

BITS & PIECES

COMMENTS ON MORRIS MAGS

We noticed an ad by Performance Machine stating that they offer Morris Mags with appropriate adaptors for most unpopular bikes just as our Duck's popularity was enjoying a precipitous decline on account of its wheels. The spokes were hopelessly rusty and loose, the rims perpetually dirty and probably untrue. We weren't overly enamoured of the rear brake either. So we ordered 1: 19" front wheel to accept std. Ducati disc (disc carrier must be redrilled-\$175 list), 18" rear wheel to accept P.M.'s disc, caliper, sprocket, etc. (wheel-\$104.70, brake kit-240), and a P.M. master cylinder with hardware, hose, etc. (\$61.44). Not cheap but beautiful and strong.

There are some interesting details of modifying the rear spacers and chain adjustors that we will gladly supply anyone who actually gets involved with the process. For now, let us press on with some evaluations and impressions of the finished product.

The unsprung weight was reduced by a total of 8 pounds, with the little over 4½ pounds coming off the front. By extensively drilling the disc, we removed another 1 3/4 pounds so that the front end is now 6½ pounds lighter. This is a reduction in unsprung weight acting on the forks of little more than 20% and is quite noticeable. A Z-1, on the other hand, became 11 pounds lighter when we installed a pair of Morris Mags, its OEM rear wheel and associated hardware being 3 pounds heavier than Ducati's.

We must now resort to subjective evaluations in an attempt to convey the magnificent and spiritually transcending release from ordinary reality Mag wheels and a disc brake brought about. We feel more confident. The rear brake works well with reasonable pedal pressure and travel. The suspension seems more adequate, as it should with less accelerating mass to force it. The Duck no longer feels reluctant to change lines, dives into corners at the lightest suggestion and once in doesn't resist changes in attitude. We find that we are pushing harder and not regretting it.

Some unsolicited comments from impartial friends and relatives:

- an architect - "Those wheels are magnificent."
- girl friend - "Are those new tires?"
- 15 year old boy - "Will it go as fast as the speedo says?"
- my father - "Those wheels don't look right on a motorcycle."
- daughters - "With no spokes to adjust will you spend more time with us?"
- shop drudge - "Hey, the tires went on those wheels real easy."

BY EUGENE C. HISE Precision Tuning
305 Lake Forest Dr. Knoxville, Tenn 37920



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DUCATI HAS A FIELD DAY AT ONTARIO CAL. RACE

BY Maurice Brouha

A word from sunny California. April 29-30 saw some exceptional racing at Ontario, including class races Saturday and the annual Six Hour Endurance race Sunday. Our friend Paul Ritter brought his Ducati down housing a 750cc engine which he believed would be more reliable than the big bore, as the latter had had crankshaft problems.

Jody Nicholas kissed the pack good-bye in the open production class, and ran unchallenged until the last lap. After pulling out a substantial lead, Jody started studying the track and exploring the bike, not realizing that Dick Kilgroe was desperately trying to catch up with him on his 1000 Kawasaki which he did finally up the pit straight. Dick held on through turns 1 - 6, but then Jody motored smoothly around the outside at a lean angle which had the crowd on the pit deck gasping as he went on to win.

Sunday looked grey, but not many racer's seriously considered rain, so the Ducati stayed on slicks. Shortly after the start, things got wet but by then Paul was holding down first place with no problems--apparently his first race in the rain. The announcer unaware of the Ducatis engine displacement kept talking about a fantastic 650 Kawasaki which was supposed to be leading the 750 class. He was wrong of course, and the 750 class leader had the race until some rain got into the Ducatis ignition system causing a misfire in one cylinder which eventually forced its retirement.

ANOTHER DUCATI CLUB IN AUSTRALIA

The purpose of this letter is to inform you that we in QLD. (Queensland...I believe.) ed. have now formed a Ducati club by which we hope to bring together Ducati bike owners, as an organized body for mutual benefit.

As bodies of similar foundations and with similar ambitions, I feel that we could help each other in many ways.

I therefore extend to both you and all other members of your club, the use of our facilities and time when and if you may ever be in this part of the world.

I hope to hear from you and for future co-operation between our two clubs. BW Eugarde, 579 Grandview Rd. Pullervale, Brisbane, 4069 Queensland Australia.

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