

LETTERS

A NEW DAWN IN THE CLUB

Dear Joel: The enclosed money order is for a new membership for myself and the renewal of my boyfriend's membership. I decided that it was high time I joined DIOC myself so that I don't need to wait to read second hand news letters.

I am 20 years old, 5' 2" and 98 lbs. Two years ago I got a 1966 350 Sebring with which I am madly in love. It is light enough for me to manage and low enough for me to touch the ground. I will admit that he (Horatio) is rather a bitch to start though.

Anyway in the past two years my boyfriend and I have done a lot to that bike. The first job was to completely rewire it and put on a Honda headlight shell with a SEV Marchal headlight (with two 100W light bulbs.) All of the handlebar controls have been replaced with controls from a 750 Suzuki. The handlebars are off a BMW. As the front end was terribly stiff, it was replaced with Marzochi forks and the front wheel off a 305 Honda. We also adapted, or grafted on, the carb off a 750 Duke. Consequently he is nicknamed "The Great Heap Forward". Along with Norton foot pegs and several homemade pieces we put a carrier on the back and equipped him with craven saddlebags. In spite of all these grafts, he is still a Ducati and I love him.

I was supposed to drive him to P.E.I. this last summer but instead went on the back of my boyfriend's 750 Suzuki. He also has a Ducati 750 which was a little under the weather this summer. As I am not intimately acquainted with it, my boyfriend can write about it and it's problems. Next summer we plan on taking both Ducatis across Canada with us. (I'd like to add a Ducati 500 twin but I'm only a poor university student who's having trouble supporting one Duke.)

Anyway, as you've noticed, I really get carried away on the subject of bikes. If there is anyone else in Edmonton who'd like to talk bikes, feel free to get in touch with me or my friend. Dawn Zimmerman 8836 90 St., Edmonton, AB, Canada, t6c 316, or Mr. Lee Samuelson, 4618 52 ave., Wetaskiwin, AB, Canada.

P.S. for more technical information, Lee will need to tell about that. I've oodles of pictures of my bike but they are all in color and are enlarged 8" x 11"

ANOTHER TRICKED GT

I am the proud owner of a 1975 GT 860cc. I love it and it's kind of ride. This year I even love its speed! I have installed a set of Venolia pistons of 10:1 compression ratio, and had Jerry Branch do me a super head job, also work my 40 mm manifolds and my bike tops out at 125 plus mph, does the 1/4 mile in 12:85 my best time; not bad. I've installed a 3 1/2 Moto Morini single seat (which works great for dragging) a Dick Cycle West 1/4 fairing, a set of Clubman handle bars and it really looks different! But I think (know) that I'll have it stroked and bored to 1030cc and race at Daytona in March. So your paper will be a big help to me. Thank you for starting the club and I know it will be a hit.

I work for Harvey Cycle and Camper and we sell Ducatis. As a matter of fact, we have one of the few 500cc Desmos around and will be racing it at Daytona. Richard Hilliard, 14404 So. Leavitt, Dixmoor, Ill. 60426

Photo Feature

UNIQUENESS IS A THUMPING DESMO

by Zeke B. Jagst

I have always had a soft spot in my heart for classic thumpers. The Velloccette, Manx, Gold Star, G50, etc....trying to find one is another story.

I compromised and settled for a 1970 Ducati 450 Desmo. The appearance of the machine left something to be desired. I made a few changes and the end came was rather favorable. The gas tank being one of a 250 Ducati Diana, the tail section and seat from a Kawasaki. A Dunstall Silencer gives it a nice mellow tone, Ceriani shocks provide the needed suspension for the rear. The low Clubman bars are sporty and still relatively comfortable. The faring just kind of wrapped it up appearance wise.

On my past Ducati's I have hung up many a valve, having had a tendency to rev to the limit, the hair-pin valve springs were all too weak. With the Desmo, the possibility of hanging valves is virtually impossible.

Vibration on the expressway was at one time very irritating--adding two teeth to the countershaft cured its ills. I now thump down the highways 60 MPH at only 3900 RPMs. Just a twist of the throttle and it throbs its way around any slow moving obstacle.

Breaking the just under 300 lb. thumper is done with little effort. After drilling out the air scoops in the front brake, very little fade was noticed, even after hard continuous braking while putting it through its paces on a winding road.

The protruding footpegs make the average sweeping turn somewhat tight and slow. Executing the same turns using a lot of knee action and body english they can be maneuvered at a very rapid pace.

It's so nice to pull up to a stop light and be able to plant both feet firmly on the ground when some of the little guys on the multies have to lay them down on their cases just to touch the ground with their big toe.

It may not be as fast or as smooth as a multi, but it is unique and I LOVE IT. PHOTOS ON OPPOSITE PAGE by Zeke Jagst

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