

LETTERS

A BLACK HAIR FOR MY GAS TANK

Before I stepped into Penner's Cycle Barn to purchase my Ducati, all of the problems that come with ownership of such a machine were quite clear to me. In fact, because I consider myself to be a rather good wrench, I was looking forward to the minor faults to occur. I could impress the local Rice Wine Wonder owners with my mechanical wizardry. And from that day when the Ducati and I were joined in a short ceremony by a two year bank loan, the association has been mared by only one flaw. No hair in the paint anywhere! After having experienced every trouble that all Ducati machines have, it was a letdown to find out that there is this one nitpick problem which I was to be deprived of enjoying.

Then one fateful day with the combined influence of evil beer and the presence of a beautiful woman, the Ducati fell to the ground. I was seized by terror when it hit the ground and the left hand grip pushed a small dent in the side of the tank. This dent tormented me even more than the lack of hair. So the next day when I came out of shock an order was placed for a new gas tank.

Now, approximately four months later I can report that a problem no longer exists. Because last week when the new tank came in, the quest for the missing hair was ended. In the paint, right up by the filler cap where everyone can see, is a big black hair.

At long last I can rid myself of those dark face shields and face the world knowing that I am one of the proud owners of a machine that is complete with every flaw available.

Anyone need a gas tank with a slight dent?

Just received the third issue of the news letter along with the patch and decal. This is very good work. Since there are still some T-shirts I would like to order another one, real big please. Also please send a 750 parts book. Whatever is left of the green why not put it in the breath mint fund or whatever.

If the state of Kansas is without a state rep, I would like to wear that hat. I promise not to star in any 8mm skin flicks or cause the club a bad name.

It is mighty fine to see the Rayton Cycle Center people in our midst. They had some young ladies working the parts counter this summer that made it a pleasure to break ana dhave to buy a new throttle cable.

The idea presented in the last newsletter regarding a club meeting at Daytona during Speed Week sounds mighty fine. Has anyone in the club ever tried to organize such a thing before? Planning such an event is sure to take a lot of time. Count me in as one who is interested in the idea. To be honest I am not positive that my Ducati would get me to Florida and back without one hell of a lot of work. I just do not trust the rascal that much.

I happen to know that folks who work on electronic devices have a special prayer that protects them from such things as intermittent problems, which are the worst kind. Maybe what we Ducati people need is a special prayer to protect us from so many problems. I have tried all possible kinds of magic to protect me from the big surprise that my machine loves to lay on me at the most disgusting times. Everything from taking an Italian girl to lunch to giving the finger to an Italian girl. Neither of the two acts got me anywhere. In fact the first got me engaged and the second caused a contract to be put out on my life. Another idea was to park my very loyal Guzzi next to the Ducati hoping that some of the good Guzzi traits would rub off. Nothing happened to the Ducati, but the Guzzi has gotten harder to start. Maybe if all the Ducati owners around the world would get down on their hands and knees to show submission to the mighty spirit that causes these problems, that may do the trick.

Maybe I should think in a more positive way and be happy that when a fuse blows out at high speed that the spark will not Jam Voice of America transmissions in Okinawa. Things could be worse. Glen Farmer, 5612 Locust, Kansas City, Kansas 66106

FROM OUR ONLY MEMBER IN PARIS

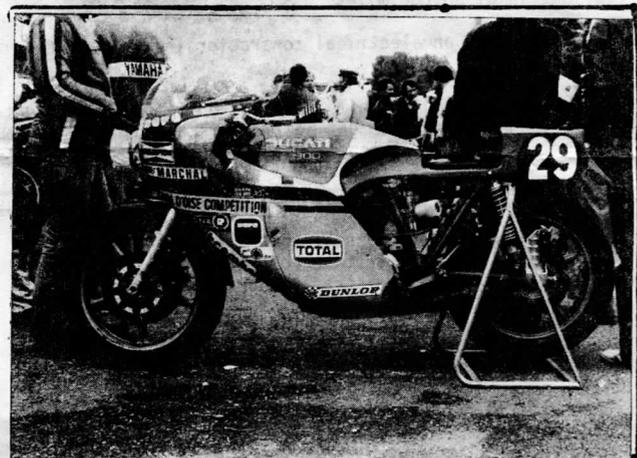
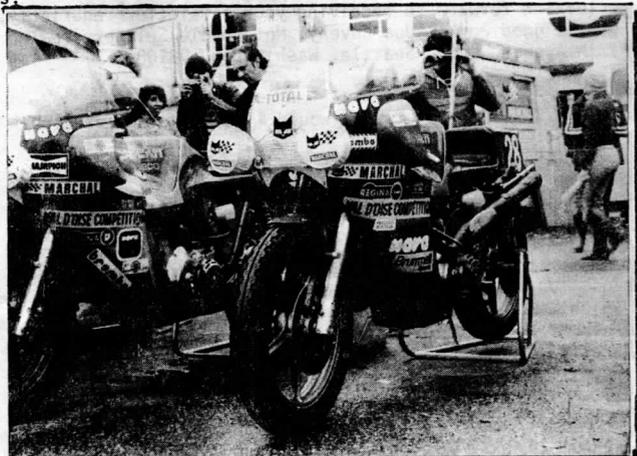
Thank you for the first and second DIOC newsletters you sent me. I have found interesting information in them and I have appreciated a lot of humour.

After the publication of my letter in the second issue, I received a reply from Mr. Richard White of Moto-Sport Continental in Quebec and we started to exchange letters.

I would be very glad if you keep on sending the DIOC newsletter so I enclose \$10.00 for the membership dues.

I like Ducatis because they are modern four-strokes sport motorcycles, very efficient on road with plenty of power and good road-holding qualities. I dislike imprecise gear change lever and fragile starting lever on 900SS 1976 models (Ducati claims to have come up with an improved kick starter for this model. We have broken two of them at our local shop already. ed.) I can send you information I get here in Europe mainly in France, but also in Italy where I go from time to time.

Have you heard about Ducati long-distance racers used in Europe? In case you haven't here is some information about them and some photographs of the motorcycle before the Bol d'Or race at Le Mans.



These motorcycles are not real works machines. They are prepared by a small team -NCR- with a moderate help from the factory. They did not get the 76 long-distance European championship as good results as in the 75 one because Japanese teams put a lot of money in this competition. Honda, for instance, entered officially with works motorcycles; 941cc DOHC, 16 valves. Ducati suffered also their own pistons troubles although different types of piston were tried.

Anyway these motorcycles deserve attention. In an interview published in a french magazine, Moto Revue, Franco Farne, manager of Ducati research department, said after the race that Ducati will retire from competition in 1977, but will perhaps come back in 1978 with a four-cylinder already studied. Didier Campion, 34 Rue Vineuse - 75016 Paris, France