

DIOC NEWS

by Joel Eliel, Director

THE BRITISH DUKE IS HERE.....REALLY!

Well, not exactly gang. A group of British engineers have come up with a motorcycle with an L-Twin engine just like the Duke L-Twin (the Italians call it L-Twin instead of V-Twin) and from the reports I've been receiving it is a very impressive machine. I know what you all are saying, "why does he mention a British bike in our magazine?" Well, it's one of very few bikes anywhere that has an engine like the Ducati and I just figured you all would be interested and so..... Hey! If you guys don't want to hear about this just let me know. I'm here to entertain you guys with info about bikes and whats goin on in the world about us and....hey, I really bust my butt to keep this club goin, I put a lot of heavy duty hours working on this rag and I don't need this, I could be out riding this neat Darmah I got now with 40mm and Contis and I could be out on Chrome Avenue with Thersday and the gang drinking beer at the Big Wheel, yeah I could be out having a great time but do you think I'm out doin that, NOOOOOOOOOOOO OOO I'm sitting behind this desk roasting to death cause my air conditioner just went south and my Eagle Army and Navy store bought fan with the 19 speeds and the blue plastic blades is only working on one speed and that is super slow. Boohooooo, hoo.

"Quack kawkwackkk kwaaaack kquack quack!"

"Thanks for the hanky Thersday, I know you understand."

"Quack kwack khwaack."

"Don't worry, I won't blow my nose on it."

"Kwaack wack quack quaaaack quack katack?"

"Yeah, thanks. A nice tall orange juice and Gin would be nice. Orange Juice, it's not just for breakfast anymore."

"Kwaack Quacckk quack?"

"No, you may not! And don't think that you are goin to fool me again by sitting there drinking it and telling me it's just orange juice alone either, cause I'm not buying that story again and I better not catch a wiff of funny smelling weed coming from the kitchen either. Little ducks shouldn't go around getting stoned."

Oh, before I forget I want to tell you all that I have a little surprise for Therdey. Today I received a little tiny helmet from Leon Goldik from Beacons Field, Quebec, Canada. The helmet is white with a "flying duck" design on the back, and it has real paddin inside, I just know Thersday is goin to love it. I'm gonna try and get a photo of him wit the helmet on and print it inda next issue. Thanks Leon.

Oh, here comes Thersday.

"Ok, kiddo, thanks. Sssssssip! Mmmmmmmmm cough! cough! jeeeeeeezencrackers, this is all gin and no orange juice."

"Hey Therdey, guess what? Someone sent you this little helmet all the way from Canada. How do you like it. Here.

"Ooooooh wow kwack quack quack wquaaaack katack wack!"

"Yeah. I knew you'd like it. Now you won't have to wear that stupid football helmet you've been wearing. And I better not catch you writting "Helmet Laws Suck" on it."

"Quaaaack kwaack kack whack!"

"Yeah, go show Bell and be sure to hurry back home you wont wanna miss Bo Derek, she's on da Johny Carson show tonite you know."

Anyway, gang like I was saying before the Duke-like British L-Twin engine is here those of us who cherish the torque, the power and handling of the big Dukes are very interested in this new development of an L-Twin engine with a different twist.

The bike is called the "Hesketh" which is the brain child of a group headed by Lord Hesketh. The following data was sent to me by Kjell Eriksson of Kalmar, Sweden. Here is his report:

The new British Hesketh is here and it looks like a Duke. It is a 1000cc 90 degree V-twin, (in reality two 500cc Weslake

engines) which sit in an open frame just like a Ducati.

Power is 86 bhp at 6500 rpm. Top speed is an easy 130 mph at 6500 rpms. Bore and stroke is 95 X 70mm and it has four Valve=heads. The cams are chain driven. The frame is make of Reynolds 531 tubing, bronze-welded and very sturdy.

Mike Hailwood is said to have shone like the sun after trying out the bikes handling.

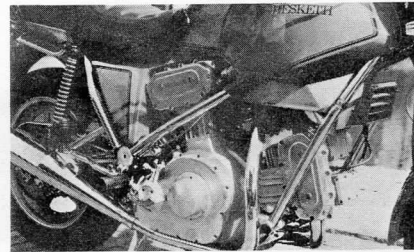
Swing-arm construction is made so that chain tension is constant under all circumstances. The bike weighs 506 lbs dry and has pressed aluminum wheels, Brembo brakes, five-speed gear box, hydraulic clutch and it is very beautiful.

Here are some more specifications from MOTOR CYCLE WEEKLY,

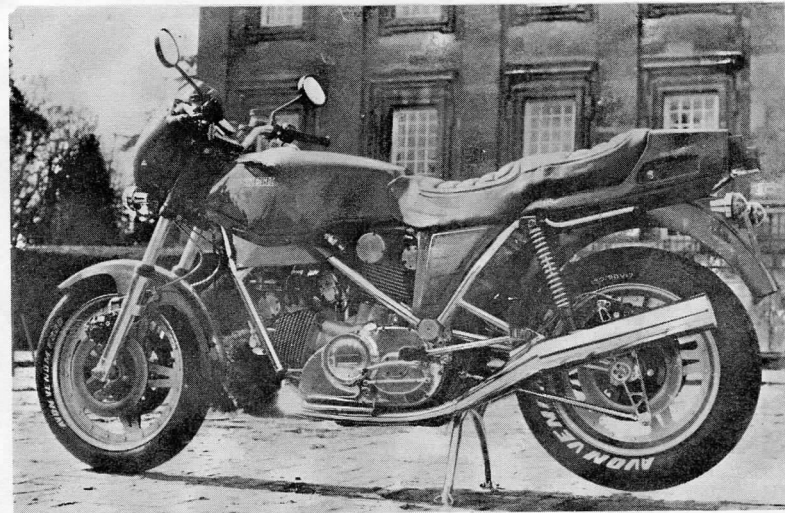
Engine: Air cooled 992cc. Ball and roller main bearings; plain big ends; four chain-driven overhead camshafts; eight valves; compression ratio 9.5:1.

Carburation: two 36mm-choke Mk 2 Amals breathing through disposable paper element air filters.

Ignition: Lucas Rita 12-volt electronic with twin coils.



Lord Alexander Hesketh



Lubrication: Wet sump for engine and transmission; 5½ pint capacity; Hobourn Eaton pump; oil cooler

Dimensions: Wheelbase 62½ in; seat height 31 in; ground clearance 4 in; handlebar width 26 in; overall length 92 in; steering rake 27 degrees; fuel capacity 5½ gallons.

Maximum speeds in the gears:

at 7,000 rpm; bottom 50 mph
second 77 mph
third 103 mph
fourth 124 mph

at 6500 rpm: top 130 mph

Touring fuel consumption 50 mpg.

Manufacturers: Hesketh Motorcycles Ltd. Easton Neston, Towcester, Northants, England.

Yaah! Mmm wouldn't it be great if Ducati came along with a whole new big bore L-Twin with about 1200cc for power and maybe shaft drive, four valves per cylinder, ...mmmm nah. Two valves it enough. Yes siree. I think it's time Ducati up dated the L-Twin. They haven't changed the engine on the L-twin in years. Time for a change. Maybe this Hesketh thing will get ole Dr. T's mind going. Yeah.