

# DIOC NEWS

## NEWS FROM THE FACTORY

Ducati Meccanica S.p.A. Bologna, Italia

Press Release to the DIOC printed below exactly as we received it with no editing. Anyone care for a job as translator for the Ducati factory? Anyway just thought I'd print it as I got it. Sort of maintains a foreign-ish flavor to the article...what-ever that means...?... Pass the Savignon please.

## THE NEW PANTAH 600

### Direct Experience from the TT2 Races

The DUCATI MECCANICA, with the new twin-cylinder at "L" of 500cc, has made a clear refer to the vaste possibility of agonistic engagement of the PANTAH that, for power and handling, was representing herself as one of the best realizations for entering competitions for bikes strictly of serie. In fact, keeping faith to this affirmations, in the 1980 both the mother house and some private brought into the track the new bolognese half lite showing, with the innumerable successes conquered, the winning characteristics of the PANTAH.

Clear example has been the Championship of Formula TT2, that this year was presenting a new technical rule.

The Bolognese twin-cylinders, rised at 600cc showed during all the agonistic season, besides the relevant power, also a very high degree of mechanical entrustiness.

Starting from this results, the DUCATI MECCANICA coherently with its productive strategy, has derived from the agonistic model a sport road version of 600 cc on displacement.

## ENGINE

As for the 500cc model, the gearbox control fork has been modified, obtaining great advantages for the easiness in the gear change. Besides the increased bore the adoption of the hydraulic command of the clutch is of particular relief; this permits to utilize stiffer spring improving the assurance and the safeness of the clutch making contemporaneously the command much more soft, to the advantage of the driving safeness in the stress of city roads. ("contemporaneously"???? ed.)

The toothed belts, the connecting rod on bushings and the original ignition system remain peculiar features common to the 600cc and to the 500cc. ("peculiar"???? ed.)

## CYCLE ASPECT

Longly tested in the races, both frame and rear swinging arm directly fulcred on the engine have confirmed the great Italian tradition in the realization of exceptionally steady frames.

There are no modifications to register if not the adoption of two front disc brakes of increased diameter, for more powerful and safer braking and consequently of a new front fork of 35mm.

## AESTHETIC AND EQUIPMENT

The new 6-0 PANTAH has undergone some aesthetical modifications that makes it different from the model of 500cc.

Maintaining as well the metallized painting, a silver colour with strips of two tonalities of red has been adopted all over the machine.

The half-fairing, completely new is resulting aes-

thetically pleasant and improved in the trimming, new is also the front splash-board. Unchanged are the single-seat saddle and the tank.

To conclude we can certainly affirm that the new 600 PANTAH, which will be commercialised in the 1981, is destined to a competent and exigent public and will contribute to strengthen the image of prestige for the "PANTAH" name and for the brand "DUCATI"

## MORE ABOUT THE DUCATI PANTAH 600

by Frans De Weers  
Owner of ARLETTE M/C Parts and Aecessories

In "Das Motorrad" the leading German motorcycle magazine appeared a story about the 600cc Ducati Pantha, and this is interesting enough to translate some of it. (by the time DIOC got the article the 25th was ready for the press so we will try and have the article translated for everyone by the 26th issue. ed)

First some technical data: Bore and stroke 80 x 57.8 mm. Displacement: 581cc, Compression ration 9.5:1, Power output 63 bhp at 8500 rpm, two 38mm carbs, curbweight 202kg, topspeed 190 km/h.

And don't worry, this one will certainly not be available inthe USA during 1981. The 500 Panthah is on the market in Europe now since a short period and will be available in the USA proably even before January 1st 1981, but hurry, because only a small amount is going to be shipped. Nothing is certain about the price yet, around \$4500.00 is a good estimate however. The 600 Panthah is a logic next step and follows competely the lines of the tremendous fast 500, but with about 20% more horsepower, price in Germany was expected to be a least 20% more than the 500, whenever it would be available.

Ducati has also been experimenting with a turbo-charged V-twin and got quite some horsepower out of both the 500 and the 600 V-Twin.

A four-cylinder is another design that was on the drawing board, but like Taglioni and Bocchi (the Junior masterdesigner) mentioned, a lot of engine models are evaluated to keep development going, that however does not mean that they will be production models in the near future.

## 900 REPLICIA AND 900 SS FOR 1981

These two machines promise to reamin almost completely unchanged for 1981. The main change for the Replica is a modified fairing and fiberglass for easier on and off replacement. The 900SS will get a new seat and silver and blue paintjob. That's it. Why change a good thing? No press release on the Darmah SD or the SS. Don't look for too many changes on these models either.

## PARTING SHOTS

Well this is it, time for the printers. My thanks to those who contributed to this issue, their names and credits are by their articles. We are still looking for more TECH TIPS so if ya gots some time during these cold winter months how about scratching down a few.

Please be sure to take note of our NEW ADDRESS the 7732 Harbor Blvd address will not be in service much longer since I've sold this house and will be moving out in about ten days, so by the time you read this I'll be moved. I'll still keep the forwarding service by the postal service going so if you've written then your mail will still be forwarded. I just hope that the club can survice this mess. Bye!