

LETTERS

'ems unless they're on your line 'na tough curve. But animals (ie: deer, goats, and sheep are plentiful late in the evening, especially along the more remote roads.

There is a inner sanctum which tacitly dubbed the Fischer Store Roadracing Association. Fischer Store is what passes for a town. Fischer Store Road winds for miles and miles from near Wimberly to Blanceo crossing numerous cattle guards and covered at some points by foot deep streams. Cattle guards signify roving animals and cosmic cowpeople in pick-ups. Both are the devil to dodge because the road is nearly never wider than your average step-side GMC. The association can almost always be located in whole or part on Saturdays at the Devils Backbone Beer Joint (no kidding!) or at the Fischer Store store. Quite a place. Quite a crowd.

Before Winter locks me in, I'll get down to Austin and ride Fischer Store Road. Until then I'll just dream.

Austin is also home to a bunch of Ducatis. To hell with Long Beach, there has been an annual race in the city streets in Austin for years. And Ducatis is always represented in spirit if not in fact. The whole scene is madness. I first got into Ducatis in Austin when I took a ride on a Diana 250. At the time, my iron was a standard Yetman-Webco-blind faith CL 77 Honda and neat as it was, the Duc put it in the showers. The real revelation came two weeks later when I took a seat on a 450 Desmo. I was sold, but it took me seven years to regain my karma.

The first Desmo 750 I ever saw or heard of belonged to a guy in Austin who'd had the thing flown in from Bologna. If there was another in the country at the time (October 1973), I hadn't read about it. This guy had had some time on one of the Seely-Ducati 500 twins as well, so I assume he was some relative of Tagliani.

But that was Austin, and now that I've got my Ducatis in shape to participate, I find myself in the company of dragracing idiots, chopper freaks, and assorted other profile adherents to the straight line, electric start, chrome-flash theory of motorcycling Depression City. Take care Joel. Ed Junker 3605 NW 53, OKC 73112

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I would like to offer an absolutely free service to any DIOC subscriber just to help out if I can. Since there is no service manuals at all on the 750/860 at the present time and the Clymer book on the single Cylinder Ducatis is so worthless, I would like to offer a free technical information service to DIOC members. All a reader need to do is address his or her letter to:

TECHNICAL SERVICE
Moto Sport Continental, Inc.
893 King St. W.
Sherbrooke, Quebec, Canada

My partner and I, who together have over 30 years of tuning and engine building experience will put our heads together and try to give some sound technical advice and recommendations. Yours Sincerely, RICHARD WHITE. PS Also as you may or may not realize the photo of the Desmo Single on the front page of the 2nd issue, Sept. Oct. club news was taken by myself in front of my old shop in 1975. This particular machine was sold to the Competition Shop in Fairbanks, Alaska about 2 weeks after the picture was taken.

• EDS NOTE: On behalf of all our members we would like to thank Mr. Richard White and Company for this generous offer to help us all in the technical department. We are in need of this kind of help. I know there are a couple of other shops that have written to us offering this kind of assistance but we are going to have to dig them out. EUGENE CYCLE SPORTS, 4065 West 11th Ave. in EUGENE OREGON, 97402, has been helping our members from the start of the club so here is another address for you people to write to.

WE would like to ask any of you who have any technical questions to refer them to these people, also the people whose ads have appeared in the newsletter have extended this valuable service to Ducati Int. Owners Club members. RAYTOWN CYCLE CENTER, 6324 Overton, Raytown, MO. 64133, SYDS CYCLES, 6600 Haines Road, St. Petersburg, Florida 33702. So, Please, I know a lot of you have written to us for some real far out technical questions and we have been sending your letters off the other shops for advise, but I'll have to tell you all that we are so swamped with the paper work and putting out this newsletter that frankly we do not have time to research and give you a decent answer. SO IF ANY OF YOU HAVE ANY TECHNICAL QUESTIONS PLEASE REFER THEM TO THE FINE PEOPLE LISTED ABOVE WHO HAVE VOLUNTEERED TO HELP US ALL OUT.

We shall be printing this list and the names of any more people who would like to volunteer their services to help a Ducati rider with a problem. I personally think this is really great of these people to help us out here at the club and God knows we need a little relief. OK? OK. ■

DUCATI PEOPLE TO THE RESCUE

Dear Joel: Since I received my first copy of the newsletter and wrote to a couple of the contributors; I have been overwhelmed with the willingness of the members to hare their knowledge.

More information on Ducati motorcycles has arrived in my mailbox in the past month than I have been able to gather for myself in the past eight years. I particularly want to thank Miss Sunny Bock for the informative follow up letter she sent me after my inquiry about 750 GT electrics. Harold Parks of S&R Enterprises gets my thanks too. He has been very helpful concerning short track racing singles. (I just sent the head from my 350 to get the ports done at S&R, and I am eager to get the results back.

I suppose other Ducati owners and lovers have felt as I have, that Ducati owning is a lonely occupation. Now that I'm getting all this response and help from the club members, I'm not sure how to handle it. (Sure like it though)

Joining DIOC is the best move I could have made (as far as motorcycling goes, that is) I would like to see a club meeting set up so we could get to know one another. Some place like monterey next summer, in time for Laguna Seca. Vance Ponsford, RR#1 Campbell River, B.C. Canada, V9W 3S4

NEWS FROM BRADSHAW BROW AND BRADSHAW BOLTON! ..?

Saw you letter in a bike magazine and being a dedicated Ducati owner just had to drop a line. I am 21 years old and ave a 750 Sport. My first bike was a 250 Daytona. A short spell on British bikes and then back to Dukes with my 750. I also race a 250MK III Ducati.

In regards of the hard to get parts, if anybody want something for a 250 Duke (pre 1974) I have probably got it! I don't know what the situation in the USA is but in England there are quite a few 250 about but spares are hard to get. Any time I hear of a chepp non-runner going I try and buy it for spares. This is how I got my 250 MK III racer together. Hope this will help somebody. STUART RAY, 42 Bradshaw Brow, Bradshaw Bolton Lincs, England.

BENELLI SEI AND A DUCATI TWIN OWNER

I would like some information on your club; I have both a Ducati 860 and a Benelli Sei--a letter to Feedback column was published in Octer, 1976 Cycle World comparing these two fine machines. The Benelli is prettier, but the Ducati is definitely the most fun to ride.

I have made a number of additions to the Ducati--I now have dual discs on front (thanks to Canada, US and England), also 750 Conti pipes, R90S fairing from BMW, specially designed bracket for mounting the air horns and compressor, and low bars with Moto Guzzi left hand control and Benelli Sei right hand control. These controls are both designed by Tomiselli and match perfectly. The reason for the two makers is that this way I can use my existing Ducati cables