

DAVE POWELL DAYTONA
1968.

DUCATI OWNERS CLUB OF CANADA

NEWSLETTER #11

NOVEMBER 30, 1977

Dear Member,

With the 125 Ducati and a 125 James Motorcycle in the van we arrived at the Woodstock, Illinois Fairgrounds on Saturday night. Walking across the road we had dinner at McDonald's and parking the van in the fairgrounds we took the bikes out and pushed them into the exhibition hall, a large building with tiled floors and snack bar. Even at 9 p.m. it was a beehive of activity with entrants rolling in their machines and lining them up in the hall. I parked my 125 next to Bob Westercamp's 200 Elite and his wife's 350 Desmo sport; boy, what a line-up. Going back to the truck, we slept over and next morning had breakfast across the road again, at McDonald's. After breakfast we went back to the exhibition hall and more machines were being lined up in the hall - at^a about 1 p.m. there were over 150 different kinds of machines, from the very early Cleveland Ace, to the most modern Don Vesco Yamaha racer. There was a large courtyard attached to the building and this area was used for the swap meet/flea market. As well as several fine pieces I picked up a 250 cc Ducati head, 250 parts manual and a Ducati speedo for ten dollars. Walking around the courtyard we saw some fine used machines for sale - Matchless, B.S.A., A.J.S. Singles all in excellent condition; Harley and Indian motorcycle parts were lined up in ranks and the buyer could walk around and pick up parts that he needed to complete a restoration, or repair his own machine. Brand new tires, control cables and oil and grease in cans were for sale too. Right in the center of one line of parts, a most amazing sight greeted the eyes; a very rare 350 cc overhead cam N.S.U. single engine assembly complete with bevel drive cam tower and cam gear box. This engine may have been used by W. Herz in his world speed record at Bonneville. Several stalls were put up and contained all sorts of badges, pins, owner's manuals and workshop manuals. I went back in the hall after awhile and it was filled to capacity with motorcycles and members of the public looking over the bikes and asking all kinds of questions of the people that owned the machines. At 3 p.m. more machines were ridden to the display hall and wheeled in. Several members of the Vincent Owners Club who rode their machines to the hall entered them in the exhibition; Bud Hallstom brought his 500 GTL and John Lumley rode his immaculate 750 SS right to the Hall and parked it outside the entrance, there was even a black 860 GTS parked outside. At 4 p.m. I took out the 125 and rode it around the various buildings in the fairgrounds, afterward we packed up our bikes and said goodbye to our friends. The members attending this event were Bob Westercamp, Bud Hallstom, John Lumley, Tom Wegman and George Frisch. If you want to spend a weekend in Chicago why not go to the Annual Midwest Antique Classic Motorcycle show at Woodstock, Illinois next year; it's just a 5½ hour trip from Windsor and a great place to meet Ducati Owners from the mid-west and enjoy each other's company. See you in Woodstock next year.

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THE FACTORY SCENE:

Work is finished on the prototype of the 350, 500, & 600 cc 90° V twin engines, also a special frame design and seat tank fairing combination for use with the 500 Desmo vertical twin. R & D have been busy these past months to provide the production line with an unending variety of engines and machines for the up coming years of 1978-1979. Diversification and utility are the words to describe the excellent effort being carried out at the Works in Bologna. Bore and stroke on the 350 V twin is 61.8 mm x 58 mm, the 500 V twin 74 mm x 58 mm, and the 600 V twin is 80 mm x 58 mm.

WANTED:

RACING PICTURES of works machinery and DUCATI MACHINES in Canada and in Europe, COPY of MOTO MORINI HISTORY as appeared in CYCLE WORLD several years ago. All items carefully copied and returned in excellent condition. Please send donated or returnable items to:- S. JAMES COLLINS, 1786 WINDERMERE ROAD, WINDSOR, ONTARIO, CANADA, N8W 2S1.

MACHINE ENTRIES WANTED FOR LONDON, ONT. MOTORCYCLE SHOW IN FEBRUARY. IF YOU OWN A 750 S.S. or an 860 ENDURANCE RACER, EVEN A 250, PLEASE WRITE IN STATING YOUR ENTRY AND MACHINE DETAILS TO ABOVE ADDRESS AND WHEN MACHINE WOULD BE READY TO SHOW. CLUB WILL PURCHASE EXHIBIT AREA AND OWNERS WITH MACHINES TO SHOW HELP WITH RENTAL FEES. This is our first serious effort to show the public some of the finest imported motorcycles available to the man in the street and the sporting rider.

ST. LOUIS, MICHIGAN AREA MEETING:

Host Tony Urbanik opened his country estate to us for our meeting. With over 23 members and some of their friends, this was one of the largest and best attended meetings to date; the Windsor - London chapter consisting of four members attended. Graham Clayton showed his colour movies of the TT and racing action at Daytona and Mosport. A Ducati Quiz was presented by Tony Urbanik and this drew quite a few smiles from the members at the meeting. At 4 p.m. the meeting moved to a restaurant at the edge of town and with dinner I got a chance to do some table hopping but at 5 p.m. I had to leave for home although the rest of the club members went to visit the workshops of Larry Klein in Lansing with a lot of bench riding and racing stories to swap. It wasn't until 3 a.m. Monday that Graham got home. All in all, this was a splendid weekend and everyone is looking forward to the next meeting in April 1978 for a repeat performance. My special thanks go out to Larry Klein and Tony Urbanik for the splendid work they did in getting everyone out to the meeting.

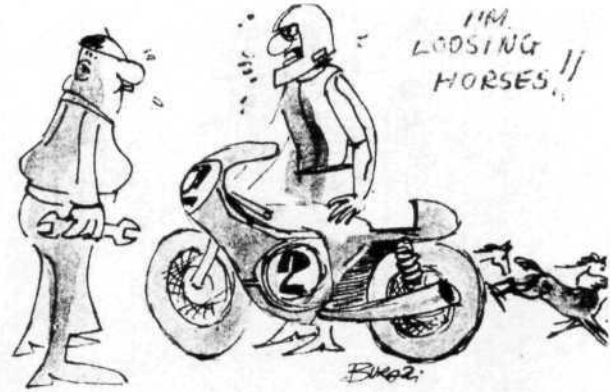
HINTS AND TIPS:

With removal of wheels check and clean out brake drums, use fine grade sandpaper to deglaze brake shoes and lightly sand inside surface of brake drum. While rear wheel is removed check for side play in rear swinging arm assembly; if this is left loose machine will have serious handling problems and may wobble through rough corners.

RACING NEWS:

Mike Hailwood finished 6th aboard a Ducati 750 ss in the Castrol 6 hour at Amaroo Park. A 900 ss finished in fourth position. Race was won by Ken Blake on a BMW R100S from a Z1000 and a Z650. Ken Blake is a Ducati fan also and has won several races on Desmos over the past couple of years. Marco Mancini won the open production class in the Brimaco Series with a point score of 198. Our hats are off to one of our members for a fine racing effort in 1977.

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OWNERS' CLUBS:

MOTO MORINI CLUB OF NORTH AMERICA
 c/o BOB RYAN
 16 GOOD SHEPHERD TERRACE
 ROSEMONT, P.A., U.S.A. 19010 (215) LA5-8728

B.S.A. OWNERS CLUB
 STEPHANIE COULSHAW
 561 GILMOUR AVENUE, APT. 3,
 OTTAWA, ONT., CANADA. K1R 5L5 (613) 235-9215

DUCATI INTERNATIONAL OWNERS CLUB
 1447 ST. RD. 84
 FORT LAUDERDALE, FLORIDA, U.S.A. 33315 (305) 524-8659

LAVERDA OWNERS CLUB
 SEC. MICHAEL P. KAVULA JR.
 6157 MARY BETH COVE
 BARTLETT, TENN., U.S.A. 38134

MOTO GUZZI NATIONAL OWNERS CLUB
 FRANK WEDGE
 P.O. BOX 93
 SYLVAN GROVE, KANSAS, U.S.A. 67481

CANADIAN VINTAGE MOTORCYCLE GROUP
 c/o ALLAN F. JOHNSON
 51 MARKET STREET
 GEORGETOWN, ONT., CANADA. L7G 3C4

FOOTNOTE:

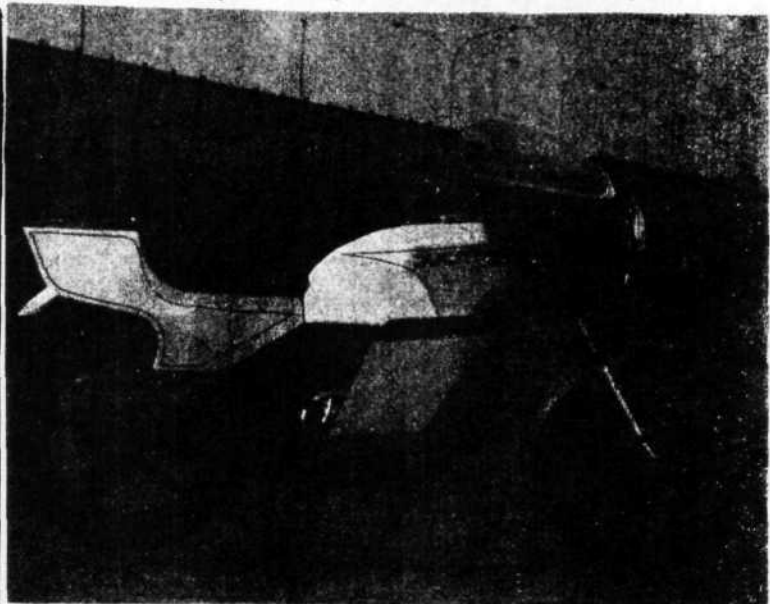
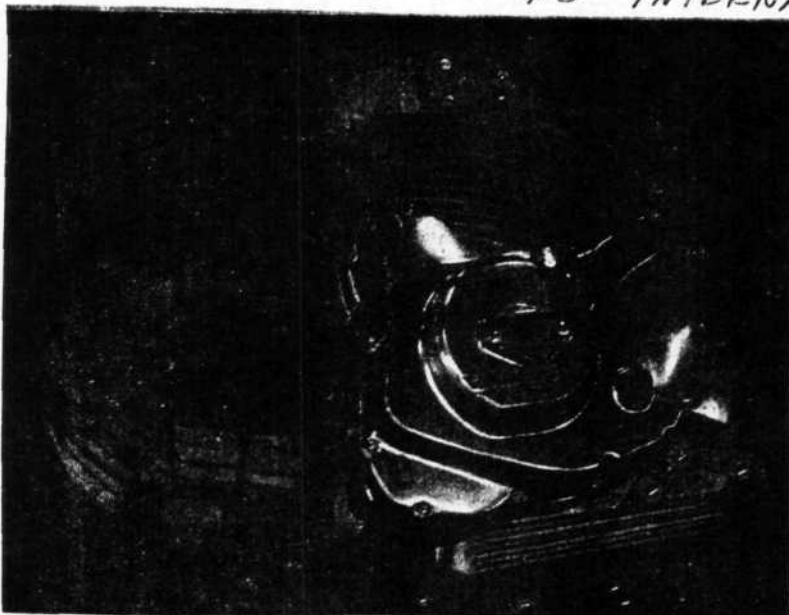
Club T shirts are in the works, also a transparent club decal for the machine. More on this in a later edition.

New address for D. LEWIS is 120 - 122 Great Portland St., LONDON, W1A 2DL, ENGLAND.

With Best Regards,

S James Collins

45TH INTERNATIONAL MILAN MOTORCYCLE SHOW



NEW FOR 1978 350, 500, 600 CC. 90° V. TWIN. WHAT BEAUTY!

500 vertical twin DESMO. NOTE: INSTALLATION OF CAMPAGNOLO HYDRO CONICAL BRAKE SYSTEM AND OIL COOLER MOUNTED BELOW HEADLAMP