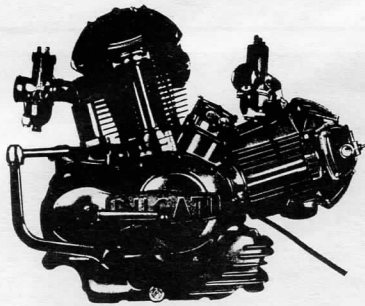


TECHNICAL



Gang have I got some good stuff for you Singles owners, I mean I have some good *àt.....

"Ooooooh yeah tell us more, is it Columbian or some of that Acapulco gold..."

"Hey cool it, you guys, this is the Tech section and this is serious business here....."

"Yeah oK, serious business. How much?"

Well I can see that most of you are out in left field somewhere, what I happen to have here is a genuine DUCATI MECCANICA technical sheet right from da factory' and it's all fulla good stuff on how to make your little single, really fly or at least stay together. Its titled for "racing motor-cycles" but I am sure you all can get some valuable tips from this.

DUCATI INSTRUCTIONS FOR USE AND MAINTENANCE OF THE 250cc OHC RACING MOTORCYCLES

Although remarkably differing from the Mach 1 of standard production, these motorcycles follow its general mechanical features. They have been designed and manufactured to be employed in road track races and in long distance competitions. They keep the basic characteristics of the Mach 1 engine of the machines that won the race of "24 Hours of Montjuich" held in Barcelona in 1964.

- excellent torque at low number of revolutions
- easy drive
- exceptional mechanical strength for racing engine
- easy maintenance helped by the replacement of the few parts that result worn out time by time.

The engines have the following features:

a.) Timing

- Suction.....Opening 62° before TDC
- Closing.....76° after BDC gap .15
- Exhaust.....Opening 70° before BDC
- Closing.....48° after TDC gap .30
- Ignition advance 50° to 52°
- Compression ratio: 10.8 to 1
- Power... 34 HP at 8500 rpm at driving shaft
- Gearbox ratios: 1st 18/36 - 0.500
- 2nd 21/33 - 0.636
- 3rd 23/30 - 0.766
- 4th 25/28 - 0.893
- 5th 27/27 - 1.-

b. Carburetor SS1 30A Dell'Orto

- Main jet: 132
- Idler jet: 50
- Taper Needle M14/2 notch
- Throttle valve 60
- Sparking plug for heating the engine
- Oil Castrol R20
- If the temperature is lower than 20° C, employ 2,400 KG of oil if higher 2,800 kg

For a better success in the use and with a view to

avoid, as far as possible, the deterioration of the breaking of the engine, we explain hereunder the best way to execute the setting up during the race trials:

- 1) When it is possible, let the engine run by pushing the motorcycle and not by employing kickstarter; this will avoid pedal counterblows as well as the sparking plug getting dirty;
 - 2) Let the engine idle for some minutes avoiding irregular reving at maximum rpm.
 - 3) When you are sure that lukewarm oil circulates regularly, let the engine run, alternatively acting on the gasoline handgrip, from 4,000 to 6000 revolutions till the engine is quite hot and the oil at about 80° C.
- c.) Carburation:

According to the place and weather conditions, for the type of competition, to determine the most appropriate main jet or to obtain the best possible carburation, it is advisable to act in the following manner:

Fit the greater jet (135) and accelerate the engine at maximum in the 5th speed, keeping the regulator lever closed.

Check how many revolutions are marked by the rev counter;

open the regulator lever and count the revolutions if they increase or diminish.

In the first case, it is to say, if the revs increase, it is necessary to fit a smaller jet (132). If the revs diminish, fit a larger jet, (138)

Test again; the exact jet is that which gives no remarkable variations in the matter of revs, whether the regulator lever is open or closed.

Always use 98-100 Super gasoline

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