

LETTERS

SINGLES FREAKS. ADD THIS GUY TO YOUR LIST

I'm glad to hear from the new club. I just received my newsletter and am glad to see it arrive. I've read the newsletter five times through and think its great. I hope they will get bigger though.

I've owned and ridden Ducks since 1962. My first being a 62 200cc Sport. I now have 10 Ducatis, 2 350s and eight 250s. I have an old 66 350 Formula road racer to drag race with and a 250 racer, one scrambler Sebring 350, two custom 250 cafe, and six Monzas.

I am surprised to see most of the members are 750 and 860 riders and I wonder if they have ever seen Duck singles? I have ridden a GT750 and I never rode anything so smooth. I plan to buy one when I find one at a reasonable price.

I have been trying to have a complete collection of singles but need to find a 100cc and a 125--200cc. I started collecting five years ago. I met a guy from Dade City Florida who says he knows of a Ducati freak that has a collection of 35 Duke singles. I would love to meet him just to drool those bikes.

If any member needs any spare parts for singles 100cc through 450cc, write me a letter. I have gobs of parts, new and used, too many to list.

In response to Mr. D. Harnett of Jacksonville Florida I love to hear my Ducati referred to as "Duck". It's much better than what Harley owners call their bikes, "hogs"! I have a Formula 350 modified that is unbeaten on the street here in New Port Ritchey area. He says Ducatis eat Hondas, well anything eats Hondas. My little 350 gets more laughs from Kawasaki 500 and 750s owners and all the rest of the Jap owners but they frown and say where do they make Ducatis after I have beaten them on the street, top end or in the quarter mile. PAUL Mapes, New Port Ritchey, Fla. 1-813-842-1457.

Fan Wanted for a 48cc Duke. Serious Offers Only.

I read a couple of issues back that the only owners of a Ducati in Delaware was offering his services as a local scribe. Well fine. If he is a better letter writer than I am, however he should call over my place some time. I ride a 750 and my son, brother and nephew race a 250 Desmo (well son never made it cause the flywheel slipped time). My brother Jacques ran Daytona and the Isle of Man in years gone by on a Ducati 250. My neighbor across the way has a Diana 350, I think, with a full kit of goodies, 2 megaphones exhaust pipes plus street equipment, (some sort of optional competition kit it seems). Anyway there are seven or eight bikes around here. Oh! by the way I have a 48cc two stroke Ducati without a fan and wild competition type open intake. The foot pegs can be swapped around to make pedals to make it a moped. I think it's about 1962. Also there is a queer fan cooled Ducati over at my mothers house that must be about the same age.

I admit to have been a keen rider for 40 years. This fall is the aniversary. My first real street bike was a 45 Indian shaft drive which I still have. I rode it some 25000 miles in 1946-50. I also had a B31 BSA 350 from 1946. That I just rode and rode for sheer joy. Now when I read about why owners like their bikes, looks, uncommon, fast, good handlers etc., I can say I don't really care about that stuff, but now for the first time since that BSA, I find I just want to ride my Ducati. I get all kinds of problems with the wife and kids wanting me to take the clothes to the cleaner or get a part for the bicycle when I just wan to leave the "Vette" in the shed and enjoy myself. Oh sure the front brakes suck, the mufflers rusted out, the carbs

get clogged the first damp day that comes along, the headlight is a joke, I had to trash the whole electrical harness, front brake lver assembly, dimmer switch, side stand, voltage regulator, clutch lever, hadlebars, fuse block, and on and on. BUT I LOVE TO RIDE THE STUPID THING.

I have on the advice of an English dealer advanced the static timing of the ignition to 18° (750GT) This is a real improvement. Then to overcome problems starting, (more imgagined than real) I replace the two screws that held the breaker plate with two studs made from bolts (minus heads) and then used a flat washer + lock washers for friction under the nut which allows me to slide the whole point plate to change time. Then I made two stops one for retard and one for advance so I could set it where I wanted for each position. These stops were attached to the breaker plate with two #6 screws each. One stop was bent to extend above edge of housing and projects through a slot in the cover. A piece of inner tube glued to the cover seals it satisfactoraly.

I will send you a copy of the article on Ducati tuning and maint. by a Ducati dealer in England. he differs with your correspondents in many respects.

Sorry about my unreadable ramblings. (No #@*t.),ed. but I'm not goin to rewrite it now. (he didn't)ed. I've been too long already. I like your sheet and find it a great help with my problems and I hope I can help others a little. I run Garden Airport in toughkenamon Pennsylvania, 15 miles north of Wilm. Del on Route #1 near Rt 41. I also maintain a collection of 30 + bikes at the airport dating from 1900 to 1965, such diverse types as Neracar and Scott are on display. All Welcome. LEX DUPONT, 300 Traddell Mill Rd., Wilmington, Del. 19807

SMALL SPACE FILLING NOTICE, NOTICE...NOTICE

OK, I've got some space left here so I would like to tell you that we have re-ordered more CONTI mufflers and we have them coming and going like crazy. So if you still need a pair at our ridiculous low price of around \$80 get a move on. We will be raising the price back up again soon. We just got in more Sport T-Shirts, Daytona Shirts, we'll have more singles in Med & Large in a week. Key Fobs are being redesigned, they'll be available by issue 11. The Key Fobs are all leather and have the old Ducati insignia on them, simply outrageous. Support yer QIQC and we'll have one hell of a club. Ciao. joel.

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