

TECHNICAL

impressions. Again they all did an article called "We ride the Suzuki Rotary" Lastly, they all got their own test bike on which they did a road test. The result - a major article in most every major bike magazine three different months each, on the same bike. Honda did a similar routine introducing their equally grotesque GL 1000 and more recently by having all the mags tour their R & D department. Do you really think all those magazine people were allowed to ride the HERT 941 racer just for fun or was it to boost Hondas performance image, especially since the bike isn't raced in the U.S.?

Certainly most of these publicity ideas are beyond the means of smaller companies like Ducati and Berliner Motors, but some ideas could be modified and put to work.

Well getting back to some more tech stuff. Everyone with an 860 or 750 GT, should throw away your air cleaners and hoses, get a pair of velocity stacks, #0755-27-670, and a pair of air cleaners to go over the stacks. Greg Larson of Seattle reports from the dyno room that his 750 showed no significant Horse Power difference between open carbs and stacks, but found that the maximum H.P. continued up to 8000 r.p.m. with the stacks, where the power had dropped off at 7000 without them. Dave Trathan of Portland said that his seat of the pants estimate is that the stacks still do their thing inside his K&N Filters.

Well, Joel, I realize this has been a long letter, but I had a lot to say. Hopefully by the time I write again I'll have my typewriter back.

In the future I'm looking to make some modifications to my street 860. These will include teflon fork seals, soft fork springs, and inner valve springs. Will let you know if I come up with a source of supply on any of these. You might mention that I'd like to correspond with anyone else road racing in particular the 900ss or a 450 desmo.

So long for now and thanks for starting the club I was too lazy to start. Dave. 14526 30th ave. NE., Seattle, Washington, 98155 Phone number 206-365-0919.

MAG WHEELS FOR DUCATIS

Dear Joel: I have a few things that will be of interest to DIOC members. Please pass them along.

Most important is Performance Machine, a specialty machine shop in Paramount California owned and operated by Perry Sands. The shop specializes in disc brake and cast wheel systems. For those interested in putting cast wheels on their Ducatis, this is the place to contact. I just put a set of their wheels (Morris) on my 900 Desmo. They were beautifully done and came with a complete cush-drive assembly with all the necessary bolts. Mr. Sands talked to Cook Neilson about the wheels and apparently Cook wasn't using a cush-drive assembly which contributed to the transmission troubles he had racing his Ducati.

The front wheel is a 19" over the stock 18" which made buying a new tire necessary. I chose the new Continental RB2 because of its low profile (they went right on without raising the fender) and good things I've heard and read about it. For Sport and GT owners Performance Machine has disc brake kits for the rear wheel. The cost of my wheels complete, including a new sprocket, was around \$380.00 which seems high until you consider all the special machining that goes into these wheels. You have to keep in mind we're not talking Honda here. I've turned over a lot of rocks to find this place, so for any of you interested write or call - Perry Sands at: PERFORMANCE MACHINE, 16248 Minnesota, Paramount, Cal. 90723, Phone No. (213) 634-6532.

For those looking for a good color match to the Ducati Sport I have it. It's so close you won't believe it, and the best part is that it should be available at any good auto body supply shop. Here's what you ask for: Ditzler Duracryl Acrylic Lacquer #DDL 60513, Ford Truck Special Fleet Orange WT 5014. Automotive finishes are high quality but tricky, so ask about reducing ratios, etc.

I hope this information will be of some use to DIOC members. I've seen requests for it in the newsletter. Sincerely, John S. Gertz, 9485 Franlo Road, Eden Prairie, Minn. 55343.

Ed. Ducati Mag wheels are just around the corner. I have pictures for the next DIOC Newsletter. Thanks John.

I FINALLY GOT IT RUNNING SMOOTHLY

Dear Joel: I wanted to write and tell you I finally got my 860 running smoothly at low speeds. I wrote Berliner Motors and they were very helpful. They told me to change needles and idle jets and told me the part numbers. It really runs better. I also went to Champion Gold Platinum plugs L6G. Berliner also recommends setting the timing back to 34 degrees. I also have made a chain guard which really keeps the rear rim clean and road splash off the chain. It encloses the chain leaving a space for lubricating. Its made of fiberglass.

As for the new 500. It looks good, but I see nothing outstanding about the engine. I believe Ducati should have done like Moto Guzzi and made their 500 a scaled down V-Twin. Ken Brundige, 469 Rural Hill Rd., Nashville, Tenn. 37217 (615) 361-1870

SERIOUS PROBLEM WITH 750 SS

Dear Joel: I thought that you and the membership would be interested in a rather serious problem I encountered with my 750SS, as it could affect all V-twins. I pulled the cylinders and pistons to replace broken compression rings, and a friend suggested I check the crank as he had heard of several bikes with serious crankshaft damage. Since the bike was down for the winter anyway, I removed the crank and sent it out to be broken down and inspected. I received a reply telling me that the rods and rod bearings were damaged and to please inspect my cylinders. It seems that some Ducati V-Twin cylinders were manufactured with the bore not perpendicular to the cylinder base. You can imagine what this does to the rod bearings. The outfit that is working on my crank has encountered several instances of this, and I would suggest that anyone with a V-twin check the condition of their cylinders and remove the crank for repair if they are found to be out of true. The problem seems to be most prevalent in 750s. If anyone does need crankshaft work, I would like to recommend the people at RENNSPORT WERKE, 545 Aldo ave., Suite B., Santa Clara, California, 95050.

They specialize in roller crank repair of all sorts and probably have more Ducati V-Twin experience than anyone else. They are currently overhauling Cook Neilson's crankshaft. I don't think I need say more about their competence. Sincerely, Mike Smith, Valley View West #21, Glenwood Springs, Colorado 81601.

TECH BITS ON SWING ARM GREASE FITTING

A quick and inexpensive fix to the non-standard poorly located grease fitting on the swing arm pivot is available at most auto parts stores. A standard grease fitting kit with assorted fittings and tap cost about \$3.00.

With this kit I added a new grease fitting in the center of the swing arm which is both more accessible and due to its central location distributes the grease more evenly. A little grease now and then pays big dividends---I made the above modification while replacing a wiped out pivot pin. Jack Martin, RD #3 Box 305, Sundust Road, Eighty Four, Penna. 15330.

GOT A TECH TIP, SEND THEM TO THE DIOC c/o TECH TIPS. WITH THE WAY OUR WONDERFUL FACTORY AND DISTRIBUTOR HAVE BEEN FORSAKING US IN THIS DEPARTMENT, WE GOT TO BAND TOGETHER AND HELP OURSELVES OUT.

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