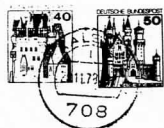


LETTERS



make this little Duck great on our twisty mountain roads.

I would like to hear from any members of the club. Please write to me at 973 Adams Street, Denver, Colorado 80206.

Notes From a 500 Sport Desmo

Enclosed please find \$10.50 for my membership in the Ducati International Owner's Club. I'm not new to Ducatis but think that it's time I get the benefits of being a club member. I have been watching the club develop from the newsletters which I managed to steal from a friend and now want my own.

I'm recently the proud owner of a new, 1977 500 Sport Desmo that I found craving attention in the corner of a Ducati dealer's showroom in Rochester, Minnesota. Yes, a new 500 Desmo! It's a strange model that nobody seems to know much about, including the dealer who ordered it thru Berliner Motor Corp. eons ago. Have been able to track down only one other 500 Desmo in the twin cities area and suspect that he and I have a rare bird indeed. I will certainly be writing you and other club members for more information on this model. It's red and has 45 original miles on it that the dealer claims he put on himself.

My interest in the Ducati marque started about 1975 when I bought a 750 GT. Since then I have been able to appreciate the standard features found on any production Ducati that others have to import and adapt to their machines like superb handling and high creativity engine design. I'm a fool for an engine that sounds like a machine when it operates and a frame that delivers what it promises.

Please put me on your regular newsletter mailing list and give my name to anyone who may want to trade information on the vertical twin, 500 Desmos. I will happily answer letters from DIOC members and others who share an appreciation for this fine Marque.

Curtis J Lund, 3202 Harriet Ave. S, Mpls. MN 55408

I'm Deep in the Process

I'm deep in the process of rebuilding/restoring my new/used 750 Sport and thought I'd pass along the following observations.

The bike is a 1975 Model with Ceriani forks. The inside of each fork spring is coated with what appears to be scale left over from the heat treating process. The stuff is hard and gritty, and I can't imagine that it does the forks any good when it starts floating around in the fork oil. A 12 gauge shotgun cleaning brush and some solvent will remove it.

There were also a few loose burrs on each of the springs where they were ground flat at the factory. Again, I didn't want that crap floating around, so I eased the rough edges of the springs with a belt sander.

It takes maybe five minutes to pull the springs

and check them -- ahalf hour to clean them if needed. Considering the current price of new parts, it's time well spent.

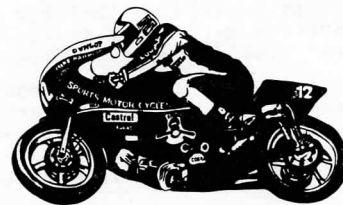
One final note: this rag is full of letters from Ducati owners grouching and bitching about "cheap shit" this and "second rate" that. I've done my share of complaining, add while I know that most complaints are legitimate, I still can't think of a bike manufactured within the last twenty years that I would rather own than the Ducati twin. It has been said of Vincents, and I believe that it applies to the Ducati also: never has a motorcycle been more modified and less in need of modifications.

Doug Dawson, 120 7th St. SE, Carmel, IN 46032

On Sunny California Mornings

On sunny California Sunday mornings (and weekdays when we're playing hooky from work) we here in San Luis Obispo who own European bikes go for rides. Some rides take us to a friend's house a few miles away; sometimes our afternoon rides turn into two day 500 mile excursions. One such unexpected ride took us down beautiful twisty, and deserted Highway 33 which winds through mountain passes for 70 miles, east of Santa Barbara near the central valley where it's usually very warm. We started our ride with 2 Nortons, 2 Ducatis (my 74 750 Sport and a 900 SS) one Moto Guzzi and two BMWs. After 15 miles the first Norton retired due to a worn clutch cable; then the next Norton due to being low on petrol and having things to do at home (but I suspect being a hundred miles from home with that unreliable Norton was a little scary). The two Ducks led the way (of course) and we made excellent time; but at the point where we were low on gasoline was in the little town of Ojai. Well there was nowhere open. One station had closed and were still there doing the books, we left them with little choice, and an offer they couldn't refuse and they opted to give us the needed gas. You see our friend on the 900 Super Sport (who we'll call Gus) is a rather..uh. well...flamboyent, I guess you could say flamboyent...he does things his way and could care about the rest of the jerks in this world. For

**DUCATI 900
WORLD CHAMPION**



Isle of Man - 2 June 1978 Driver Mike Hailwood

ISLE OF MAN T-SHIRT

This shirt was created to commemorate the tremendous win of Mike Hailwood at the famed Isle of Man races. It is silk screened in three colors, red, green, black on a white back ground. Printed on both sides. \$6.50 plus \$1.25 shpg & handling.