

Owner Survey



750/860 GT OWNERS SURVEY

The 750 GT was the first production V-twin Ducati ever made. Ducati wanted to get into the large capacity motorcycle market and it started out with the unusual "L" twin configuration. The run-of-the-mill bikers thought it was 'ugly', 'wierd', hard to get parts for and no dealers around to service them etc. What the hell do they know? Right!?

Your dear old Director was just getting started in the motorcycle business and I had just acquired a Berliner franchise for Ducati, Moto Guzzi and Benelli bak in the fall of 1972. This is when I first came across my first 750 GT. It was included in a dealership package. The package included a couple of Moto Guzzi Eldorados, the 750 Duck, a couple of Moto Beta 125s and a pair of mini-bikes.

The Eldorados were neat as hell and they sold well. The Ducati got a few glances from time to time but no one wanted to own it. Frankly I was willing to sell the thing for what I had in it in order to put the money towards another Eldorado or a V-750 Sport.

One day this fellow drove up on a yellow super clean Ducati 450 Jupiter. He wanted to buy the Ducati 750. I was delighted! I took the 450 in on trade and rode it most of the time I had. I had no idea a bike could handle as well as that little single did. I fell in love with Ducatis! I even liked the way the motor smelled! ? Yeah, I know what you are saying "is this guy wierd or what?" But I'll you what, smell a Ducati and then go and smell any other bike, you are going to notice that all Ducatis have this wonderful "aroma" that is totally unique to Dukes. Don't sit there and take my word for it, got out into your garage or back yard and smell your bike! Back yet? See what I mean? Anyway, to make a long story even longer this guy brought back the bike for service and I took the GT for a ride here and there and it wasn't long before I was absolutely, undefiably and unforgetably in love with this damn bike! I got such a rush riding that bike! The solid feel it had, the way it sounded, the smoothness of the motor and the handling... I had rediscovered motorcycling all over again thanks to the Ducati 750. I have had one since and I currently own that very same bike I sold back in 1972 (several owners later).

Below are the views of those people that own or have owned the 750 GT and the 860 GT and GTS. The views expressed are those of the people that wrote them. I didn't change a word they wrote or the sequence in which they wrote it so its not going to follow the sequence of questions I wrote back in issue #48. Who cares anyway, right? Not me.

UNDERATED AND OVERLOOKED

Being the proud owner (caretaker !) of a 1978 900 GTS Ducati I thought it would be wonderful to relay my experience sofar with this often underated and overlooked model.

I purchased the bike in late August of 1986 from the 2nd owner in Venice, California. The poor thing was in basically very sound condition, but neglected condition. Venice, California is next to the ocean and the fellow only had a shed of short's and not a proper garage, so the front rim, headlite ring, and kickstart assembly were in less than optimum condition.

You would think that Southern California would be an easy place to find a good selection of pre-owned Ducati's on great shape, but it's not the case. I lucked out and found my GTS, but in further looking haven't seen another one in the street yet, even at the "Rock Store" on Sunday. Oh well, it's nice having a bike that's rarer than the run-of-the-mill 900 SS !!!

The bike had 17,000 on it when I bought it, now it has 23,000 plus and is running strong. All it needed was a little attention and full tune-up to bring it up to par.

I noticed that when starting up cold that it would spit back thru the front carb and when warm it had a "surge" just off idle. I have this just about corrected at this time. This was accomplished by changing the carb calibration to 32 mm "Darmah" specs; 60/3 slide, k16 needle, with a 120 main jet and 65 pilot instead of the "Darmah's" 122 main jet and 62 pilot jet.

I am still running the "LaFranconi" clamshell mufflers. A quick run with Dunstall mufflers just

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