

Questions & Answers cont.

bly fitted. It also has been returned to stock and sold - not because I wanted to sell it but because I have a new 600 Pantah on the way for our next racing season.

Rob Potter
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PS: Any DIOC members visiting New Zealand will have a place to stay here in my home along with plenty of Ducati hospitality. Just drop me a line.

QUESTIONS ON HIGH SPEED TUNING OF A '74 750 GT

I am in desperate need of more top end power. The motorcycle has approximately 6000 miles, proper valve guides is timed correctly with original point ignition set up. The motor has good compression and uses no oil. The bike is equipped with Contis, original air cleaners, 40 tooth sprocket and 32mm pumpers off of a 900SS which I can not get dialed in to produce smooth throttle response. Under heavy acceleration I experience a stumble, blubber and just generally carrying on in an un-Duce-Cat manner. The carbs are jetted with 122/125 mains and I have experimented with needle settings only.

The machine will barely pull 110 mph in 5th even with a 40t sprocket and will not pull max. rpm in either 4th or 5th. 6500 or 7000 rpm is about all. I have on occasion pulled 8000 - 9000 rpm in 1st and 2nd without any apparent damage.

Is my problem due to breathing? I am uncertain as to what to do to change this malady or if it is even possible/practical. I have considered a cam change but am in question as to which one, or even what my choices are! I have considered having a cam made but have never seen the specs. (duration and lift) printed of either an aftermarket or stock unit. If a cam change would make an improvement would it be advisable to replace springs, rocker arms, etc. How would I gain by having the head flowed? Would you suggest O'Brien flowmetrics, (25th issue)? I understand flowing the head will give you power without placing additional stress on the motor, which brings me the question of how much stress can the bottom end of a GT take?

Any and all info will be appreciated and shared with others in the club. I hope to make this bike run a little more competitively with Guzzi LeMans, Nortons and other Dukes.

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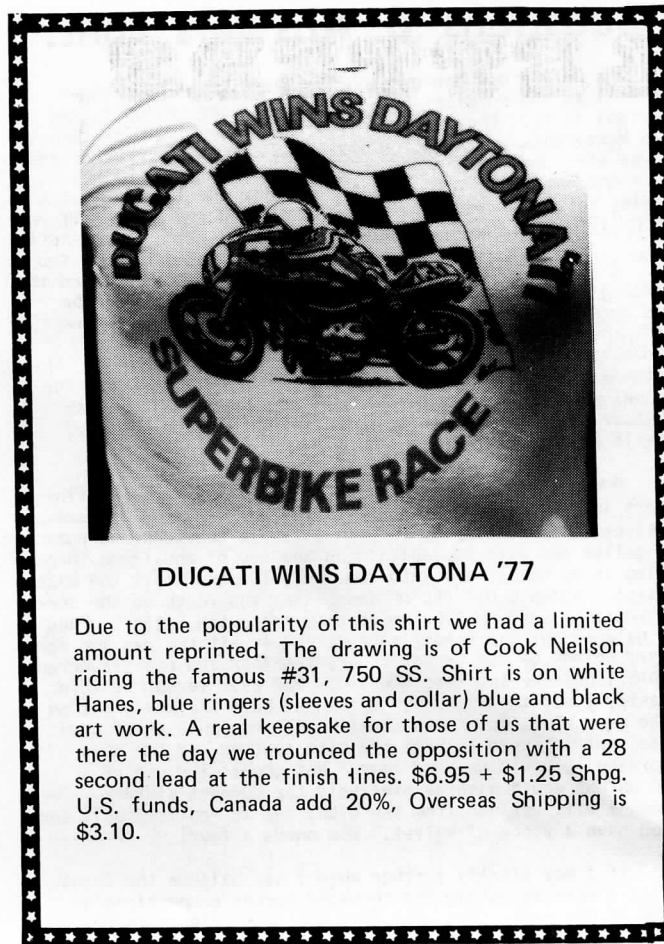
AFTERMARKET IGNITION & EXTERNAL OIL FILTERS FOR 750 GTs

I would like to see an article concerning aftermarket points and condensers for coil ignition 750 twins. I don't think my electric system is strong enough for a Rita electronic ignition system. I have good coils.

In issue No. 29 Page 13 there is a small article about an external Moto Guzzi type oil filter for early Ducati twins. Please follow up if possible, it would be of interest to many owners.

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LEAN TIMES



DUCATI WINS DAYTONA '77

Due to the popularity of this shirt we had a limited amount reprinted. The drawing is of Cook Neilson riding the famous #31, 750 SS. Shirt is on white Hanes, blue ringers (sleeves and collar) blue and black art work. A real keepsake for those of us that were there the day we trounced the opposition with a 28 second lead at the finish lines. \$6.95 + \$1.25 Shpg. U.S. funds, Canada add 20%, Overseas Shipping is \$3.10.



DUCATI



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 - * KEY FOB (Genuine leather with old style Ducati logo, chrome ring \$2.00 postage included.)
 - * RALLY '82 PIN (Available in Sept. \$4 pos/inc.)
 - * D.I.O.C. DECAL (gold leaf, red, black \$1)
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- Please add 20% when using Canadian dollars. Overseas members add 50¢ additional shipping.