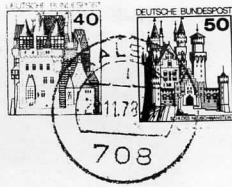


LETTERS



SUSPENSION IS DUMPING ME.....HELP!

I would like to hear from anyone who has experience in modifying the suspension on Ducati singles. Mine is very harsh, a 350 MkIII desmo. It is to the point where bumpy roads are very uncomfortable and it dumped me off over a bump once, and I bent the swingarm. I would like lighter springs on the rear and also in front - maybe from some small Japanese machine?

I'm glad you rescued that Guzzi Falcone. It gives one a great feeling to rescue a neglected bike from some scoundrel. My Thunderbolt BSA was rescued from a Honda-loving-twit who put in soft clutch springs to make it softer and ruined the clutch, tranny and primary by tightening up the primary chain so much it punched a hole in the case and all the oil drained out. The oil-tank-in-the-frame had a crack by the swing arm bracket and was fixed with chewing gum. The result - one almost worn out motor with only 2600 miles on it. Thank God that BSA parts are very cheap and easy to find (if you know the right people). My Firebird is a basket case - I bought the motor three years ago for parts and mourned the fact that the owner had sold the chassis. A very rare bird is the Firebird - most of them blew up! They had very hot engines and were used for Superbike production racing in the states. Two months ago we phoned up a guy who got the chassis and got the lot minus front end for \$50! I had the engine - so I marched out and found a new front end, new tank, new side covers, new upswept pipes (ala 900SS, stock too, one on each side) and new engine side covers. It's the least I can do for a bike that has been torn asunder for three years.

My little Duck is in very good shape - with Ducati parts so expensive and scarce I'd hate to have to buy a lot of parts for it. Its getting a paint job and new spokes in the back wheel, as well as some new chrome and cadium plating. STEPHANIE COULSHAW, 561 Gilmour St. #3, Ottawa, Ont. Canada K1R 5L5.

PS Anyone having a hard time finding Ducati parts should try Mick Walker in England. They have a huge amount of parts and very cheap too. The shipping charges are minimal. Their address is:

Mick Walker Motor Cycles LTD
Norwich Road, Wisbech,
Cambridgeshire, ENGLAND

DUCATI RIDERS WELCOME HERE

Please start my membership again. We let it lapse when we were busy relocating and buying a small bar in central Nevada. We welcome any and all bikers passing through Tonopah, Nevada. We are on US-95 210 miles north of Las Vegas and 235 miles south of Reno, 110 miles East of Bishop, California. The name of our place is the JOKER SALOON, Main St. US 95. We have plenty of cold beer and serve pizza also... a real oasis in the middle of the desert. Tonopah is a small historic mining town, site of a big silver rush in the early 1900s.

I ride an 860 Ducati and my wife rides a Moto Guzzi 1000. We have been riding close to 15 years. We have also become involved in dirt riding, European observed trials. Our two boys

and myself compete and my wife rides for fun. At the moment we have eight motorcycles! So you can see we are really a motorcycle family.

We have our bar decorated mostly with trophies.

Hope to see some of you in the future. The welcome mat is out.

DENNIS & JANICE BARR
JOKER SALOON
PO Box 607
Tonopah Nevada 89049

SWCR, ITS FOR CAFE RACERS, & \HAVIN FUN

SOUTH WESTERN CAFE RACERS is an organization created for the purpose of promoting the fine European 'Art' of Cafe Racing. SWCR is not a club but a loose knit group of riders that share a common interest...riding discussing Cafe Racers and Sporting bikes. The reasoning behind SWCR is the fact that Cafe Racers tend to be 'loners' to some extent, preferring riders of his own type, which often leads to riding alone. SWCR is an effort to bring together those riders to share their experiences and ideas.

Our aim is to get together on a semi regular basis to ride if the weather is good or drink beer and tell stories if its not. Our riding policy is a simple one; 'Ride the way you prefer, however don't interfere with the rights and safety of other hiway users' and that includes your fellow riders. Along that same line of thinking we do not mind a modified exhaust system but window rattling open pipes are frowned upon.

SWCR caters to European bikes, but does not exclude Japanese Sporting Machinery.

If your thinking follows these lines and you would like to associate with others who's interest run in the same vein, we would like to have you cast your lot with us. After all satisfaction and happiness is sharing your experience with someone who shares your interest.

For more info contact: KENT FERRELL
1706 Willow Road
Carrollton, Texas
Home #242-9017
Work #242-8668 X-1561

WANNA RACE....IN MINN. ..TRY CRA

Central Roadracing Association is a non-profit organization whose primary goal is providing and promoting motorcycles roadracing in the North Central United States. Organized racing takes place from May through September at Brainerd International Raceway, Brainerd, Minnesota. We have five races scheduled for our 1979 season (see schedule below) with our August race being the highlight of our racing season. This is our five hour endurance "Race for Life" which is co-sponsored by the Kidney Foundation of the Upper Midwest. The proceeds from this race goes to the Kidney Foundation for their "Gift of Life" donor program. Last year over \$4,000 was collected for this very worthy cause.

CRA had, at the end of the past year, almost 400 members which was a significant increase over the previous year. 200 of these members have competition licenses including five lady racers.

Our race weekend starts on Friday night and continues through Sunday night. Friday is registration, Tech inspection of bikes, and camping. Saturday, starting bright and early is registration, Tech inspection and practice for all classes of bikes. Practice is almost, if not,