

TECHNICAL Cont'd.

d.) Ratios:

Ratios for road; 16/40 or 16/41 (without fairing)
The 9000 revs should not be overpassed in 1st
2nd and 3rd speeds.

This number of revs should be attained in the
last 100 to 200 meters in the longest straight
line preceding the braking place.

e.) Electrical Equipment:

If the motorcycle should be employed without
electrical equipment ground with the frame, the
white cable that comes from the alternator and
insulate the red cable.

If when employing the machine with electrical
equipment, the STOP light turns burnt, (in this
case when you pull on the brake the engine stops.)
displace the switch on the headlamp, right side
towards the position of the red marked point.

We advise not to let the engine run absolutely
beyond the 9,000 revs. Because besides the
besides the danger of breaking the valves, springs
and other parts of the timing, the engine will
undergo a remarkable and useless wear-out, without
taking advantage of the engines entire output
which is only obtained at 8,500 revs.

Ducati Meccanica SPA
Project Dept. Manager
Fabio Taglioni

Some More Data on Overhead Cam 250cc

Timing:

Suction...Opening 65° before TDC
Closing 75° after BDC gap .30

Exhaust Opening 75° before BDC
Closing 55° after TDC gap .35

Ignition advance still engine .16°
Maximum advance .34°

Overhead Camshaft 350cc Racing Motorcycle

In comparison with the 250cc motorcycle vary the fol-
lowing features:

Carburator SS1 32 A
Main jet #142
Ignition advance with still engine 21°
Maximum advance 39°
Maximum output 39.5HP at 8,000 rpm
Do not overpass 8,500 rpm in 1st, 2nd & 3rd gears
Do not overpass 8,300 rpm in the 4th speed
Do not overpass 8,000 to 8,100 in the top speed ■

WHAT KIND OF GAS IS RIGHT FOR YOU?

Ok, here is an article that B.T. Harrison, a member
of the DIOC, whatever that is....? Enneewey the
article appeared in da Velocette Owners Club, West
coast chapter, Newsletter their issue #17.

Fuel

Leaded premium gasoline is becoming increasingly
scarce in many parts of the United States and
Canada. The following is exerpted from a CVMCG
newsletter article by Geoff Collins.

C/R of 8/1 or lower is recommedned for safe running
on leaded regular.

Its best to reduce compression by using a piston
with a lower dome, as use of thicker head gaskets
or compression plates will reduce the "squish ef-
fect", thus further reducing power.

Changing to iron valve guides and stellite seats

will allow safe use of unleaded premium.

Additives:

8 ounces denatured alcohol (any type)
4 ounces benzene
1 teaspoon hydrogen poroxide

Use one teaspoon of this mix with 2.5 gallon of
leaded regular - good for up to 11/1 compression.

Use KLOTZ nitromethene additive, following direc-
tions on the can. (Available in K-Mart stores in
the US)

The following was from Oak Okleshen, writing for
BMW News.

"I have consulted with ETHYL corp. and AMOCO
both telling me that you can make an appropriate
fuel right at the service station by mixing 1 part
leaded regular with 3 parts unleaded premium. Un-
leaded premium is super hungry for lead and will
undergo at least a two point octane increase with
a very small addition of lead. The overall lead con-
tent is still more than ample for valve seats pro-
tection."

???????????? J. C. Whitney Rectifier

Anybody got any dope on an Electronic Regulator
Rectifier from JC Whitney put out by the Tympanium
Corporation. Its in the motorcycle section and
part number is 02-1383X and it cost \$16.98.

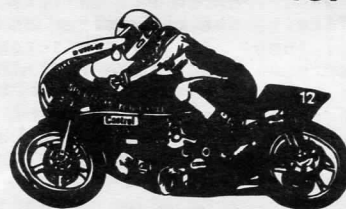
If you do please send the info to the DIOC c/o
Info on J C Whitney Rectifier, sos I know what the
hell it is.

More Questions for Powerhouse, and Singles Big Bore Job Info. (damn this is a long heading)

Can Bob Braverman (Powerhouse Products, do the
crank work he mentioned in his article in the 15th
issue of the DIOC or would it have to be done
elsewhere in California?

I have also developed a method for increasing the
displacement of 250 and 350 singles from a 350cc
from a 340cc to 377cc, and 250 from 248cc to 290cc
using Ducati parts. If anyone wants any of this
info just send a line to me anytime. Joe Taylor,
Box 61, Caroleen, North Carolina, 28019 Phone: 704
657-5966.

**DUCATI 900
WORLD CHAMPION**



Isle of Man - 2 June 1978 Driver Mike Hailwood

ISLE OF MAN T-SHIRT

This shirt was created to commemorate
the tremendous win of Mike Hailwood at
the famed Isle of Man races. It is silk
screened in three colors, red, green, black
on a white back ground. Printed on both
sides. \$6.50 plus \$1.25 shpg & handling.