

LETTERS (Continued)

carbs, any advice from anyone will be greatly appreciated. As mentioned in your #12 newsletter some people have experienced hard shifting, leaks, vibrations, loose nuts and bolts, and so on. On my Darmah I have had no leaks, smooth as butter shifting, no vibration, just a good fast running super motor. Vibration may be caused by loose motor mounts, the hard shifting I would look into the gear box immediately! Well enough about motors.

I was studying for a B.S. in mechanical engineering, specializing in internal combustion engines, however I have been caught up in electrical engineering here in this silicon valley where I grew up. This Santa Clara Valley was very nice 10 15 years ago, now it's a little congested due to the electronics industry. So here I am, working hard walking around talking to everyone about yesterday's victory, and writing this letter. Monday afternoon may be more productive but I doubt it. Mario H. Gomez 10450 Mahoney Dr., San Jose, CA. 95127

TOO POOR TO EXPERIMENT

I see a lot of ads in the newsletter for various speed parts for the Ducati V-Twins. I'd like to pep the old Sport up a bit, but I'm currently attending college on the GI Bill and don't have a lot of spare cash. I can't afford to experiment with unproven modifications. So, what I'd like to see in the newsletter is some information on the hop-up modifications that other Duke owners may have tried. Especially big bore kits, electronic ignitions, and carbs. Keep up the good work. Gary Russell, 304 27th St., Boulder, CO. 80303.

HOW TO PASS CALIFORNIA'S IDIOTIC BIKER LICENSE TEST

I have moved from New Hampshire to California, so please note new address. This hasn't stopped any junk mail from reaching me, so I don't see why the DIOC newsletter should be held up especially.

Riding's pretty good here. What surprises me is that nobody's heard of Ducatis in the bay area. People stare and poke at my bike in wonder and these are bikers

The infamous freeway grooves didn't bother me until I changed the front tire from a bald Metzler to a K-81. Then I understood why everybody was talking about.

The low point of my riding experience was getting a California drivers license. After answering questions about how long one may park next to curbs of various colors, I went to get photographed and certified. It turned out I had to take a riding test--they accept out of state auto drivers but not motorcyclists. The test consists of running the bike through some pylons and around a rather small circle. Did you ever try to make a 750 GT turn a 10FT radius? I failed. My only option was to rent a 350 Honda and try again. Well let me tell you the little Easter marvel zipped right through that course with no trouble. Now I know what they're good for. It was sure hell to ride the thing on the street. Anyway, I don't have to ride it anymore. I ride a Japanese bike at least once a year so I remember what they're like. The Ducati spoils me rotten and I forget that most bikes are junk by comparison. By the way I did get the Haynes manual. I think that every twin owner should have one. Leonard Migliore, 1909 Golden Gate Ave, SF. CA. 94115

HAPPY WITH A CONTINENTAL MOTO-SPORT CONVERSION KIT

I have just completed converting my 1975 860 GT from a single front disc to a dual (drilled) disc brake.

The results were definitely worth the time and expense. I now have more control under hard braking and I would recommend this conversion to 860 riders.

I purchased my conversion kit from Continental Moto-Sport (see ad on page 2) and I am completely satisfied with their product and services. Jack Martin, RD#3 Box 305, Sundust Rd., Eighty Four, PA. 15330.

THE ART OF EATING AND BREATHING DUCATIS

Dear Joel: I sit here fudging on my work sneaking peeks at my borrowed DIOC rags. Gotta join.

How about Mike Hailwood stomping them all at Isle of Man on a 900SS. What a Star.

I'm a mechanical engineer and my partner a carpenter. We live Ducati. Between us, we have: 250 scr, (2), 350 desmo, 450RT, 750 GT, 750 Sport, 900SS. My wife says we are "ate up.." What does she know? Just jealous.

We race the Sport and SS in WERRA & AMA, though we are just about to start the "new season" late in June due to parts difficulties.

To say the least, we all are devoted to this rare breed of bike. I find new pleasures daily, even when shimmying up my gearbox. What an engine. My partner's wife rides a 350 MK3 Desmo. We will send pictures of it soon. Without a doubt the best looking single I've ever seen. Absolutely barren--no fat. Just what the law requires, (less even). You will love it.

Here are some changes we have made on my 900SS perhaps some of your members may be interested.

- a. Reversed the forks
- b. gutted the wiring harness to the bare essentials. Also have "hot" and "cold" kill switches so as to race without battery.
- c. Conti mufflers and 40MM carbs
- d. 13½" shocks (lowered forks in trees too)
- e. 750CC rear cyl header pipe & clutch cover for ground clearance.
- f. Saf-t breakers front & rear on brakes
- g. Sport instrument bracket
- h. switched back to R/H shift.
- i. Oil cooler (needed as it is over 100°F on some race days

As a note I feel Ducatis bikes need coolers here in the south West. The oil gallery for the cams runs right over the combustion chamber -- the hottest part of the engine. Desmo cams need cool oil.

- j. TT 100 Dunlops front and rear (4.10 X18 front & 510 X18 MK II on rear)
- k. lots of love & attention and hundreds of hours of loving work.

My 900SS was shipped in Sept, 1976 one of the first Dozen or so in the USA. Its different from any later ones I've seen. Subtle but different. ALI ALLEN, 2545 E. 51st #25, Tulsa, OK 74105

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