



DUCATI OWNERS CLUB OF CANADA

NEWSLETTER #6

June 30, 1977

Dear Member,

After visits to Tony McGrath, Keith Harte, Pit Shop Cycle, and David Ollerton, the van rolled along Hwy. 400 north to Barrie and the CVMG Rally at Molson's Park; this was a big surprise to me as I will explain. Taking the Hwy. 27 ESSA Road exit the road doubled back passing a large restaurant, the Molson's Brewery and finally ending up in a lovely grassy park with a small road circling the center of the park. Facilities include a small snack bar, built-in toilet facilities, large banquet hall and lovely clean camping sites. This must be a meeting place for our club next year I thought, what a nice idea for Ducati Owners to ride to on a summer weekend. I took out the 125 and ran it up and down the road a few times and then John Painter started up his Manx Norton and this completed the picture; I ended up with a lot of splendid people visiting me and buying patches and pins. Ducati riders who were there from our club were: Stephanie Coulshaw, John Beelen, Jim Keast, Dwight Teague, Brian Williams & Graham Clayton. New members who rode in on their Ducati machines and joined the club were: Charlie Schrifley, Michel Viau, David Sproule, John Pope, Bob Ross, Bob Crawford, Paul Kennedy and Cornell Curade - we welcome them.

The different colours of the machines were something to behold; 900 ss - 750 x - 750 GT, they are all different colours and they look good together. It was all too soon that Sunday afternoon came and it was time to go our different ways, even at 3:45 p.m. Sunday another Ducati rider rode in and I was really glad to see him. Our thanks go out to the CVMG, Barrie Motorcycle Club and Molson's Brewery for the excellent facilities and nice weekend; it gave us all a chance to go back down memory lane with Matchless, AJS, Sunbeam, Brough Superior, Triumph, Norton, Indian, Panther, and the most modern-Ducati, Benelli, Bultaco, and Morini. If you want to go somewhere next summer to to the CVMG Rally, the bikes and the people are just great - I am going.

CLASSIFIED:

- FOR SALE:- 1968 DUCATI ENGINE PARTS IN GOOD CONDITION. MACH I and MARK III models. Complete front forks, 1 single rear shock. Other parts too numerous to list. Please Contact MR. HELD, R.R.#2, BRAMPTON, ONT. 16U 1A1 (416) 843-1325
- FOR SALE:- PIRELLI TIRES 2.50 x 18, 2.75 x 18, & 300 x 18 SUPER SPORT. Please contact KEITH HARTE, 17-21 John St., GRIMSBY, ONT. L3M 1X4 (416) 945-8879
- FOR SALE:- REAR SETS for all wide case singles (not R/T) MALCOME S. TUNSTALL, 6600 Haines Rd., ST. PETERSBURG, FLORIDA, U.S.A. 33702 (813) 522-3333
- FOR SALE:- Fine fibre glass products for Ducati singles.
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|--------------------------|--------|---------------------------------------|
| Full nose cone fairing | £49.50 | |
| Half nose cone fairing | £36.00 | |
| Gas Tank | £30.00 | |
| Bucket Seat | £15.00 | |
| Front Mudguard | £4.00 | |
| Rear Mudguard (oil flap) | £4.00 | Carriage & packing charges are extra. |

Newsletter #6

CLASSIFIED (Cont'd)

FOR SALE (cont'd)

Ducati 750/860 V twins
Nose cone fairing £25.00 Specific colour & second choice.
Spare parts ex-st stock available from early 1960 to present
date. Write MICK WALKER
MOTOR CYCLES LTD.
Norwich Road, Wisbech,
CAMBRIDGESHIRE, ENGLAND.

WORKSHOP MANUAL for 750 - 860 V Twin \$15.00
Write LANHERNE ENGINEERING SERVICES
102 Westminster Avenue,
TORONTO, Ont. M6R 1N4 either cash with order or C.O.D.

DUCATI HISTORY - PART 2:

The early success of the marque declined a bit during 1957, when the company concentrated its resources on the introduction of the new 175 cc OHC "T" and "S" (touring and sport) models, and these were followed in 1958 by the 100 and 125 cc "Sport" Models. By then, Ducati's goal was obvious; they were out to expand their sales to all corners of the world. To do this meant two things: they would have to produce a line of really good motorcycles, and then they would have to get the message across to riders all over the world. The new O.H.C. Ducatis certainly fulfilled the first requirement, and for the second it was decided, and wisely so, to conduct an aggressive campaign on the world's Grand Prix tracks. This racing effort would have to be conducted on a slim budget though, because the company was still rather small and the funds were not too plentiful.

As far as world-wide sales were concerned, Ducati had a really fine machine in the new 175cc OHC model. The 175cc alloy engine, with a 62 mm bore and a 58.8 mm stroke, produced 11 hp. at 7,500 r.p.m. for a maximum speed of 68 m.p.h. Carburetion was handled by a 22mm Delorto, and the valves were inclined at 80 degrees to each other. The compression ratio was a modest 7:1, the engine's lower end featured a rugged ball and roller bearing assembly, and the crank and transmission case were cast in one clean-looking unit. The gearbox had four speeds, the engine gearbox case was mounted in an exceptionally well designed frame which used a swinging-arm rear suspension and a telescopic front fork of outstanding quality. The brakes were very large and were housed in beautifully finished alloy hubs. The whole bike had an exceptional finish, and the engine had Allen-type screws instead of slotted screws on the covers.

These 175cc models were followed by the 100 and the 125cc sports models in 1958, which were produced more for domestic consumption. The little 100 sport model proved very popular with the Italians because it provided a speedy little tourer to very sporty specifications at a cost factor that they could afford. Similar to the 175cc models except in size, the engine had a 49 mm bore and a 52 mm stroke. A compression ratio of 9 to 1 was used along with an 18 mm carburetor, and the little lung pumped out 8 hp. at 8,500 r.p.m. Top speed was listed as 65 m.p.h. During 1957, the factory spent their time in developing the 125cc desmodromic engine and improving their standard production engine. Their racing successes, quite naturally, declined a bit. Just to keep their name alive and to prove that 1956 was no fluke, the factory sent Bruno Spaggiari and Alberto Gandossi to Spain for the 24 hour Barcelona event. Once again the 125cc OHC proved to be reliable as the team garnered first place at record speed in the 125cc class. In the winter of 1957-58, the factory shops were very busy; the Ducati management had aggressively set up an extensive dealer network all over the world, and retailers in the European countries, North and South America, The Orient, and Australia; all had this new line of OHC SINGLES TO SELL. The management promised these new dealers all over the world that by the end of the year Ducati would be renowned as a great motorcycle. To get the Ducati recognized meant just one thing - successful participation in world championship racing. To this end the factory dedicated itself in the spring of 1958 - it would take some determined work to show the world the brilliance of Ing. Taglioni's designs. Still a relatively small company, Ducati did not have the finances to hire the very top riders or conduct a massive racing campaign. Still, they had the desmodromic engine, and by choosing their battlegrounds, they just might steal the whole show.

DUCATI HISTORY (cont'd)

The very summit of international racing is the Isle of Man TT, and the Marque decided to start the season there. Handicapped by not having riders with a great deal of experience on the island course, the Ducati team didn't really expect to defeat Carlo Ubbiali and his MV Agusta; the team did put up a courageous battle however, and Romolo Ferri, Dave Chadwick, and Sammy Miller took second, third and fourth places.

The next battleground was the Dutch Grand Prix at Assen, and when the little 125's were pushed off the grid, it was Alberto Gandossi and Luigi Taveri who led the first lap. After a fantastic battle it was Ubbiali again, with Taveri, Gandossi, and Chadwick taking second, fourth and fifth places. Taveri was beaten by just a few yards though and he did have the honour of making a record lap. Then followed the Belgian G.P. at Spa, and this was where the tide turned. The previous races had been on the slower more twisty courses where Ubbiali's brilliant riding gave him an advantage, but now the season was to enter the faster courses where horsepower would show. The result was a smashing victory for Ducati, with Gandossi, Ferri, Chadwick and Taveri taking first, second, fourth and sixth places.

...To be Continued

RACING NEWS:

860 Ducati ridden by R. Nicholls and sponsored by Sports Motorcycles, Manchester, finished 2nd in the Formula I Isle of Man TT. Race was called on the fourth lap after the Duke made the pit stop. The leading machine, ridden by Phil Read was found to be right out of oil as the rider received the finish flag, so if the race had been run the full 5 laps the Duke would have finished first! Our hats are off to R. Nicholls for a fine finish. M. Hunt riding a 980 Laverda finished in 6th position.

HINTS AND TIPS:

Make sure the front brake is adjusted so that it won't lock even under maximum hand pressure or in a panic situation. Be wary of that thunderstorm, it may contain high winds and large hailstones, listen to the weather report so you can anticipate riding conditions.

FOOTNOTE:

I shall be riding up to the 10th Annual Maple Leaf Rally at Grafton; Interchange 86 on 401, go south to Grafton, then 1 mile east to K.O.A. I will have pins, badges and patches for sale at the Rally site. Please write to me for a M.L.R. Brochure if you want one. This event runs from 2 p.m. Friday, July 29th to 1 p.m. Aug. 1st, Monday, so let's see if we can all make it.

Best regards.

S. James Collins

