

SEPTEMBER 1974

NO. 1.

' D E S M O '

NEWSLETTER OF THE DUCATI OWNERS CLUB

Well, here it is - the first newsletter specially for you 'Duke' owners and I hope it won't be the last. The first issue is mainly an exploratory one, and I welcome any suggestions etc. you may have (no, not rude ones!) This first issue contains owner's pleas, for help, bits and pieces, owner's quotes, help club etc. plus a report of Ducatis racing and winning in America.

As you will see on the circular the Championship Trophy is listed, well this is going to be an annual trophy donated by Mick Walker, to the best Ducati rider of the year in road racing. At the moment the contest is a tie between Roger Bye and Jerry Fiford, with the balance slightly in Roger's favour after his magnificent ride at Mallory Park, on his 10 year old Mach I, which is incidentally Andy Vaughan-Jones old bike and it doesn't hang about.

We are hoping to have the presentation at a large hotel in Wisbech, so you can come over to give the lads a cheer.

HELP CLUB

Names of Ducati Owners willing to help anybody in trouble with their bikes.

MR. C. STEEMSON
DONCASTER FARM,
HALLOUGHTON,
SOUTHWELL, NOTTS.

NOTTS. AREA.

MR. A. BRANCATO
51, 'YORK DENE'
FORLEASE RD.
MAIDENHEAD, BERKS.

MR. BRANCATO IS AN ELECTRICS
'EXPERT' so if you are in trouble
contact him.

MR. BARRY LOVERIDGE
'FORGE COTTAGE'
TURGIS GREEN
NR. BASINGSTOKE, HANTS.

BARRY IS WILLING TO HELP ANY
RIDERS OF SINGLES IN THE HANT'S
AREA, AND HAS ALL THE NECESSARY
TOOLS ETC.

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'BITS AND PIECES'

FOR SALE AND WANTED.

GORDON SMITH,
9, SWITHLAND RD.
GREENHILL,
COALVILLE,
LEICESTER.

Gordon requires:

CRANKSHAFT for 350 cc SEBRING 1970

" " 204 cc ELITE 1965

1st O/Size Piston for both machines, plus rings.

1 set clutch driving plates for 350

1 S/hand 350 alternator unit

Gordon has for sale:-

1 set front forks for 250 Mk III

Twin coil alternator and cylinder head for Mk III

DAVIS ROSS,
74 FELTON ROAD,
PARKSTONE,
POOLE, DORSET

Dave requires:- URGENTLY!

60 Watt alternator for 250 DAYTONA 1961

DAVID BELSHAW
31, SPENDMORE LANE
COPPUL
NR. CHORLEY, LANCS.

Dave requires:

250 Mk III (1974) Standard Dual Seat & Tank

Plus full race fairing.

4-5 Gall capacity alloy tank to fit the same bike.

PHIL CARPENTER
10, QUEENSWAY
WALTON-on-THAMES
SURREY

Tel: 29202 (after 5 p.m.)

Phil requires:-

Exchange. Front wheel with alloy Burrani rim and 4 L/S brake for Standard Mk III (350) type front wheel with alloy rim, plus any other spares, especially speedo head.

Front wheel complete with alloy rim, or hub/brake unit on it's own to purchase.

We have a member who is stuck for help on electrics; if you can help him please contact him, as he is well and truly stuck!

His name is:-

TIM LAKE,
56, WESTBURY RD.
NORTHWOOD, MIDDX.

Now a plea from a friendly type -

Dave Belshaw is anxious to contact all members interested in Touring, Long Distance Touring and Racing, and as this covers about 97% of all our members he's going to have plenty of writing to do in the next few weeks - well, he asked for it didn't he? so come on lads, help him wear his pen out!, his address is in the Spares column.

SPARES DISCOUNT:-

Owing to the tremendous rise in prices over the last six months - nearly 100% in all - the discount scheme has had to be shelved for a while until things sort themselves out, but the club has not completely forgotten the idea, so don't give up hope just yet.

RACING DUCATI'S IN AMERICA

Yes, Racing Ducati's. Last March I was priveleged to be able to go to the famous 200 miler at Dayton - I did not really expect to see any Dukes in the actual '200' itself, and there wasn't any, still, with the amount of interest in the big V-twins, there could be next year, with the introduction of the Desmo S/S. There may not have been any 'Dukes' in the 200, but, there was one or two in the other classes, Novice, Junior, Amateur, L/wt. They were owned by young riders on their 'way up', and all these riders had enthusiasm for their machinery, the normal remark was - they're a great bike, or fabulous for a 'banger', which coming from an American is praise indeed. As I said they were being ridden in three classes, Novice, Junior and Amateur L/wt and consisted of a 350 cc Sebring, a 750 cc twin, and 3 250 cc singles. M/e 350 cc Sebring single was being ridden by 21 year old Terry Sloan, a student from Bloomington, Indiana in the Novice class, and which unfortunately stopped with a dead battery in qualifying, but when I spoke to Terry afterwards he told me this was the first time the bike had given trouble in 18 outings, which isn't bad going, I think you'll agree.

The 750 twin ridden by Larry Bishop of Mansfield, Ohio, was a real beaut, all silver 'glitter finish' paintwork, in fact apart from the paint scheme, the bike was a replica of the Imola winning machines, even down to X the slot in the fairing for the oil cooler. Larry had built this bike himself in his spare time specially to race at Daytona, but I'm afraid for all its attractiveness, it wasn't fast enough to keep up with a certain Jap screambox and failed to qualify, the owner's remark - 'oh well I might as well make a holiday of it now I'm here'; and I bumped into him many times during the next ten days lying on the beach. But the main point of the week for me were the 'Sportsman' races, three days before the main event. These could be classed as the American

equivalent of the clubmans events held in England, at circuits such as Cadwell, Brands, Snetterton etc. and were really interesting, with classes from 90- 100 cc, 100 - 125 cc, 126 cc, 200 cc, 200 - 250 cc, 250 - 360 cc, but it was the 200 - 250cc class and the three Ducati's entered for it, that I was interested in, so while the 126 - 200's were racing I went to check in the 'race enclosure' that the 'Dukes' were there, sure enough - 38 Bob Moberly Pinella's Park Fa, 70 Louis Russo Miami Fa, and 137 Bill Saintsing Thomasville, N/C were there and the crackling exhaust notes of the 'cammy' singles contrasting beautifully with the high pitched screams of the Yams and Suzukis, as they always do. 'We might have one in the first three' I thought to myself as I wandered back to where I had been standing to watch the end of the 200 cc class, which was won by a rider on a 196 cc Bultano. Well, the scene was set, the track was cleared of debris from the previous race and the thumbs-up was given, to declare the track free and ready to race on again, out from the paddock came the 18 competitors for the race, and the grid positions were quickly sorted out, the mechanics were asked to leave and the 'engage gear' board was held up, the starter mounted his rostrum and dropped the flag, there was a terrific high pitched scream as the pack surged forward, completely drowning the 3 fours stroked. By the end of the first lap Russo on his 'Desmo' Duke was up to third, then going into the Infield hairpin he out-braked a Yamaha to take second place, the other 'Dukes' were, 38, sixth and 137, a terribly misfiring 12th, and being overtaken by a modified CZ scrambler. By the end of the fourth lap Russo had closed on the leader and sure enough at the hairpin on the seventh lap he was ahead, only to be overtaken on the first straight. Still Louis played it cagey and on the ninth lap one from the end he again overtook the leading Yamaha going into the hairpin, and this time he held it, overrevving the 'Duke' to stop the Yam from repassing him again, and it worked for going into the last lap he had five seconds on the second-place man, round the hairpin they went, through the horse-shoe, down the back straight, round the final bend (a sort of miniature Gerards Bend only ridden in reverse direction) and, to a terrific cheer, over the line to win, with hands thrown up in the air. What a ride, a Ducati winning - and winning in America. The other 'Dukes' - well, No.38 Bob Moberly was fifth, and Bill Saintsing retired with ignition trouble. When I spoke to the winner afterwards he was absolutely delighted. His first win on his first ride, on the new machine which he bought just before Daytona, a 1971 250 cc Desmo, with twin-plug head and a huge Dell 'O'rto 'G.P.' type carb. Louis said that before the race he reckoned that a top five placing was all he would get and all he was hoping for, but a win - well - he was over the moon as would be expected, - and celebrated by doing 'wheelies' round the paddock on his 16 year old Ducati '98 TS' a 98 cc O.H.V. roadster, calling back to the pits for a mouthful of champagne every now and again, a really great guy, who loves racing and Ducati's.

There we are then the first newsletter, and if any new members have articles like the above or can write any articles, racing, touring, about bikes let's have them and we'll print them in further issues.

Next month 3,000 rally miles by member Norman Curnow plus more spares, news etc.