

LETTERS

NO MORE HIGH OCTANE FUEL.WHATS IN STORE FOR DUCATIS?

It has come to my attention that as of Oct 1, 1979 the amount of lead allowed in gas will be cut drastically (thanks to the E.P.A.). According to my information this reduction in the quantity of lead allowed will effectively reduce your choice of gas to either unleaded or regular (read no Ethyl). Now the question; has you received any information as to Ducatis' intention to convert their bikes to run on unleaded or regular gas? My reason for this question is because I would like to purchase a ndw Darmah but I am reluctant to do so if in the near future I will not be able to purchase gas of the proper octane for it. I am aware of the modifications usually made to an engine to accommodate fuel of a lower octane (lower compression, retard timing, ect.) But I am also aware of the decrease in performance these changes bring. Its a topic that causes me a great deal of concern and one which you might want to call to the attention of other club members.

Hope to hear from you soon. KEN RICHTER, 2725 N. Central, Topeka, Kansas 66617

Anyone got any answers to this please let Ken or the DIOC know. Thank you.

LOOKING FOR A 1000cc DUCATI

Can you inform me as to who can convert a 750cc Duckling into a 1,000 Duck monster. I understand that Mick Walker of Great Britain, has converted many 750 Ducks into fire-breathing 1000cc road burners. But Mick is on the other side of the Atlantic Pond. It would be nice to find someone on the eastern seaboard or southern Ontario, Quebec who has the capacity to convert Ducklings into real sleepers. (?) ed.

Right now my 1974 Duck has been in its pen for the past two years. What a pity!..sob.. I would love to convert it into a 1000 machine and bring it up to Timmins. So far I havent seen one Duck in this city of 50,000. But if I can bring it here next spring, there'll be a lot of heads turning and a lot of stories to tell. GEORGE DUBANOW, PO Box 2144, Timmins, Ont. Canada P4N 7X8

SOME NOTES ON A GTL

I presently own a 500 GTL and a 350 single (I also have a line on a 450 Desmo real cheap!) and I love them like sons. I recently raced the 350 in a WERRA roadrace for the hell of it and boy did I get dusted. They made me race it in 410 production, when I had planned on getting it in Thunder/Vintage but when I got to the track there was no such class being run in this particular series of sprints. The old boy could keep with them on the turns but it was no contest with those RD 350s and 400s on the straights; it was fun though. I'll send you some pictures of my bikes when I can.

If anybody hasn't yet, I'd like to give you a few observations on the 500GTL. After 3,000 miles and up to this point, the bike is completely stock except for a quarter fairing that looks real neat. The only problems I've had were mainly a rash of oil leaks from the cases which I have since cured with silicone gasket sealer and the crummy Smith's

instruments. After a few hundred miles the speedo busted and I got it replaced with one that flutters so bad above 60 mph its unreadable. The renown Ducati paint jobs stand up to its name on this baby. Embedded in the paint on the gas tank are innumerable "trick" dust particles and crap like that. The paint on the chain guard has been rapidly peeling off also.

Vibration on the bike aint much but good enough to bust off turn signals as I discovered one night after stopping for gas. Oh well, I was gonna take them off anyhow! The real turn signal mount had snapped in 3 pieces and two of those pieces had held now long lost signal lites.

Handling of the bike is excellent as in the braking due mainly to the dual Brembo front discs. On sharp corners however its pretty easy to drag pipe especially the clamps. The preload on the rear shocks after adjusting seemed to slightly improve the problem.

The motor I love! Its damn strong and although not lightning quick it still gets there pretty rapidly. The bike tops out at just about 100 (I think). And after a few thousand miles the motor continues to perform better and better.

Right now I'm in the market for a good used 750 Sport and also plan on keeping my 2 present Dukes. Anyone interested in an almost uncomparable middle weight bike should check out the 500 Duke GTL or Desmo. I paid 1660\$ out the door for mine.

Hope I've been of some service.

PS I have found a source for "official" Ducati 500 cc shop manuals complete tith Desmo supplement. United Motor Sales, W. 4th St., Manfield, Ohio 44906

DAN GUNDLACH, 151 Elm St., Hudson, Ohio 44236

SYDS CYCLES RACING GANG TAKE HOME ALL THE MARBLES

Just a small note to pass on to the rest of the world about a very enthusiastic and competitive shop in St. Pete, Florida known as Syds Cycles who race all over the state and do a lot of winning. Syd has a lot of true Ducati freaks and they all seem to get caught up in the racing fever that runs through the entire Tunstall family. Well anyway thats a whole different story that I've been trying to get around to writing if I can make some time to go up to St. Pete and do it. Anyway one of Syds racing team members and DIOC Member, Dennis Hatch sent me this small note.

Dear Joel: You should have been down to West Palm Beach yesterday; Syds Cycles cleaned up!

Class 1 250 Cafe 1st..Ed Culbertson Ducati 250
Class 1 250 GP 1st Malcome Tunstall Ducati 250
Class 4 750 Cafe 1st. Dennis Hatch Ducati 750GT
Class 5 Open. Prod. 1st. John Downing Ducati 900SS
Class 5 Open Cafe 1st. Malcom Tunstall Ducati 860
Class 1 250 Cafe 2nd. Syd Tunstall Duc. 250
Class 5 Open Cafe 3rd Windy Epps Ducati 860

I was winning my class (2 Prod) on the 500 Desmo but I fell off when the front wheel washed out in sand in turn 2.

Thanks again Miss DIOCs 2nd Place, Susan Garcia has graciously agreed to transfer the one year membership to me. Dennis Hatch, 8827 Auburn Way, Tampa, Fl. 33615

DIOC LETTERS

If you got something you wanna pass along to the other troops send them to the DIOC c/o of LETTERS 1447 SR 84 ,Ft. Laud. Fla. 33315. If you want to talk to Joel his number is 305-524-8659 10am to 6PM. We'll take complaints, opinions & views as long as they deal with the DIOC and Ducatis.

