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Dear Members,

we start this issue of the Club newsletter by announcing that we are holding a contest open to all Club members and other Ducati enthusiasts. This is the first of a number of activities that we are working on to step up Club enthusiasm and inter-member communication. There is no need to tell you that riders of Ducatis and most other European bikes are regarded by many North American motorcycle publications as being outside the mainstream of North American motorcycling. This results in Ducati motorcycles getting quite limited coverage by such publications, and very often the coverage is at odds with the experience of we who own and ride the Dukes. A classic example of this is the recent quote comparison test which appears in the October issue of Cycle Guide. We find the article to be an attempt at smearing the Ducati name and, for us, an unsuccessful one at that. Hopefully most readers of that article will see it for what it really is, a piece of unscientific personal opinion. So what does all of this have to do with a contest?

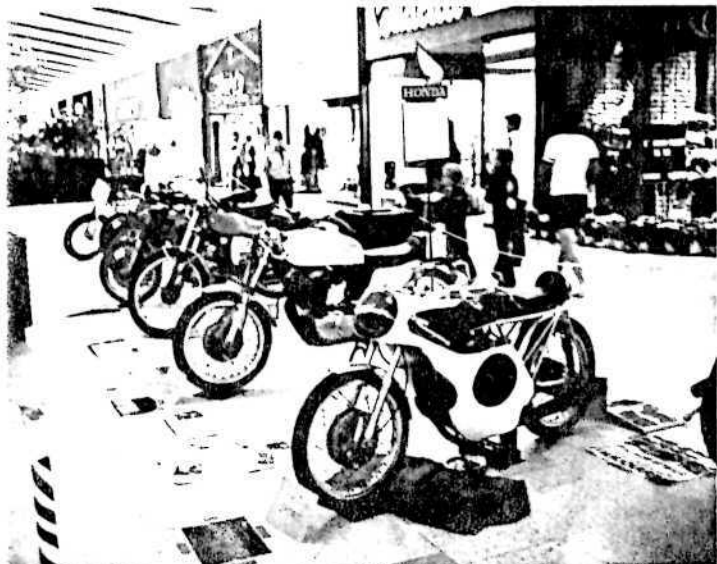
This! To enter the contest all you have to do is write a criticism, in 500 words or less, of the Cycle Guide article comparing the 1980 750 Honda with the 900 SS Ducati. This article appears in the October issue. In your critique you may choose to attack their test method, you may cite the results of other publications tests, cite race results, relate personal experiences at odds with what is stated in the article, and so on. You may wish to try different approaches in your criticism. There is no limit on the number of different critiques which you may enter. While typed entries are easier to read, hand written entries will be accepted. The tentative closing date for entries is November 16, 1979. Entries will be judged by a group of nonparticipating Club members and the winners will be announced in the Club newsletter. No entries will be reproduced in full or in part without the prior approval of the entrant in writing. Okay, so what do you get for this aside from a chance to vent your disapproval of the article in question? The following.

- 1st prize - one free DOCC membership for 1980, one DOCC Club T-shirt, one DOCC Club jacket patch, one pair of Ducati cuff links.
- 2nd prize - one DOCC Club T-shirt and one DOCC Club jacket patch.
- 3rd prize - one DOCC Club jacket patch and one Ducati lapel pin.
- 4th prize - one DOCC Club jacket patch.

Virtually all of the prizes have been donated and they are worth about \$35 in total. To enter send your critique to the DOCC, 1786 Windermere Rd., Windsor, Ontario. Good Luck!

Club Banquet:- we are presently starting on arrangements for our Second Annual Club Banquet. Watch for announcements in the newsletter.

Ducati Thumper Display:- the pictures below show the Ducati singles which were displayed for a week at the Devonshire Mall in Windsor. Jim Collins entered his 350 Desmo and his 125 road racer. Stan and Ian Hayward entered their highly modified Vic Camp 250 Mach I, while Richard and David South displayed their cafe equiped 350 Sebring. The bikes were a part of a classic bike display and drew a lot of complementary remarks.



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Models	Strokes	from engine number	till engine number	Advance with engine still	extent of autom. advance	Total advance with engine running at 3,000 r.p.m.	Flywheel position $\alpha^\circ$
160 Monza Jr.	4	—	—	21° ÷ 23°	18°	39° ÷ 41°	32° ÷ 36°
250 GT	4	—	—	5° ÷ 8°	28°	33° ÷ 36°	0°
250 Monza	4	—	85.486	5° ÷ 8°	28°	33° ÷ 36°	6° ÷ 8°
	4	85.487	—	5° ÷ 8°	28°	33° ÷ 36°	0°
250 Mach 1	4	—	—	5° ÷ 8°	28°	33° ÷ 36°	0°
250 Mark 3 1963-64	4	—	87.921	38° ÷ 41°	—	38° ÷ 41°	0°
	4	87.922	88.295	38° ÷ 41°	—	38° ÷ 41°	19° ÷ 21°
250 Mark 3 1965-66	4	88.296	—	38° ÷ 41°	—	38° ÷ 41°	32° ÷ 36°
	4	—	—	21° ÷ 23°	18°	39° ÷ 41°	32° ÷ 36°
250 Motocross	4	—	87.421	38° ÷ 41°	—	38° ÷ 41°	0°
	4	87.422	87.902	38° ÷ 41°	—	38° ÷ 41°	19° ÷ 21°
350 Sebring	4	87.903	—	21° ÷ 23°	18°	39° ÷ 41°	32° ÷ 36°
	4	—	—	5° ÷ 8°	28°	33° ÷ 36°	0°

The figures in the table are taken with an opening between the contact-breaker contacts of 0,3 ÷ 0,4 mm. (.012 ÷ .015 inch).

Before periodically checking the advance (after the first 1000 km and subsequently every 2000 km) it is necessary to make sure that the automatic device is in perfect order, that it is well lubricated and that the springs are not TWISTED or SHIFTED from their proper seating.

The amount of advance will be 14°, equal to 28° on the engine shaft in the models GT, Monza 250, Mach 1 and Sebring or 9° equal to 18° in the mo-

del 160 Monza Jr., 250 Mark 3 edit. 1965 and 250 Motocross from e.n. 87903. If there is any doubt about this, have the angularity checked by special Works and for your ordinary checking please proceed as follows:

- 1) Remove the threaded plug opposite the engine shaft and mount the special protractor (fig. 34).

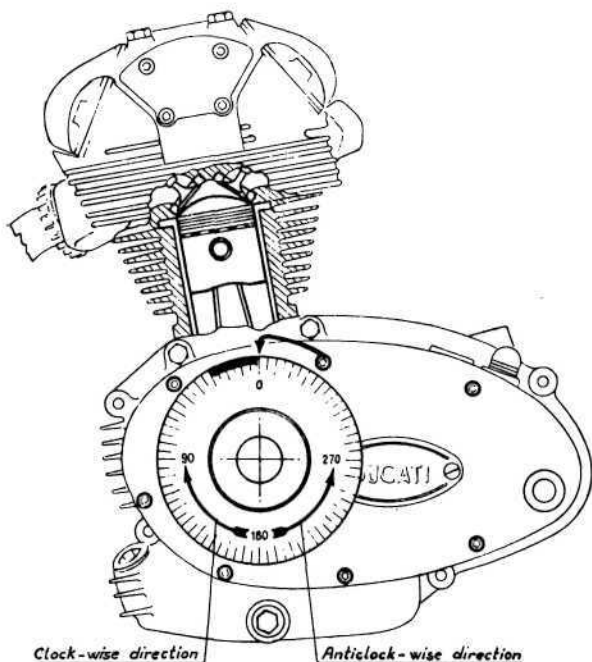
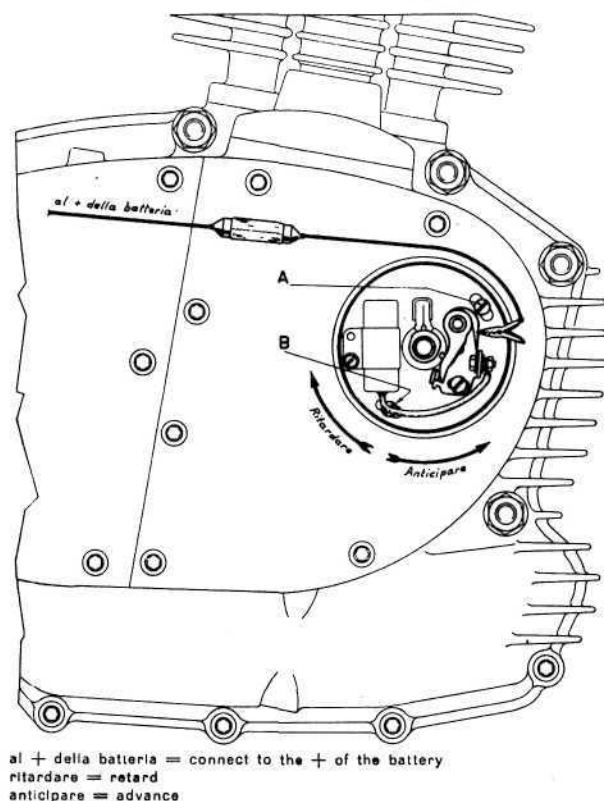


Fig. 34



al + della batteria = connect to the + of the battery  
ritardare = retard  
anticipare = advance

Fig. 35