

BITS, PIECES

scent of pine in the air. The water stations for car radiators yielded a cold spring water. Now we were beginning to see sharp drops off from the edge of the road, for about 1000 feet. In winter they don't ski on Mt. Washington because of potential avalanches but in spring a glacier forms in Tuckermans Ravine and if you're willing to walk it you can get about four runs a day in. At about 4000 feet we noticed that the trees were getting smaller until finally, on top there was no vegetation except for some moss and shrubs here and there. Bare rock dark grey hawks a few small birds a weather station and Jack Parrs TV Station Antenna, "I kid you not" were all that we saw. At night they say it is possible to see the lights of Portland Maine and on a clear sunrise the Atlantic. About 50 miles distance.

The worlds oldest regularly run Steam Cog Railway chugs tourists up from the other side of the mountain. Not bad for a sprocket gripping a third rail, (ala rack and pinton steering.)

The bikes didn't lose much performance up here but our own volumetric efficiencies went way down. The view was also breathtaking. Sorry about that. It is possible to see four or five states.

Going back down in second gear we stopped several times to allow the backfires to subside. Is there a Guinness Record for this?

Will we do it again? Yes probably next summer. As John and Sharon said, "Bet we enjoyed that trip more than you?" I replied, "Ya but I like my bike better than you like yours".

There's a girl who works for the New England Travel Council whom everyone seems to know. Whenever we got lost we would ask the friendly Vermonters for directions to a place and they would always tell us to go to Helen Hunt for it.

As an aside, I am told that owing to the altitude if you consume alcohol on top of Mt. Washington you can get drunk at half the price.

These New Englanders are so friendly that if you ask them something they'll give you such a long answer that you'll forget what the question was.

Neither bike gave any problem. All we did was oil our chains. They were many other bikes around but only a few chose to climb Mt. Washinton. Total mileage to and from Mt. Washinton was 600 miles. Can't wait till spring. Box 491, Montreal Quebec, Canada, H4B 1T5.

OUT OF LUCK IN OHIO

I'm the owner of a '73 Ducati GT the 1st sold in the Central Ohio area. It's got about 16,500 miles on it now, and I would like to see about obtaining a set of factory tools (lots of luck, ed.) and a backlog of spare parts as the only two Ducati shops in Columbus went out of business last year.

I do all my own repairs and have machined a custom point plate so that I now use Dodge Dart Points for the ignition; as well as K-mart coils and condensers. As far as I know there was one-desmo 750, two 750 Sports and about eight 860 GTs sold in Columbus before the two shops I mentioned earlier folded.

I'm 25 years old and am a senior at Ohio State University. I've also graduated from a motorcycle mechanics school and have about \$1000 worth of tools; as of now.

Once I graduate from college I wish to start a cycle garage and perhaps obtain a Ducati dealership. David Eley, 3042 Rightmire Blvd. Columbus, Ohio 43221.

FROM THE ITALIAN MOTORCYCLE OWNERS CLUB OF NEW ZEALAND

Many thanks for the Newsletter, and your letter regarding the club. I've printed it in our "Motorcyclismo" which I will send you by separate mail.

The 3rd issue arrived yesterday and I am really pleased with the way everybody seems to be helping out with articles and

general information. You must spend a terrific amount of time compiling the Newsletter - even our one takes me quite a while to type up and it's small in comparison. I really enjoyed both issues you have sent me and I'm sorry that I haven't sent you the dues sooner but I've been on holidays for three weeks. I spent most of my time with Ron Grant working on the motor. It's now complete and nearly ready to put in the frame. The bike is costing me a fortune. This rebuild has run to \$750 so far and I have to buy a pair of Con-tis (115\$) yet.

The Ducati spare parts situation in New Zealand is good compared to the apparent poor set up with Berliner that I have read about. I can get anything I need without trouble, although they are expensive. Considering the small number of Dukes in New Zealand the local importer has far too many spares but it's good for our Members who also get 20% discount.

Since I first wrote to you we have been on a couple of trips to bike races. The first was to Hawkesburg, a track around country farm roads which is very fast and dangerous, but very exciting. All the Owners whose bikes were operational rode up to Blenheim 200 miles north of Christchurch. The weather kept fine and everybody had a great weekend. A Moto Guzzi 850T owner came along and we enjoyed having one of these bikes along as they are rare items here. Unfortunately there were no Italian bikes competing as a Ducati 750 Super Sport which was entered failed to arrive. Pity.

The second race we attended was the Castrol six-hours race which was at Fielding in the North Island. The race was won by a Kaw Z-1000. Boo! The Laverda 750 SFs were running but couldn't keep up with the Kawasakis. It was quite fun watching the Nippon wobblers doing their thing.

The Marlboro Road Racing series is on at present and local boy Stewart Arant is leading by one point from Pat Hennen. The Club is having a party in early January and we hope that Ken Blake and Ron Angel both from Melbourne Australia who are involved with Ducatis can attend. Ron is the state distributor in Victoria and he visited the factory in 1972 when the Imola 200 race was on. He actually bought the 2nd place bike which was ridden by Bruno Spaggiari and took it back to Melbourne for Ken to race. He did run it a few times but the lack of spares and knowledge to set it up really well made things difficult, and the bike became uncompetitive. The bike is still in Australia and I saw it when I visited Rons shop in 1974. The welding was superlative and I've never seen another Duke with the same quality welds. It shows they can do it when they want to. Best Regards Peter Russell, Flat 3, 34 Taylors Ave., Christchurch 5, New Zealand.

THE FRIENDLY SKIES OF DUCATI

Dear Joel I am really enjoying the Newsletter. My Duke is a 1975 750 GT that I bought new in '76 from RPM Cycles in West-field New Jersey in April of 76. Incidentally RPM has been very good about helping me service this machine and about helping me get necessary parts, mostly gaskets and small stuff.

I am a touring rider, just turned 40 years old, and have been riding bikes since 1956, first learning to ride on a Harley KHK. I don't do much long distance riding any more. Would probably

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