LETTERS

all around. The only tricky part was the engine kill switch which I got around by using a specially designed relay mounted in the headlamp.

I have had trouble getting many parts (including oil filters). I have been told that you have filters; are they the same as original equipment--if so I would be interested in some. Just about everything that I have needed I can get from Mick Walker in England, but the damn freight makes it expensive. Now that ZDS in Glendale has sold out to EUromart in San Jose, Calif., maybe the parts situation will improve. ZDS was the former West Coast distributor for Ducati and Moto Guzzis. EDWIN M. SPECHT, 3235 Wheat Street, San Diego, California 92117

Ed. We've got oil filters, original equipment, see our classifieds.

CHANGES FOR THE BETTER, CHANGES AND MORE CHANGES

Dear Joel: I own a 860 GT which I have gone over lightly to improve the looks. I think the 750s were dynamite looking, but the turkey that got his paws on the 860, he should have his ¢&%*& and (*&&¢%$#@. Some of the highlights of what I have done are as follows:

1. Fitted a red and black 750 GT Tank and side covers.
2. Chromed the fenders, tailight & chainguard.
3. Converted the shift to the right side.
4. Made rearsets using sport brake lever, shifter & linkage, foot pegs and modified kick start.
5. Replaced throttle with a Magura twin cable set-up.
6. Modified a pair of MV Augusta Tommaselli clip ons to fit the larger Buck forks.
7. Reshaped and recovered the seat to lower it for the driver.
8. Put a 38t sprocket on the rear.
8. Several K81's
9. K&N chrome filters.
11. Threw away stock switches, wiring harness, fuse block, turn signals, dash board and idiot lights. I made up my own wiring diagram using a Yamaha switch and made a ndw fuse block using conventional automobile fuses and holders. The turn lever on the Yammy switch is used to switch the tailight off during daylight hours in states where headlights must be on. Switch it to another position and the key in park position and the tailight will come on for campsite needs without the instrument lites etc. The diode bridge was relocated to under the tank so the entire headlight can be removed and still be able to run the bike.
12. A Pacifico ½ fairing was also fitted along with a aluminum plate to carry the tach and speedo and one idiot light to indicate ignition on.
13 Conti mufflers replace the clam shells.

Since making these electrical wiring changes, no problems. Before well, let me draw upon one of several incidents.

Every year we make it to Sturgis & Deadwood for the Blackhills Rally in August. After closing Deadwood one evening we saddle up and make it back towards camp thru Deadwood Canyon. Knowing Italian electrics first hand I put my buddy up front and proceed to blast the canyon walls. Being full of "s" curves, switchbacks etc. You can't always keep each other in sight. So when my fuse block,held together by rubber bands and chewing gum came apart, it was darker than four foot up a bulls ass. Here comes the good part. I began down shifting and braking while simultaneously, intermittently dragging my feet to feel the gravel shoulders on either side while breaking a strangle hold put on me by wife. Things were rather routine after that. The leadman came back and another of our party came upon us, made some field repairs and proceeded at a subdued pace.

The electrical problem this time was diagnosed as the fuse terminals not stacked tightly, thus arcing, melting, blowing, etc. Wanna hear the one about the car wash 150 miles from home? How about the one..... I have put 10,000 miles on my rewire without one incident.

We like to tour, road scratch and race at Brainard International Speedway. The 860 does them all without breathing hard. Took it thru the ¼ mile not knowing how and turned a 13.9 at 95MPH flat without redlining in 4th and not daring to dump it coming off the line. Fun, but road racing is where its at.

The only thing I don't like about the 860 is the chain and a leaking countershaft seal. Any comments on that?

After making all these modifications we went to speedweek in Daytona (trucked it along with a 600BMW, V-7Sport, 750 Duke SS and

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a TZ 250 which raced in the 250 novice and placed 28th after starting back in the 2nd wave.

We also made it to Sturgis South Dakota again. So confident were we, we made it alone non-stop 600 miles thru the nite which included 150 miles across the Cheyene Indian Reservation 2:00 in the morning. We had supper in Minneapolis and Breakfast in Sturgis. This is the smoothest bike I have ridden and it has metal footpegs with no rubber mounts between them and the engine, ditto for the clip-ons. The cafe seating position and ¼ padding on the seat did take their toll though.

As far as bikes I've owned; my first was a 200 Triumph Tiger Cub, then a 450 Honda, 750 Honda Cafe, V-7Sport (which my friend bought) and my present 860 and I just bought a 850-T3 Moto Guzzi for balls out touring. I put a ¼ fairing on it with R90S touring bars and sit 30 degrees more erect than the Duke, thats got to be a touring machine, right?

Future plans for the 860:

1. Clean up the frame and nickle plate it.
2. Replace the sleezy rims with alloy rims.
3. Dual front disc.
4. 36 MM carbs.
5. Sport cam, rockers, valves, Norton Inners, Duke outer springs.
6. Advance cam timing two teeth which is same as Super Sport.
7. 36 tooth sprocket for the rear.
8. Misc. Tire and suspension exploration
9. 9300 RPM 138 MPH "750 GT look alike".

I will knock off another note with my 860 schematic, pictures and symptoms-cures for ailing Dukes at a later date. Right now its election time and I am educating the state Senate-House people in my district about bikers needs wants, and rights. Also we are trying to get our shit together for 1977 roadracing (rules and organization etc.) under the handle of "Central Roadracing Association." HAROLD C. BLAWD, (Butch), 8333 Elliot Ave. So., Minneapolis, Minn. 55420

NEW ZEALAND ITALIAN MOTORCYCLE OWNERS CLUB

In response to your mention in "Cycle and "Motorcyclist", I wish to inform you of our club which has been going for a year. We comprise a large section of Italian Owners in this country, particularly in the South Island and in our ranks are the following machines: 16 Ducatis (4 Sports 750s, 9 GTs, 2 450s Desmos and 1 350 Desmo), 2 MV Agustas (750S-4, 350-B); 3 Moto Guzzis (2 850-Ts; 1 850 California) 1 Benelli 650 Tornado.

There are quite a few more Ducatis roaming the Islands including four 750 Super Sport Desmos but it takes a long time to catch up with them all. The MV Agustas in our club are the only two in the country and we are very priviledged to have them in the club. Both are 1973 models (the 750 having engine No. 226) and are looked after very well, as are nearly all of our bikes.

We have a Newsletter "Motocyclismo" which keeps members informed of what is happening and we are keen followers of road racing, having been thrilled to see the likes of Ron Grant Pat Hennen, Randy Cleek, Randy Manola, Scott Brelsford, Jim