

LETTERS

Cont'd.

You might want to pass along this item to the club members. I came across the following bikes for sale about two months ago, they are in various states of disrepair and have been sitting out in the open for some time but could provide a source of scarce parts. The bikes are:

- 2 ea 100cc DUCATI CADET
- 1 ea 160cc DUCATI GT
- 2 ea 125cc MOTO GUZZI SPORT
- 2 ea 350cc DUCATI SEBRING (no engine in one)
- 1 ea DUCATI FALCON ? (no engine)
- 4 ea 125cc DUCATI BRONCO (I think)
- 1 ea DUCATI 250cc (narrow case)
- 1 ea MOTO MORINI 50cc two stroke dirt bike

All these bikes are located at the below listed address;
BUSHEY'S CYCLERY - 254 LOWTHER ST. LEMOYNE, PA Phone 717-774 7071.

I wonder when the 600 Pantah will be available in this country. I would really like to see this model brought out without the fairing along the lines of the old 750 Sport which is still my favorite DUCATI.

Keep the newsletters coming and thanks for reading all this stuff.

Julian Hague, 915 Mt. Holyoke Pl., Swarthmore, PA 19081

SORRY FOR BEING LATE, AT THE IOM, AND BROKE

Dear Joel,

Sorry about being late about sending my dues in but I've been out of work since last May when I quit so I could go to the Isle of Man and see the Ducati Factory. Seeing and going on a tour through the factory was, I believe, as near as I'm ever going to get to a religious experience. They were building Darmah's the day I was there. It's really a pretty large place, very modern and clean inside. We, there were three of us on the tour, got to see everything except the R&D department. I was so stunned at actually being at "The Ducati Factory" that I forgot to ask if Dr. Tagcioni was in the building. Well, maybe he was and maybe he wasn't. Anyway at least I've been somewhere where he has been.

I did ask the guide about NCR. She gave me directions how to get there. It's a couple of miles away down in a basement garage. It is a complete shop with machine tools and such. They were working on two 950 twins that made my mouth water. They also had a couple of ragged looking Pantahs that looked well used.

I was at the Isle of Man for both the Practice and Race Weeks. I now know why I don't see very many Ducati's around Kansas City. They were all in England and at the Isle of Man. Every sort of exotic motorcycle could be found. A Scotsman who stayed where I did has 4 MU's! A bike would go by and you would say, OH another Hailwood or Jota, SS, etc.

But the race course is fantastic. I've much greater respect for the racers and the tremendous LAP SPEEDS.

I've got to cut this off. I've got to go to work soon. Enclosed is my check for dues, one of those NCR t-shirts (large) and a back issue Number 12 May/June 1978. I seem to have lost the inside few pages.

By the way, I like the new club patches. I almost forgot, I just got through rebuilding my 750GT. From the crank out. Syd's Cycles did the lower end and a local machine shop put in new valve seats, valve guides (Woods type) and valves. It has sport pistons and 32mm carbs already and it runs very well. I got the frame, tank, fenders, and foot sliders painted red Imron. It's beautiful with dual Brembo discs and low BMW bars. Well I've got to go.

Rich Cochran - 620 W. 60th Terrace Kansas City, MO 64115

I STILL FALL ON THE GROUND, FOAM AT THE MOUTH & KICK MY FEET

I keep thinking someday I'll be able to afford a pair of Conti mufflers for the Darmah SS, but after months of saving and living the straight and narrow about all I can afford to send off for is the decal and the NCR T-shirt.

I bought the '79 Darmah SS via TT Motors in Berkeley (its original owner is a friend who bought my XS750-2D Yamaha for a schlepper) this past winter, after two years of on-going withdrawal and thumb-sucking every time I thought of the '74 750S Ducati I had sold. I still fall on the ground, foam at the mouth and kick my feet a lot when one of the several well-shopped 750 Sports hurtles past my house, and the road I live on is the site of several little impromptu road races every weekend. But for a duffer such as I, the Darmah SS has been an adequate compensation. Mine is pretty un-tweaked, even to the La Francioni mufflers that I hope, someday, to retire to the garage wall in favor of a pair of Contis.

The Ducati and I wobble out on Sundays for the occasional ride over to Marin County, but my famous three-tenths road racing technique means I keep my distance from the really crazed Marin Riders. This Ducati will have to be my "new" bike for a long time, so no crashes or rapid departures from the roadway are programmed into my budget.

In July, apostasy of apostasies, I rode my Suzuki GS1100 and not the Ducati, on a trip down to Southern California, as far off as the leash as this year's budget seems to be allowing. A conscious effort to avoid either of the two major north-south highways paid off in a route I'd never used in nearly 40 years of trundling up and down California, a route that provided nearly ideal bike travel conditions: two-lane roads, virtually no traffic, and no crime crushers looking for speeds in excess of 55, plus lots of scenery. Now the urge is up to make the next trip on the Darmah SS, which I might if I could figure out a way to fit my Eclipse tank bag without damaging the finish, a finish that a good friend took 14 weeks (!) to apply, obviously not working every minute. The color is now a dark green all over, to go with the darkish gold Speedline wheels, and the only decoration is the old-style Ducati logo lettering, in letters about 3" high, along the tank side using the red-white-green of the Italian flag, in horizontal layer to form the letters.

This finish, so long awaited and so tenderly treated, inhibits me from any sort of tank bag, partly lest there be superficial abrasions from the pad (mine is very soft), but more because the buckle and strap for the rear mount has no place to be attached to the Darmah SS that won't do a number on the finish. The thing, then, is to time my travel with someone else, and con them into adding my stuff to their Krauser panniers, tank bags, and Vetter fairing pockets. Then I can go out and get callouses on my behind from the Darmah's saddle.

In the meantime, me alone is load enough for the Darmah SS, together with all the money, ID, keys and handkerchief I can cram into a 2" x 3" license and medical ID card pocket in my leathers. If I have to carry lots of stuff, that is why the Suzuki is there.

The item in your last newsletter about the dash from Steamboat Springs to Las Vegas I found interesting and tempting; but it was one thing to cover this summer 370 miles in 6.5 hours and another to hang in there and cover 700 miles in less than 13 hours. But it'll be the stuff of reveries over the winter to come.

I'm several months late in enclosing the reply to your form for a travellers' guide, but here mine is. I hope I don't end up selling the house and moving away before you can get your catalog together. It is an excellent idea.

Of course you have nothing else to do than read the ramblings of Ducati owners who run off at the Olivetti in the simple act of ordering a T-shirt and decal. If I did anything exciting with mine, I'd write it up and send in for your newsletter, but 1980's Alpine trip on a BMW and 1981's tour on a Suzuki are not what you're waiting for members to send in. But if I can con someone into carrying all my stuff together with theirs on their bike so I can venture off my turf on the Darmah, maybe there'll be something to write up. My apologies for rambling away so long. I'll be looking forward to receiving the T-shirt and decal at your earliest opportunity.

Max Heigho, 7293 Skyline Blvd., Oakland, CA 94611