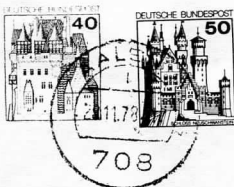


LETTERS



The feature race was the most rewarding for those of us of the Bologna faith. Bart Markel, in his forties, was riding a Ducati. Markel had lost his regular mount and all his other racing machines as well as a lot of memorabilia when his garage burned down. Bart's no quitter though, and he doesn't give up much to the younger racers he was facing. In fact, Bart Markel the old man of ice racing, won the feature race on an old Ducati, defeating the youngsters on their tricked-out rice grinders and megabuck factory bikes. Keep the faith.

Ducati In Ice Racing

by Donald G Velcio

I want to tell you about a really slick racing event I saw at the Richfield (Ohio) Coliseum. The Event was the fifth round of the Invitational Indoor Pro Ice Race Series. Staged on the hockey rink ice, professional racers were dicing it up on 250cc four stroke single cylinder short trackers with studded tires. I'll bet not too many of you Southerners have ever seen anything like this.

The races were conducted in a format similar to speedway: four man, four lap heat races, with three points to the winner, two points to second, and a single point to third place. Each of the sixteen riders enters five heats so that he has raced against every other rider in the event. The eight highest point scorers of the night compete in an eight man, eight lap feature race.

The racers at this event were no slouches. The most recognizable names were AMA experts Randy Goss, the newest Harley factory rider; Corky Keener; Ted Boody; Scott Parker; and the venerable Bart Markel, the AMA #1 of the sixties.

Honda was the most prevalent brand at the races, but Ducati faithful, we were represented by several very competitive machines (for antiques). Goss was of course mounted on a Harley Sprint.

Those who have tried to ride on ice know how slippery the stuff is. For anyone who hasn't had the experience, I'd compare riding on ice to riding in the slipperiest mud you've ever been in. With this in mind, you can perhaps appreciate the riding skills these ice racers must have to lay a machine over in a turn, cross it up, accelerate out of the turn, and, ideally, pass the guy in front. The studded tires really give these bikes some bite, even though the studs are only sheet metal screws with the heads protruding. It's not unusual for the front wheel to come off the ground in the straightaways, and Scott Parker was pulling huge, long wheelies, seemingly at will. Ice racing seems to be as much a contact sport as hockey. The racers don't seem to mind some body checking, nerfing, and outright collisions. The race to and through the first turn is especially brutal, because the first person to exit the first turn has a distinct advantage in such a short race on such a small track. I can still vividly remember the heat in which Boody and Goss faced each other. Neither rider had been defeated yet during the night, and they were both going for it. Boody got the holeshot, but Goss was right behind. These two riders were pulling away from the other riders. At the exit of turns 3/4, Goss tried to pass Boody on the outside. It appeared that Boody exited the turn wide (perhaps intentionally?) forcing Goss into the wall, causing a spectacular crash. No one was hurt; apparently it's all part of a day's work. Goss, however, must have gotten somewhat detuned as Boody then won the restarted race.

Notes on a 500 Ducati GTL

by Wayne Everman

Here is some info and pictures of my 500 GTL other member/owners of this particular model may be interested in.

I bought my 1977 500 GTL new in July of '78. After riding the bike in stock condition for three months I made a few modifications, mostly for appearance sake.

The mufflers are Dunstall Decibel silencers part number 1134 and are a definite improvement, both in appearance and performance, over the stock items. At \$99.00 a pair, they were the poor man's alternative to Conti's and so far have held up well. Installation was somewhat hampered by the fact that I had to get the inlets swedge out a bit and notch the rear portions to clear the rear axle nuts. The latter was done using the 2X4 and hammer method, very carefully! These pipes are louder than stock, I would guess on the level of Contis. No jetting changes were necessary and plug readings have been spot-on.

The fairing is a Camber CR500 model, painted to match the factory red. It provides fairly good protection with the K&N clubman bars (part #CB-23) I recently installed.

The front tire is a 350X18 (MT18) Pirelli Gordon Supersport to match the rear. This tire makes the steering somewhat heavier at very low speeds. The extra rubber is welcome in braking and high speed cornering. No clearance problems were encountered with the front fender. I fitted a mud-flap to the front fender and while it appears somewhat funky it keeps the engine sump much cleaner.

The sore spots are few, but they do exist.

1. The bike is a shaker, no doubt about it. Going over nuts and bolts periodically is a must.
2. Don't tie or support anything from the rear turn signal stalks. One of the signals broke off and flew away with the rear tail light lens. I had a fanny pack bungee'd on top of the tail light bracket at the time. A tank bag is the answer. (What the hell is a fanny pack?.....ed.) (!)
3. The side stand is the Italian version of a hard buzzer. Take it off and give it to someone you dislike.
4. The seat cover pulled away from the seat base around the rear end. I used 3M trim adhesive to fix it.

This bike is very close-coupled and seems to be made for people my size (5'7") as I am quite comfortable with the low bars and stock pegs. The light weight is a definite plus and the bike looks tiny next to a friend's Suzuki GS 550. I like the ease of maintenance and regular servicing. The solid handling along with the torquey motor