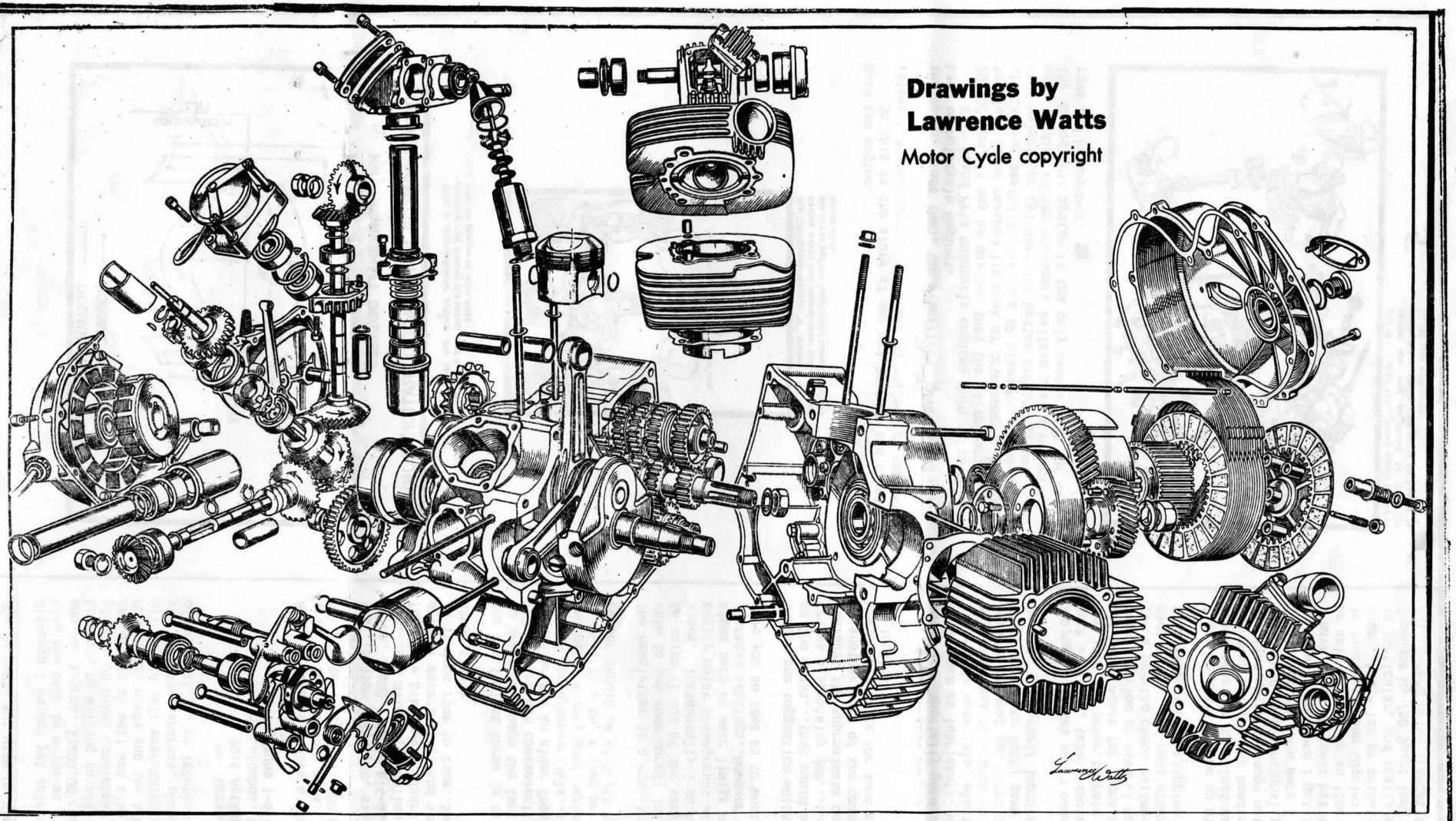


I HOPE THIS THING COMES OUT ALRIGHT. RON AT RON'S CYCLE SALES IN LEOMINSTER, MASS. SENT IT TO US. THANKS RON. THE ARTICLE WAS TAKEN FROM THE JUNE 7, 1975 ISSUE OF THE FINE BRITISH WEEKLY PUBLICATION MOTOR CYCLE. HERE IS THE TEXT THAT ACCOMPANIED THIS FINE DRAWING BY LAWRENCE WATTS, WHO IN MY OPINION IS THE FINEST MOTORCYCLE MECHANICAL ARTIST I HAVE EVER SEEN. I HOPE I SAID THAT RIGHT. ANYWAY HERE IS THE TEXT.

ORIGINALLY SANDCAST, THE CRANKCASE IS NOW A PRESSURE DIE-CASTING. TO SAVE WEIGHT BY BETTER CONTROL OF THICKNESS, THE SAME PROCESS WILL BE ADOPTED FOR THE CYLINDERS AND HEADS WHICH ARE AT PRESENT GRAVITY DIECASTINGS. INTERFERECE FIT OF THE CYLINDER LINERS IS ONLY Ø.ØØ25 IN; NOTE HOW THE SPIGOTS ARE CUT AWAY TO CLEAR THE CONNECTING RODS AND BOBWEIGHTS. EACH MASSIVE MAIN BEARING HAS ELEVEN L3.5MM-DIAMETER BALLS IN A FIBRE CAGE. IN THE TOP RIGHT-HAND CORNER OF THE CRANKCASE IS A LARGE-DIAMETER, PLASTIC-BAFFLED BREATHER. THE STEEL CLUTCH DRUM CARRIES EIGHT PLAIN STEEL PLATES; THOSE ON THE CLUTCH HUB HAVE BONDED ON FRICTION PADS. DETAILS TO NOTE: FOUR CLUSTERS OF LONGITUDINAL FINS ON THE FRONT CYLINDER; REV-COUNTER DRIVE FROM THE FRONT CAMSHAFT; PLUG REMOVED FROM SLUDGE TRAP IN LEFT-SIDE BOBWEIGHT; HOLES IN CYLINDERS AND HEADS FROM CAMSHAFT OIL FEEDS AND DRAINS.

DUCATI COMPROMISED NOTHING WHEN DR. TAGLIONI DESIGNED THE DUCATI V-TWIN ENGINE. THE CRANKSHAFT, A COMPLETELY MACHINED UNIT WITH SIMILARLY MACHINED HIGH STRENGTH CONNECTING RODS, IS MOUNTED IN THREE BALLS BEARINGS. THE CAMSHAFTS ARE DRIVEN BY SETS OF SPIRAL LEVEL GEARS WHICH ARE ALL MOUNTED IN BALL BEARINGS. PRIMARY DRIVE IS BY HELICAL GEARS TO THE MULTIPLATE CLUTCH. BOTH CYLINDER BARRELS AND HEADS HAVE DIFFERENT CASTINGS, PART OF THE REASON FOR THE HIGH COST OF THE ENGINE, AND THE MASSIVE SUMP HOLDS JUST OVER A GALLON OF OIL.