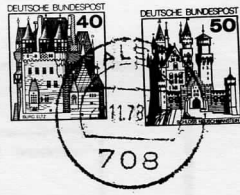


LETTERS



A LITTLE REPORT ON MY DUKE 750 GT

First, let me wish you and all the other Duke members a Happy 1981 Spring riding season and lots of good riding weather for the rest of the year.

Now for a little report on how the Duke 750 GT is running. In a word, great! Last spring with 5000 miles on the clock I tore the top end of the engine down for some new valve guides and a look around in general. The original guides were nearly non-existent which I could have guessed from the amount of oil the beast was drinking.

Woods Motor Shop of Glendale, California supplied the new aluminum bronze guides and also advised to replace the oil control rings on the pistons at the same time with new Perfect Circle three piece steel rings. I did so. At the same time I eliminated those miserable wrist pin circlips and made a set of teflon retaining buttons. Assembly/disassembly is now a snap (no pun intended) and there is no danger of one of the old snap rings flying into the crankcase. I found two bad rocker arms which had done no damage to the cams, and replaced them with new ones. Hopefully the new ones will last because for \$41.00 each I can't afford to change them too often.

With the engine back together and running nicely and without any oil leaks, my wife and I took off the next morning on a nine day trip and covered 2000 miles. I treated the engine gently for the entire trip since it had zero break-in miles on it when we departed. How is that for confidence in a machine and in one's work? The bike did not use a drop of oil on the trip and has not used any ever since. We were cruising 60-65 mph on the open road.

Our route took us through Annapolis, MD. then to Front Royal, Virginia where we began our ride down the famous Skyline Drive. At the end of that, we began the Blue Ridge Parkway, but rode only about half of that because of rain. Because the rain refused to stop, we decided to get off the Blue Ridge and go down into lower land in hopes we might find some dry riding. We didn't. It rained harder. That day we made Charlotte, North Carolina and had ridden 260 miles in the pouring rain. You can say what you want about the Duke's electrical system, but our machine never faltered except twice when we had gotten water in the carbs through the external vent holes. I didn't mess with that at the time because I'm sure that I'd have gotten more water in the carbs than I would have been able to remove, it was raining so hard. I solved the problem temporarily when it started running on one cylinder by momentarily putting on the choke. This drew some of the water through and allowed gas to get to the main jet. It took off on two again and we kept riding. This happened only once more before we quit for the night. The next morning I drained at least one tablespoon of water from each carb. I might add here that this bike is equipped with an L-T. electronic ignition.

Our bike was equipped with a Slipstreamer II clear handlebar fairing, a water cushion seat, and a pair of Craven Saddlebags and a small tank bag. We were able to pack enough clothes in the saddlebags so that we had some nicer casual dress clothes for those evenings when we wanted to enjoy an elegant dinner and still have a change of clothes every day for riding. We had a "stuffer bag" strapped to the rack for everything else that we had no other place for.

Our riding apparel consisted of Mascot jackets (100% waterproof) and Dry Rider rainpants and Timberland boots also waterproof without having to wear any rubber boots over them. We stayed dry and so did our saddlebag contents.

The trip was a very memorable one, one of the best we have ever taken. The Duke was a perfect gentleman and gave us no trouble, and only two chain adjustments due to plenty of lubing. Many people commented on the Duke during the journey and we could detect by the look in their eyes that they wished they were out there on a bike enjoying like we were.

Our fuel consumption average for the whole trip was 48.0 mpg.

William T. Salisbury, Jr., 71 Cardinal Dr. Toms River, NJ 08753

HOW TO FIND THOSE HARD TO GET PARTS FOR YOUR DUKE

by Richard Albee
DIOC Staff Writer

Here is a method of getting those hard to find parts that I've used and may be of help to anyone in the club.

I now send to England for the parts that Berliner finds unnecessary to stock.

It took some time to find out how to locate and then conduct international business with a foreign dealership. The parts would probably cost less if I found a dealer in Italy but the language barrier was one hassle that I wasn't interested in getting into. Ciao! England had a very acceptable language that I found the least trouble with. It shouldn't take more than a few hours for anyone in the US to get the hand of it. A what?

First get yourself a parts manual for the bike that you need parts for. Make out a list of the parts needed. Then mail the list to:

Sports Motorcycles Ltd.
Spares Dept.
Kensal House, Liverpool Road
Manchester, 3, England

Postage will be .31¢ air mail. It's best to include a self-addressed envelope for the return reply which will take two weeks to receive.

When you get your reply it will have your parts listed with a price beside each part. The list will be totaled with shipping included. Availability will also be noted.

Next you pick up your Wall Street Journal and find out how many dollars those little "L" (pounds) stand for in the foreign exchange section.

Then head down to your local bank and make a foreign draft for the specified amount. Now stuff it! (into the envelope, then into the mail box.)

Your parts will be at your post office in four weeks awaiting your import duty. It can cost from list to twice list to buy your spares in this manner, but when you can't get the parts, twice is still cheap.

Tally ho! Oh by the way if anyone needs more help or would like me to process this deal for you drop me a note.

Richard Albee, Box 448, Sudbury, MA 01776.

NOTE: You can get the names and addresses of other dealerships through British motorcycle magazines. A lot of the DIOC members, especially those that race or do custom work to their Dukes have bought such things as IOM Replica Fairings, seats and fiberglass components to transfer