

DUCATI OWNERS CLUB OF CANADA

NEWSLETTER #5

May 31, 1977

Dear Member,

Starting out from the house at 5 a.m. Friday, I got to Appin just after 7 a.m. and Vaughn Blackmore was waiting on his 750 Duke; our first stop was at Keith Harte's in Grimsby, he has a terrific collection of used bikes and new bikes also some racing machines. I talked to Keith about my 350 Desmo and he showed me the 350cc Desmo he has for sale and what a beauty of a bike it is, just waiting for some lucky rider to snap up. I didn't want to leave but our schedule was close so we took off for Toronto.

When we pulled in to Pit Shop cycle, the first thing I saw was a 900xx. sitting alongside a Laverda 3 with another blue 860 by its side; if you want to see some bikes all together, go to the Showroom, there are a lot of fine looking machines to see there. We left Toronto around 3 p.m. before the rush to go to the circuit at Mosport. When we got to Mosport we were directed to the B.F. Goodrich gate and up the hill into Honda Sport Park. I parked the van on the first hill where the water truck, washroom and coffee concession were all close by, the concession was open 24 hours for coffee, hamburgers, hotdogs and coke.

I wanted to get out my 125 Ducati but it got so dusty at 7 p.m. I left it locked in the van, the noise and dust was just too much. Saturday was a repeat performance, with M/X bikes rushing up and down through the camping areas in the outfield; no motorcycles were allowed in the infield at all until Monday afternoon. Sunday the side cars practised at 10 a.m., at 12:30 the side car race started, one machine came up through the field and finished 2nd; it was a rotary Mazda machine, it ran very strong but R.C. Engineering had a faster machine. Monday I took the van over to the restaurant area & took out the 125 Ducati. It started fine, I had already checked the timing the day before and it sounded really good, the roar of the mega attracted a lot of attention; it was just like the old days, but not for long, oil started to run out of the cylinder base - the gasket which was old had started to leak - so I just turned the engine off and put it back in the van.

Coming out to meet me at the track were the following members:- John Beelen, Glen Green, Brian Keeble, Brian Markwell, Steve Cantor, Ken Rogerson, John Painter, Bob Lapchuk, David Fleming, and Colin Fraser. We all had a good time meeting one another but I couldn't stay in one place very long. At the pits I saw only 4 four stroke machines - 2 hondas & 1 Ducati with a Laverda 3 sitting against the pit wall. Time had run out too soon for us so we left at 1 p.m. before the start of the bike races, Vaughn had to get home early on Monday evening, before the lights came on because he had been having trouble with his lights. I had a terrific weekend; I really enjoyed meeting all those Ducati riders; it's great to be able to go to the races and meet your fellow riders there!

The Local Chapter:

The cloth club patches were picked up at customs after paying 20% Duty plus 12% Federal Sales Tax, this amounted to \$20.00, so as it stands now the prices are as follows:

Ducati Owners Club Patch	-	\$3.00 each
Ducati Lapel Pins	-	\$1.00 each
Ducati Tie Clips	-	\$2.00 each
Ducati Key Rings	-	\$2.00 each

A one-man tent was shown which fits very well into a tank bag. It was decided to order the badges, tie clips, and key rings from D. Lewis as the price was a little bit better on these items.

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CLASSIFIED:

FOR SALE:- 1965 DUCATI 350, in good running order.
JOHN F. McDONALD, 98 Dowling Avenue, TORONTO, Ont. M6K 3A4

FOR SALE OR TRADE FOR VAN:- 1975, 860 G.T. DUCATI, low mileage,
Bought new in fall of '76. Completely restyled into rideable café
racer. Best offer rides it away.
BRIAN MARKWELL, Box 177, AYERS CLIFF, QUEBEC. JOB 1C0 (819) 838-4229

DUCATI HISTORY:

In discussing many of the world's motorcycles, we speak of their great days in the past when the marque produced scintillating mounts for the more sporting minded rider, or when they added illustrious chapters to the colourful saga of motor racing. When we speak of Ducati, we speak of the present, because the Ducati is truly one of the most modern of all the motorcycles being produced today. The story of this Italian masterpiece begins only a few years ago in 1950 when the Bologna factory was rebuilt after the devastation of war. Previously the company had never produced motorcycles, but it was decided they would enter the motorbike field because postwar Italy needed personal transportation at a price that the rather poor populace could afford. With capital stock partly owned by the Italian government and the Vatican, the company had the financial resources to launch a line of 48cc and 65cc motorbikes and a 175cc scooter. These models proved to be well designed, peppy little mounts, and the company was on its way to success. As postwar Italy flexed its economic muscles, the standard of living slowly increased, and quite naturally, the Ducati concern grew right along with it. In 1954 the factory hired ING. FABIO TAGLIONI to head up the design work, and this move proved to be an excellent one as TAGLIONI's genius was soon manifest.

By 1955, the Ducati was rapidly becoming a best seller in Italy, and the inexpensive little 65TS model was probably the star of the range. This 65cc four stroke model produced 25.5 h.p. at 5,600 r.p.h. for a maximum speed of about 44 m.p.h. The suspension system was very advanced for those days, with a swinging arm on the rear and an orthodox telescopic fork on the front. A comfortable dual seat was fitted, and to satisfy the Italian desire to be a racer, a small racing type windscreen was mounted over the handlebar. This windscreen seems very strange on a 44 m.p.h. motorbike to anyone except an Italian, but it made the 65TS a "sports" mount, and this must have been important to the Latins, because the motorcycle sold in great numbers.

In 1956, the more affluent natives had their eyes on the 98S model, which offered more spirited performance than the 65cc Ducati. This new 98cc OHV motorbike had a more potent power plant producing something like 6.5 h.p. at 7,000 r.p.m. for a maximum speed of 56 m.p.h. The 98S model looked considerably more rugged than the smaller edition, and it had a heavier "open" type frame along with larger brakes to match the performance. The front tire was a 2.50 x 17 inch and the rear was a 2.75 x 17. Still catering to the Latin desire for a "racer" the 98S had a small handlebar fairing complete with a tiny racing windscreen. With low handlebars, the mount was supposed to look very fast, at least to the Italians, and this rather humorous accessory on a 56 m.p.h. motorbike helped sell the 98S model in goodly numbers.

Ing. Taglioni had not been hired just to design roadsters. His great passion in life was in fire-breathing racing engines. Hard at work on his brainchild, Taglioni was destined to produce a truly great racing engine - and on a meager budget at that. It was not until the 1956 Swedish Grand PRIX that the new racer appeared, but the impact of the design was tremendous as it set the whole motorcycle racing world talking. The engine displaced 125cc and featured a desmodromic cylinder head that allowed fantastically high revs. with no fear of valve float. Desmodromics, for those of you who are unfamiliar with the term, means positive valve control, and in the Ducati this meant simply that there were a pair of cams to push open the valves and another pair of cams to pull them shut. Valve springs, therefore, were dispensed with, and this positive mechanical process meant that valve float was eliminated right along with the dangers of holing a piston or failing the valve gear through over-stressing the components. At any rate Degli Antoni astounded the racing world by riding the "desmo" machine to victory over its more established rivals in its first race.

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Then, just to seal the company's reputation, the Ducati team of Fargas - Ralachs rode a 125cc model into first place in its class in the Barcelona 24 hour Grand Prix d'Endurance, a true test of stamina and reliability at speed.

...To be Continued

HINTS & TIPS:

At the first drip of rain pull off the highway and take a break for 5 or 10 minutes, it takes this long for the rain to wash the grease and oil from the road surface and gives you a chance to put on a rain suit. Before the sun sets take a half hour break so that your eyes get used to the night time lighting conditions. If you have a coloured visor change it for a clear one because at night you need to see clearly down the darkened highway.

FOOTNOTE:

I shall be attending the CVMG Rally at Barrie in Molson's Park from Friday evening to Sunday June 24, 25, 26.

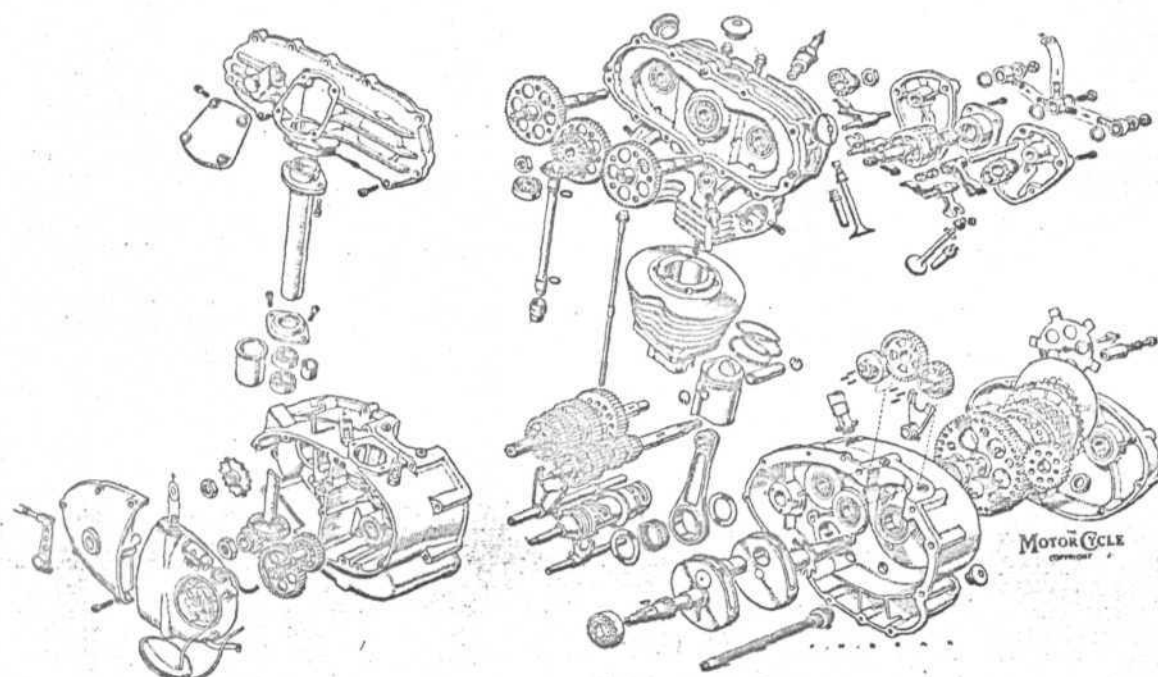
- Programme - June 24 - p.m. - Informal get together.
June 25 - 10 a.m. - Flea market.
 - 12 noon - Official opening and start of Vintage Road Run.
 - 3 p.m. - Vintage trial.- 7:30 p.m. - Dinner at hall on grounds.
June 26 - 10 a.m. - Field events.
 - 1 p.m. - Presentation of concours trophies and competition awards.

Camping facilities, plumbing facilities and snack bar.
Visitors to the rally will be charged a nominal fee.

DUCATI cloth patches and dry decals (enclosed) were compliments of Terry Snyder to promote our club.

Best regards,

S. James Collins



This exploded drawing of the 125cc desmodromic engine shows the details of a truly great classic racing engine.