

NW CONT.

bodywork was dispatched to the tender if somewhat drug-addled mercies of Dan "Bong" Donaca, painter and bondo-slinger extraordinaire, and emerged in due course looking jes gorgeous.

I reassembled the chassis using the gold FPS wheels from Dick's 600 SL, the forks from the same bike and the red Marzocchi Stradas on the rear. Using the Pantah forks allowed me to fit a pair of Gold line twin-pin Brembos to the front along with stainless lines and a Gold line master cylinder. A single pin Gold line caliper was fitted to the rear; the lines and cylinder remain stock.

The engine was disassembled to the extent of deglazing clutch plates and doing a good valve job that it didn't need. I was standing there with everything apart and a set of Monty cams in my hand and the little trick-monster part of the brain saying "do it! do it!" and I almost did until I remembered how pleased I was with the way the motor ran and, in one of those adult bits of forbearance that increasingly plague us, I resolutely returned them to the showcase.

The motor had gotten K&Ns, a Gianelli 2-into-1, and Euro-jetting right from the gate and wasa super strong motor. You had to remember that it was 'just a 650'.

With the motor back in the chassis, my good friend Duaine "Commander Half-Rack" Weston took my exhaust system to one of his industrial suppliers where it was aluminum sprayed. This provided a rough, non-rusting base for the rattle-can high heat black paint that has survived far better than any previous coating.

With the bodywork in hand, it was time to find the right decals, and in commemoration of a recent meeting with our Cagiva district sales manager, I determined that a lot of civilizations would crumble into sands of time etc., etc., before I put the name Cagiva on the gas tank. Accordingly, large black

Ducati computer logos were placed running parallel with the color separation line and look very handsome indeed. The tank top sports a really cool sticker listing the Pantah as F-2 World Champion in 1981, 1982 and 1983. Simple white Desmo stickers adorn the side covers and Jimmy's great Gio Ca Moto sticker, the Duck and lightning bolt (hmm, sounds like a good name for a pub...) graces the tailpiece.

With everything back in place the bike was fired and tuned. Since it worked just fine before all this, there was very little drama as to how it would be; just like before, only better. The biggest difference is the brakes which are even more wonderful than the original small Brembos. Absolutely great! The intangible differences all have to do with riding a bike that now looks the part of the Italian thoroughbred, having shed the rather dowdy livery supplied by the factory. The bike looks so modern, so Italian, so colorful, so obscure...really outside in the best meaning of the term.

I parked it downtown recently next to a couple of Hurricanes and by the time I had fed the meter, there were about six young skateboarders clustered around it admiring it. It's still just a wonderful a machine as it always was, all I've done is put it in a form that bespeaks that to people without our level of mechanical instintion.

Well, enough of this, it's time to go over to Freddy's house for a band practice, and knowing those people. I wouldn't be surprised if I were forced to drink a beer or to just make it through the afternoon.

If you haven't ridden an Ally yet, go try one, they really are great machines. If you already own one, open up your intake and exhaust system if you haven't already, there's a new bike lurking there! By the way, I'm up to 268AB atomizers and K-3 needles in the middle notch. The bike seems to require subtle carburetion changes as it wears in and I'd be interested in hearing from anybody with similar experiences. Well, so long for now, ride safe and have fun!

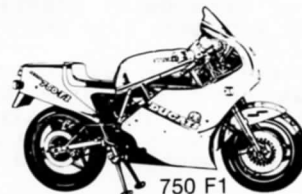
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