

RACING



ADAMO DUC'S TO SECOND DAYTONA WIN

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AMA BATTLE OF THE TWINS: Round 1

By Tom Mueller

Daytona Beach Florida, March 5. Ducati pilot Jimmy Adamo topped the Battle of the Twins on Daytona International Speedway's 3.87 mile road race course for the second year in a row, using a hard charging pace which carried him to the checkered flag 33 seconds ahead of BMW rider John Long, who took second in the 13 lap, 50 mile event.

"We worked over the engine, added Fox Shox and put new disc brakes on," said Adamo as he waited to grid the same Reno Leoni machine he used last year. "We're getting some help from Castrol and Moto-X Fox and from Kenny's Inc. in Japan! The guy has been watching us for a year now."

Harley-Davidson mounted Dave Roper took a competitive third, after contending with a fuel shortage which had him crossing the line on fumes. The best racing of the day was between Long and Roper, who put on a show and demonstrated how to pick any line possible when passing lapped riders.

A two wave start put the combined four class field onto the course, and it was soon easy to see that Adamo was in a class of his own. He put a 11.5 second cushion on Ducati rider Malcome Tunstall from Syds Cycles and Long by lap two. Roper had his work cut out for him as he left the grid from the back, off his original front row position, and was running back from the front runners.

By lap three Adamo had 15 seconds over Long, who had displaced Tunstall. Roper was swiftly moving up and was now into fourth. Dough Lantz and Bobby Goodwin were deciding who would run in the fifth slot. By lap four the top riders were running through lapped riders. Roper passed Tunstall, then powered over the top of Long on a high line down the front straight.

Adamo was getting close to a half minute lead by lap eight while Roper and Long went high and low through back markers holding their pace. Tunstall retained fourth and held a cushion on Lantz and Goodin. Steve Wynne had been pushing his Duc to the front but faded to ninth when a sprocket side oil seal began coating the rear wheel with oil. Wynne who owns Sports Motorcycles in Manchester England was riding the original machine that Mike Hailwood rode to a win at the 1978 Isle of Man TT.

Adamo was fun to watch, but by lap ten he was so far ahead he wasn't part of the race. The real action was between Roper and Long, who were separated by ten feet going onto the banking out of the infield. Tunstall and Lantz wouldn't give up their 4-5 slots, and Ed Mullineaux moved into sixth

on his Ducati, with Goodin on his heels. Mullineaux used lapped riders to gain on Goodin through lap 11.

On lap 12 Adamo showed the way around to Long, who had about 100 yards on Roper, whose engine was starved for gas. The next time around the checkered flag waved for Adamo who sported a 33 second lead on Long, who in turn held a safe margin over Roper, Tunstall, Lantz, Mullineaux, Goodin, Jon Minonno on a Triumph, Steve Wynne on a Ducati and Winfried Hopp rounded out the top ten overall.

"I just pulled out the lead really quickly and sat on it," said Adamo in winner's circle. "Some of the lapped riders gave me trouble, but that was it. The bike smoked a bit, but that's because we race it so much. Thanks to Castrol, Wiseco, Keith Harte, Kennys Inc. and Reno Leoni. There's a whole long list of folks who help me." Along with his win Adamo received a slot in the record books for setting the fastest trap speed ever recorded by a twin at Daytona, 162 miler per hour!

Long didn't have time to make it to the winner's circle, as he hopped off his Beemer and jumped on his Yamaha TZ250 to grid for the Formula Two consi, where he placed second.

"It was popping out of third gear and running out of fuel," said Roper. "I pushed it as hard as I could."

"We went up 11 increments on the jets and did a bunch of stuff internally," said Bob Iannucci owner of the Harley Roper ran. "It uses a bunch more gas now, and all we had was the 3.1 gallon tank. We topped the fuel at the two minute mark, and the O'ring on the gas cap couldn't go back on, so we went to the back of the grid. We have to thank the Harley-Davidson dealers of metro New York, New Jersey and Connecticut, Works Performance, Champion, Castrol and Walneck's Vintage Motorcycle Sales for getting us here."

Of note is the Stock class win taken by Christopher Steward on a Yamaha Motors Corporation sponsored XV-920.

RESULTS:

GP: 1. James Adamo (Duc); 2. John Long (BMW); 3. David Roper (H-D); 4. Malcome Tunstall (Duc); 5. Dough Lantz (Duc).

Exp. Mod.: 1. Jon Minonno (Tri); 2. Winfried Hopp (Duc); 3. Kevin Bracken (Duc); 4. Walter Schaefer (Duc); 5. Madison Cox (Duc).

AM Mod: 1. Chris Bannister-Brown (Duc); 2. Frank Sortelli (M-G); 3. Douglass Gross (Duc); 4. Alan Cathcart (Duc); 5. Wallace Masters. (?)

Stock: 1. Christopher Steward (Yam); 2. Peter Brady (BMW); 3. Clifford Lucas (Yam); 4. Charles Bostwick (Duc); 5. Marcus Day (?).

Time: 29min., 51.34 sec. Average Speed: 101.106 mph.

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