

RACING CONT.

can beat a stock Yamaha; but don't get too cocky - Chris is one exceptional rider!

Well, the season is half over - and if you're using Castrol in the GP class, you will receive \$250 for first; \$125 for second; and \$75 for third in the point standing. For the manufacturers, it's spelled ALL DUCATI. At the halfway point, it's Ducati with eleven wins; Yamaha, three; Moto Guzzi, one; Triumph one; for Norton, BMW and Harley Davidson zero. As one Ducati rider put it regarding Harley-Davidson, "We've seen their best - and we've seen nothing!"

BMW in 1981 won three of the four National Championships. At the same Loudon last year, they took the only 4-class sweep we've ever had. But this year, BMW is suffering the loss of David Emde, John Long and now Devin Battley has a broken Collarbone.

For Triumph, they had only one victory at Daytona, and Triumph's entire effort lies in the hands of Walter Schaefer, who is doing a good job with little (or no) help at all from the factory.

For Moto Guzzi, the only one win is credited to David McClure; but don't discount yet Mark Mercandante. But for him, as well as BMW rider, Peter Brady, they are going to have a tough time staying up with a factory Yamaha, which will definitely make every National. The next stop on the trail will be Monterey, California - here, look for three surprises. One will be the San Jose BMW, ridden by a "surprise rider." For Doug Gross, he'll have to watch out for a Moto Guzzi rider by the name of Frank Sortelli. For Chris Steward's Yamaha, he may get another surprise from another Moto Guzzi - and this one will be ridden by Larry Theoball.

On August 28-29, there will be a British Battle of the Twins match race at Donnington Park, England. It's been reported that six of our riders will have an all expense paid invitation. This will consist of Adrian Heironimus and John Long on BMWs; Hal Coleman and David Roper on Harley Davidson; Malcolm Tunstall and possibly, James Adamo on Ducatis, or possibly, Joe Minonno on a Triumph. At present, it is confirmed there will be a purse, and we do not know how much though. We also do not know how the expenses will be paid. If we receive anymore additional information, you may contact Jess O'Brien at 813-527-3434 for additional information.

For 1983, the A.M.A. has now guaranteed there will be a Battle of the Twins series at both Pro and Pro-Ams, as this year. This has been verified through Mike DiPrete, Commissioner of Racing. Also, look for two major motorcycle factories to become directly involved with B.O.T.T. in 1983.

LAGUNA SECA B.O.T.T. RACE

From the July 21, 1982 Issue of CYCLE NEWS. This is the Laguna Seca Race coverage written by Mark Kariya, photos by Dale Brown. Our thanks to CYCLE NEWS for the use of these articles.

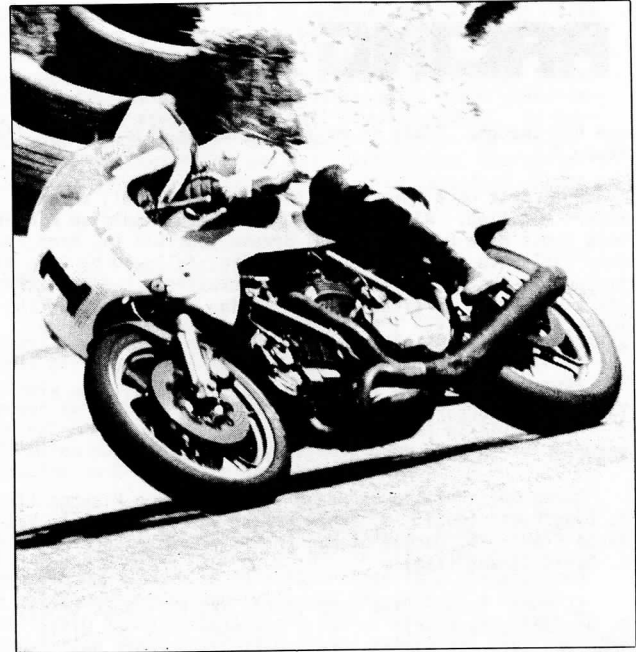
Adamo again

MONTEREY, CA, JULY 11

Jimmy Adamo soundly trounced the troops aboard his Reno Leoni-tuned Castrol/Moto-X Fox Ducati by lapping up to the first four and finishing 35 seconds ahead of second place in the Battle of the Twins race - and that was without a clutch!

The clutch blew at the start of the 21-lap event, causing Adamo to come around fifth on the opening lap. He quickly cut through the pack ahead of him, taking the lead on lap five and running away at an average speed of 88,918 miles per hour.

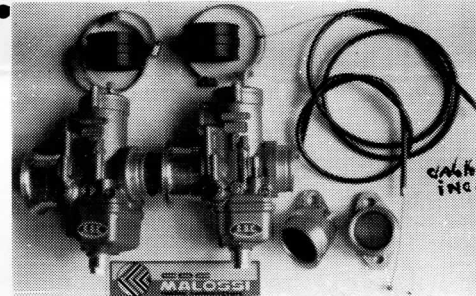
Early leader Dave Aldana dropped out after two laps when his Bob Work Yamaha XV920 started running on one cylinder. It was impressively fast while it ran, though, as Aldana pulled ground on the field until pulling into the pits.



Jimmy Adamo added yet another win to his string of Battle of the Twins victories.

After an early race pass/repass battle, Triumph-mounted Jon Minnonno took second position from Ducati racer Winfried Hopp who easily won the Expert Modified class.

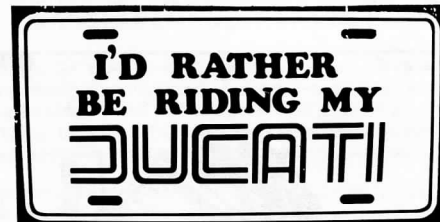
Fourth overall and third GP bike was Doug Lantz on another Ducati. Using a borrowed and slow engine that dragged its exhaust pipes in the many left-hand turns didn't discour-



DELLORTO RACING CARB. KITS

You get two carbs, 32MM, 34MM, 36MM, 38MM, 40MM, 2 velocity stacks, 2 inlet manifolds, 2 inlet carb/manifold rubbers, 4 hose clamps, 1 Molossi sticker. Stock Ducati carbs go for \$250 to \$270 a pair for carbs alone. These carbs are presently used and recommended by Reno Leoni/Jimmy Adamo Racing Team by NCR, and they are used by the majority of Ducati racing teams worldwide. They are the best kits available anywhere today!

PRICE: \$280 + \$4 USA Dollars, \$336 + \$4.80 Canadian Dollars. Canadian Residents can use USA prices when they use US currency. Overseas \$280 + \$720 Air Mail Shipping.



DUCATI CAR TAG

It's made of metal not plastic. The border is pinstriped in black, "I'd rather be riding my" is in black lettering and Ducati is in bright red. It's great for meeting other folks that ride Dukés while you are riding in your car or truck. Show those other guys you have some class, you ride a Ducati. Price: in the USA \$3.50, Canadian currency \$4.20, and overseas \$5.00. Prices include shipping and handling. Mail check or money order to the D.I.O.C., PO Box 22814, Ft. Laud. Fla. 33335. jDUCATI PINS: