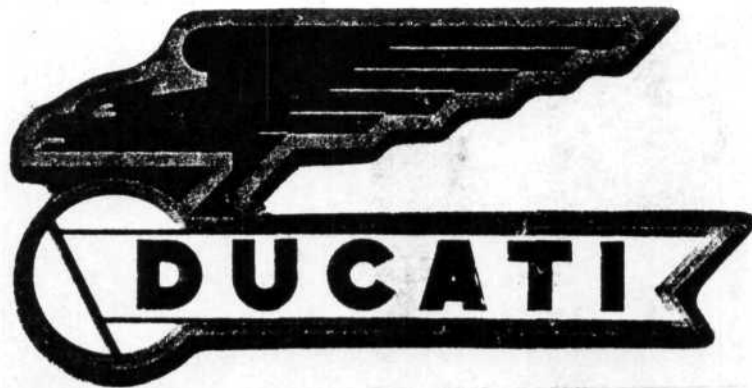




MARCELLO
PERUZZI.



DUCATI OWNERS CLUB OF CANADA

NEWSLETTER #10

October 31, 1977.

Dear James,

Received the newsletters and Lewis Catalogue. I talked to both Karl Kellner and Ed King today about the 160 Duc. on the phone. It is set up as a dirt bike and would require too many changes to make a cafe racer. I just opened up my Formula III engine last week, it's completely different from the Elite. It's really beautiful inside (drilled gears, extra ball bearings, lightened pieces). If you should hear of any Formula Ducs. for sale I would like to have a shot at it.

So long for now,

Bob Westercamp

P.S. I'm also looking for a TSS Bultaco roadracer.

Dear S. James Collins,

As the owner of a 1975 Ducati 860 GT with flat bars (no electric start thank you) and the only shop manual available for this bike, I am very interested in the D.O.C. Please send me the registration form, newsletter and technical assistance. How do you grease the speedometer drive? that grease nipple doesn't fit my grease gun. Do all 860's have clutch chatter? Is riding in the day with the parking lamp on really legal? (The battery tends to die quite often with the lights on low beam. But I love the bike's handling, torque, and nice sounding engine.

Mark Perkell

Dear Jim,

Many thanks for the club patch and the M.L.R. Brochures. Just thought I'd drop you a line and tell you that the love affair with my Duke grows more with each ride. I really can't explain the feeling I get when I start it up and ride the streets. It's almost as though the bike and I are one, rather than the bike being just another form of transportation. Before I get too carried away, here's something that might interest members with V twins. A Toronto firm called Lanherne Engineering Services is importing and distributing engine manuals for 750 GT/Sport and 860 machines. Although the price is steep (\$15.00 + C.O.D.) it is an excellent manual using both colour and black and white photos. Also the paper feels like it is coated so that marks will wipe off without staining the pages. For those interested, here's the address and telephone number:

Lanherne Engineering Services
102 Westminster Avenue
Toronto, Ont. M6R 1N4
(416) 537-4309

Jim, do you remember the fellow I was with at Mosport with the 500-4 Honda? Well he took a giant step up and bought a Laverda 750 SFC. from Keith Harte. It's truly a remarkable machine, but it's a real shaker. We sure do turn heads when we ride

around. The two bikes sound nothing but beautiful. Here's something which will interest you, while looking through some old issues of Motor Cycle (the English newspaper) I came across an article on the Earls Court Show - stoppers that never made it past the show. In 1964 the show stopper was a V-4 Ducati called the Appollo. It didn't say much about the bike but there was a photo and what a beauty it was. It looked like it was made for touring with its large tank and very full fenders. The engine is what really took my breath away. Other than the fact that it had two extra cylinders, it was identical to the engine in the 750 S. Even the side cases were the same! In 1964!! Like I say, it was a real beauty and I am going to try to get a copy of the machine so I can send it to you along with the picture you want of my bike. It's nice to know the 8 years before introducing the V twin, Ducati was designing and refining the bike I ride today. No wonder it made such an explosive debut in 1972. Well Jim, that's all for now. Hope to see you at the Maple Leaf Rally. And again thanks for the patch and brochures, and most important, thank you for the Ducati Owners Club of Canada.

Yours truly,

Steve Cantar

P.S. I also want to thank you and Mr. Snyder for the Ducati patch and decal.

Dear Sir,

Please send me information only re. your ad in Cycle Canada, also information on a Ducati 200 c.c.

Lee F. Faulkes

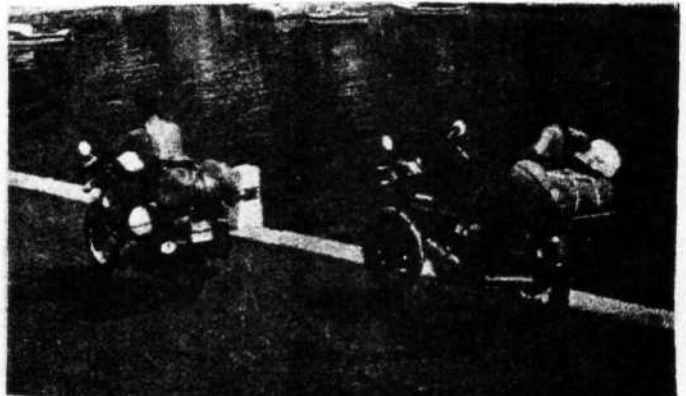
Dear Jim,

Many thanks for the test on the Duke 500. I thought the test was extremely fair and its conclusions are much the same as mine. The 500 is a sweet little machine and I like it more every time I ride it. The show was a real blast and I took a great number of good slides and got a good one of Bob Westercamp's Duke Elite which I'm going to have printed up. I'll send you a copy as soon as I can. I'm busy getting my bikes ready for winter storage today. The good weather is about to end in this area. The meeting in St. Louis, Mich. on the 13th sound great to me. I've not talked to John yet but I'm almost positive we'll be there. I'll bring along some prints of the 500 and of John's bikes. I've a good number of slides of the Canadian G.P. and the Woodstock Show. If you think the boys would enjoy seeing them I'll bring them and my projector along and we'll have a little slide show if facilities are available. Please advise,

All the Best

Bud Hallstrom

P.S. I copied a C.W. road test of my 1967 Ducati Diana MKIII, I still have an interest in this little gem. The performance of the bike is still amazing even ten years later. See you on the 13th. Bud



TOURING - CAMPING - IN EUROPE

Newsletter #10

RIDING IMPRESSION - 750 Desmo & 900 Desmo

The other day Derek Margetts rang me up and said head over to Ruapuna as Alan Bramwell has the track hired. So I duly unwrapped the Sport, checked a few things as part of the routine for riding these machines, and off I went on a nice sunny afternoon on the Verge of Spring, but still with a winter nip in the air. Sure enough when I arrived there was Alan's 900 Desmo, and also Jim Bramwell's ex-Reg Hyde 750 Desmo with the complete Imola Kit consisting of a full fairing, high lift cams and high rise megga pipes. Soon I was pushing (not literally) my Sport around just to get the feel of the track and it was going superbly, pulling 8,000 r.p.m. in 5th on the main straight with its really short gearing (38 tooth rear sprocket) which computes out at about 115 m.p.h.

After watching the 750 for a while Jim offered me a ride with express instructions not to drop it. With a quick bump start we were away. First impressions were that the clip-ons were pulled in very close to the tank and it was very noisy and exceptionally free revving. It was also very cammy, power coming on strongly at about 6000 revs and pulling up to 9000 easily (perhaps more, but I didn't want to break the motor). It handled nicely too, feeling better around the hairpin than my longer wheel based sport, but with a little front wheel patter in the faster corners. There were no ground clearance problems and the Dunlop Racing tires felt good. It was amazing "cruising" through corners at 7,000 revs where the motor felt happiest - like 5,000 does on the Sport. In all a very impressive machine, although I did expect it to be faster. Jim's TZ 350 D just left it down the straight. Rain was beginning to loom up and I was offered a few laps on the 900 ss - who could refuse an offer like that? The 900 looks absolutely magnificent, but the left-hand shift bothered me at first. It has none of the positive feel that the right-hand shift has and every shift felt like a false neutral at first - dare I say it, but almost a Japanese feel. After getting used to that, braking felt similar to the 750 ss but the tyres (Michelins) didn't feel like the Dunlop Racing or even as good as my K91's. They drifted a little out of Rothmans and I was always wary not to lean too far. Strangely the Desmo 900 didn't feel that fast and it is hard to be subjective about handling on a smooth circuit except that no thing except the tyres ever gave me cause for concern.

After hopping off the 900 onto my Sport my bars felt funny and the power characteristics identical except the 750 is slightly smoother. It certainly didn't feel any slower or brake as well. A most pleasant way to spend a couple of free hours and I must thank both Alan and Jim Bramwell for such an opportunity. My only conclusion is that all Duke's feel the same - their handling is superb and the engine characteristics remain basically the same, no matter what the state of tune.

Ian Falloon

TORONTO AREA MEETING

Our host Cornell Charade provided a sparkling room for the D.O.C.C. first area meeting. I read a report and showed some interesting motorcycle publications. The main part of the meeting took one hour but afterwards it turned into a friendly social fest with everybody talking about their experiences with Ducati Motorcycles. Those attending the meeting were Cornell Charade, Bolejran Judzinski, Diane March, Helen Sutcliffe, Dwight Teague, Jerry Diggins, Robert Easton, Brian Williams and Richard Cole and myself. Next meeting 4th Dec. 1:30 p.m. at Cornell Charade's in Toronto.

Newsletter #10

CLASSIFIED:

FOR SALE:-1975, 750 cc SUPER SPORT, 735 miles - LIKE NEW, NEVER REGISTERED \$4,000.
1977, 900 cc SUPER SPORT, 2,500 miles - EXCELLENT CONDITION, NEVER REGISTERED. Call or Write - TOM WEGMAN, 212 Person St., IOWA CITY, IOWA, U.S.A. 52240 1-(319) 338-6711

FOR SALE:-1976, 900 S.S. THIS BIKE IS IMMACULATE AND WILL ONLY BE SOLD TO APPRECIATIVE OWNER. 1 year old - Fibreglass tank - PZ2S - Air filters - All paint covered with clear acrylic lacquer,- 5,000 miles. Call or Write - PAUL KENNEDY, 3 Robinhood Drive, DUNDAS, Ontario (416) 627-0985

FOR SALE:-1974 BENELLI, 650S. TORNADO. Electric start. Dealer Demo. Less than 500 miles. Immaculate condition. Many many new extra parts. Call (313) 689-7189. Very reasonable. Located in Troy, Michigan. Write Larry Mayes, 2644 Downey Drive, TROY, MICHIGAN, U.S.A. 48084

WANTED:- FOR 1967 MONZA - Front engine plates, side stand, exhaust pipe (scrambler or sweptback if possible), rearsets, nut for top of fork crown, damper assembly, points cover, screws and seal. Will trade 350 bottom end for the right deal. Will try to be at next Toronto meeting. Write or Call - STEPHANIE COULSHAW, (613) 561 Gilmour St., Apt. 3, Ottawa, Ont. K1R 5L5 235-9215

HINTS AND TIPS:

If the road is covered with glare ice and hardly tractable let half the air out of the tires for more traction.

Always free clutch by kicking over engine with kick starter lever and pulling in clutch lever. This helps after machine has been sitting for one or two weeks.

FOOTNOTE:

Anyone with ads please mail them in to me, also dealers with used Ducati machines please let me have ads for the newsletter and also anyone with high rise pipes and fairings and tanks; please send me the ads - THEY ARE FREE TO EVERYONE.

Best regards,

S. James Collins



COFFEE RUN ANYONE!



1977 FIM RALLY