

BATTLE OF THE TWINS GETS START.....CONTINUED

The race was Cathcart's brainchild, and he'd worked hard to get all the bikes and riders together.

"I think twin-cylinder racing has a great future in this country. It's incredibly popular in America, and there are plenty of people who want to race twins over here. What we need is a national championship - and somebody to organize it," he said.

One of the people that everyone was expecting to compete at Donnington was Jimmy Adamo. The Battle of the Twins ace let down Donnington at the last minute did not turn up for Sunday's meeting. He said he had cracked the crankcase of his Ducati winning the Sears Point race the weekend before and was unable to get the bike fixed in time.

"He has let us down," organizer Alan Cathcart said. He did a lot of horse trading on his expenses and when we came up with a lot more money than most of the others were getting, he agreed to come and sent in a signed entry form. I believe he was scared of a showdown with Bob Smith on the RGB Westlake."

Another non-starter was Dave Roper. Harley Davidson has withdrawn sponsorship of his bike and he could not get enough funds together to repair it in time for Donington. Additional troubles came about when British Harley importers, Coburn and Hughes, refused to lend him a van for four days to transport the bike while it was in England.

On a more positive note when Malcolme Tunstall blew his Ducati racer to pieces in the preliminary race at Donington and when his long trek from the States looked like it would all have been in vain, Sports Motorcycles Steve Wynne stepped in and provided the American with some new crankcases and, after an all-night rebuild, the big V-twin was ready.

As the lights changed to green it was Minonno who made the start, with Smith and Tunstall close behind. As everybody had expected, Bob Smith charged into the lead on the third lap, and from then on the race was all over. His bike was just too fast.

Tony Rutter managed to get past both Americans, but coming through the chicane for the ninth time lost it and went down in a heap. (".....went down in a heap." *European writers are so colorful.* Ed)

The Triumph slowed noticeably towards the end of the race as the petrol began nibbling at the pistons, allowing Railton to slip past into third spot.

The retirement rate was heavy. Out went John Long, Jack Gow on the Cosworth and Rob Sewell on the JPS Norton, and about 8 other bikes. (*Thank God the race was only 29 miles, I hate to think what'd happened if it was longer.* Ed)

But it was Smith's day. He'd taken on the top Yanks and blown them in the weeds, ("...top Yanks? How does this *qu* figure the top Yanks were there when Adamo and Roper did not show up? And they didn't blow us into the weeds. Tunstall was running a near stock put-together-in-a-hurry bike and still clinched a close second. Ed) --and he was a very happy man.

It hadn't been a good race. Smith had been impressive the Yanks had battled hard, but there were too many also rans in the field.

The real stars were the bikes. The screaming Cosworths had been worth coming to see on their own. Minonno had proved there's a lot of life left in Triumph yet, and even the works Nortons showed they still had what it takes.

In one way it was like going back ten years. The smell of Castrol R and the heavy thud of big twins made me remember my first ever road race meeting.

And that's the appeal. New bikes, new riders - but the same old excitement.

DIOC MEMBER MALCOLME TUNSTALL DOES A LITTLE ENGLISH RACING

While the Tunstall family was in England they entered

everything within driving distance as long as it was a road race. I mean these people eat, drink, sleep and racing. Even their pets are into racing...they own a greyhound and a race horse, even the cat gets into the act. He has these little leather outfit and in order to get his dinner he has to do a couple of laps around the kitchen table and qualify under a set time that they've got formulated. Well anyway, they have this little Aermacchi 350 and Malcome was kicking ass over there on these strange tracks. He picked up two second place finishes and one first place. MOTOR CYCLE WEEKLY wrote this: "Top dog in the 350 class over the two days was Malcolme Tunstall and his Aermacchi. On his first visit to the Norfolk circuit, he showed his uncanny track-learning ability by never finishing lower than second, speeding up as the weekend progressed to beat MGP winner Dave Arnold's similar bike in the final two races.

Now you are all wondering why in the hell I stuck this piece in here, being that the bike was some Aermacchi and half of you don't know what the hell this is (it's a Harley Sprint which were made in Italy under a license from Harley by the Aermacchi factory) ...anyway I had this space to fill and Syd Tunstall sent me the clipping.

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