

LETTERS

EUGENE CYCLE SPORTS TRAVELS TO ITALY FOR SOME DUKE GOODIES

It appears that Carol and I will be traveling to Italy the 1st of September, 1977 to visit the Ducati factory. We will be making arrangements with some of the independent European accessory manufacturers to import some new lines of high quality European accessories for the Ducatis. This knowledge is public, but the individual items to be procured are top secret at this point. All I can say is if you think Ducatis went fast before, just wait until you see what we have in store.

We have been wallowing through reams of correspondence and are nearly caught up. We have succeeded in wearing out our high class Remington electric typewriter. My wife (secretary) has demanded a raise if she is to continue; so I might raise her salary to 2¢ an hour. "Keep those cards and letters coming!"

PS. We had a nice experience with the new Ducati 500 twin. I must say that it is an extraordinary motorcycle and measures up to the standards set by the previous Ducatis. We are yet to discover long term reliability of the 500 GTL, but it is certainly fast, handles well, and is quite smooth for a vertical twin. Jim, Eugene Cycle Sports.

ANOTHER LADY JOINS OUR RANKS

I am writing in regards to your article on the Ducati Owners Club in the August 76 issue of "Motorcyclist". I am a 26 year old registered nurse and the proud owner of a 1975 Ducati 750 GT. I am 5' 4" tall and weigh 100 pounds. Because of my size, I can really appreciate the weight placement and seat height of my bike. My husband got me interested in biking. He has a Gold Wing and Benelli Sei. Originally he wanted the Ducati for himself but when I went to look at it, I knew it was the bike for me. So I stepped up from a 360 Honda to the Ducati.

I would like to become a member of the club and would appreciate receiving your newspaper and any information concerning the organization. Thank you, Phyllis Bachanel, 639A 194th St., Glenwood, Ill. 60425

A CHOPPED, APE HANGER DUCATI...AAUGGH!

Well I've finally gotten off my duff and I am sending in the membership dues. I own three Dukes, one '69 450 Scrambler, one '69 450 Desmo, and one '74 750 Super Sport. I bought the 450 scrambler a couple of years ago from Jim's Motorcycle Sales in Johnson City, Tennessee. I got the 450 Desmo from a Ducati freak friend of mine who rescued it from a second most ignominious fate that I've ever seen befall a Ducati: namely ape hanger handlebars. The worst fate was exemplified by a chopped 450 Desmo with extended forks that I spotted here in Knoxville. And finally I bought my Super Sport from Beno Rodi down in Atlanta, at Motorcycles, Inc.

I am a single student here at the University of Tennessee. (Must get pretty lonely. ed.) Fortunately, I met a Knoxvillean who was a Ducati fanatic when I asked for his help in tuning some Mikuni carburetors on a Norton I had at the time. He kept expounding the virtues of shaft and bevel gear driven cams, desmodromic valve actuation and super-handling chassis until I traded my modified Norton 850 for a 750 GT. On my first ride on the Duke, I ended up laughing out loud from excitement. After a period of trouble free ownership, I took a ride on a friend's 750 Sport and was so impressed by the coordinated feel of the roadracing rider's position that I sold my GT to a friend and bought the Super Sport. I must say, the Super Sport is the most exciting bike I have ever owned. The words of its first owner best describe it: "Id wash the bike, fire it up to take it around the block to dry it off and end up 60 miles away." The Super Sport engine is torquey, free revving and quick, the handling is better than I can ride, but the ignition system is a miserable mess and the stock exhaust pipes drag too easily. Luckily, these problems are correctable.

A rid on my previously mentioned friend's highly modified 250 Desmo precipitated my purchase of the 450 Singles. These bikes are currently awaiting restoration.

I must add that one of the most pleasant aspects of owning a Ducati is the fine people I've met who recognize a Duke rider as a true motorcycle enthusiast. Many of these people are

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glad to assist in rebuilds, offer advice, open their workshops as Saturday afternoon gathering places for tuning sessions, and get together for touch football games and parties. And of course I can't forget the main activity, those weekend rides on the Blue Ridge Parkway or down Highway 66 (near my Winston-Salem, North Carolina hometown.)

Forthcoming will be some photos of various area Ducati riders. I'll write some more later on. I'll be looking forward to the newsletters, and also let me know if I can obtain a Nov. Dec. Newsletter. Bill DeVault, Box 8766, U.T., Knoxville, Tenn. 37916

- The Second, third and Fourth issues are available at a buck a copy. We are all out of the first issue. Only 400 were printed.

THIS SPACE IS RESERVED
BROUGHT SO MUCH GLORY, SO MUCH PAIN, SO MUCH HAPPYNESS SO MUCH STRAIN ON THOSE WHO RODE IT AND THOSE WHO WORKED ON IT. MAY IT REST IN PEACE IN THAT GREAT SALVAGE YARD

