

RACING

CONTINUED.....

2	Malcome Tunstall	Duc	56
3	David Emde	BMW	45
4	Dave Roper	H-D	39
5	Ed Mullineaux	H.D.	27
6	Ron Sbordone	Duc	25
7	Hal Coleman	H.D.	23

Stock Production

1	Madison Cox	Duc	54
2	David McClure	Duc	50
3	Jeff Hover	H.D.	48
4	Devin Battley	BMW	42
5	Ronald Raymond	MG	28

Mod. Production Expert

1	John Long	BMW	62
2	Joe Minonno	Tri	42
3	Ely Schless	Tri	33
3	Dwayne Williams	Nor	33
5	Walter Schaefer	Tri	31

Mod. Prod. Amateur

1	Bill Atkinson	BMW	57
2	Jeff MacMillan Duc	Duc	53
3	Donald Jouglard	Duc	35
3	Eugene Hise	Duc	35
5	Bubba Bussard	H.D.	22

Here some last minute Racing News I got before I took this to the press. For points standings add these points below to our above points standing for a total.

Official results of the Battle of the Twins National Championship hosted by WERA at Grattan (Raceway MI July 5, 81). 40miles 20 laps. New track record for motorcycles set by David Emde 32 min. 6 seconds at 74.85 mph average. Old single lap record 1 min 36 sec. New record set by James Adamo 1 min 32.2 sec.

Race Results

Grand Prix

Pos	Rider	Machine	Points
1	David Emde	BMW	20
2	Malcome Tunstall	Duc	16
3	Ron Sbordone	Duc	13
4	Tom Wegman	Vin	11
5	Rick Swiderski	HD	10
6	James Adamo	Duc	9

Modified Production Expert

1	John Long	BMW	20
2	Peter Frank	Nor	16

Mod. Production Amateur

1	Jeff MacMillian	Duc	20
2	Bill Atkinson	BMW	16
3	Eugene Hise	Duc	13
4	James Woodside	Duc	11
5	Bob Ramsbottom	Nor	10

Stock Production

1	Dallas Wilson	Duc	20
2	Michael Shilts	Yam	16
3	Devin Battley	BMW	13
4	Madison Cox	Duc	11

PHOTOS PHOTOS PHOTOS

WE ARE IN DESPERATE NEED OF MORE DUCATI RELATED PHOTOS FOR OUR NEWSLETTER. MANY OF YOU WHO VISIT THE SCHEDULED RACES TAKE YOUR CAMERAS ALONG, AND IF YOU COULD REMEMBER TO TAKE SOME EXTRA ONES AND MAIL THEM IN TO YOUR DIOC WE WOULD GLADLY TRY AND PICK OUT THE ONES WE CAN USE AND PRINT THEM. WE ARE ALWAYS ON THE LOOK OUT FOR PICTURES FOR OUR HUGE SCRAP BOOK. IDEALLY WE WOULD LIKE TO HAVE A SHOT OF YOU AND YOUR DUCK FOR OUR FILES. COLOR OR BLACK AND WHITE IS FINE FOR REPRODUCTION. POLAROIDS OR INSTANT CAMERA PIXS ARE NO GOOD FOR PRINTING BUT ARE OK FOR OUR ALBUM. SO COME ON GANG DIG INTO YOUR PHOTO COLLECTION AND SEND SOME IN TO YOUR DEAR OLE DIOC. THANK YOU.

features

COVER STORY.....

ME AND MY DUCATI

By: Larry Harck

After two years of looking in local newspapers, I finally found my 1977 Ducati 900SS Desmo. Since it was used I wanted to make it better than new. Things started to really come together after I met Elis from Geneva Cycles, in Geneva, Illinois.

Elis and I sat down and planned out the bike. Here is what we decided on:

1. 925CC Powerhouse big bore kit
2. Imola factory racing cams
3. Imola high pipes
4. Marzocchi AG Strade shocks (1" over stock length)
5. PZ-2 Michelin tires
6. 40mm Dell'Orto pumper carbs
7. VDO Volt meter and oil temp gauges

The heads were ported and polished and the cylinder sleeves were bored from 86mm out of 89mm. While the engine was in the cycle shop, I purchased at T2750 Yamaha full fairing to give it the look I wanted "The Ultimate Ducati".

The fairing didn't fit so I had to saw straight down the middle so it would fit around the engine right. This left a 6" gap under the engine so I used a boat fiberglassing kit and hand laid the fiberglass to form the bottom. All rough corners were filled in and sanded. Next I mounted the fairing around the headlight and the two stock brackets worked fine. Four new lower brackets were hand bent and hose clamped to the frame to hold it in place. I had to cut and grind the fiberglass so that the brake and gearshift levers would clear. After mounting the fairing I finished up by painting the frame, tank, fenders, and fairing. I sprayed 5 coats of bright red lacquer with a yellow and black racing stripes. To top off the paint job, two stage Mercedes-Benz clear enamel was applied to protect the paint.

Everything was put back together. After carefully breaking in the new parts I found the Duke was about the same in performance up to 5 grand. When the tack hit 5 grand all hell broke loose. The new horsepower was now found. The Powerhouse 925CC 10 1/2 pistons and Imola cams worked together perfectly. It really makes a big difference and I would recommend it to anyone who needs more horsepower.

An oil temp sender fitting was brazed into the side of the oil filter cap, so I can keep track of the temp out of the oil pump.

In town stop lights with the full fairing, it can get hot (205°) but it drops to 140° - 160° when back on the roll.

I love to see the faces of BMW, Harley and Jap bike owners trying to pull up next to me to land a peek. Owing a Ducati is worth all that. If anyone should have any questions please feel free to call or write.

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- NOTICE: If you have a machine you would like to have appear in our FEATURES column send it in to us along with any photos you have and along with as much information as you can provide to the readers. It does not have to be anything fancy, we are not looking for any literary geniuses. We jus' wanna see whatcha got, man. Hell you may even end up on the cover of the Rolling Stones.....?.....er I mean the DIOC. I'm not a well man.....?.,...