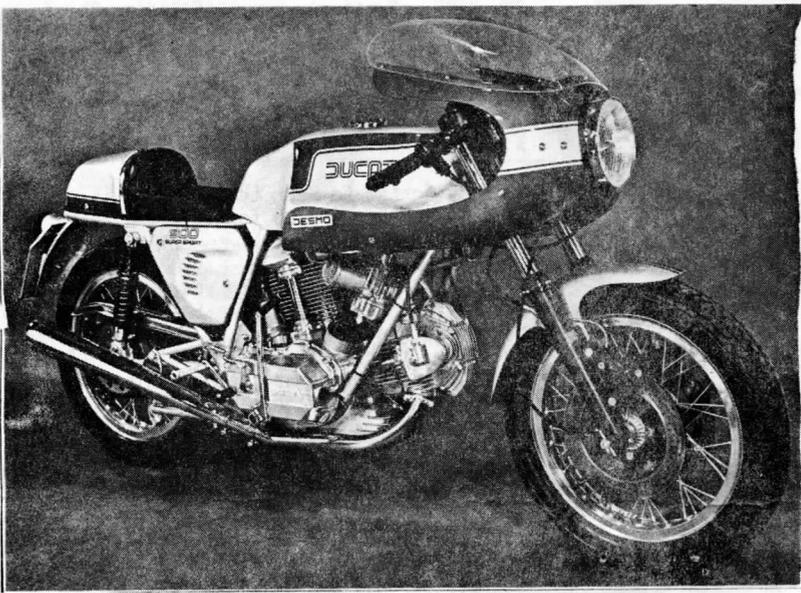


## Ducati 900 Desmo SS



## A LITTLE BIT ABOUT MY 900 Desmo

by James J. Dyki

In October of 1975 a total of thirty 900 Super Sports were received by the Canadian distributor, Snyder Equipment, 2150 Notre Dame, Lachine, Quebec. The price an out of sight, \$5,000 including Canadian Taxes, but since I live in Detroit, the cost was much more to me.

First of all I had to pay a duty charge of \$132.00 and add to that a 4% sales tax in Michigan, another \$132.00 and the total amount comes to \$5,350 which also included traveling expenses. By the way the Canadian government has a provincial tax of 39%--the Canadians are being bled to death.

While in Canada I met a man who I regard dearly, not only for his abilities as a machinist, but as a human being. I call him Mistro but his name is Mr. Keith Harte. He is the gentleman from whom I purchased my bike. I have enclosed his address at the end of this letter. If anybody has any questions dealing with Ducis give Mr. Harte a try. Next Dr. Fabio Taglioni, Mr. Harte was the co-designer to the Desmodromic system now in use with Ducatis. Besides this, he has a racing background that's very rich. He knows the Ducati engines like they were his own children. He is also racing rep. in Canada.

Getting back to the bike I purchased, here are a few engine specifications: The bore is 86mm, the stroke 74.4 for a displacement of 863 ccs. I was told that the 900 SS sounded better. Horse power to the rear wheel is 77 H.P. You can get an easy 80 hp if you fool around with the carbs. The dry weight is 414 pounds. The frame is the same as the one on the 750 Super Sport. The machine breathes through 2 40mm Dell'Orto pumps. Brembo dual discs up front and single disc on the back, which work very well. The engine is redlined at 8350 rpms. Top speed is around 140 out of the box. The 900 is smoother than my 750 GT. It is a pure joy to ride. The transmission has 5 speeds of course. Conti pipes give the bike a beautiful sound. Ignition is the same as the 860, Electronic.

If you want a bike that is safe to ride at high speeds, has pin-point handling, a responsive engine with gobs of torque, a bike that will bury anything on the road, then buddy get a 900 Desmo Super Sport. With only 2800 miles on the machine I am becoming used to the power. It is hard to believe that I have a true masterpiece, one which I have dreamed about for so long. Now my dream has come true. 3202 E. Davison, Detroit, Michigan, 48212. ■

For those of you who have never seen a picture of a 900 Desmo Super Sport, here it is. I hope it comes out good on this Newsletter. Well anyway, this is the bike I long to own. I have ordered one and none has come. The US Government will not let these works of art come into the country. The shifting is on the right, there are no turn signals, and the beautiful sound that comes out of those Conti mufflers is called noise, and that is also a no, no. I urge all of you who can afford to get a motorcycle today like a 900 SS, or a 750SS or any of these fine Italian motorcycles to get one as soon as you can because this Big Brother government of ours will soon legislate these fine thoroughbreds out of existence. I also urge anyone who can get their hands on a 750 Sport, used, of course, I don't think there are any new ones around, to do so. There is a day coming when you will thank your lucky star you own one. Ed.

# DUCATI'S NEW 860 GTS

by Joel Eliel

Well people this is the new 860 GTS. It sure is a lot better looking than the squared off 860. According to Motorcyclist magazine, in the April issue the GTS will offer reduced seat height and a low-rise handlebar. The gas tank will hold more gas, and will be rounder in shape with some square lines still apparent in places. The seat will be a lot like the R90S seat on the BMW and I hope it has more padding than the upholstered two-by-four they have on the 860 GT at the present time.

The carburetors will still be 32mm without the accordion type hoses that disturbed the air induction into the carbs. The bike will have twin disc brakes up front and drum in the rear. The instruments will be individual ala the 750 Sport. Let's all thank God they got rid of that lousy plastic holder they have had for the past three years or more. I also hope they got rid of that "town and country" horn that was on the 75 and 76 models. The guy who thought that should have been committed to a nut house. People would laugh when I told them that was for a two tone "duck Squawk" horn. According to Motorcyclist, the bike will remain priced like the present 860s so that in itself is good news.

