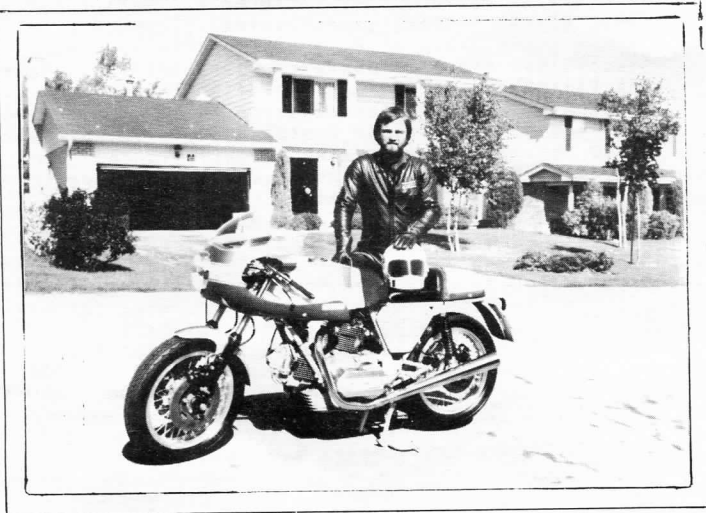


DUCATI 900 SS DESMO



OWNER'S REPORT

WHAT THE OWNERS OF 900 SUPER SPORTS
HAVE TO SAY ABOUT THEIR BIKES.

Well guys somewhere a few issues ago I started bugging everybody about sending in their comments on what they thought about their Ducati 900 SS, well here it is. Getting these reports from you clowns was like pulling teeth, but anyway I hope that this helps those of you who are looking into buying one of these showroom classics. Not that a lot of you need persuading or anything, cause I know a lot of you can't wait to save enough bread to run down to your Ducati dealer, if he's still there, and buy one. Ok so for whatever its worth here's what these guys have to say. I'm copying down just what I got in the letters these guys sent, so don't go expecting some literary masterpiece out of this. Anyway I don't know why I'm sitting here ramblin on about how this is goin to sound or read like, I seldom change any part of peoples letters....I just print it as it comes. Jeez I sure get carried away sometimes...I wonder if theres anymore Wild Turkey left...this broad I've got visiting with me is a real boozer...she goes through a bottle like it was a freakin' Coca Cola or som'n. Anybody lookin for a roommate with a real big thirst.....let me know. Ok here's the Report.

Lon Best
39-63 63rd Street
Woodside, New York 11377

My bike was purchased 11-29-76 from Ghost Motorcycle Sales here in Port Washington, New York for \$3695. I've known Sal & Johnny for a long time and contrary to some rumors they're first rate.

The Desmo has been very reliable usually starting on the first kick. I've driven about 3500

KM so far and I'm really pleased. The kick start lever and tach were replaced without full under the warranty. The bike has been smooth and trouble free. The valve servicing has been done by Sonny at Ghost and John Long in Miami depending where I am as the bike is traveled on really long trips. However, this has not been because of the low bars which I'm quite used to.

The bike has been modified as follows:

1. All switches and wires are lacquered with nail polish to prevent screws and fittings from backing off.
2. I've installed an extra set of fork spacers into the front tubes to preload the front and raise it by 1/2".
3. I've installed 13 1/2 eye to eye grand prix Konis with straight 112 lb springs in the rear. Note: the center stand was modified to keep rear wheel off the ground when the bike is at rest.
4. I've installed a WMs shouldered alloy Borrani rim with stainless steel spokes and Continental K112 510X18 rear tire.
5. I've installed stainless spokes up front with a Continental 350x18 RB2 tire.
6. The bike is fitted with the optional dual seat, Conti pipes, small rear light and I usually run the 32's with stock air boxes as most of my riding is or near large cities and there are too many cops for top end runs.

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