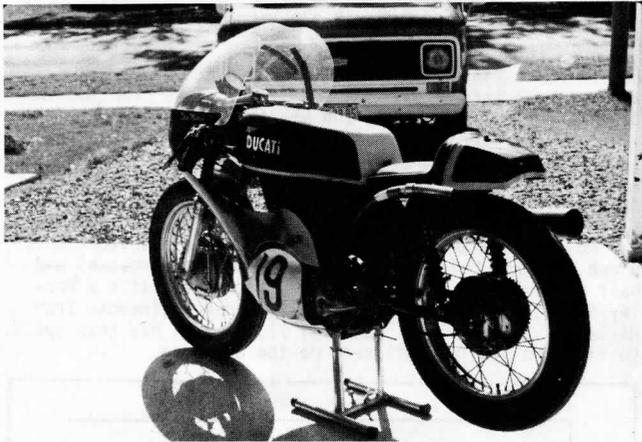


RAMBLINGS



I used to lean this little beast over so much the pipe would scrape, sending sparks flying every which way and scaring the day lights out of me so I raised the pipe outa da way and now it don't scrape no moh! Tank & seat are homemade too.

FAST TIMES ABOARD A DESMO 350 RACER

By David Munroe

Everyone has their favorite little Duck - one which you like to race around town and take an occasional ride around the local track, well I've got my little delight. It's a 1968 250 that has been completely modified and it's now a full blown 350. It has 10:1 piston, Harman & Collins full race cam, dual ignition (two spark plugs) 12V total loss system, 38mm Amal Grand Prix with a float bowl off a 1963 BSA Gold Star - read that as real hard to start. I have made an upswept exhaust system that sweeps behind the right leg. I used to drag the stock megaphone all over the track which caused me to drag south end of leathers also all over the track - very painful! Chassis is strengthened in the swingarm area with outrigger bearings on new s.a. pivot, Girling rear shocks, stock Mach I up front, 200mm Fontana 4LS front brake, stock rear, aluminum rims, WM2 both ends (18" home made fiberglass seat, tank and TD2 Yamaha fairing.

The bike goes like stink and is hard to start but very reliable once running. The sucking from the large Amal makes it hard to keep the right knee from getting sucked into the carb. On the road the bike handles extremely well and will lean way over with great stability depending on tires. The brakes are more than necessary - two finger stops you from any speed - you gotta be real careful in the rain.

I retired from racing around in circles in 1973, now a selected rider/friend takes turns sampling it's delights at our local track (Atlantic Motosport Park) at local races. The Duke treats them all to a type of power and handling virtually unknown to today's racers who is more used to peaky screaming two strokes with hair trigger throttles and no engine braking.

Anyway, hope you like my little Duke and keep on sending me those Newsletters, without them I don't know what us Ducati fanatics would turn to.

David Munroe
Halifax, N.S.
Canada

Eds Notes: We don't usually get enough stuff about singles. I know there are a lot of them out there and we'd like to hear from you, so take a few minutes and write a nice little letter about your bike, get a couple of pictures and we'll run your piece. It don't have to be nothing real elaborate, sorta like what David just wrote. Is this too much too ask? I mean here I am slaving over this hot stove- er typewriter and all I ask if for a little love and sympathy and some extra work from you guys and do I get it? Yes, thanks guys.



This is John Doherty riding my little 350 Rocket at Atlantic Motosport Park in Nova Scotia in an 80 mile race. Note the ground clearance - with Ducatis' handling it's a must!

LAIDIG'S CYCLE

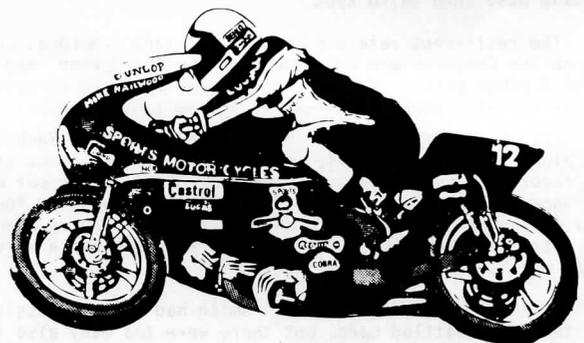
- MOTO-MORINI
- LAVERDA
- MOTO GUZZI
- BENELLI
- DUCATI
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