

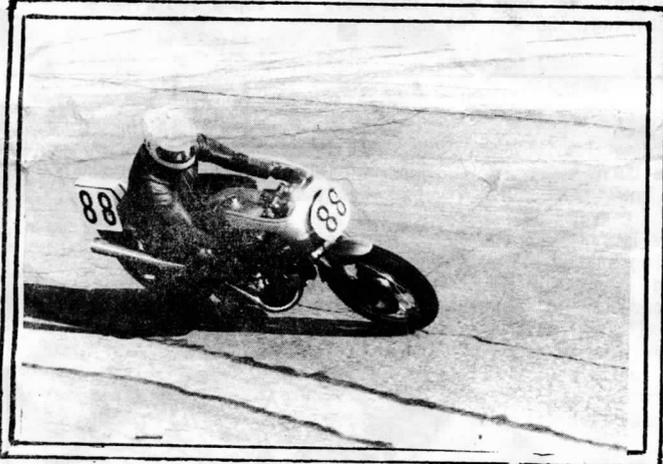
# LETTERS

Well, I just received a sample of your news sheet, and I think it's pretty good for a first effort. Naturally, I enroll in the DIOC, and I include the magnificent sum of \$10, just to encourage everybody who contributes to the relaxation of the most intelligent Motorcycles Owners Club in the whole world.

In my first letter to you, I told you I had a 450 R/T and I was waiting to find a 750 at a decent price. Well, I found one, a 1972 which I paid \$650.

On my first day off with the big Duke, I met a guy in a shopping center, who has raced on Ducatis somewhere near 1956-1960. I was just locking the bike to a "no parking" pole, when the guy came off the shopping centre and asked me: "Would you mind if I asked you a question", with a strong Italian accent. "No", I replied. Then, with a hungry look to the bike, he asked "It is a pretty big machine you've got there, eh? Is it a 500? -- No, it's a 750. "Phew", he whistled, it must go pretty fast. Yes, I said, somewhere near 120. Beginning to understand that his queries would come to no end, I hung my helmet on the rear view mirror and searched in my pockets for a cigarette. During this, he sat on the bike, looked at the instruments, tried the front brake for feel, and just smiled. His eyes begged for a cigarette, so I gave him one. After a puff, he whispered: When I was young, yeah, when I was young; I used to race one. Oh, I wasn't very good, and the machine was not too fast, but God, did I like it!

And then, he told me all kinds of things: that, when he liked something, he could not leave it. That his wife would leave him if he would not keep changing his cars for sportier models four times a year. That, no, he did not have a motorcycle at the time, because if he had one, he would kill himself, if his wife wouldn't beat him at doing it. That he had a few glorious scars, a huge one on the side of his head, and another one on the top of his skull. Both were due to a fall on his head on a small track near Napoli, when the helmet blew to pieces, two of which smashed right into his head. That it was the reason why he had quit racing bikes. That his Ducati 175 wasn't a big machine, sure not as big as that 750, there, but that it was mighty fast. That he raced against Benelli's, Morini's, Mondial's, and Motobi's, and he told me the whole story of the Benelli brothers, of Carlo Guzzi, of Bergamonti, Pagani, Agostini and all those guys. That, at Monza, when a rider must open to full throttle to go a certain speed, the next guy just opens it to half-throttle and goes the same speed.



When he stopped speaking, the shopping center was silent and empty. He looked at his watch, began to look nervous, and did add: Well, son, try to have fun with that bike, and don't get it stolen. I've got to go home, because I'm late, and the wife will think I've been playing pool, or cards, or God knows what. We shook hands, and he climbed aboard his yellow Renault 17 Gordini, and disappeared in a roar. I never remembered what I should have bought in that shopping center. Marc L. Belva, Montreal, Quebec

## How About a Shaft Drive Touring 860

I saw your letter on the Ducati Owners Club in Motorcyclist and would like a copy of your club paper. I own four bikes, a Ducati 860 Electric start, a 750 Kawasaki modified street bike and two small trail bikes.

My 860 is red with a white Windjammer and lowers, and K.C. Bags. My wife is about done at 75 miles on the Kawasaki, but after a 275 mile ride on the Duke, she was ready to go again. It is hard to believe that a big 90 degree V-twin can be that smooth. The second big thing is the room on the seat. We have about 4" between us with me riding in my normal position. Can you imagine this bike with a shaft and a few more refinements? It would be one of the smoothest, cleanest bikes on the market.



Thanks for the info and crank on the factory to follow through. If the bike is right the public will pay the price. Oh, and by the way, How about those lousy provisions for hanging accessories? The people who can afford this bike are going to want to put fairings and bags on it. As is, there is no way but to improvise. No way will I go that route again. It will be a BMW or Wing first. Of course you know how that goes--Its just like a--holes. Everyone has one. Jerome B. Midler, 3001 19th Ave. SE, Rochester, Minn. 55901

## French Canadian With Italian Duke

Salut! I read your letter in Cycle World of June. I don't speak or write English very well but I suppose you can read this. I have a Ducati 750 GT 1973, since this time I never had a big problems. I like my Duc and I never buy an another bicycle. Just Ducati. Its a good machine; beautiful sound, don't look hugly but it not a Japneesi with little lights (oups!), chrome and other gad-jets. Its a real motorcycle, simple and Duc like the road when the road go no in line, I don't know how say this, like curve *~* the other bikes are in back.

In Quebec I find a good man for work the Duc. In Sherbrooke near the USA. The guys who import Ducatis in Quebec don't know all the bike. Little stock of pieces and *##@#\*#&=* Snyder Montreal. But the guys in Sherbrooke is OK. It an Italian you know? and Italian know Italian, sure! Good service etc. Moto Sport Continental Inc. 975 (ouest rue) King Street West, Sherbrooke, Quebec, Canada.

I hope you write to me and send me your first club newspaper. I was the first president of my motoclub in my city, The Ford Mines, 60 miles from Quebec City and also 60 miles from Sherbrooke. I also has the vice-president of an alliance of 25 Moto-club in the east of the Quebec Province. I know all the work to make a good club or Moto-club. My Moto Club name is Qu-Bec M.C. Inc. Gilles Gagne "Bad" (nickname), 585 West 11th Street, Thetford Mines, Quebec, Canada G6G 5L9

## HELPING HAND IN WEST VIRGINIA

If any Ducati owner is ever in my area, they can be assured of my assistance for lodging, parts, any type of assistance or just a friendly bit of conversation.

I have just completed a 3900 mile trip in 7 days. The only trouble I encountered was on fouled spark plug. Ride on Ducati!!! LLOYD NELSON, 8 Cloverleaf Circle, Charleston, West Virginia, 25306, Ph. 304-925-7236