

# IN THE TURNS

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By John McCarthy  
DIOC Staff Writer

I've known Syd Tunstall from Syds Cycles and Malcome his son since '61 and, in fact, started road racing under his tutelage on the first Ducati he ever set up for road-racing (a '59 - 175SS). Although I drifted into other fields as the years passed, I've recently rekindled my passion to the extent that I've resumed V-racing (at the club level only, as I'm 37) after a ten-year layoff.

The results of my road-racing associations with Syd have always exceeded my expectations. I won my first race on that 175 (at Harewood, Ontario in 1963) and, coincidentally (?), won the first race of my "comeback" on a 450 (at Summit Point, West Virginia in 1978). While the latter was no big deal, perhaps you can understand why I hold Syd and Malcome's services in the highest regard. Incidentally, my present racing mounts consist of a brace of 437cc Dukes set up to comply with WERA and FGPR rules for production (a springer) and Superbike/Cafe (a desmo) classes.

The 450 projects were started as a result of one of our inevitable bench-racing sessions in St. Pete. Almost everyone agreed that the 450's couldn't "cut it" except, perhaps, in Thumper-Vintage events. In a weak moment, I succumbed, picked up the gauntlet and scrounged a battered engine out of Syd's extensive collection of exotic junkie. We refurbished it, (the desmo), tuned it up and after some shakedown problems...VOILA!..it goes! - perhaps not faster than a well developed 350 desmo, but fast enough to place high, and even win in Regional WERA events such as Savannah, Georgia.

As of last count (April) "American Roadracer" magazine has placed me high on the National Novice points standings in 655/750 and open WERA production and superbike classes - all acquired on the 437cc Duke singles! At the most recent open superbike event at Savannah, in April, I even managed a 1st overall and led the 750 Superbike event until "popped" at the finish-start line by a modified 500 Tripple Kawasaki. (I do wish they'd place the start-finish line a little closer to the last turn). Just love beating those multitis and two-strokes with what is commonly considered an "outdated, vintage" machine!

The point of the preceding BS is that all ohc Duck singles have considerable potential - even the 450 - if given some attention to detail - I have nothing exotic in mine, and even run pump gas because of the low compression pistons. While success in regional club races may have more to do with the lack of competition than any single factor - credit must be given to the basically sound engineering concepts of the design in the first place and of course, the competent advice and tuning available from the Tunstalls.

If you haven't already guessed, I'm a strong believer in riding what you collect rather than letting a collection accumulate rust and dust. (Ever examine the bearings on a bike that has been idle for a few months?) There is no better place, or more enjoyable to ride an old Duke, than on a track -- even if it's just in "low-key" (sometimes) Vintage Thumper events. I can guarantee, that as long as Syd and Malcome are around one can obtain all the necessary parts and information to keep the most sophisticated production single ever made in good running order.

Hopefully I'll be able to end the season with the WERA 1980 Florida/Southern Road Race Championship in my gruffy little hands (this award is based on points awarded to 1st, 2nd, and 3rd place overall in an eight meeting series). I obviously have some stiff competition and pulling it off with Ducati singles is probably not too realistic but at this time (with two meetings to go), I hope a narrow margin in my favor - if they'll stay as reliable - who knows? The last meet is in Oct. so wish me luck and I'll let you all know how it ends. 2606 Frederica Rd. St. Simons, GA 31522 912-638-6574.

## NEWS FROM DUCATI MECCANICA S.P.A. BOLOGNA

Press Release #27 July 7, 1980

### DUCATI'S TOTAL VICTORY IN THE 3rd TROPHY OF REGIONS

Again at Santamonica of Misano for the third round of the Trophy, a total success of Ducati TT1 with Vanes Francini, winner of all the four competitions disputed.

Among these it is surely to remember the beautiful battle of the seventh competition, Emilia Romagna - Rest of Italy between the captains Ricci and Francini.

A duel that began when the starter dipped the flag and that has seen the two pilots racing one in the wake of the other at the very fast time of 1' 27" and 4 - 1'27" and 5 for all the eight laps.

Blunting the last assault at the Sunset curve Francini was keeping a light margin, reaching the winning-post victorious crowning a beautiful and passionate competition.

Press Release #28, July 8, 1980

### DUCATI TRIUMPH AT THE 24 HRS of MONTJUICH

Exceptional result of Ducati on Spanish ground! At the 24 Hours of Barcelona, competition valid as fourth round of the World Endurance Championship, the couple Mallo/Tejedo, a Team MOTOTRANS on a Ducati 900SS, has triumphed beating the officials HONDA and the super prepared SUZUKI and KAWASAKI.

A result matured from an intelligent conduct of the competition, planned on the regularity, exploiting all the assets of better handling of the bolognese twin - cylinder, compared to the more potents and heaviest Japanese four-cylinder.

Remaining, since the start, always in the first five positions when gradually hours where running and the tiredness was felt by men and machines, the DUCATI 900 was gaining positions, up to the first one during the 17th hour.

Position that was not abandoned till the dipping of the chequered flag, decreting the well deserved success, applauded by 90,000 spectators which where crowding the barriers.

A really beautiful success that justly rewards the 900 of the bolognese brand, a "pure production bike", as shows the tenth place attained from the couple Duran/Rejes with an identic 900 which up to few days before, was exposed in the concessionary show - windows, waiting to be sold.

1st place Mallol/Tejedo (Ducati 900) 757 laps  
2nd place Schneider/Helnen (Hon. 1000) 755 laps  
3rd place Van de Wal/Strijk (Hon.900) 754 laps  
4th place Dahne/Post (Honda 998) 739 laps  
5th place Shabert/Spagnol (Kawasaki 1000) 738 lps.