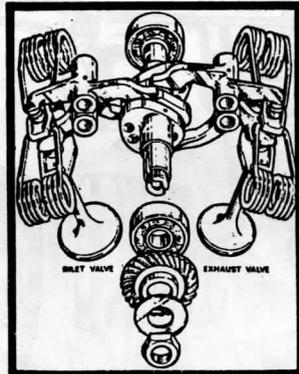


With a desmodromic system the rates of opening and closing the valves may be fiercer with no danger of valve float.

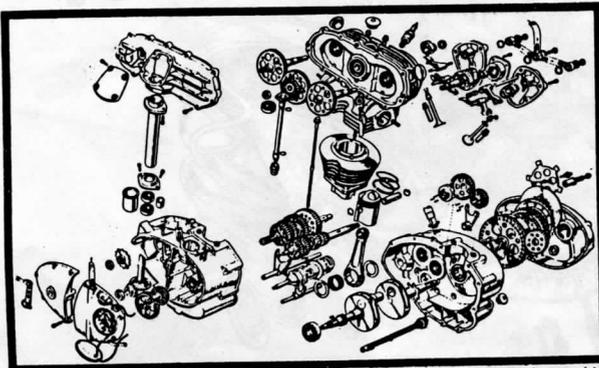


The 1968 Ducati roadster "D" models used this design which had normal inner cams to open the valves and the larger outer cams to pull the valves shut.

head cam engine.

So this is the story of one way to open and close valves —desmodromics. It started on racing car engines and continued that way until Norton's experiments in the 1950s. Since then, the significant development has been on motorcycle engines.

With Grand Prix motorcycle engines turning up to 20,000 rpm, it may be obvious that the valve spring has just about reached its peak of development. Nearly all the successful four-stroke GP bikes have gone to four valves per cylinder for better breathing, and many leading racing engineers believe that a return to the desmodromic system is the only avenue left for more revs and horsepower. ■



The 1959 Ducati 125cc racing single turned to 12,500 rpm and developed 19 HP. The desmodromic valve gear could be buzzed to 15,500 revs with safety.

LOW ON BREAD BUT HIGH ON HINTS

Although I am not yet able to join the club (outta work) am taking the time to write as I have a lead on an ex-Ducati dealer who has approx. \$1200.00 (dealer's cost) in Ducati parts which he would be willing to sell at a reduced price as he has had to give up on bikes completely due to a bad back. He gave up his dealership as well and also has several Benelli bikes plus some Moto Guzzi parts and the aforementioned Ducati parts. He is willing to sell everything at nearly his cost and I will give you his name, address, phone number so that you can contact him directly if you're interested or if any of your members are too.

Mr. Cesidio (Joe) Cugini  
4016 Anthony Ct. No.  
Columbus, Ohio  
Phone 1-614-231-6374

Aside from that I have a line on three Gt-750s which are up for sale in the Columbus area.....

'73 w/Bates fairing...1900 miles, special paint, 614-471-0995 price is \$1700.

'73...custom paint job, sissy bar, auto ign. system, extras, price, \$1550. Phone 614-451-7604

'74...Low mileage, excellent condition \$1300, pho. 614-457-8230 The above bikes were advertised in a local paper (which consist only of advertising) and some fairly surprising bikes show up in it from time to time..350's, 450's and at one time even a desmo single.

One tip I might throw in to wind this up.. if you should happen to break or damage the lens for the turn-signal lite unit on a 750 and are not conveniently close to a dealer try your local VW dealer for an older front turn-signal lamp (amber) lens for a GHIA coupe/convertible..it's slightly smaller in dia(2-3mm) and makes a very good replacement...you can use electrician tape to seal it with, a wrap or two at the joint line..the VW part number should be #315-953-161D.

The newsletter is a real treat and it sure is a relief to be able to get some Ducati information first hand without having to seine it out of the very slim pickings offered by the magazines. Incidentally I do have an engine repair procedure manual; mostly color photographs with short captions..but no specifications such as wear limits or original (new) dimensions or adjustment settings..however the pictures are first rate and do give you an idea as to what's what in the interior of the mill.

I have one suggestion which you might make in your next issue on the press...that would be to ask that whenever anyone describes a specialty job...such as flow-porting heads...that he includes the approximate cost of having it done so that someone in another part of the country will know what to expect as a reasonable price for such a job if he should find someone to do it locally.

Also would be most helpful to include brand names on products which are especially good...judged by experience in use that is.. items such as lubricants, paints, fibreglass, foam construction and repair materials, electrical connectors, solder, flux.. anything that is a boon in making the bike into an improved version of what you first started out with. The Gal from Minneapolis (Sunny Bock) gave us all a good example in how to write up a do it yourself improvement article.

And you might set up an owners score sheet on replacement items such as tires, tubes, spokes, chains, plugs, control cables and the like, in order to rate them for quality, durability, overall performance for items such as tires, tubes....take a census over a period of several months and use half a page of one sheet for a printed check-rating form...with cartoons on the other side so that the newsletter owner would not lose anything informative wise by clipping it out for return.

I may be able to come up with something in the way of a 100% improvement in the float valve (carburetor) for Dell'Urto..if the manufacturer can handle it..if he already has something in his line which although not presently catalogued as a replacement would be dimensionally identical and therefore suitable. I will let you know once I find out. I will also be back in touch with you once I get sorted out. I have my 750 Sport which I have a lot of ideas but at present no working space but should be able to toss in an idea every now and then. Be sure to get in touch with Joe Cugini. He's Italian and a fine guy to deal with...has a lot of enthusiasm for the Italian bikes...Ducatis in particular, and really at a loss in having to give up cycling. I bought my 750 Sport from him. best Regards. W. S. KELLER, 231 Leonard Drive, Lancaster, Ohio 43130 ■