

DUCATI TECHNICAL

750 GT Racing Development Work

I would like to pass on some information on my '73 750 GT and the racing development I have done on it since 1974, which should be of some value to other Ducati owners.

I proceeded to fit Mondial 9.5 pistons and turn down the barrels .057" at their bases, also turn down the bottoms of the heads and the squish bands to give 11.3 to 1 compression. I then opened out the ports and fitted 35mm I.D. stainless steel intake manifolds, retained the standard valves, but installed 36mm Mikuni and Webco 1085 valve springs. I also reground all rockers to 4" radius instead of the standard 1.25", installed needle bearings in same, and moved the spindles .055" towards the camshaft. One third of the flywheel was turned off, and magnetic drain plugs were installed at the base of the sump. 51" total system (equal) length exhausts ending in 3" megaphones each 26" long, were installed; and Hunt magneto replaced the ignition point mechanism. A 6 3/4 gallon aluminum tank was made up and the seat was modified and lowered.

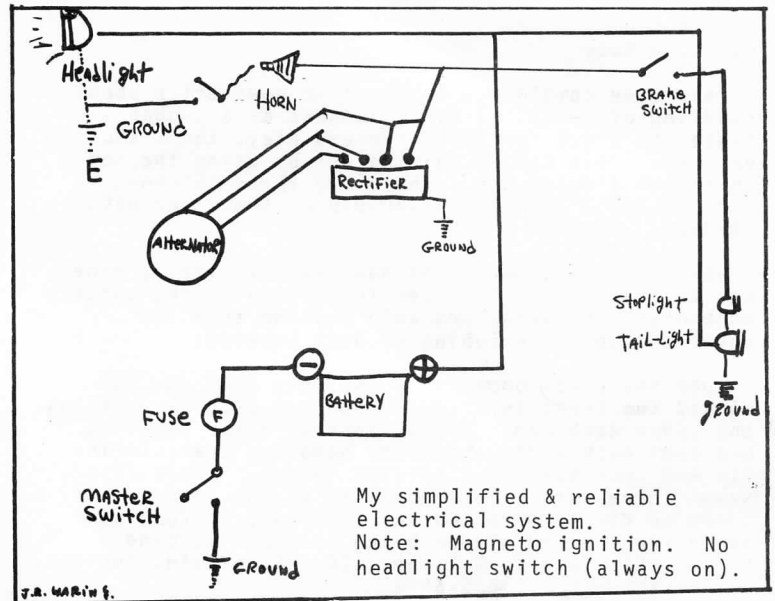
A second Lockheed disc was placed on the front wheel, retaining the handlebar reservoir originally on the machine. A sodium type oil cooler replaced the original oil filler plug.

About 300 racing miles have been covered during the past three years. The only problem has been with gears not engaging, mostly fourth, which I now hope to eliminate by careful attention to dog clearance, servo angles, and the indexing accuracy of the selector mechanism relative to the necessary positions of the selector drum. Brakes are outstanding and never lock at the front, but they exhibit some drag. Handling is also excellent, after fitting Norton rear springs on gas Girlings and heavier fork oil and no gas.

Performance with standard camshafts was 8800 on the standard 36T rear and 350 X18 tire, at the end of the straight on our local 2 mile circuit, which converts to 133mph. Being certain that I could improve on this I tried (a) Ravesi's racing camshafts and (b) my own homemade ones which imitated Dunstalls Domiracer (63hp 650cc) camshafts; and went to great pains, without success, to get others available. The results of the two camshafts tried were about 118 and 124 respectively, which combined with consistent missing of gears, caused me much distress. As a last resort I put in stock 860 camshafts, which, with 32 advance now give 9000 halfway down the same straight, on a 4.10X18 tire on the same gearing, which converts to 139 mph. Power comes in very strongly at 7000 and I am about two jet sizes rich still at 190/180. I am looking forward to more serious racing next year after an overhaul. The heads have been off since 1976.

Additional remarks should reflect on the great potential this motorcycle has for sport and racing enthusiasts, which I see is now beginning to show all over the world. I should also mention the hospitality I was shown at the factory in 1975 and how lucky we are that we don't have to ride 600 pound monsters. I am looking for a 900cc desmo motor and would appreciate any leads on one from any club members or readers, and will prepare it for racing when I get one. Any correspondence from other racing developers would also be of great interest.

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