



Northants visit to GTEC by Paul Stinchcombe

It was a stormy stormy night and there were five Ducatis (and a Kwak) wandering about Northamptonshire and Leicestershire. Such an unusual sight of Ducatis out when the Sun wasn't shining - has the world gone mad? are these people insane ?. No we (Northants Branch) had an important appointment with Jeff Green at GTEC Performance, and evidence from the response of members meeting at Crick on their bikes for the ride out to Jeff's suggested there was to be no wimping out now.

The no - going back team consisted of Dave Whittall, (ST4S), Barry Gambrill (749), Martin Rust (916 Senna), Derek Ballinger (750 SS), Peter (Barry's Son) on his Kwak, and me on the 851. While waiting in the layby for Graham Stoppani to join us - yes Graham, where were you? the rain eased, though the skies were still black with occasional lightning we apprehensively decided to take the plunge and head for Jeff's.

Dave initially led us towards the A14, where the pace was increased from the wet country road journey from Crick as the thunder storms were fast catching us. Prior to the Desborough/ A14 turn off, I took the lead to guide the group along the Leicestershire lanes to the farm business unit and Jeff's workshop.

On arriving at the workshop, Jeff gave us a very warm welcome and as heavy rain began to fall all promptly dismounted their

bikes to the shelter of the workshop. Once in the front door to the office / reception area, Jeff introduced us to his wife Sharon, Tony from Ducati UK was also in attendance. After initial formalities then invited to Tea and Coffee and a large slice of Jeff's Mum's home made cake - what a welcome!

On the couple of occasions I had met Jeff while at JHP, (prior to Ducati Coventry), his extensive technical expertise was apparent from the in - depth discussions about part X with colleagues and the ability to answer specific and technical questions as second nature. After reading Jeff's article in Desmo that he had started his own business and discussions at the Northants branch to find alternative Ducati expertise and service, here was the answer on our doorstep, so after a few emails to Jeff, an evening at his place was arranged.

So here we all were sipping coffee and enjoying the cake and biscuits, chatting about the weather - very civilised. Not for long, after Jeff mentioned working at what was Moto Cinelli with Tony for a number of years, and that Barry's work colleague used to work with Jeff and Tony, the conversation was back to Ducatis, bikes, Ducatis, racing and Ducatis. It was also of interest to all from the conversations of Jeff's modest references to preparing engines for WSB and BSB - expertise not usually found at the dealers.

Directing us into the immaculate workshop area, with carpets! Jeff was in the process of preparing some race engines, and had three work in progress bikes covered. The secure workshop area has a racing team



final assembly and cam timing of the 999S Super Stock engine



749S that was painted for a local customer (Adrian)

paddock garage presence about it with few additions and Ducati memorabilia placed on the walls, including an interesting collection of Jeff's personal motorcycling past. Adjacent to the workshop there is a store area for those vital Ducati Corse components and appropriate tools to do the work accurately and without repetition.

Providing us with an informative guided tour of Ducati engine internals, Jeff referred to the engines he was preparing, to explain the differences between race and road engines. Plus demonstrating that important Desmodromic valve operation which makes our Ducatis tick.

The depth of the information that Jeff and Tony were able to provide was phenomenal, from gas filled head gaskets to the tools required to accurately torque the big end bearing fixings. For example how many know the reasons for the matt finishes on inlet ports?

The group were fixated by the knowledge, enthusiasm and attention to detail that Jeff applies to Ducatis, and unfortunately difficult to appreciate in print.

To add to Jeff's portfolio of expertise he has worked on bevels to present day models, which was evident from photographs of a re-styled immaculate 860. Plus revealed from under one of the covers was a colleague's Paso that Jeff and Tony have sourced parts to eventually resurrect to its former glory.

We departed after waiting some time for the storms to clear, and fortunately no one got wet on the way home but we had an entertaining natural light show to guide us.

Finally a huge thank you from DOC (Northants branch) to Jeff, Sharon and Tony,

(plus Jeff's Mum), for a thoroughly enjoyable and interesting evening. To have an independent Ducati specialist with the enthusiasm, expertise and technical perfection of the Corse workshop locally, which is applicable to road and race then we are very fortunate.

Update from the visit:

Graham Stoppani confessed to forgetting about the visit and woke the following morning kicking himself.

Following Northants branch meeting members who visited all enthusiastic and very impressed with GTEC performance.

And email from Jeff.....

Hi Paul,

No problem! You have actually beaten me to it - I was going to mail you and say it seemed to go rather well, except for the weather of course!! I hope that you didn't get too wet on the way home!

Should you want to do anything in the future let me know, in the meantime I'll put the pressure on to tarmac the rest of the drive!!

As I have said, if anybody wants any information or assistance, just get them to give me a call. Jeff

So take up this generous offer and give Jeff a call, (07841 099998 or service@gtecperformance.com), mention your a DOC GB member and have your bike serviced over the winter in preparation for next year.



Simon Nuttals' 2002 RS