

LETTERS

Drenn, Jim Aleen, Phil McDonald, Phil Frank, Mike Nince etc. come out here for the Marlboro Series over the past three years.

A couple of our Members race their bikes in the production class (no mods. allowed) and enjoy themselves even though the bikes are not suited to the tight tracks here.

Our club is similar in conception to yours with the same purposes although technical information on Ducatis is non-existent in this neck of the woods due to Bologna not being willing to send us a proper Workshop Manual (which does exist and is printed in English). Stewart Avant, a local rider, has this year been competing in the World Championship 500cc class and was based in Italy riding for the Diemmo team. He went to Ducati Meccanica on my behalf to purchase the Manual but they refused to sell him one. Their reason was that only authorized Service Agents should have access to them! Anyhow Stu managed to photo-copy a manual in the Ravenna but it has not turned up as yet in the mail.

We would dearly love to get a hold of one of these manuals as we all are in the dark when it comes to re-assembly of engine parts. The 750 Sports have been having a lot of trouble with broken rings, and both GTs and Sports have bore wear, valve guide wear and also some gearbox wear, necessitating complete tear-downs to fix the problems.

My own 750 Sport is in bits now and luckily for me Ron Grant is now living in Christchurch and is going to re-assemble it using his vast knowledge obtained in England and the USA. He is also a good friend of Cook Neilson and was at Laguna Seca in July this year to see the big race. He has worked on the V-twins in California and therefore has more knowledge about Ducatis than anybody else in New Zealand, thanks to the factory not being very helpful.

It appears that the "Cycle Staffers have access to a horde of information from Italy and can get their bikes up real good. Cooks' Desmo must be the meanest Duke in the world from what I have read. I sure would love to see it racing.

I'd like to tell you about my experiences with the Sport. I purchased her in November, 1974 and after running it in gently the bike was good until 4000 miles when it began to run sick. Sensing that all was not well inside I pulled it down and she was clogged up with carbon. The slow run-in period was not appreciated, nor was town-riding. It was cleaned out and reassembled and went like a bird for another 4000 miles when it was burning oil. I pulled her down again and found: The top compression ring in each pot was broken (one piece only); the guides were real sloppy, the guide seals were worn out and it generally was not very nice. Bore wear was present also. I had a crash on it just before teardown and that destroyed the Disc-Fluid Reservoir (Scarab) The Scarab brakes are very poor - no bleed valve on the caliper. Consequently trying to get the air out is a hopeless task. In a way I was pleased as it gave me a reason to buy some decent gear. I've now got a Lockheed Alloy Reservoir, twin alloy calipers with bleeds and have got an extra disc so I'll have demon braking now. I've also bought a pair of Uni-Filters pods for the Dell'Ortos to keep grit out. Also purchased were new pistons (new model with spring-tensioned oil scraper ring and new compression rings) and liners. Ron is setting bore-piston clearance at 3 thousandths. Although the factory have mentioned figures of 0.02mm - 0.04mm. Much too tight for an air-cooled motor with alloy bits. Incidentally the Paul Smart racer that won Imola 200 Miglia in 1972 ran 6 thou. clearance. I had new valve guides inserted and now the motor is reasonably okay. The gearbox worries me though - 3rd gear is very noisy and could be on the way out so the crankcases are being split to check.

I run Metzler 325X19 Racing Rille front tyre and a Dunlop 425H18 K81 rear but will put Dunlop Red Arrow K-91s on when these wear out. I have fitted the factory 1/2 fairing and stadium Bar-end mirrors, stainless steel pipes patterned on the Contis which rusted out. They stainless steel pipes have nothing inside them and make the bike a rocket once past 5000 rpms. I have 120 main jets, 65 pilot jets installed and the accelerator pumps still connected.

Ron plans on setting it up pretty nicely with some work on the flow in the heads and attention to the bevel gear to get

the minimum power loss. The valve springs are to be set up so that she will valve-bounce at 8500 rpms (minimum power restriction) and it should be a mover. It ran 190kmh (118 MPH) on 93 octane fuel and that seems to be about as fast as they go in standard trim. A friend has had his to 130 mph with gas flow work and a raise in compression to 9.8:1. Enough to scare a Z-1.

The MV 750 S recently outran a 1150cc Yoshimura Z-1 and a Gold Wing. It is completely stock but has unbelievable mid and top-end acceleration. The noise is sheer music to the ears. And now we hear that two 790s Americas are on a boat destined for here. Too much!

The local distributor here has a lot of parts for Ducatis but at a premium price. However he does give IMOC Members a 20%

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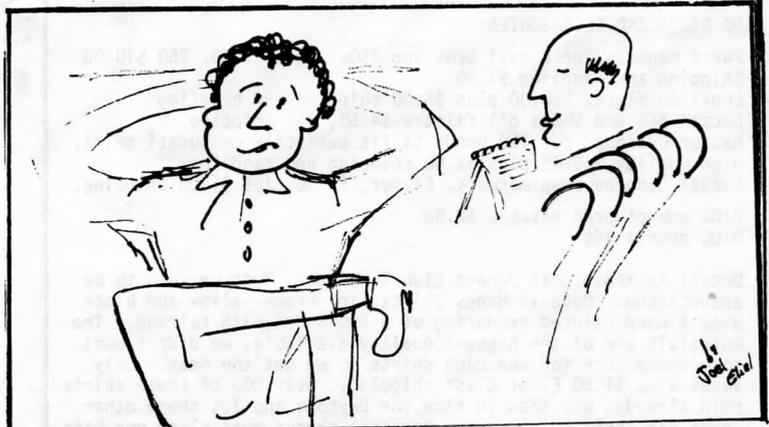
These are demonstrators less than 500 miles, full factory warranty no hidden charges except Ohio residents must pay sales tax. Parts for Norton, Ducati, Moto Guzzi, Triumph, Premier Accessories all popular bikes. Send \$2.00 for '76 Catalog refundable with 1st purchase over \$10.00.

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discount on spares which helps a lot. He cannot get technical help from Italy and so we hope that your Club may be able to help us out.

I personally wish to join your club and I feel that the other Ducati Owners amongst our numbers will want to do likewise. I would appreciate any info that you can pass on and would like to send you money to cover the cost of posting your Newsletter by Airmail. If you could advice me how much your subscription is plus postage. I will happily forward this. I am also a Member of the Ducati Owners Club in England who produce a "Desmo" newsletter. Hoping to hear from you soon. Pete Russell Italian Motorcycle Owners Club, Flat 3, 34 Taylors Ave., Christchurch 5, New Zealand. ■



YOU GOTTA HELP ME DOC, EVER SINCE I GOT MY DUCATI, I SEE OTHER BIKES AS TOASTERS, SEWING MACHINES,