

Racing Report

DUCATI SCORES ONE TWO VICTORY AT SEARS POINT

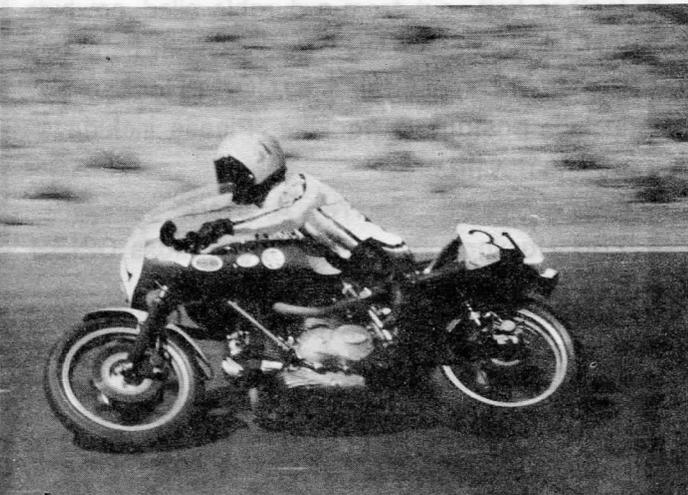
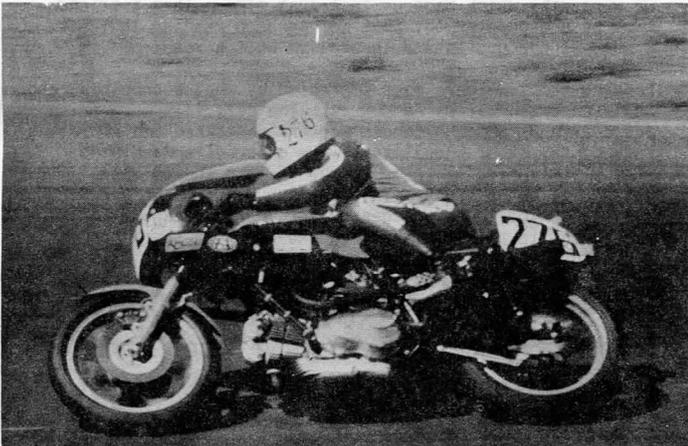
The riders were both DIOC members.

Enclosed you will find three pictures of the three Ducatis which ran at the Sears Point Superbike Race. Sorry about the quality, it was my first experience with panning telephoto shots.

Number 276 is, of course, DIOC member Paul Ritter from Oakland California. After the dust settled he was the man on top. A lot of trackside talk gave the victory to Cook Neilson before the race. But Sear Point is Paul's home track and that may have been the edge he needed to win.

Cook Neilson, number 31 finished second after holding the lead during the early going. Erik Buell from Gibsonsia Pa. (I didn't get a position on him at the finish) so I can't tell how he placed. I suspect he was a bit down on power compared to Paul and Cook. It seems the West Coast go fasters bend the rules for a bit more power.

All three were a real treat to watch blasting around the course, and the entire race was, in my opinion, far superior to the 750 GP machines. TZ Yamahas are a treat for sure, but one type bike field doesn't stir the blood like seeing a half dozen or so different brands of four strokes snorting around the track. Others have said it and so will I----I think production racing is the way to go just for sheer spectator appeal and good racing. It also might be noted that on a track like Sears Point the average lap speeds between TZ 750's and the Superbike Production class weren't that far apart (about 5 mph difference). Terrance P. Jones, 1775 Van Easton, McKinleyville, CA. 95521



THE TRIALS AND TRIBULATIONS ALONG RACER ROAD

Our DIOC N.J. Regional Director goes racing.

Text by Charles B. Clancy, III

The July/August issue of the Club News Letter just arrived on Aug. 19, 1977 and I must say, it is excellent. In addition to the interesting articles, letters and some very tempting want ads, I'd like to thank you for giving our region's first meeting such good coverage. If I can find out about that V-4 at Berliner, I'll let you know.

Bill Leavens and I went to Loudon. We took the scenic route, for eleven hours, and enjoyed almost every inch of it. The parts that were not so great featured heavy rain and Bill's fall in Rhinebeck, N.Y. We were motoring along a Nurnburgring-like road I lived on during college when we came upon an off-camber decreasing-radius turn with a line of gravel running down the middle. In college I used to eat that turn alive on a full-race 200 cc Bultaco Metralla, but Bill went a tad wide and lost it on the gravel. He slid down a grassy bank toward the edge of an old cemetery which had beautiful marble headstones dating back to the early 1800's. Fortunately, he tumbled into some bushes just short of the crumbling stone wall around the cemetery's perimeter. With little harm done Bill got up and swore so capably that the trees blushed. We pressed on, Bill's spiffy new blue leathers a little worse for wear.

For the Ducati enthusiasts, Loudon left something to be desired. Our best entry came in around sixth, nowhere near the front. Bill kept score for a Ducati team from rural Warren County, N.J. I drank beer and tried to persuade my girlfriend that I would have to kill her if she kept bugging me to leave before the end of the race. In the big one, Roberts was magnificent and, due to the fact that Loudon is laid out like a small intestine, the OW-31 was only about three seconds faster than the 250's. I later head that top tuners like Yoshimura East gear their 150 mph Formula One bikes for less than 110 at Loudon! Anyway, we saw a diverse collection of racy bikes at Loudon and had a neat time.

After I got home, a strange thing happened to me--I had to go racing. For 15 years I've been a devotee of brisk motoring, so with encouragement from best friends Bob and Lin, I took the plunge. Bob used to race a tricked out 350cc Super Hawk in California when they were the bikes to beat, so we formed an informal team: Inept Racing. I got a card from AAMR, ordered a preposterously polychromatic leather suit from Lewis' and we set about preparing my '74 750 Sport for diverse. We checked everything out, fiddled, tuned, adjusted and safe-

DUCATI

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