

DOCEMO

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Hello again, one and all (God, these intro's get harder every month).
Well, here beginneth the first lesson.

RALLY.

July 19-20, at Thrumpton Hall, Nottingham.

First, how do you get there? Easy! Get out your maps and find a route to junction 24 of the M1. To help, that's only a couple of miles from Donington Park. From there take the turnoff signposted to Nott'm. Go past the power station on the left and as you come to the top of the hill, turn immediately left. We'll try to signpost the route from here. Follow that road into Thrumpton village, follow it as far as the sharp righthand bend by the church, then brake. At this point you will see an open gate set in a brick wall, with, we hope, a DOC Rally sign somewhere near. Go through the gate into the field, and follow the track until you come to some tents. Stop. Get off. You're there.

As we have a whole field to camp in, we've plenty of elbow room, but don't forget, BRING A TENT. We'll have prizes for furthest travelled, conkers delegeance, putting the crankshaft (get in some weight training lads) and other daft ideas, maybe even a Miss (or Mrs) Ducati. We'll also try to get some food and a stove for a Saturday night barbeque, so theres an incentive to get there Saturday. Club members can turn up on anything they desire, ('cept Hondas) and also anyone turning up on a Duke, even if not a club member, will be made welcome.

One last point. Any competitions involving bikes will be the ones organised by the club. Any private races round the field will not be tolerated. I leave it to you to act like responsible citizens (as I hope you are), but bear in mind that we have to respect other peoples property, including their land, and that the club will have to bear the responsibility for any breaches of good conduct. I'm sure this message is totally unneccassary, but it must be pointed out.

So there we have it, an event not to be missed, the first DOC Rally. See y'all there?

SECRETARY'S SCRIBBLES.

Somebody suggested I call this collumn the SEC'S SPOT, but for fear of raids by the porn squad, I didn't. Anyhow, after 2½ months and some 3000 miles, the 750's still going strong. The addition of a TT100 rear tyre has opened the way to some real scratching, so much so that I'm thinking now of fitting castors to my helmet to keep my ears from rubbing on the kerbs. Its going to cost me a fortune in footrest rubbers and boots, they keep wearing out. Believe me, if you've never experienced a TT100 on your bike, buy one next time round, you'l be positively amazed at the change it makes, I was. Would you believe the swinging arm's grounding? (Sorry, I exaggerate a bit).

I would like to thank everyone who attended the TT Rally at the Bungalow, although it was at such short notice, and a change of date. Bob informs me the weather was grotty, did you enjoy yourselves? (ha-ha) Hope it's better in July.

Having given up in my efforts to try and build a trials Duke, I've switched my attentions to a cafe racer project, using a 200 motor in a 24 Hours (I hope) frame. If anyone can put me in touch with a decent set of modernish forks and wheels reasonably cheap, please get in touch. Here endeth the first Sermon.

RACING.

As you probably all know, the Production TT 10 lapper turned out quite well for the Dukes involved. Five starters - five finishers, can't be bad, though a win escaped us. Best of the bunch was the 860 SS of the Dougs Lunn and Cash. First Ducati in the 1000 class, they were also the first Ducati over the line, 8th in their class if I remember correctly. All the others were somewhere up the list, the lowest placed being 20 something if my memory serves me correctly. Anyway, congratulations to all of them for a show of reliability unmatched by any other make.

The Ducati ONLY race is definitely on. Fixed for September 21st at Gaydon, Glocs, the six lapper will carry £165 prize money (any more donations gratefully received), and entries include Doug Lunn, Roger Nicholls, Jerry Fiford, Ian Gittens, Bruce (watch me drop it) McCullum, and many more. Thanks to all concerned in the next collumn.

RACING CONT'D.

Having successfully got a race for Ducati's off the ground, which we hope will become an annual event, the thought strikes me that if a number of other racing clubs could be persuaded to run just one race a year for Dukes, there is a possibility that a Formula Ducati just might get going. E.G. Bemsee running one race at Brands, NGMCC one race at Gaydon, East Midlands to run one at Mallory. If we could do this at five or six different tracks, with results counting towards a total at the end of the season, in a Championship table, things would go well. The biggest job would be to find a sponsor willing to put £500-600 into a five or six round contest, and the clubs willing to run rounds. From what I've seen and heard, the support is there. Is there anyone out there willing to take up cudgels on this idea, and browbeat some people into action about it?

THANKS COLUMN.

I thought it was about time I publicly thanked everyone who has helped the club in some way to achieve what it has so far.

First, and biggest thanks, must go to Ray Elliott and Bruce McCullum, who run Ducati Concessionnaires down in Luton. These two guys are really enthusiastic about the club, and have provided prize money for the race at Gaydon, a prize or two for the Rally in July, funds enough for the club to buy a couple of hundred embroidered badges (which we couldn't have had so easily without them), and now we have been given a spot on their stand at the Motorcycle Show in September at Earles Court. More details of that later. Once again, thank you Concessionnaires.

Thanks also to Mick Walker for the trophy he is giving for the 1000cc class in the much talked of race, and also for the discount which we now have on running repairs spares. Thanks also to Sports Motorcycles, for the money they are putting into the race, and for entering Roger Nicholls. For the same reason we thank Vic Camp, who is entering Jerry Piford and Roger Temple, and providing more prize money. Incidentally, Ian Gittens is entered by Mick Walker. Allan Warner deserves thanks for putting up the 250cc trophy, and some cash with it, cheers Allan. Finally, the North Gloucester MCC must be thanked for being bludgeoned into putting on this race, without them it would not have been possible.

Finally (again?) many thanks to George Seymour for letting us have the use of his land for a weekend in pursuit of rallying happiness and pneumonia.

ODDS AND SODS.

As mentioned above, Ducati Concessionnaires have let us have some space on their stand at Septembers Bike Show. I intend to be there all week, but I could probably do with some assistance at times. If anyone happens to be spending a whole day there and is willing to help out with club affairs, let me know.

The discount mentioned above from Mick Walker applies at the moment to running repair spares (cables, valve shims for 750's, gaskets etc) only. To save inconvenience and time/trouble for Mick and you dealing through club cards etc. Mick is selling these spares to the club at a discount. We can now offer these items at a 10% discount to you lot out there. Spares are kept at Bob Boyes house, 21, St Annes Road, Lichfield, Staffs. If you want any such items, write to Bob, not me or Mick Walker. I hope to print a list of parts available with prices next month.

By the time you read this I will have moved house (hitched it to the back of the Duke and towed it down the road). My new address as from 26th June is, 10, LONGSTAFF CROFT, LICHFIELD, STAFFS. Dimma ferget it Mon, as they say in Haggisland.

I thought you might like to know about a couple of highly recommended dealers. Some people have written to me saying how good particular dealers are, and I've had the chance to meet one or two myself. We all know of the Mick Walkers and Vic Camp's of this world, but the object of this is to make the smaller and less well-known dealers a little more famous. Mike Ward, of Daybrook, Nottingham, is one person I've had the pleasure of meeting, and I would recommend him in the area for new bikes and after-sales service. He's got a good mechanic and deals in nothing but Ducati's, and plays with a traction engine and vintage racing Scotts in his spare time. Geoff Daryn is another who has been highly recommended if you live near Sandwich, Kent, and want good after-sales service. Although not a Ducati dealer, Dave Degens, of Dresda fame, has been mentioned as first rate when it comes to routine service work. I would like to hear from anyone else who has had good service from their local dealer, the smaller ones could do with a bit of publicity.

ODDS AND SODS (CNTD).

I said last month that it might be interesting to try a Mk III single fitted with a 750 accelerator pump carb. Nobody offered to help experiment, but I found out they do make a difference anyway. The latest issue of BIKE features an eight-bike 250cc GIANT TEST. The 250 Duke they tested had a pumper carb fitted (apparently a batch of them came over a while back) and it recorded the fastest speed trap figure of the lot, with a top end of fractionally over 92 em pee aitch. That was faster than the Yamaha, Suzuki, Honda, and all the rest. Must be something to be said for 'em. On the subject of magazines, January's issue of Motorcyclist Illustrated had a test of the 250 Desmo followed up by a review of the factory, with a very detailed and most interesting description of the new 350 and 500 vertical twins. I learnt more from that article than from all the info gleaned from the weekly comics.

Off the subject of literature, how many of you 750 owners are tired of heaving it up onto the centre stand every time you park? Lots, I suppose. Good news. Mick Walker now has 750 prop stands in stock. Price is £12.50, plus VAT P&P = £14.60 including all extra bits and pieces needed.

If anybody writes to me or other committee members expecting an answer, it would be greatly appreciated if a stamped addressed envelope is provided. Although there are usually envelopes around, stamps can't always be found immediately without going down to the Post Office. Also, don't be amazed if you don't get an instant reply. I myself try to answer all letters as fully as possible as soon as possible, but there are occasions when an immediate answer is delayed by other things e.g. Desmo's printing. We try hard, but please bear with us if delays occur.

We should receive the badges we have been waiting for by the time the rally comes round. Prices, in case you've forgotten, are 5p each for stickers and £1.00 each for the embroidered (washable) sew-on ones. Those who have sent orders already (ta very much) will have them posted when they arrive. We will, of course, have them for sale at the rally.

I have been investigating other organisations who may benefit from our joining them (as long as it benefits us, of course), and have unearthed the following. The BMF want 25p per member per year for affiliation purposes. Of course, all the money donated through subscriptions goes into their 'fighting fund', and you don't get anything else except a card from them unless you pay for it, i.e. no direct benefit. It is, of course, just a matter of paying people to stand up for your beliefs. The ACU, however, do give something in return for their 16p p.m.p.y. The club is then able to hold sporting events under ACU supervision, and it's members get their competition licences at half price. It also gets easier to arrange such things as the Maudes Trophy attempt if the club is a member. We're well over the minimum number of members required to join, and I reckon it's worthwhile. The problem is, if we join either organisation (or both) it will mean an increase in subscription, which I for one, do not want. I'll see what support for the idea is like at the rally. Opinions please! who's for a referendum?

A couple of months ago I mentioned an article about 200cc Elite's. It didn't materialise. Now I know how the Editor of MCN or Bike must feel about printing dates and getting material ready. Anyhow, recommendation number 1 from Chris Dell, fit a 1 inch monobloc carb in place of the UBF 24BS standard item. Chris reports first kick starting, MPG up from 65 to 90, and with a decibel silencer, air cleaner removed, and a bellmouth, the top speed was increased, although with a slight loss of acceleration.

A favourable snippet reached me regarding lighting. Thanks to P.A.Noad, of Winchester, for reporting that a 6v 35w headlight bulb from a Volkswagon goes straight into the Ducati headlight, with a noticeable improvement. If you happen to have straight bars on your Mk III, then pre-unit Bonnie cables will fit them. If anyone wants any information or jets for a Del Orto carb, write to: Contact Developments, 13 Boulton St, Reading, Berks. They apparently give a very good service. Mr Noad also reckons that Ducati chrome is not up to the rigours of Solvol Autosol, and recommends using liquid car polish followed by a waxing. I myself use Duraglit on the cases and chrome.

A request from Martin Kelly, 8 Overshores Rd, Entwhistle, Nr Bolton, Lancs, who would like to hear from anyone racing a 250, especially in standard trim. Tuning and general racing matters are what he's interested in.

I've had a letter from Richard McKee, over the water in Ireland, about the spacer in the rev counter drive box falling apart and making a mess of his 350 Mk III's head. If anyone else has experienced this trouble, I'd like to know, so we can warn others to keep an eye on it if it turns out to be common.

Report from a member in Australia that an 860 SS has been raced out there in prototype form, and recently won the Bathurst 6 hour race for sports machines.

BUY, SELL AND SWOP SHOP.

Alan Warner, 125 Queens Road, Priors Park, Tewkesbury, Glos, has decided to call it a day and retire from racing. Although he is still providing the 250cc trophy and a £5 cash prize for the first orange jacket wearer riding a 250 at the Gaydon race, Alan is selling the 'Altina' 250 Ducati and 1964 Ford Thames race transporter. The bike has been hotted up slightly this year, with the very latest works cam, new crank, rod and piston three meetings ago. Winner of three trophies last season, the bike and van can be had for a mere £325 the pair. Alan will also pay the buyers entry to Septembers race.

As mentioned last month, Bernard Adey, 5 The Mall, Park Street, Nr St Albans, Herts, has loads of useful things for us, for instance: Meteor pistons, OK for road use but not good enough for racing, are £8 each, plus 25p post. Ring sets are £2.20 + 15p post. He can supply pattern rods, again OK for road use, but they bust if persistently revved beyond 9 grand, for £12.00 plus 40p post, or an extra £2.50 to fit them. Bernie can do an exchange service on racing cams for 200 and 250 models, £16.00 + 40p for P&P. These are, in fact, OK for road use with silencers etc, but a loss of bottom end is what you pay for the extra power. Hairpin spring heads can be converted to coil springs for £6 a set, including new collets etc. Bernie does a nice line in nylon overalls for £9 plus 35p P&P, and AGV Ago helmets are available from him at a giveaway £29.50 + 50p post. They are £36 retail, and Bernie says if you lot buy enough, he might be able to afford one himself one day.

Chris Dell, 122 Walton Road, Walton, Warrington, Lancs, is selling a number of bikes as diverse as BSA 250 Gold Stars, 380 Suzuki and a 750 Guzzi V-Twin with a ventilated crankcase (threw a rod on the motorway). Chris is open to offers for these and more.

ODDS AND SODS (AGAIN).

Chris Dell, address above, is still anxious to get a Lancs/Cheshire branch running, but has been a bit disheartened by the response to his two meetings arranged so far. We have recently had a substantial increase in membership in the area mentioned, and any of you up there wanting more details of future meetings give Chris a ring on Warrington 64648. Keep up the good work Chris.

Rod Sibbons, of Chiswick, London, wants to start a Branch running down there. The names of all these in the area are being forwarded to him, so expect Rod to be in touch sometime if you live anywhere near.

THE STORY OF IAN GITTINS CANTILEVER RACER.

Dear Dave,

In answer to your request in Desmo about the Cantilever Ducati I have been campaigning over the last few meetings.

It was the brainchild of Derek Chittenden, who has been working on cantilever Starmaker motocross bikes of his own over the end of last season.

At the moment this frame is made of mild steel tube, for cheapness if the design didn't work, but as tests have shown so far, and results in meetings, which both Derek and myself are pleased with, have shown, it does work. Further frames will be in either T45 or Reynolds 531, which will chop a fair weight off.

It has a definite advantage over the standard frame, as the power can be applied earlier coming out of bends, and bumps and ripples now seem non-existent to the rider. (I'll confirm that it handles a treat! DK).

I'm running on Michelins at the moment, with a CB500 Honda disc on the front. The engine is completely standard apart from a green and white camshaft, it's a Desmo bottom end with a spring top end.

The only thing we've had trouble with so far is the damper, which broke at the end of the stem when MICK GRANT (yes, the very same) rode it at Snetterton a couple of weeks ago, (it's a long story as to how he came to be trying it) at a test day organised by MCN for a friend of mine (just look out for a tiger cub test one week in the comic). Anyway, we are trying to get some help on the matter from SPAX, who's damper it was that broke. The next meeting, I'm trying a KONI.

Yours Faithfully,
Ian Gittins.

I saw Ian at Gaydon on May 26th, when he had the Koni fitted, and can honestly say that absolutely nothing went past him on the corner I marshalled at. It sounds nice too!!

DAVE KNIGHT (SEC), 10, LONGSTAFF CROFT, LICHFIELD, STAFFS. (LICHFIELD 51605)

Safe Riding.