

LETTERS

case, untitled, that I am using for parts. I bought both machines through want ads in papers.

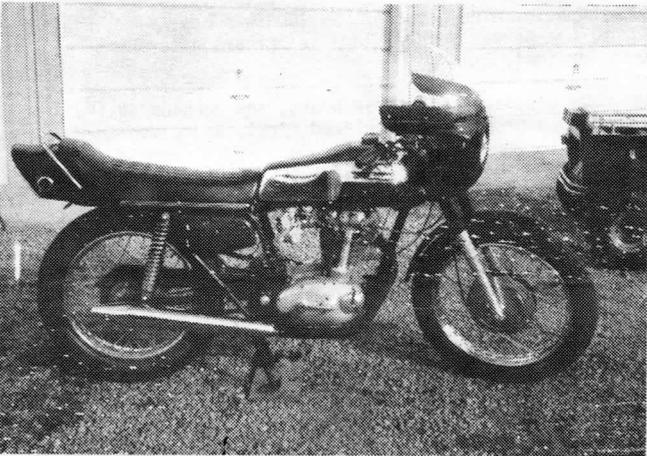
I am 21, single (but connected). I am a student in the College of Environmental Design, Univ of Colorado at Boulder. During the summers, I am a machinist.

I prefer street riding. I also like the fact that my Ducati is unusual, and that it was designed for motorcyclists, not novices. Even though I'm a novice. I dislike the electrical system which fell apart, and the thing is a b---h to start.

I was also requested to send a picture, which I enclose. The bike won 2nd prize, European Street Bike, 1976 Tri-State Auto Exhibition, Denver Colorado, as you see it. Right now the bike is totally torn apart. When it gets back together it will have an entirely new electrical system, and some cosmetic changes, like shortening the seat (off a 72 H2-750 Kaw.) the muffler is from a Norton, the handlebars off a Honda Super Sport 400, fairing and front fender from Dicks Cycle West.

I would like to correspond with anyone who has put a new electrical harness on a 450, I have already been recommended Eugene Cycle Sports.

I would be interested in forming a local chapter, but I can't make any heavy commitments, because my school load is so heavy. Thank you Diane Robinson.



SOME LEFTOVER TECHNICAL RAP ON CARBURATORS

I am enclosing \$15 for club dues and a donation towards your typewriter. I have the first two issues of the club newsletter. Would it be possible to obtain any missing back issues - I am willing to pay duplication costs, if any. If you have any extra copies of the July, 1976 issue of Motor Cycle left, I'd like to have one. (no. ed.)

I have an 860 GT purchased new from ZDS Motors 17 months ago (Dec., 75) with 5,000 miles on it. I use the bike for general transportation, weekend tours, and a little mountain riding. I like the styling, general layout, and handling. I don't like the parts availability, detailing, and electrical system. I've been doing consulting work on physical distribution problems for two of the largest motorcycle manufacturers.

I thought you might be interested in the results of recent work done on my bike. My bike came with a 30mm carb on the front cylinder and a 32mm on the rear. When my left muffler rusted out at 4,500 miles, I switched to a pair of contis and replaced the front carb with a 32mm. I also had a street porting job done by Jerry Branch. The bike was noticeably faster and louder and required a little more choke on cold mornings. Gas mileage went from 34 mpg to 36 mpg. The carbs were rejeted about six weeks later in an attempt to eliminate some engine roughness when running steadily. The engine is running smoother and the gas mileage went to 45mpg. If I can read the mechanics writing, it now has 60/1 slides and 6431 main jets, k-5 needles, and 260 needle jets. We're waiting for some different needles so I don't know if this will be the final combination or not. This combination was tried on another 860 and didn't work.

I didn't understand the technical discussion regarding head porting and oversized intake passages in the second issue. I think Cook Neilson has shown that Jerry Branch knows a little about Duc heads and he didn't reduce the intake ports size on mine. About the only potential problems I noted about his work is the emphasis on performance as opposed to durability. The valve guides were cut back quite a bit and the valve seats were not of uniform width because of the streamlining around the seat.

A few random thoughts, I don't share your feelings about the styling. I like the styling and I've had a great deal of favorable comments from passing strangers, including some middle aged women. I also like the seat - especially the long version. It's better than the one on the Z-1 I had. I don't know why you guys knock Z's so much. I've had Japanese bikes since the early 60's and my Duc has caused me more problems than all of them combined. A major reason from keeping the Duc is that the local bikers have used my bikes for parts - including my entire Z-1. They aren't the least bit interested in Duc Parts. I appreciate your efforts with the club. It has given me the incentive to try to overcome my problems. The basic bike is really very nice. George Isoma, 10801 Rose Ave 24, Los Angeles, CA. 90034. (213) 839-0603

ANOTHER LADY JOINS OUR DUCATI RANKS

Please put my name on the membership mailing list. Phyllis Bachand, 639A 194th St., Glenwood, Ill. 60425. My bike is a 1975 750 GT purchased from Harvey Cycle & Camper, 14755 Halsted Avenue, Harvey, Illinois. I have owned it for a year. I am 27 years young, a registered nurse and student at Purdue Univ.

I used to do short distance and around driving until I got in an accident last June. Now I prefer to drive on long-distance trips and open roads so I don't have to fight the traffic.

What I like best about my bike is the weight placement. I can easily handle my Ducati but cannot manage (for example) a 750 Honda because the weight of the Honda is placed higher and its just too heavy for me because I am 5' 4" tall and weigh 100 pounds. I also like the way it handles in corners (that goes without saying) and the fact that it's almost totally vibration free and offers a very comfortable ride.

I do not like the weak electrical system. My gauges cannot be easily seen at night and my headlight resembles a dying candle. Putting in a larger stronger battery made no improvement. On a sunny day, my breaklight is barely visible. I also would like to have an electric start. I learned to drive on a 360 Honda. Driving the Ducati is a whole different ball game. I am not yet adept in driving it as my time for riding last season was scarce. I have ki-LED it sitting at stoplights etc. and since I am unable to start it while on the machine, I have to get off and it's a big hassle. But actually, this is my shortcoming and hopefully this season I will learn all there is to know about operating my bike and treating it right.

I know of no one else who owns a Ducati but if I ever do, I certainly will encourage them to join the club. After I become an experienced rider I would like to do some writing for the clubs paper. But actually right now I'm just a novice.

I am very proud to own a Ducati and to be a member of the Ducati International Owners Club. Phyllis Bachand

