

SINGLES Spot

SINGLE NOTES

Well I finally got off my saddle and into the seat behind the typewriter, so I figured I'd send you a note. Well I finally got the beast breathing again, its a 1966 Ducati Diana MK III, well at least it started out as one. I bought it about three years ago because it had a full fiberglass roadracing suit on it and I had a rather cafe set up on my 250 MK I. Well I bought it for a song and took it home. At home I found out the very trick looking bike was not so trick after all, the clip ons did not match. The levers were from Yamaha and Honda (I forget which was which), the tires were bald, not slicks as they looked like from a distance, both rims were bent the carb was pretty much shot, the tank leaked, the rearsets consisted of a reversed shifter and a real factory rearset brake (which will not fit when kickstarting the bike) and the front fiberglass fender was wedged on so tight it did not allow the front wheel to turn at all, and oh yes the bike had not one mm of wire on it at all, so obviously it did not run too well.

Well this is what I did to it. I stripped to the frame and removed all the extra tabs and metal that was not needed, then it was painted bright red. Front forks are from a 1972 or 73 scrambler (has internal springs much cleaner looking) new and true wheels and Dunlop K81 tires, Bates lights front and rear, Tomaselli quarter throttle, Mikuni carb, stock (but new) Ducati voltage regulator/rectifier but with a Chevy 6 volt car coil bolted on the down tube (it gives a hell of spark) and I found a Yamaha 360 flat track seat set up that fit on top with very little work. It looks good, sounds terrific (reverse megaphone) I am having a little trouble in getting it to run properly but I'm experimenting with the carb which seems to be at the center of the problems. If any of the club members are interested in my progress or can help me I'd be more than happy to hear from them,

BUZZ KANTER, 355 Rockrimmon Rd., Stamford Ct. 06903

FLATTRACKER SINGLE

I see subscription time is here again and I figured that it was time to send some pictures & info on my Ducati flattracker as I've been going to do for some time now, but have been waiting for the time when I would have the cosmetics cleaned up a bit (new paint, polished engine cases etc.) but seems I never find time for that so rather than wait longer, here it is.

The bike pictured is a Trackmaster nickel plated moly frame that used to house a Suzuki twin that I modified to accept the Ducati engine. I used the old narrow case engine as they are lighter. I have two engines that I use, a 350 Sebring and a 250 Desmo, I also from time to time use a modified Ducati frame which started as a '66 scrambler. The last two years I have been playing with these chassis trying to get the handling to my liking so engine experimentation has been very little as of late. Power is more than adequate in most cases anyway.

The old Ducati frame holds the engine lower and seems a better slider when the tracks are smooth but on rougher tracks the trackmaster is more stable, but feels heavier although it is 8 lbs lighter. The Ducati swing arm has been strengthened and a brace from the swing arm pivot area to steering head added but still has some of that "hinge in the middle" feel. The weight's with the 250 engine are 227 for the trackmaster and 235 for the Duc. Both were weighed wet. Anyone with helpful info on setting up chassis for shorttrack or flattrack using Ducati engines considering weight bias, rake, trail, triple clamp

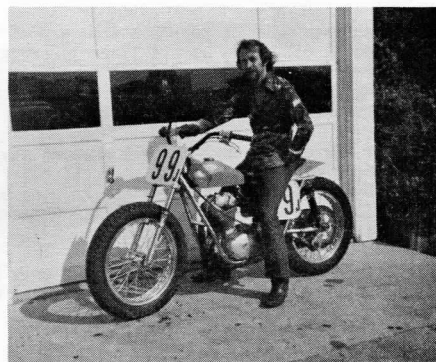
offset etc. send me a line please.

Reliability on the 350 Sebring has been very good as in the past three years only a broken rocker arm (over-lightened by myself) ever caused an engine related dnf. My favorite cam for this engine is the white/green Ducati cam, but I also have a Norris that works well. This engine is set up for good mid range and never revved over 8000. The 250 Desmo however has been more successful in producing competitive power by running revs in the 10-11,000 range. Reliability has been very good as long as the street cam is used. I also have a re/white cam that required boring the cam tunnel out and this cam has twice broken valves heads off. I plotted the lift curves of the two cams and it doesn't look like valves accelerations are greater on the re/white, so I cant see why the valves break with this cam. Anyone out there have similar problems?

I also own a '70 350 scrambler that I use for a play-bike and a '74 750 GT for the road, although I havent had time to ride these much this year. These are the only Ducatis in this area now, but I'm sure if there were more dealers like Tim & Tom Frutiger at Wheels Unlimited in Rochester Minn. who have given me help on parts and information through the years, there would be a lot more.

Keep up the great work with the Newsletter.

CHUCK LANGLAND, Cottonwood Lake, Windom, MN 56101.



REBUILDING A 250 MACH I

Dear Joel: Im looking for any copies of old magazine road tests on the Mach I, Diana or 250 Scrambler from 1963- 1968. I'll gladly pay any copying costs and postage. Please put a short notice in the newsletter and see if the DIOC folks can help me.

I've finally gotten my 250 single rebuilt and it's a beauty. Richard White of Continental Moto Sport did the job and I can personally recommend his work. Anyone looking for Duke single parts should give Continental a try. They have absolutely everything from fuel tanks and rear-sets controls to cams, pistons, complete single engines and transmissions. Using Continentals inventory as my shopping list, I'm in the process of building a 250 Mk I from the remains of the old Scrambler I bought new in 1966, which I just had completely rebuilt from the bearings up. The rebuilt engine now has an 11:1 compression ratio, Mach I piston, crank and rod, 32mm Dellorto pumper carb, enlarged valves, new valve springs, guides and winker caps alve adjusters, and magneto ignition. The next step in this transformation is the installation of new Mach I fuel tank, stock muffler, rear sets foot controls, Mach I seat and as a finishing touch, a Veglia competition tach. which I bought about ten years ago for \$15. When I complete this project I'll have a brand new 1966 Mach I something that you just can't hardly find any more.

I would also like to correspond with other singles owners in the northern New York or Vermont area. Thank you. Tom Dudones, 30 Ampersand Ave. Saramac Lake, New York, 12983