

Questions & Answers cont.

The Darmah got the running light treatment and beeper as well as the surgical grips. I have added teflon to the Ceriani forks. They are breaking in well but stiffer than the GTS Marzocchis. I am contemplating changing the springs and maybe air - we'll see. Konis have been installed in the rear and they work just great! Dellorto 36mm would help in making this baby breathe better which is a must with a Ducati especially when running Contis.

I run Duckworth Deluxe Plated chain on both bikes. They last a long time and I am quite pleased with the wear on my sprockets too. I couldn't get a 37 tooth rear sprocket for the Darmah so I wound up buying two standard plate sprocket blanks and made up two. They are just right! The standard 36-t was too much for my money, (38T is stock for wheel sprocket). The Darmah will tolerate a taller gear better than the GTS due to the 4 stage ignition advance; while the GTS does it in one 28⁰ jump.

Now, my pitch! I really feel that using ears and fingers in carb throat are at best close. I rely on a "Carbsticks to synchronize my carbs. I remove the tank and put a gallon can with two spigots on the top of the frame then plug in my Carbsticks into the manifolds and start the bike. First I balance out the chokes. They run rough on the start circuit at best, but balanced they are a tad better. Then I balance out the throttles so when you hit the gas the Mercury column on the Carbstick are together and not staggered, then I balance the throttle stops for even vacuum at idle. Lastly I set the mixture. I try and hold the mix a bit on the rich side, cuz these suckers will run on a sniff when real hot. I used to have the bike spot on and the next morning it would be very lean. Not good! (The use of a COLORTUNE would give me precisely the correct mixture. Perhaps I will get one from the Club) set it realistically and you have a piece of velvet. Who needs a four!

If I may clarify further when I say balance the throttles I mean adjusting the threaded socket connections on top of the carb. You will find that just tightening the jam nut will alter the setting - it takes a little patience, but it is worth it. Note: the high mercury column denotes that the other throttle valve is opening before the high one does, as you open the valve the mercury drops. They should be nearly together at all times. This won't necessarily be so as engine conditions also creep in here (rings, valves, etc.)

I contend that if you set your bike up right and keep it that way you will have a very smooth running bike that is runs strong and is steady. Having a good running bike is what it's all about isn't it?

Oh before I conclude I would like to add that both bikes had to be rejettted when I installed Contis. The GTS came with Pirelli Gordons - they are excellent tires. I get 10,000 out of the rear (I've gone through three already) and the original is still good in the front. The Darmah has Michelins (stock). They are a bit "Squirmy". I can't say I'm crazy about them.

Paul Coleman
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WOULD BUY ANOTHER ONE

My bike is a 1978 Darmah and I bought it from Woods Motor Shop for \$3800 with-Contis, tax and license. I think the bike is beautiful looking, sounds great and handles like a Ducati should.

Previous bikes that I've owned have been a 350 Mk III Duke, a 650 Triumph and several others.

The only problem I have had with this bike in four years has been a broken tach cable. I certainly recommend the machine and I would buy another one. I have 7,000 plus miles on it and use it for sport riding.

Ted Elzinga
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MORE DARMAH RAMBLINGS

I purchased my Darmah new in December 1978. In the first two years of ownership the bike was used on the road only and covered 22,000 miles. During that time I had no major problems and was very pleased with the bike.

The only modification made to the bike was the building of a 10 Imperial Gallon petrol tank and single seat for use when we had a ban on the sale of petrol on weekends during 1979 and half of 1980. This gave approx. 500 miles to a tank.

In November 1980 I entered a three-hour and a six-hour production roadrace. I finished neither. In the three-hour race one of the ignition pick-ups decided to call it a day. In the six-hour race there was a bang from the engine as I engaged top gear - which then wasn't there. On teardown we found the oil pump drive gear stripped, top gear blown apart (3 pieces) damaged gearbox layshaft plus nasty marks on a few other gears.

We never found a reason for the big bang!

While the engine was stripped down I decided to change from running in the production class to the modified production class (Superbike).

We first removed the flywheels and starter motor (my bike has a kickstarter). The heads were ported, larger valves fitted, race kit cams installed, 40mm carbs with stacks, a 2 into 1 exhaust with open megaphone and discarded everything off the bike that wasn't absolutely necessary. I have never ridden a bike that I have got more satisfaction out of. Once jetting had been sorted the bike would pull 85000 rpm in top gear with 16-36 gearing.

Unfortunately the big end didn't like the treatment it was getting (anything up to 9000 rpm) and called it a day just after one year after the modifications had been made.

The bike has now done 27,000 road miles plus two seasons of racing (approx. 20 meetings) and has an SS big end assem-

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