

DUCATI OWNERS CLUB OF CANADA

NEWSLETTER #4

April 30, 1977

Dear Member,

It was just 8:00 a.m. as I finished washing and I heard the 750 twin pull up in front of the house; it was Vaughn Blackmore, he had ridden down from Appin to go with me to the swap meet at the Northville Harness Raceway in Detroit. It was kind of a cool, dull day with a threat of showers. We parked the microbus in the parking lot at 10:30 a.m. but we couldn't go in till 11:45 a.m. so we walked around the parking lot which was full of vans, looking at the various items for sale. There was a 350 Benelli single setting in the back of a pickup for \$250.00, lots of wheels and frames for Harleys and Hondas, several Triumph machines in the back of vans - these were partially disassembled; one large trailer had about 15 machines on it, mopeds and twin Honda and Yamaha machines with some parts missing like front wheels and seats and tanks. After awhile it was 11:45 a.m. and we could buy a ticket and go in under the grandstand to see all the motorcycle parts which were for sale. It was a large area and there were coffee and hotdog concessions, it was heated too; a nice set up. The stair wells and ticket sellers windows were all packed with parts. The \$2 windows had some gas tanks from a Harley hanging up in them. Over on the floor on the other side complete bottom ends and crankcases for 3 Honda Hawks were set out, and a flat head Harley 3 wheeler complete with new tires. In one stairwell right in the middle of a whole bunch of Harley parts was a K.T.T. Velocette engine complete with bavel drive and camshaft just waiting for a buyer and a 500 c.c. Matchless complete and running for \$300.00. We walked around looking at everything, there was a Pacifico Half Fairing for \$90.00, new gasket cement Red & Gold hermetite for 25¢ a tube, Shorty mufflers at 2 for \$7.00, a front wheel brake assembly from a TZ 250 for \$100.00 with the tire mounted, and a set of water cooled barrels for a TZ250 Racer. Upstairs on the second floor there was a small display of custom motorcycles. We could only stay until 1 p.m. since the Local Chapter meeting was to start at home at 2 p.m., so we left the swap meet as it was just starting to really fill up with people. It was strange coming back without being able to find and buy any parts for our Ducati machines; the only things I was able to pick up were 2 each of the Motor Ducati Patches, the badge man was there and he was very glad to sell us some fine Ducati cloth patches. So if you see an ad for a parts swap meet in your area, go to it, you may get a surprise.

THE FACTORY SCENE:

N. Galiazzo rode a Ducati 250 into fifth place in the 250 c.c. Italian Junior Championships at Misano.

THE LOCAL CHAPTER:

The April meeting was held a week later due to Easter, on the 17th of April. It was decided to change and improve the monogram at the head of our newsletter as the hand drawn effort looked a little crude.

Newsletter #4

THE LOCAL CHAPTER (cont'd)

Confirmation of our order from the patch people was received and in another 6 weeks they will be available to members for \$2.00 each, see sample in newsletter. Metal lapel badges, tie clips, and key rings with Ducati emblem are now available and they are \$2.00 each (one to a member) but you have to give second and third choice as there are only a limited number available; however, we will order more this fall. Everyone is invited to mail in a design for a vinyl stick-on Ducati Owners Club of Canada badge for the front or rear fender of the members' machines, so send in your ideas as we want the very best looking Club decal. If anyone is going to the T.T. at the island this year maybe they can send in a report of the finishing order on some of the Ducati racers. Last year a Ducati 900 ss entered in the unlimited production race at the T.T. was clocked at 103.13, a record lap for the Isle of Man. This machine led the rest of the field by 2 miles till the clutch fried up as the Ducati passed the waterworks park, this machine would have finished if they had used clutch springs from the 450, but they should do really well this year. It was decided to give free membership to owners who race Ducati machines at various circuits in Canada. Next meeting is set for May the 8th.

CLASSIFIED:

For Sale: 1973, 350 cc Desmo Sport, 2100 miles, silver metalflake, Limited Edition. KEITH HARTE, 17-21 JOHN ST., GRIMSBY, ONT. L3M 1X4 - (416) 945-8879

For Sale: 1975, 860 G.T. Ducati, 157 miles. Bought new in fall of '76, completely restyled into rideable cafe racer. Best offer rides it away. BRIAN MARKWELL, BOX 177, AYERS CLIFF, QUEBEC. JOB 1C0 - (819) 838-4229

WANTED: Right side cover for 1967 or older Monza 250.
STEPHANIE COULSHAW, 561 GILMOUR ST., APT. 2, OTTAWA, ONT. K1R 5I5

TECHNICAL INFORMATION:

Clearances & Limits of Wear - Ducati 1972, 750 G.T.

1. Cylinder Head

(a) Valve Springs

- New spring height - 44 MM.
- Max. allowable reduction is 2.5 MM.
- If springs are shorter than 41.5 MM. replace them.

(b) Valves

- Correct seat width is 1.4 to 1.6 MM.

(c) Guides

- Minimum guide to valve clearance-.013 MM.
- Maximum guide to valve stem clearance-.05 MM.
- Limit of wear-.12 MM.

2. Pistons & Cylinders

(a) Piston Clearance

- .0045" between piston and cylinder, measure piston just below oil ring.

(b) Ring Gap - Upper Two Rings

- Minimum-.30 MM.
- Maximum-.45 MM.
- Limit of wear - 1.2 MM.

Clearances & Limits of Wear (cont'd)

2. Pistons & Cylinders (cont'd)

(b) Ring Gap - Oil Scraper Ring

- Minimum - .25 MM.
- Maximum - .40 MM.
- Limit of Wear - 1 MM.

(c) Wrist Pin to Piston Clearance

- Minimum - .002 MM.
- Maximum - .013 MM.
- Limit of wear - .05 MM.

(d) Piston Ring to Ring Land Clearance

- Oil ring - minimum - .02 MM.
- maximum - .052 MM.
- Upper two rings - minimum - .02 MM.
- maximum - .052 MM.
- limit of wear - .12 MM.

3. Crankshaft

(a) Connecting Rod Axial Clearance (side float of rods between crank wheels)

- Minimum - .430 MM.
- Maximum - .913 MM.
- Limit of wear - 1.2 MM.

(b) Connecting Rod Radial Clearance (rod I.D. at race and crank pin clearance)

- Minimum - .007 MM.
- Maximum - .021 MM.
- Limit of wear - .040 MM.

4. Clutch Plates

Fibre plate initial thickness - 40 MM.
Limit of wear - 37.5 MM.

5. Gear Shafts - Both Mainshaft & Countershaft same clearance

- Minimum - .2 MM.
- Maximum - .4 MM - Play between gearbox bearings & end of shafts

6. Alternator Rotor - Torque nut to 4.5 KGM.

7. Countershaft Sprocket - Torque threaded ring to 7 KGM.

8. Clutch Inner Drum Nut - Torque nut to 7 KGM.

9. Flywheel - crank pinion gear assembly - Torque nut to 4.5 KGM.

10. Camshaft Gear Hold Nut - Torque to 4 KGM.

11. Cylinder Head - Torque nuts to 4 KGM.

Richard White

HINTS AND TIPS:

To replace those broken terminals on the regulator and inside the headlamp use solderless terminal strips by ARMACO, 2 amp. T12-2, 12 pole; 5 amp. T12-5, available from local electronics supply houses; these have pinch screws in them and are just the thing to replace those press stud type connectors with. If the tachometer drive at the head blows out oil, wrap it up with metal foil till it can be resealed, it will save getting your suit all greasy.

RECOMMENDED HARD COVER BOOK LIST:

Rich Taylor - STREET BIKES (Superbike, Tourers, Café Racers)-Golden Press,N.Y.
- CAFÉ RACERS (Custom, Production Bikes, Road Racing-" " "

Mick Wollett - RACING MOTORCYCLES - Hamlyn, London

Phil Schilling - THE MOTORCYCLE WORLD - Random House

Christian Lacombe - THE MOTORCYCLE - Grosset & Dunlap, N. Y.

L.J.K. Setright - MOTORCYCLES - Arthur Barker Ltd., U. K.

Peter Carrick - MOTOR CYCLE RACING - Paul Hamlyn, London
- MOTORCYCLES-CHASSIS & THOROUGHBREDS - Golden Press, N. Y.

Dave Minton - SUPERBIKES - Hamlyn, London
Frank Malling

COMING EVENTS:

VICTORIA DAY SPRINTS - May 20, 21, 22, 23 - Mosport

CANADIAN VINTAGE GROUP RALLY - June 24-26 - Molson Park, Barrie, Ont.

BLUENOSE RALLY - June 30-July 3 - R.R.#1, Kentville, N. S.

10TH ANNUAL MAPLE LEAF RALLY - July 29-Aug. 1st - Grafton, Ont. First time riders need a sponsor.

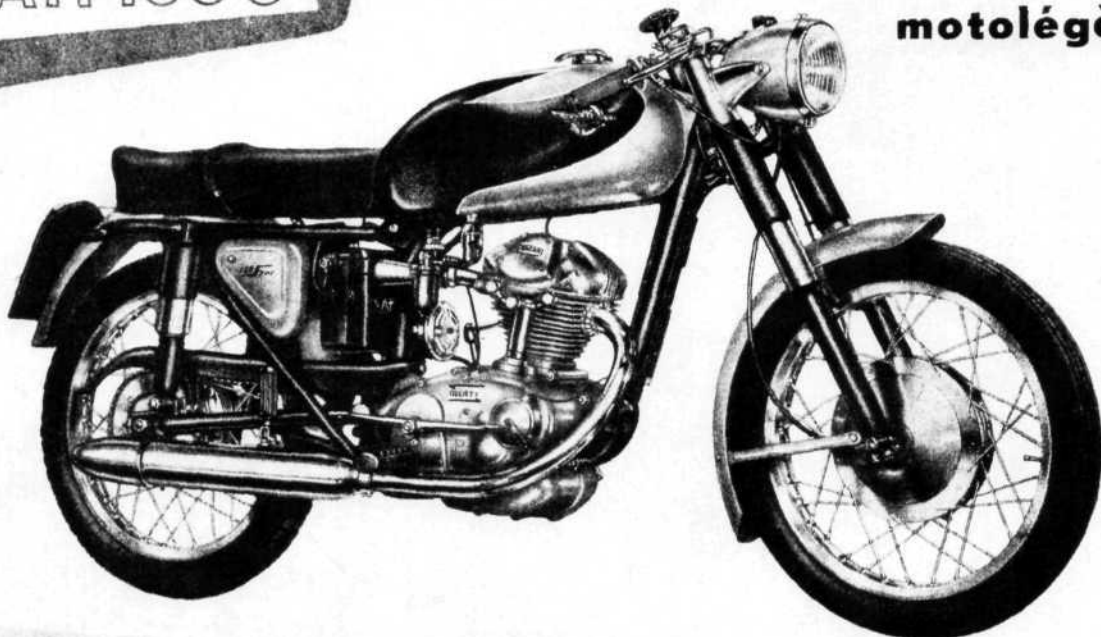
FORMULA 750 FIM CHAMPIONSHIP - Sept. 16, 17 & 18 - Mosport.

Best regards,

S. James Collins

**lightweight
motorcycle
motolégère**

DUCATI 100 S



specifications :

100 c.c. Four stroke — Valves with overhead camshaft
Petrol consumption: 117 m.p.g.
Maximum speed: 65 m.p.h. — Four speed gearbox

caractéristiques du bloc:

100 c.c. - 4 temps - soupapes en tête, arbre à cames en tête
Consommation: 2,4 litres d'essence pour 100 Km
Vitesse maximum: 105 Km/h - Boîte à 4 vitesses