

# TOURING G.T. CONTINUED

It was lucky that I'd brought a good supply of tools and patience with me, because I sat by the side of the road and disassembled most of the bike attempting to locate the problem.

After about 6 hours of frustrating searching I found that the set of points for the front cylinder were defective. The spring across the back of the points had a hairline crack and at any engine speed other than idle the points would just float and stay open. Thank God I'd kept that old set of points when I'd tuned up in LA.

Needless to say, I made it back to N.J. with no further problems.

The Duke held up perfectly well on the way home even though I pushed pretty hard. LA to N.J. in just 4 days-not counting the disabled time in the deser by Las Vegas.

With 13,000 miles on it now, the bike is again disassembled. This time for new guides and a slight hop up with Sport Pistons, Norris Cams, 34mm Dellortos and a rest. I'll let you know what kind of results these modifications have. In the suspension department Akront rims replaced the rusty steel, ATF mixed 50-50 with 20wt motor oil replaces the front fork oil, Dunlop K-8ls are on both front and rear. A pair of hot automotive coils keep the bike sparking and make for easy starting-always first kick. Dunstall pipes replaced the stock mufflers a few thousand miles ago. A Marchall quartz iodine headlight replaced the stock sealed beam, and air horns are substituted for the anemic stocker.

So far, the local dealer hasn't had much luck in getting parts I've ordered; a new seat and taillight.

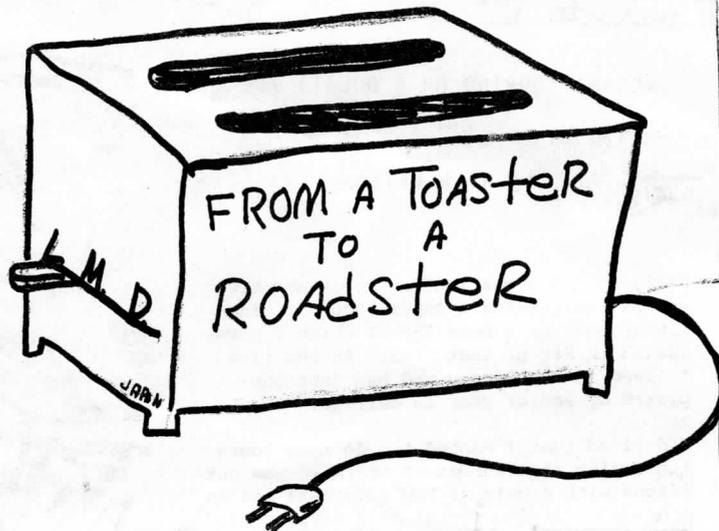
Please enter me into your club. Any info on parts availability or interchangeability (Honda 750 wheel rims fit a Duke 750, Indian mini-bike points fit 750 Dukes etc.) will be greatly appreciated.

Do you know anything about the pointless ignition system being advertised in the classified section of Cycle? Do you know where an oil cooler could be attached to the engine?

Thanks for any info you or your members can render and good luck with your club.

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By Jim Getto

To me a bike should be light in weight, handle well, and have enough torque to push my eyes well back into my head. without vibrating the fillings from my teeth

The quality of any machine is based on its reliability. You can take all the pressed steel frames, with their hinges in the middle, along with the stamped out engines and assorted plastic trinkets, swing arm bushings included, and push them all off the Grand Canyon. Sure they are reliable, comfortable, and boring, these bikes I'm talking about are the mass produced Japanese toasters that we see everyday. Don't get me wrong, I drove one for five years and enjoyed it very much, until I grew more sophisticated and found out there was something better to be had.

My Honda got me through five years. It was very reliable and I never paid nay attention to the engine. It could have been a square box painted silver for all I cared. It had no character of its own. I really enjoyed the fun at going over 100 with it. It reminded me of Holiday on ice.

Well one night I saw one that was advertised in the local newspaper, it read "Ducati 750, \$1400, great bargain." I got my wife on my bike and we drove down to see it. I was red and in very good condition. The guy cranked it up and it sounded like a fire breathing monster coming to life.

Three months later it was mine. The first impression I got was how little vibration I felt at any speed. The handling was more than I expected. The Ducati and I are one, together. When I see one of those Jap toasters, I just smile and thank God I'm riding a Ducati.

It all started when I saw an ad in one of the cycle magazines. Ducati 750, power, handling, reliability. A Ducati reliable? I could't believe that one. I studied the bike over and over again. That 90 degree twin seemed to be a work of art. I had to see one in person. I found a dealer and drove down to his shop. The bike was red with decals on the tank. The alloy engine was a masterpiece of cam towers and bevel gears. I left the shop on my Honda 750 with the Ducati in the back of my mind. I read on about how smooth the twin was. References were made to balancing a nickel on it's edge at 4,000 rpm. I could almost feel myself going through the turns, suspended from sky hooks, at 100 miles per hour. I dreamed on and on. I even though of owning one someday.