

# TECH. TIPS cont.

ter called Octane Treatment Plus in mass market stores like K-Mart. They quickly withdrew it after all the labels fell off of the cheap plastic bottles they were using, but yours truly snapped up four bottles and one label. The label says that it contains methyl-tertiary-butyl-ether and isopropanol. This stuff cost about 1/2 what Moroso does, and seemed to mix well with gasoline. The warning on the label weren't as dire as the Moroso, either. However, it didn't work any better worse than the analines described above. I doubt that you will see this brand, but you may see these ingredients on the labels of other brands. Be warned.

## 104:

I just started testing this a week ago. It is produced by the Octane Boost Corp. Box 14818, Baton Rouge, LA 70808. The label doesn't say what is in it but it does say that Federal law prohibits putting it into any 1975 or newer automobile (they should have a fine time trying to enforcing this one!) This is a strong hint that 104 contains lead. Adding lead to unleaded premium would boost its octane much more than mixing leaded premium with unleaded premium. I mixed it with the Amoco, and the results were phenomenal. It made a vast improvement in the 500, smoothing the engine out, and helping it pull much better from low speeds. The same results were seen on my new 3 1/2 Sport, even though it only has 500 km and is not up to full compression yet. 104 even cured the knock in my Lancia Fulvia HFR (230lbs). I could believe that this boosted the Amoco to 104 octane as the label implies. The mixture is 1/2 oz/gal., and a \$7.50 12 oz can will treat 24 gallons. This works out to 31¢ per gallon. Adding more does not seem to increase the octane, but did turn the plugs of a friend's 500 orange with no evident fouling. 104 is the only octane booster that I have tested further. I will keep you posted about it's long term results.

I don't need to tell you how dangerous lead is. All of the goofy adults in the ghetto who ate lead paint as kids and are now suffering from one kind of physical disorder or another should be sufficient warning to you. Don't drink it or make salad dressing out of the stuff. Don't let 104 touch your skin or clothes and don't inhale the vapors. Obviously don't feed it to your kids or dogs.

## SUMMARY

The only octane booster worth pursuing is 104 and it has not been fully tested yet. Amoco unleaded premium unboosted is safe for your Morini, but does not allow maximum performance in the larger piston Morinis (3 1/2, 250S, 500).

Racing and Aviation fuels will certainly work but are expensive, difficult to obtain and store and illegal for road use.

## Editors Last Comments:

If anyone has any more information on fuels or has knowledge on this subject, please write to us with your comments or send us a Xerox copy of the article so that we can pass it along to the other folks. I would like to get this data in time for our next issue. We would also like to have your opinions as to what fuels you have been using and how they have performed for you. Send to the club c/o FUELS INFO.

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## TECH BITS

For those 750 owners who would like a super-duper, expensive ignition, Gerex (2711 Toledo St., Suite 505, Torrance, Calif. 90503, is willing to make a Ducati version of their Multifire on a more-or-less one-off basis, for \$200 (stock price is \$180). They want you to send them the points housing complete with points. This is a dual-channel system, (unlike both L-T and RITA), machine-gun capacitor discharge without points.

Still another solution to weak 750 electrics, especially for places with "lights-on" laws. Do you believe a quartz halogen parking light? This is a tiny (Ba9s socket), 12v 20 watt quartz bulb out of a weird reversing light. It plugs directly into the parking light pigtail in the stock Aprilia H4 headlight on my Sport (by the way this is a wonderful light). Being quartz it produces a lot of very white light, ample for being seen by during the day and draws only 20 watts. An unexpected benefit is that it is great for night city riding, too. This really takes the load off the battery. Be sure you turn your lights off, by shuffling around some wires you can get them to go off with the key.

Some H4 replacement lights (BMW Bosch, Cibie) have parking light sockets already provided for or at least have a blocked-up hole that you could stick the Ducati pigtail and grommet (795-38-232 and 236) into. At worst, you could carefully Dremel a suitable hole in the reflector. I intend to do this when experimenting on a 100 watt light (these use two H1, or one H1 and an H3 bulbs).

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