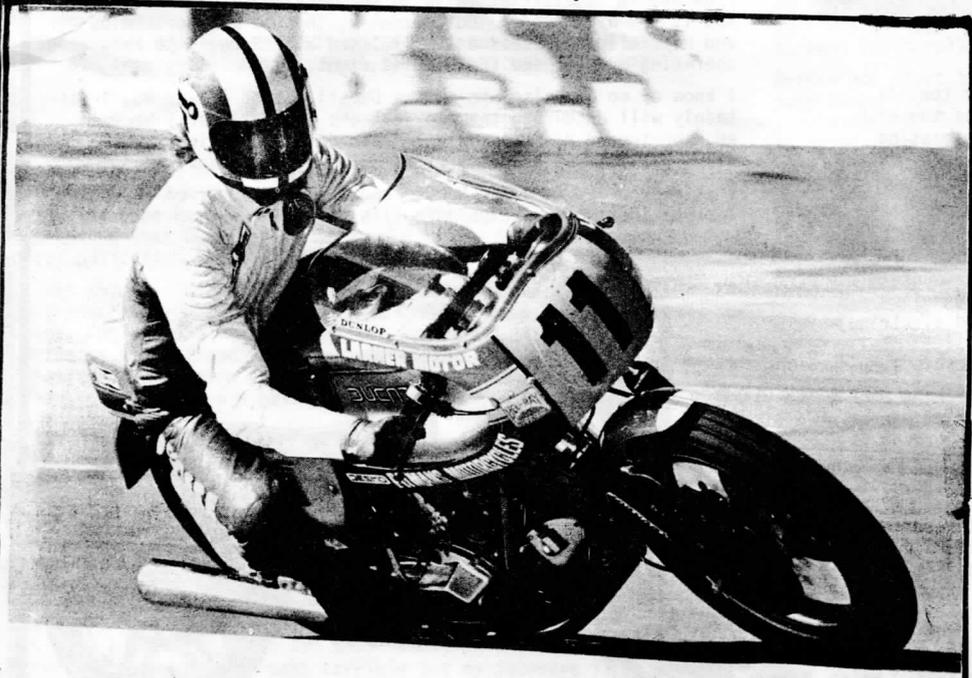
Most of the big names were there for the Formula 750 races including Kenny Roberts, Jay Springsteen, Nixon, Aksland, Scott, Romero and others.

On Saturday, Roberts took the 250 Expert race, Hal Coleman took the Novice 250, and Mike Baldwin took the Superbike event.

On Sunday, Skip Askland took the first F750 heat and Bruce Sims took the novice race. In the Superbike race, Mike Baldwin simply ran away from everybody. He really had it wired. There were a number of Ducatis entered, including Marco Mancini of Quebec, sponsored by Snyder Cycle; Kurt Lentz of Bloombury, N.J., sponsored by George Vincenzi, who also rode in the race; Dieter Guttner of St. Clair Shores, Mich., self-sponsored by Mike Wilson and E&H Motorcycles.

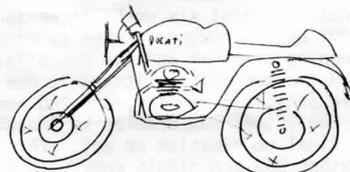
In the F750 event, Roberts flat ran away with it. There was no one who could keep up with him. Before the race was finished he had lapped several riders. His average speed was 102.MPH.

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Style on the speedbowl exit: racewinner Greg Johnson's line left no room for error!

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