

DESMO 6



Hello once again folks.

Let's kick off first with news of the club badge. That's it over on the left. After much umming and ahhing we decided on this design for a couple of reasons. Firstly, cost. Although the designs submitted included a fair number of eagles and shield motifs, the cost of reproducing that type of design would have been prohibitive. Secondly, we thought this design was attractive in its own right. Anyway, we have now ordered these in woven cloth and sticker forms. Machine badges are a bit to expensive to have made and then sell, using club funds, so what we'll do is have them made to order. Next month, we shall have details of prices

or the machine badges, but we have worked out prices for the cloth and sticker types already. They are: Embroidered cloth £1.00 Stickers 5p each. Colours are, white background, red "Ducati" and green "Owners Club". (colours of the Eytie flag, see). Both types of badge should be available in about 6-8 weeks. Right, on to other things.

RALLY.

At long last, here it is!!

By kind permission of club member George Seymour, we've got a venue.

Thrumpton Hall (a stately home, no less) is owned by George, and he has agreed to place one of his fields at the disposal of the DOC to hold a Rally. Dates to enter in your diary are the weekend of July the 19-20. Thrumpton is easy enough to find (3 miles off the M1) but details of how to get there will appear in next months Desmo anyway, along with plans of what will be going on. I hope to be able to get either the Concessionaires or a local dealer to provide some test bikes as well, so don't forget, July 19-20, see you there.

MAUDES TROPHY.

Yes, you read it right, the Maudes Trophy.

I've managed to talk Bruce of the Ducati Concessionaires into having a go at this prize. To start with, we need some ideas for an attempt on this trophy, which is at present held by BMW, for their high speed jaunt round the Island. Things to remember are as follows. 1) The Concessionaires don't exactly have a gold mine under the floorboards down in sunny Luton, so expense must not be prohibitive. 2) Total, nay TOTAL originality (that's the hard part).

As you will probably remember, BMW got the trophy for running a couple of 750's round the TT circuit for a week non-stop. Suzuki's attempt was to run three triples around the coastline of Britain non-stop (I think), and their effort has still to be judged. So what we want is something totally different to anything tried in the last 30 or 40 years, and preferably totally NEW.

So there you have it, if we come up with the right idea, we'll get a crack at the Maudes Trophy, and if it involves any riding, the club will provide the riders, you can't get much fairer than that, can you?

GROVEL TIME.

I must apologise to everyone for two things. First, last month's Desmo was late. After working like a dingbat to get it all typed and printed for the end of the week, I went along to Smith's for some envelopes, only to find they didn't have any, and didn't know when they would be in. After waiting a week, I eventually bought some from a local stationary supplier, cheaper and better. So much for W.H. Smith & Sons.

NEXT GROVEL

After telling everyone to come and see me at the Concessionaires tent at the BMF Rally, it turned out that the Concessionaires weren't there. Muggins me was in a bit of a mess. Anyway, it was nice to meet those of you that managed to attend the impromptu meeting behind the Fosse Riders stall (the only people I saw with a Duke on display).

As a final grovel, I must apologise to everyone who has asked for details of the two alternative wiring systems described in Desmo no 5. Chris's 12 volt circuit only dropped through the letter box a couple of days ago, and I still have to transfer it from Chris's handwriting to a more convenient typewritten sheet (easier to photostat) When both systems are done this way, they will be on their way, so don't panic.

RACING.

The race for Dukes only at Gaydon is almost definitely on. We have agreement in principle from the NGMCC, as long as it is to mutual advantage, which it is. Date to remember is September 21st, and if you want to race get in touch quick, 'cos we've just about got enough to fill the grid of 36, and it's first come - first served. Prizes stand as follows: £104 cash prizes, and it's growing all the time. Trophies for 250, 500, unlimited and outright winner, plus fame and fortune for the winner!!! If we get this one going all right, then an annual Ducati Trophy race is a definite possibility.

Still on the racing theme, Doug Lunn will be riding an 860 SS in the Island this year, and could use a couple of good timekeepers. If you want to help out with the Concessionaires entry, look Doug up in the paddock and offer your help. To help you notice him, he'll be wearing a lid painted as a Union Jack, or just head for the loudest fourstroke you can hear.

DISCOUNTS.

Apologies (more??) to all concerned, but last month I dropped a rather large clanger by omitting from the discounts section the first one that we managed to procure. Mick Walker is offering a 10% discount on all new machines accross the board. Also, some selected second hand bikes will be offered at the same discount. Sorry about missing that one.

We still have not obtained a spares discount, but fairly soon we will be operating a discount scheme for running repairs stuff (cables, valve shims for V twins etc) through the club. Mick will sell a certain amount of this gear to the CLUB at a discount, and the CLUB will pass on the discount to the members, probably at 10%. Although this will not include such things as engine parts, frames and such like, at least, it's a start, and we can build from it, we hope. Mick has sent me a reply to a letter I received and forwarded to him regarding spares prices, and this is reproduced further on.

A general supply of running repairs spares are at present residing at Bob Boyes' house, 21 St Annes Road, Lichfield, Staffs. Although they cannot yet be offered at a discount, they are just sitting there waiting to be bought. If you need anything along these lines, drop Bob a line, or even a letter, detailing what you want. Next month, I will include a list of parts available plus prices (including a discount, I hope).

Also, continuing with discounts offered by club members, Bernard Adey, 5 The Mall, Park Street, St Albans, Herts, can offer things as diverse as Pattern pistons and AGV helmets. He sent me a list of a whole load of things to numerous to repeathere, but lets just say, get in touch if you require almost anything cheaper than normal.

ODDS AND SODS.

I've noticed that the carbs fitted to the 750 GT are only 1mm larger than those on the 350 and 450. The big difference is that the 30 mil jobs on the 750 contain accelerator pumps, which the 29's don't. I was thinking along the lines of sticking a 30 on one of the singles, to see how it goes. Anyone interested in a wee bit of experimenting give me a ring on Shenstone 480933, and we might be able to do something on a spare weekend. I reckon it's worth looking into.

A LETTER FROM MICK WALKER

I read with interest the letter from Mr. Brancato regarding the difference in piston prices between our own and Vic Camp Motorcycles'. Our price was £22.50 in this instance and Vic Camp's was about £16.00. The simple reason for this particular price is that the last time Vic Camp purchased spares from the Ducati factory was in September 1973.

We ourselves are purchasing spares from the factory constantly, i.e. about once every six weeks. Since September 1973 and up to January 1975, the factory has seen fit to make three separate 15% price increases, which is equivalent to over 50% increase in spares in this period, and as you can appreciate, the charge to us in this case has trebled compared to that charged to Vic Camp.

To illustrate this point, we ourselves have to subsidise the whole range of spares so that Ducati spares can remain priced at a reasonable level. For example, the piston which we have just mentioned (350cc Desmo) is retailed from the factory at £27.00. Our price is £22.50. Another example - a genuine Mach 1 con-rod assembly is £26.50 factory retail price, ours is £20.50. We are in effect now subsidising, by a considerable percentage, most Ducati spare parts being imported into this country. Should we charge the full amount, then everybody would really have something to moan about.

While I have the highest respect for Vic Camp, if he, in our position, was constantly importing Ducati spares, he would not be able to sell them any cheaper than we do. In fact, should he decide to purchase any more spares from the factory, I suspect his prices would be higher.

This leads to another important point, that of spares discount to club members. I ask a simple question - is it best to give all Ducati owners, in effect, a discount as we are already doing, or to give club members a discount and put the Ducati spares up to the proper factory price.

Finally, we ourselves are trying to run a really efficient spares service on as near 100% of spares for all Ducatis, going back to 1958, as we can. The hard, economical fact is that spares have, in the first place, to be purchased by ourselves, and then by the customer, and Ducati, the same as any other factory, charge money for these spares.

I hope this is to your satisfaction and should you have any further queries, please do not hesitate to let me know.

Yours Sincerely,
Mick Walker.

Factory prices (where mentioned) are Ducati recommended retail prices (D.Knight).

STOP PRESS

TT Rally to take place at the Bungalow, Tuesday of race week, be there about 2 pm.

BUY/SELL/SWAP SHOP.

I have for sale one brand new 2.75 (?) x 18 Avon SM rear tyre, suitable for anything below 250cc. Also, headlight unit (reflector/glass) for 750 GT. Address appears later.

Tony Head, 207 Farrow Road, Coventry, is selling his 750 racer. Cams are works profile, Tony says its fast, and comes complete with spares. £850 o.n.o.

Peter Cox, 12 Old Road West, Gravesend, Kent, wants a 250 Mach 1 or Mk III cylinder head urgently for his racing bike. He'd consider buying a complete engine. Gravesend 65293.

Brian Clay, 35 Kinross Ave, Worcester Park, Surrey (01 337 1164) requires requires a 150 valvespring engine, plus Ceriani forks and a twin leading shoe front anchor for a 150 (nice and cheap, he says, laugh laugh).

Alan Cathcart, 11 Parkwood, Mount Park Rd, London W5 2RU, wants a 250 racing engine, single or twin plug head, 5 speed). He has for sale a set of high rise racing exhausts for a 750, half price. Also all 125 spares, formerly property of Mick Walker, are in Alan's possession, at reasonable prices.

As mentioned last month, most parts are being sold from Stephen Arran's crashed 24 hours. Including: Engine/gearbox complete £65.00, offers for rear wheel, Betor shockers, complete electrical system, speedo, new cylinder liner, 220 mm TLS front brake, crank (200 miles), flywheel (taper slightly worn), clip-ons etc. Please write to me if you're interested.

Richard McKee, 7 Blair Park, Dixon Rd, Bangor, Co. Down, N. Ireland, has a standard dual seat for a Mk III, to swap for a single racing seat. He also requires a couple of main jets for a 29mm Del Orto. He's running rich on a 110, so weaker ones are the order of the day.

Terry Freeman, 28 Deepmoor Close, Alrewas, Staffs, wants an oil pump for a 200.

Clive Steemson, Brandywell, Halloughton, Notts, wants anything for a 175 or 200.

BUY/SELL/SWAP SHOP CONT'D.

Tim Stevens, 6 Aysgarth Court, Sutton, Surrey, wants a worn cam to make his 750 GT a bit softer, (sorry, that should read 'worn cams'). Tim can supply stainless steel nuts & bolts, allen screws, jubilee clips etc. Also, if you're interested in the "Round Britain Rally", get in touch with Tim.

Butting in again, I want either a 250 Monza (5 speed) engine, or a complete Ducati 250 Trials Iron, very, very cheap.

LIFE STORY OF A SINGLE

I started life back in Bologna in 1966, a good year that. I was tagged, waxed and coated with a few hundred of my brothers and put in a cold ship's hold.

Sunshine is good in America, so good, in fact, that I faded my paintwork in a Yank showroom for 5 years, and despite being touched, kicked and hated, I was unwanted. I was pushed among the 50cc's and mopeds, and eventually to a shed, where no-one even polished my glossy back anymore. I was getting old, corrosion had started to set in, and my internals got a touch of metal fatigue. I heard them talking about a deal with Norton Villiers, a swap me and some of my smaller and equal sized brothers for some 750 Commando's. I was going back home to Europe at last, and so I did.

The Liverpool docks were cold and damp, and my master, Bill Hanna, sold us all to various dealers. I was taken to HGB Motorcycles in London. That was a good showroom, I got a good waxing, (I can still remember it) and a new price tag of 240 pounds. I was cheap, an outdated single, A Banger, they called me, all those silly young men in their leather jackets and hundreds of badges.

Along came, in march 1972, a thin looking 20 year old male from a place called Taplow. I'd been bought at last. What a ride home that was. My owner patted me that day, he was so pleased. 2000 miles later, I was going to meet Mr. Walker. There I had a racing tank, seat and bars in white, YUK! I had an engine rebuild, new cam and bigger valves. I was stronger, and I could let my master know, 'cos my new megaphone let me speak louder and a 30mm concentric carb allowed me to breathe better. I said a sad goodbye that day to my old master and Mr. Walker and his shop. 210 miles later, I was back home.

Weeks passed, I needed a service, but all I got was a bad oil change. My timing slipped, my decompressor cable broke, I was sick. I let him know all right, I kicked him back, I could go on no more. I was stuck at the end of the garden, and then one day I saw my master on an S8 Sunbeam.

My present owner and friend came one day to visit my old master. I was lying there leaning against the wall, leaky and rusty and most of all, lifeless. They haggled over me, my old master took £90 for me and I was ungracefully pushed home 2 miles away. My kickstart quadrant was broken. With all the knowledge he had as an apprentice mechanic, my new owner tried to resuscitate me, but I could not help. He spoke to me and I understood him well, for his Italian was still OK despite seven years away from home.

Nice, new, correct tools fixed all my rusty nuts and bolts, I was dismantled, cleaned, resprayed Monza Red, and polished to my hearts content. I took my new found friend to the pub that bright Summer day, I felt on top of the world. His friends came to look at me. He was pleased, I was only 4000 miles old then, and had only cost my friend £150 to that day. I was washed, polished and serviced regularly. His other friend, a 650 Triumph, was my only rival. At 8360 miles, I was sick. My valves were no longer gas tight, my frame pitted and in disrepair, because of a split battery. I was dismantled, stoved, resprayed, respoked, retired, rewired, rechromed, and a new piston is in my barrel, a 10:1 from a Desmo. New valves are in my head, and a new 30mm Amal in my mouth. I've got a new speedo, rev counter and tank badges, so that everyone knows who I am. To do all this, my friend had to sell his Triumph. I was so touched, he forsaked his big superbike for me, a small one-lunger. Well, I'd better finish off now, because tomorrow I'll be taking my friend to work again and I'll see his new place of work, a motorcycle workshop in Slough, 10 miles away...cor! nothing like a trip in the morning.

Well, see you all, all my one-lunger friends, and remember me, old HVB 69K, when you see a sad laid-up Duke somewhere, needing a bit of love.

A. Brancato (or was it his bike?)

Dave Knight (Sec)

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