



TIM SPIEGELBERG

DUCATI OWNERS CLUB OF CANADA

NEWSLETTER #8

August 31, 1977.

Dear Member,

With the 350 Desmo loaded up I entered the Windsor end of 401 Highway, suddenly I was surrounded by heavy fog but 5 miles out the fog cleared and I was able to tweak the throttle up a little until the tack showed 4100 r.p.m. It was a very steady ride to interchange number 17 where Vaughn Blackmore was waiting on the ramp with his Laverda 750 S.F. We rode on 401 until the Port Hope turn-off which we took into Port Hope for a visit with Paul McNamee. He was glad to see us and he showed us his 450 R.T. also some of the work that was done to the engine. We had a beer and we left his place to get some bolts at the Canadian Tire Store in Port Hope. While I waited in the parking lot Robin Woodedd came over and talked with me about the Ducati and I told him about the Maple Leaf Rally; he said he would come to the Rally on the Sunday so after awhile we started off again for the Rally site at Grafton, Ont. going the rest of the way via No. 2 Highway. We arrived at the Rally site - what a lovely place it was! It had a well laid out, beautiful camp ground with grassy tent sites and a central hall in case it rains. D.O.C.C. members attending this event were Vaughn Blackmore, John Beelen, myself and 2 new members who joined the club, Robin Woodedd and Stuart Seaton. A field meet took place on the Sunday afternoon and it was a terrific crowd getter with many entries. Cornell Charade rode there aboard his 750 G.T. and we had a nice visit. On Sunday afternoon it was time for the awards and many good prizes were given away; I won a big lock and chain for locking up the bike. The rally was a great success with over 250 riders attending from all over. When I got back home I checked the speedo and I had put on 640 miles over the long weekend. If you like touring with light camping equipment and meeting new friends, make a date for the Maple Leaf Rally in 1978, it's just great!

Dear James,

The Great Cycle Canada Rally was held on the 19th to the 21st of August at Moto-Park, Williamsford, Ont. Brave Beaver Pressworks Ltd. and Star Promotions put together what they claimed to be a great weekend of fun and games for all motorcyclists to join in; It was also sanctioned by the Canadian Motorcycle Association. I was the first road rider to arrive and it had been raining for four hours previously. After travelling along a mile or so of a rough, hilly and narrow dirt road I arrived at the gates. The \$5 entry fee was paid and I received a list of instructions on how to get to what was to be the campground for the road riders that sounded like I was entering an Enduro, I soon discovered that I was doing the next best thing. After sliding down a number of hills covered with mud and rocks over a $\frac{1}{2}$ mile of trails riding was encountered before arriving at the hayfield (uncut) campground. Through the course of the weekend I dropped my bike in the mud (which was the Laverda S.F.), three Gold Wings and a 750 Honda also went down. After much complaining the camp was moved closer to the gates in a grassy area which was intended for a parking area. The road ride through the Bruce Peninsula was changed to a much shorter jaunt through the Beaver Valley which consisted of a mixture of paved and dirt road. There was no special vintage bike class, I did not see any trophies for the road riders and the movies consisted of Kawasaki and Yamaha propaganda, mostly on their 2

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One other member attended the Rally, Doug Nichols on his 860 Cafe Delux.

Unless you love the sound of two stokes ringy dinging in your ears at 7 in the morning past your tent and don't mind putting your Duke in the mud I would not suggest attending the Great Cycle Canada Rally next year without changes being made. It is my personal feeling that the word "Great" be dropped from the name of this rally.

Vaughn M. Blackmore

CLASSIFIED:

FOR SALE: 1973 - 350 cc DESMO SPORT DUCATI,
Silver Metalflake Ltd. Edition,
Needs work on regulator electrics.
Contact KEITH HARTE, 17-21 John St.
GRIMSBY, Ont. L3M 1X4 (416) 945-8879

FOR SALE: 1970 350cc DESMO MKIII DUCATI
Alloy Rims, Wassel Tank, New Electrics,
Recent Top End. Dunstall Muffler 28MM
Amal Concentric. Sonic full fairing \$850 invested.
Contact JEFF SPRING, KEECH DAMM ROAD, CHEPACHET, R.I.
U.S.A. 02814 (401) 568-8588

FOR SALE: 1971 MONZA DUCATI - 250cc \$150.00
Contact BOB LAPCHUK, 6061 Yonge St. Apt 1801,
WILLOWDALE, Ont. M2M 3W4 (416) 226-0416

DUCATI HISTORY - PART 4:

The Diana MIII is probably the star of the current range, and this 250 cc sportster is for the enthusiast who like to road race on weekends. American road tests have obtained speeds of around 104 M.P.H. on this bike which is truly remarkable performance. The fine handling and powerful brakes are also exceptionally good, and the Diana is probably as close as a fellow can come to running a pukka road racer on the street. The fittings on the Diana are all rather sporting with low bars, an extra megaphone, exhaust, tachometer, and rear-mounted foot pegs and brake-gearshift levers as standard equipment for the machine. For more sedate touring, the Monza model is the answer with a lower performance engine and more comfortable accessories. For motocross fans there is the 250cc scrambler model; the 350cc Sebring and 160cc Monza Junior models complete the range. In Europe the Ducati Line is slightly different than in the U.S. with the MACH I replacing the Diana model. This Mach I is claimed by Ducati to be the fastest standard production 250cc motorbike in the world and few there are that argue with this claim. Several British road tests have attained 106 m.p.h. with the muffler intact - which is about two m.p.h. faster than stateside tests of the Diana with a megaphone. Chief differences between the Mach I and the Diana are battery ignition, clip-ons, fuel tank seat, tachometer drive, larger valves and a different camshaft.

For pukka racing there are 250cc and 350cc racers available which offer excellent performance on the track. The Ducati racer features a massive double twin leading-shoe front brake and a full duplex cradle frame. The lower half of the engine is similar to the works racers, but the top half has the conventional single overhead camshaft. Power output is rated as 34 H.P. @ 8500 r.p.m. on the 250cc engine and 39.5 H.P. at 8000 r.p.m. on the 350cc version. Both engines have twin spark ignition and five speed gearboxes. Ducati's aim in producing these racers for European sportsmen is to supply a racing bike that handles well, performs reasonably well, is reliable, and yet sells at a cost low enough so that almost anyone can afford it.

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Ducati History (cont'd)

A more powerful engine could, no doubt, be supplied, but the cost would soar and reliability would decline as a result. Since the change in racing policy from exotic works desmodromic engines to production racers and clubman-type racing, Ducati has continued to establish an enviable reputation. In the classic 24 hour Barcelona race for production or prototype models, the team of Viaaa and Balboni took a 175cc model into a remarkable first place, ahead of the works 600cc BMW in 1960. The next success was in 1962 when the Fargas-Rippa team took another first, this time in the 250cc class.

...To Be Continued

DUCATI DEALERS:

CAPITALE MOTORSPORT
315 St. Paul, Quebec City
Tel. (418) 694-3170

FIRMOT
13123 Notre Dame St. W.
Montreal, Quebec
Tel. (514) 933-5641

CONTINENTAL MOTORSPORT
893 King ST. W.
Sherbrooke, Quebec
Tel. (819) 562-0233

A. BURKE MONTREAL LTD.
1270 ST. Gregoire
Montreal, Quebec
Tel. (514) 523-0695

PEPIN MOTOS
158 Provost
Sorel, Quebec
Tel. (418) 743-6309

SNYDER CYCLE
1977 Notre Dame W.
Lachine, Quebec.
MBS 2G1

R & K CYCLE
11 Mason Crescent
Ormoco, New Brunswick
Tel. (506) 357-5502

NEWY'S CYCLE SHOP
Box 381
Parrsboro, Nova Scotia

BAY CITY CYCLE
935 McCavour Drive
St. John, New Brunswick
Tel. (506) 672-8488

WHEELSPORT ENTERPRISE
640 Ellice Avenue
Winnipeg, Man.
Tel. (204) 772-1711

HINTS AND TIPS:

Inspect the depth of tread on both tires; don't ride with bald tires. A good tread on both tires will ensure that there is no aquaplaning and loss of control whilst riding in the rain. To avoid a tank slapper, make sure the front fork crown and tee stem bearings are in good condition and well lubricated.

FOOTNOTE:

Plan ahead for area meetings in Toronto, Hamilton, Niagara Falls or Welland. We bring the meetings to you in October, November, December, January, and February. Would you like to have a meeting at your house?

Best Regards,

S. James Collins

TOURING NORTH AFRICA

