

Letters Continued



SINGLES, AND SINGLES AND SINGLES

Great! A Ducati Owners Club, just what we've always needed. I hope its not too good to be true. I want this club here to stay.

I hope the club newspaper is set up to print photographs. It would be great to see pictures of club members' Ducatis, (or any Ducati for that matter.) I always gloat at any pictures of a Duke. I also hope the newspaper will have a large letter column.

I've been riding Ducatis since 1969, when I was 16, and have been Ducati crazy ever since. I presently own the following:

1966 250 Scrambler, 1960 200ss, 1965 250 SCR, 1966 250 Monza, 1967 160 Monza Jr., 1968 350 Sebring, 1970 450 Mark III Desmo, 1974 750 G.T. I have also owned the following:

1962 250 Monza; 1964 250 Mark 3, 1965 250 Monza, 1965 250 Scrambler, 1965 250 Mark 3, , 1969 450 Jupiter, 1970 350 Mark 3 Desmo, 1972 250 Road, 1973 350 Road, 1974 750 Sport.

I worked at a Ducati motorcycle shop for three years as a mechanic and parts man. I have lots of used parts. If you know someone with a single cylinder Desmo head that can't find a place to get his rockers adjusted competently, then put him in touch with me. I have the tools, the shims, knowledge, and skill to do an expert job.

I can easily answer most any question about the single cylinder Ducati better than that damned Clymer Service Handbook, that rips you off for \$7.50.

I hope to benefit as well as contribute to the Ducati Int'l. Owners Club. BOB HANSEN, 2924 Jefferson Street. Muskegon, Michigan,

More on Electricals

I am interested in a copy of the club paper at the advertised attractive price. I am also probably interested in joining. I have an 860 GT, 1975 and a 250 Desmo, 1970.

Being an electronics type I can be of particular help regarding electricis. Brief tips follow:

1. The first 1500 or so 860s were built with 750 alternators, which have a mediocre output below 5000 rpm. These have 3 wires coming from the alternator and a plain regulator case. The later type has 2 wires and a finned regulator case. The rotor and starter are bolt-in interchangeable. When installing the later type, simply discard the rotor and starter spacers. The later type has tons of output even at idle. You must change rotor, starter and regulator.

2. Tympanium Corp. 8 Cummings Park, Woburn Mass. makes a replacement regulator for 6 volt battery type Ducatis. It works well, costs \$30., and is in fact available. There's nothing wrong with the Ducati regula- but if you can't get a hold of one.....

3. Replacing the spare coil in the battery singles with a car coil and gapping the plug to .035 or .040 makes an amazing difference in starting and idling. Use a 12 volt external resistor car coil without the resistor. It doesn't take any more current as is popularly supposed. The stock condenser is OK.

I can supply more detail if required. Oh, there's a complicated, but cheap way to get a bit more output from the 750 type alternators. It costs you \$30 to do, and I'll describe it in a later letter. SCOTT ROBINSON 254 GARDEN ST., CAMBRIDGE, MASS. 02138

WOULD YOU BELEIVE CAM GEAR WINDOWS??

I saw your letter in Cycle World and thought some of your members might be interested in some things we make for Ducatis. These items are just a sideline with us so the only way we sell them is thru word of mouth advertising.

We make ridgid aluminum ignition point covers that really waterproof the points, and a window to replace the tower cover that lets you check at a glance for oil pressure and looks super trick, besides. Enclosed are some pictures of these items on a motor. The window bolts on with no modification. The point cover requires drilling and tapping q holes in the point cover plate and we also make offset crank pins for 450s. They increase the stroke 4mm.

Ignition point cover	\$16.00
Cam gear window	\$16.00
450 Crank Pin	\$50.00

D & M Tool, Po. Of. Box 1231, Auburn, Wash. 98003

