

BITS + PIECES

N.J. REGION OF THE D.I.O.C. HOLD THEIR FIRST MEET

by Charles B. Clancy, III
Reginal Director

Here is our report, together with pictures, of the New Jersey Region's first meet. Our next meet will be a flat out excursion to the road races at Louden, New Hampshire, in mid-June.

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The New Jersey Region of the DIOC had its first meet at Lewis Morris Park, Morris Township, New Jersey on March 27, 1977. As the enclosed photos show, the weather was perfect. Four days earlier the temperature had been in the mid-20's with rain, so you can imagine how happy we were with the sun and temperatures in the 60s.

The meet turned out 11 Dukes (1-750SS, 1-750S, 6-750 GTs, 3-860GTs), a four cylinder Henderson, a 750 Triumph, a 450 Honda, a very nice 400 Yamaha cafe racer, and two wives and a girlfriend to brighten things up. Several members showed up without bikes, as did some non-members enthusiasts who should be joining the club soon.

The four pictures are: 1) our group; 2), Bill Leavens in a characteristic pose; 3), Bob Wyckoff and 750SS; Charlie Clancy and 750S. Hopefully, by next meeting we will have persuaded Larry Quinn not to crop his future photos so vigorously!

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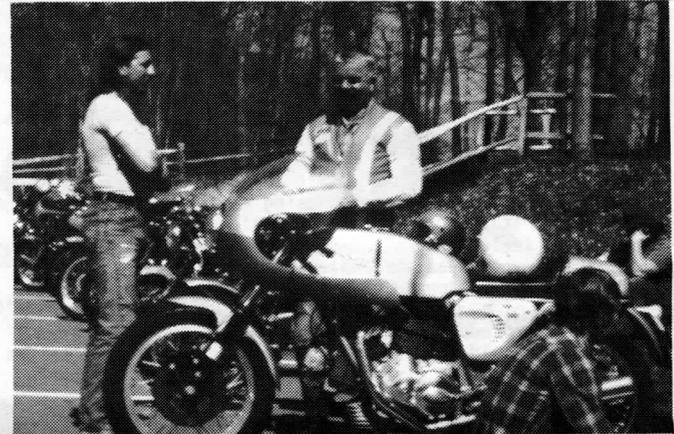
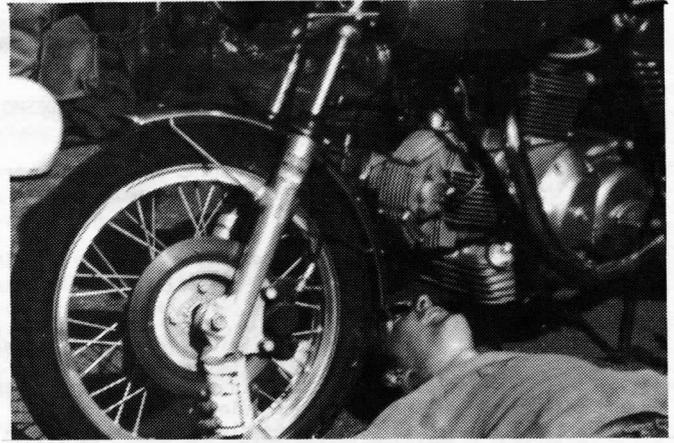
Over a case of beer generously contributed by Bob Wyckoff (750SS) of the Sport Spot in Wayne, New Jersey, we all set about getting to know each other, having a picnic and sharing our common interest. We appointed a secretary, Bill Leavens (750 GT); a photographer, Larry Quinn (750GT); and a technical committee, John Meade (900SS and 25 other bikes!) and Bill Salisbury (860GT). I (750S) undertook to continue working on events.

As you can imagine, there was much interest in the technical side of Duke ownership. Bill Leavens complained that after installing K-Mart coils and ballast resistor, his bike started fine, but the lights were dim and the battery soon pooped. Fortunately another member had just solved the problem: locate the resistor up front, right next to the coils both physically and in the wiring. If one locates it under the seat and wires it into the terminal box back there, as Bill did, chances are he too will reduce his entire electrical system to 9 volts. When that happens the generator cannot keep the battery charged, with predictable results.

Bill Salisbury contributed a tip on improving the crank-case breathing system. The 750s and 860s come through with a black tube running from a conical tower between the cylinders to up under the left side of the rear fender. A flimsy little flap supposedly lets crank-case pressure out without letting outside air or dirt back in. The flap looks about as confidence inspiring as an early Ducati electrical system, so Bill chopped it off and clamped on a PCV valve. The valve opens as needed and closes positively, so it should cut down on the number of bricks in the sump.

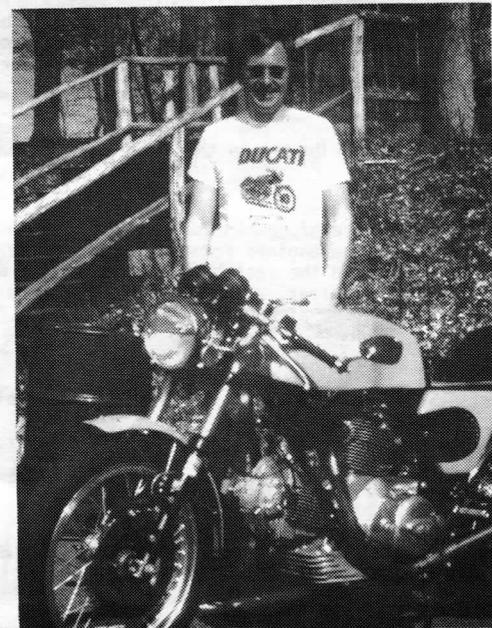


(1)



After much beer and good company, the sun started to go down and a chill set in with the long March shadows. Amidst threats as to who was going to beat whom to Louden we happily closed our first gathering. On the way home I had the distinct pleasure of passing a good citizen and his girlfriend on a 750 Honda, all tucked in at about 70 mph over the speed limit. I really hate it! Keep up the good fight in Florida. I'll let you know how our expedition to Louden turns out. CHARLIE

For information on NY, NJ, get togethers and Rallies please contact our appointed Reginal Director Charles B. Clancy, 115 Evergreen Place, East Orange, NJ, 07018,



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