

RACING Cont.

AM Mod: 1. Ted Russo; 2. Lewis Harruff; 3. Chris Bannister
 Stock: 1 Chris Steward (Yam); 2. Peter Brady; 3. Wayne Reiss.

JESS O'BRIENS' CORNER

B.O.T.T. UPDATE

In the Grand Prix Class, it was Adamo/Leoni collecting their ninth National win and a record of nine wins, five losses. Three of the losses were due to engine failure and two at the hands of Emde - the only rider to actually beat Adamo. Doug Lantz moves into second place and pushes Tunstall to third place and out of the running for the #1 plate. The place to look for Tunstall to beat Adamo is at West Palm Beach during the Florida Double-Header (WPB and Daytona). Tunstall can't afford to be beat here - for one reason, he has never been beaten by another Twin at his hometrack; but another rider to watch out for at W. Palm is Hal Coleman. Last weekend, he clipped one-half second off of Tunstall's time. The track record stands at 1:29.5 sec by Dale Singleton.

Winfried Hopp makes it two in a row in MPE and opens up a 9 point spread over second place, Joey Mills, with Schaeffer and Cox holding down third and fourth position. Doug Gross only had to beat a single Triumph in MPA; but nevertheless, it's three in a row and he's tied David Emde's record.

Yamaha plus Steward equals another win and this race is almost over in Stock Production. Hal Coleman will miss Pocono, due to a broken collarbone received while dueling with Henry DeGouw's TZ-750. We hope he gets well and makes W.Palm in the middle of October.

If you read Cycle News East, you've guessed who one of the two manufacturers are who is coming into the B.O.T.T. It's Harley Davidson. The new XL will be a short rod, one-half inch shorter than the present Sportster. It will consist of XR-750 heads, 45mm intake; 38mm exhaust; aluminum cylinders, 9.5:1 compression; 16 in. rear wheel; 19 in. front; (2) 36mm Dellorto carbs; exhaust system similar to that of the XR-750; dry clutch and single disc front end. The bike is claimed to produce 71 HP at the countershaft, with full EPA regatta. Don't be in too big a hurry to order it. It will probably not be ready until the first of the year. For those of you in a hurry to order racing parts, DON'T. There is a good probability there will be a complete roadrace kit right over the dealer's counter. There is also very good speculation that H.D. and Springer are ready to enter the B.O.T.T. Cal Rayborn's special frame, which has a wheel base rake and trail is considerably different than that on the roadrace frame used by Hal Coleman. So now, it's just a matter of time waiting for H.D. to pick the time and place. (?) For the second factory coming in - I will give you a hint. The engine is a V-45, with three valves per cylinder; single overhead cam, and it comes in an option of either watercool or air. What does the entry of these two manufacturers mean for March '83? It means you'd better come up with a dry weight of 320 to 340 lbs, produce 95 to 105 horses at the countershaft sprocket; and be able to cut lap time of 2:14.7 to 2:15 flat. The fastest time so far is of course Adamo/Leoni with very consistent 2:15 to 2:16.

LATE-BREAKING B.O.T.T. NEWS

O'Brien Flowmetrics is proud to announce in 1983 it will sponsor two-time A.M.A./B.O.T.T. National Championship team of Adamo/Leoni. The only previous rider that will be retained is Amateur Ed Culbertson. Ed, with the help of O'Brien, maintains and builds his own equipment and has acquired 11 state championships and two A.M.A. National Championships on his 250-350 Ducati. Culbertson will also ride a Ducati 860 in the Amateur class of the B.O.T.T. in 1983.

SPONSORSHIP HELP

The A.M.A. Pro Department now has a form letter, which all B.O.T.T. riders can acquire, to assist them in obtaining

sponsor assistance. Write to:

ATT: PAT McCOY
 Pro Racing Department
 American Motorcyclist Assoc.
 P.O. Box 141
 Westerville, Ohio 43081

Thank you for a great season, we are all looking for an even more exciting 1983 race program. If I can be of help to anyone, fell free to contact me at:

Jess O'Brien
 5573 Cedar St. NE
 St. Pete, Fl. 33703
 (813) 527-3434

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LAST MINUTE RESULTS AND POINTS STANDINGS

AMA Official Results 1982 B.O.T.T. Daytona, Oct. 3, 82

(We just have room for the first three spots)

POS	Grand Prix	SPONSOR/MACHINE
1.	Adamo, James	Reno Leoni/Castrol Ducati
2.	Tunstall, Malcolm	Syd's Cycles Ducati
3.	Tesauro, John	St. Augustine Cycles, Moto Guzzi

Expert Modified

1.	Sbordone, Ron	Schuster Cycle/Ducati
2.	Williams, Dwayne	Self/Norton
3.	Cox, Madison	Self/Ducati

Amateur Modified

1.	Gross, Douglas	Syd's Cycles/Ducati
2.	Bannister-Brown, C.	Self/Ducati
3.	McClure, David	Self/Harley-Davidson

Stock

1.	Mercadante, Mark	The N.Y. Motorcyclist/Moto Guzzi
2.	Steward, Chris	Yamaha Motor Corp/Yamahahahahaha!
3.	Brady, Peter	Self/BMW

1982 Grand Prix Class Series Point Standings

1.	Adamo, James	169	4.	Roper, David	37
2.	Tunstall, Malcolm	84	5.	Williams, John	36
3.	Lantz, Doug	79	6.	Long, John	31

Expert Modified Class

1.	Mills, Joseph	121	4.	Schaefer, Walter	67
2.	Hopp, Winfried	103	5.	Sbordone, Ron	64
3.	Atkinson, Bill	83	6.	Cox, Madison	58

Amateur Modified Class

1.	Gross, Douglas	129	4.	Vendola, David	39
2.	Bannister, Brown, C	125	5.	Dufresne, Bruce	37
3.	Masters, Wallace	40	6.	Illigasch, Whitney	35
				Cathcart, Alan	35

Stock Class

1.	Steward, Chris	153	4.	Mercadante, Mark	79
2.	Brady, Peter	98	5.	Harrison, Paul	39
3.	Reiss, Wayne	94	6.	Lucas, Clifford	23

In the Fourth Round AMA Amateur Road Race Ed Culbertson was the winner in the Modified Production 250cc Class aboard an ancient Ducati 250. Nice going Ed! Long live Duke singles!