

# LETTERS cont.

## NOTES FROM THE ITALIAN CLASSIC RACERS MEET AT MISANO

Dear Joel,

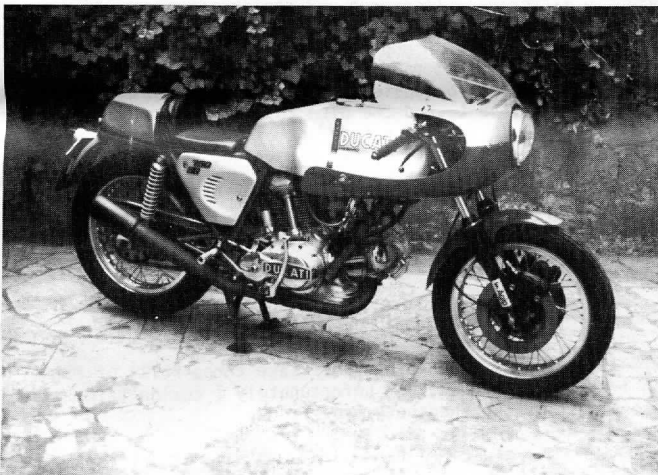
I just arrived back from Italy where I once again attended the Italian Classic Racer Meet at Misano Adriatica.

Things were much more organized at this the 2nd annual meet. Medical exams, proper tech inspection (tongue in cheek) and tight security at the gate. It had to come and at least it is not as profit minded as Daytona.

Many of the same exciting bikes were there as seen last year. New classics on the scene were a Moto-Guzzi V8, MV Four complete with ex-team manager and rider, one of the short circuit Guzzi piloted by the one and only Bill Lomas, several Grand Prix Ducati models and if you will, a board track Indian Scout.

As in all vintage events, many riders were stroking it to save the valuable motors but, some were really going at it including Bill Lomas who did two demonstration laps on the MV with all the stops pulled out. The downshifts just have to be heard. One of the officials laid down in front of the bike at the finish line and was heard to say "Run me over, my life is complete". Or words to that effect when you get it into English.

I have the negatives of several fine single cylinder Ducati racers if you can reproduce 35mm Kodachrome. The enclosed photo is my new toy purchased from Giovanni Perrone in Rome. Anyone educated in the names active in Italian racing of the sixties will remember the name. He rode Nortos, Gilera Saturnos and did many wins on a Matchless G50.



This bike is a full 900cc conversion by NCR and has all the internal goodies as well as a \$700 exhaust system. All nuts and bolts have been drilled for lightness and safety wired. This at a cost of \$1.50 per nut! The discs are not only drilled in the conventional manner, but, they are also drilled in from the ends which must require some kind of special jigs and bits. One bad angle and goodbye disc. This is going to be my 5 A.M. Sunday flyer since it is not tuned for combat with Big Brother or the sheep in the Chevys.

I don't even remember if the bike uses a key but, send a key fob anyway.

Sincerely, Earl Symonds

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## RATTLESNAKE ASSASINATION ATTEMPT GET'S ME A SPORT

Dear Joel: How's by you? Good to be hearing from the club again; it has been so long I began to think that the phone company or one of your other creditors had sent vicious goons out to take care of you. Anyway here is a check to cover my reenrollment amongst the rank of the owners of the sexiest machines on two wheels. Good to be back again, being out of the club gives me the feeling that the world is passing me by.

I won a '74 750 Sport which I acquired in September of '79. I purchased the bike from a guy living at Synanon in Marin County. Synanon had just lost their lawsuit involved the attempted assasination utilizing a rattlesnake in a Los Angeles mailbox as the deadly weapon. They were selling a lot of stuff to raise legal fees, including about two dozen bikes most of which were Honda 450s. At the bottom of the auction was a Duck. I had always wanted one of the older models with those sensual rounded cases. The bike turned out to be an interesting hybrid; it has cast alloy Honda 750F wheels, motocross handlebars with vacuum gauges mounted on the cross-strut which were connected to the intake manifolds of each cylinder. There was a huge crash bar, Honda turn signals, a home-made sissy-bar which violated all the laws of religion and geometry, and Mickey Mouse mufflers with 1/2" outlets. The bike was clearly constipated and aesthetically violated.


I ripped off the sissy and crash bars, put on decent mufflers (Dunstalls), nice low black chrome handlebars, Fiamm horns, Bosch Halogen headlamp, and generally cleaned things up. Mechanically speaking, things were pretty OK. The front cylinder sounded like there was a munchkin inside it with a ballpeen hammer. This turned out to be due to an improperly shimmed cam-shaft bevel gear. Aside from too much lateral play in the swing arm the bike is in decent shape at this point.

Well, nuff said for now. Keep up the good work. It really is appreciated by those of us who continue to respect quality craftsmanship and exotic metallurgy in a sexy machine. I'll look forward to receiving my newsletters and until then, I remain, On Two Wheels, Corey H. Levenson, Berkeley, CA.



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