

# Ramblings Cont.

10. Fabricated a chain guard extension. Will replace chain with Suzuki type low maintenance chain as my Suzy stays clean.
11. Speedometer waned its needle considerably so cable was re-routed and tied along left headlight bracket so that it was straight when entering instruments.
12. Installed Dunlop K81 tires, 410x18 front and 510x18 rear for better handling, a meaner look, and a greater load capacity.
13. Removed gas tank striping by applying masking tape to stripe and removing tape at approximately 90 degree angle. Stripe came off with tape. Great quality right? Tank stripe was then painted to match the Darmah striping and gives a more current and greatly improved appearance.
14. Installed outdoor shag type carpeting upside down over frame and under tank and inside fairing to reduce gear noise.
15. Installed Windjammer and lowers.
16. Installed air horns to replace feeble stock item.
17. Installed luggage rack and trunk for backrest and storage.
18. Installed saddlebags.
19. Installed small auxiliary tail and brake lights as the stock tail light is not adequate.
20. Installed a Quartz Halogen headlight for a vast improvement over stock. Auxiliary Quartz Halogen passing and driving lights are also being added. We have too many deer and other animals in this part of the country to take chances.
21. Installed custom seat. This was the greatest improvement in comfort and is available as a bolt on fit for Ducati. See classified ad.
22. Installed handlebar setbacks.
23. Installed AM/FM/CB combination and Vetter Cycle Sound.
24. Installed Fuzzbuster II.
25. Installed twin signal beeper, Mallory P/N SC628, as the stock flasher light is very difficult to see. Can be wired to orange T.S. indicator wire and ground.
26. Will install new indicator lights as the stock lights are too small and the lenses are burned and discolored. I will try Dialight units available from Cramer or Newark Electronics. Chicago miniature cartridge (socket) P/N CML 10202-1. Bulb is available in colors and is plugable from the top. Dialight P/N for yellow is 507-3914-0973-600. (Cramer-Chicago miniature # 110163 and is cheaper - \$1.70 each.)
27. I would like to add adjustable intensity to some indicator lights. Will send info on installation if and when it gets done.

My 860 was always hard to start and occasionally would run on one cylinder under 2800 RPM. We finally changed the stator and now it starts great. Others may have this problem also. Would any owners who would be interested in bolt on accessories such as saddle bags, luggage racks, frame mount fairings, seats, etc. drop me a short line and state which they would be interested in. If there is enough response, I will approach a manufacturer on his new line of accessories and see if he will design brackets for ducatis.

A few months ago I wrote a letter to Ducati with a few complaints, a few suggestions and even some praise. I then promptly forgot about it as everyone knows it's a waste of time right? Well, much to my surprise, I received an answer as follows:

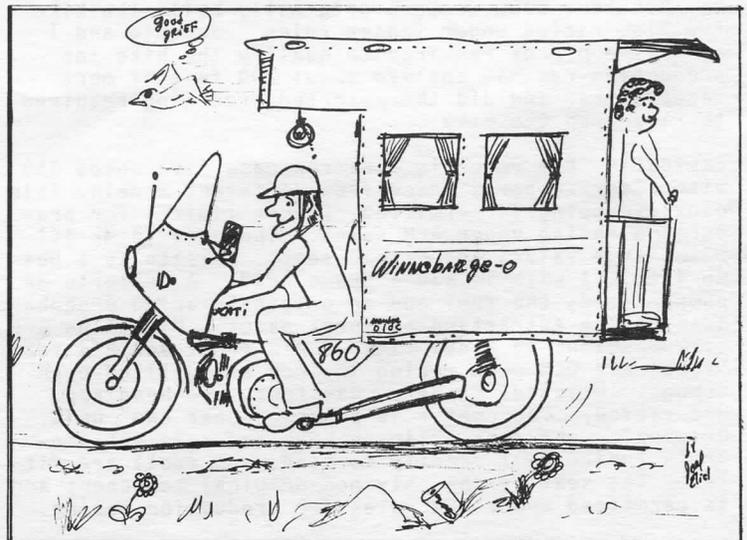
Maybe - just maybe if the factor got enough feedback, they might listen and consider some ideas. I realize that most Ducati owners don't want to put too many accessories on them, but what if Ducati built another model in addition to what they have now? A bike designed for touring. If touring people started buying Ducatis, dealers would sell more bikes, as they would have a much larger model coverage. I think the touring market is largest by far. It would be easier to attract new dealers to Ducati which is better for us for parts and service. The more bikes on the road, the better the brand exposure and the more that would be sold, building a solid dealer network and dealers could afford to stock many more parts as most parts would apply to all models. It would help us all right? Not only that, most of us are getting older. Up until a few years ago, I wouldn't think of putting anything on a bike, but for serious touring and riding with the rice burners, I suffered too much so I gave in. Some day a sport touring machine might appeal to today's Ducati freak. This is basically what I think

would be a very competitive sport/touring machine. For a base use the 900 FTS. 1. Fit it with a Guzzi shaft drive. It is in production and proven. 2. Use a long travel suspension such as BMW or Suzuki 1000 or Yamaha 1000. 3. Add a good comfortable seat. A custom touring seat can't cost much more than a stock seat and no one else offers one as standard equipment. 4. Higher and more swept back touring type handlebars, as you might need to sit more upright with a fairing and no wind pressure. 5. Japanese type switches and controls. 6. Add accessory brackets, preferably positioned so that accessories for one of Japans big 3 will bolt right on. And how about a Yamaha Special type chopper bike? They were the hottest selling bike last year and other brands will follow. Can you imagine that with Contis? Enough to drive the "Hog" men right out of their minds!!! Did I say minds?

Other engineering improvements that could be applied to all models:

- Better tail lights
- Good mirrors and mounts for both sides
- Decent side stand
- Larger indicator lights, especially turn signals
- Better instrument lights
- Variable intensity for each of above for night riding
- Redesign head flow with possibly an extra valve per cylinder for more performance
- Replace larger hex bolts with Std bolts (such as footpeg mounts) so on the road maintenance could be easier (who carries that size hex wrench?)
- Self cancelling turn signals.

I read an article in the 10th issue, page 10, on the new 350 V twin and noticed Dr. Calcagnile's name so when I wrote to Ducati, I addressed the letter to him. I don't think it can hurt to write the factory and Berliner. How else will they know what we want? Send them a short letter with suggestions, preferences in new models, etc. It's a small investment and if enough of us do it, we may see some results.



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