

# RACING

The following article is brought to you by CYCLE NEWS, from their March 18, 1981 Daytona issue. If any of you guys are ever interested as to what is going on in motorcycle racing here in the United States, then you can't find a better source for info on the subject than CYCLE NEWS. Our thanks to them for their fine work and their support of motorcycle racing.

## Battle of the Twins

### Adamo leads Duc parade

By Gary Van Voorhis

Daytona Beach Florida, March 6th. "The strategy was to get out in front and not look back," said Battle of the Twins winner Jimmy Adamo after his flag-to-flag victory in the 50 mile event. Ducati mounted Adamo led fellow Ducati riders Rich Schlacter and Malcome Tunstall to the finish line. The top five was filled out by Moto-Guzzi rider John Tesauro and the BMW of John Long.

The idea behind the inaugural event was to give 4-stroke twins an event of their own since the multicylinders are now dominant in the Superbike class. The class was broken into four sections including GP Modified Production for both Expert and Amateur, and Stock Production to give every twin owner/rider a chance. Ducati was the most dominant brand in the field which included just about something of everything.

The three wave, 76 rider start saw Adamo and his Berliner/Reno Leoni Ducati scoot away with the lead followed closely by the San Jose BMW of David Emde and David Roper's Team Obsolete/Brooklyn HD Harley Team --punched out to 980cc from 750cc and nestled in a frame formerly used by Cal Ray-born.

By the end of the first 13 laps Adamo had stretched out a small lead and Roper was blowing by Emde with Emde returning the favor in the infield. Meanwhile Schlacter, who had taken Ted Boody's place on the G.V. Performance Ducati after Boody crashed and broke a collarbone in practice, was lurking back in fifth behind the Henter Enterprises/Syd's Cycle Ducati ridden by Tunstall.

By the fourth lap, Adamo had a six second lead. "I wanted to open up some breathing room," said Adamo "so that nobody could catch my draft. I felt if someone did catch the draft they might be able to get by," Adamo had little to worry about for he was the dominant force.

Roper was losing ground at the rate of about two seconds per lap and slowed dramatically at the end with undiagnosed ignition problems.

Emde was another rider who wouldn't be around at the finish. The engine began to smoke badly as he came past the start/finish line to begin lap nine and he parked it in the infield.

John Tesauro, aboard the Manguadi's/Jeff's Cycle sponsored Moto-Guzzi and Bavarian Cycle BMW mounted John Long were having a go at it through the closing laps until the Bee Em began to sputter a bit and slow letting Tesauro get away.

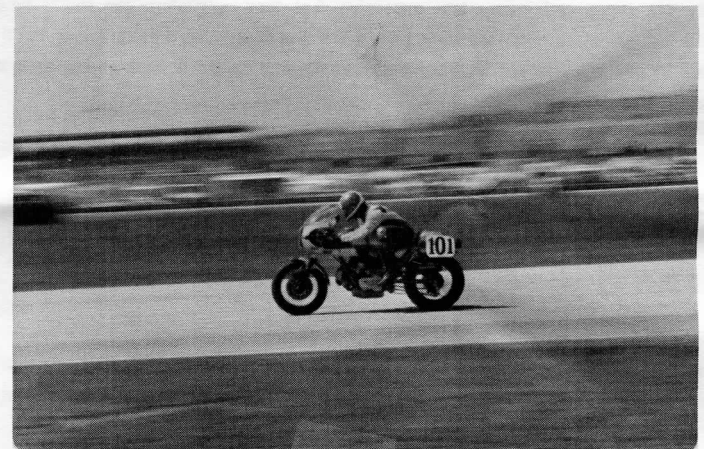
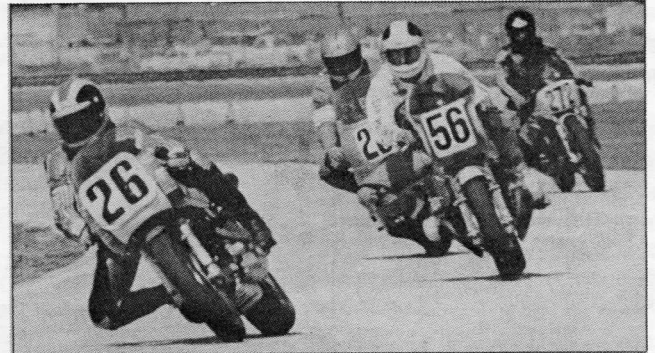
Adamo continued to grind off the lap adding two and three seconds at a swipe until he finally rolled up an impressive 39 second lead at the checkered flag.

Schlacter also had a good lead on the rest of the

"I thought it was a fun race," said Schlacter afterwards. "I believe if I had started in the first wave that Jimmy and I might have got hooked up and put on a good show."

"I almost didn't make it," said Adamo. "I started to run out of gas two laps from the end. I was sloshing the tank and doing everything I could while praying for the checkered flag to come out."

Jimmy Adamo (26) leads Dave Emde (56), Malcome Tunstall (266) and John Tesauro (272) on the opening lap of the Battle of the Twins.



Ed Mullineaux on his way to a fourth place finish in the B.O.T. race. It was a real treat to see 90% of the people involved in the B.O.T. Race that rode Dukes were DIOC members. Hell, we even had members who were riding Moto Guzzi, Norton and Triumph.

MOTO GUZZI DUCATI

**WOODS**  
MOTOR  
SHOP

SALES • SERVICE • PARTS

525 W. COLORADO ST.  
GLENDALE, CA 91204

(213) 956-0698

Tues.-Fri. 9 A.M.-6 P.M.; Sat. 9 A.M.-5 P.M. JIM WOODS