

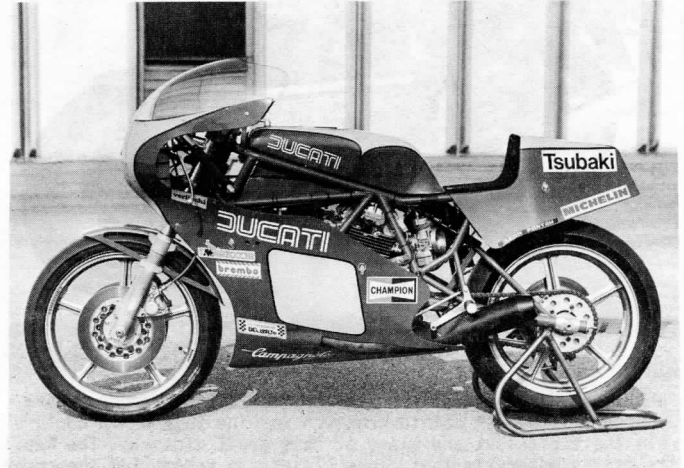
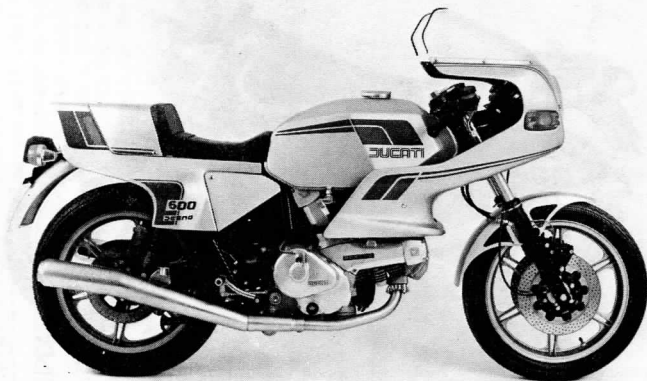
Last year the Paris Motorcycle Show took place in September and Ducati was there with their current line of motorcycles. Our fellow member, Didier Campion managed to get his hands on a promotional packet put out by Ducati and here are some of the important facts that were in this collection. At the time of this writing, we do not have any information about the availability of these machines in the United States or elsewhere. We are merely presenting the information we received from this Ducati promotional release. Your friendly Ducati dealer can probably fill you in on what he will be ordering for sale in his shop and if you wish more information, you can write to the publication relations man at Berliner Motors, Railroad Street and Plant Road, Hasbrouck Heights, NJ 07604 and they may answer your questions. We noted the absence of the Darmah SS from this year's brochures. At this time the continuation of this model appears questionable.

For the sake of maintaining the Italian flavor of this presentation, we are reprinting the bits we consider essential to this presentation as we got it from the factory. As we all know, the Italian to English translator at the factory has a way of expressing things that is .....well...interesting and a bit humorous. Take it away.



500 SL PANTAH

DUCATI MECCANICA presented at the Paris Motorshow the new Pantah 500. This bike acquired the prize of "Bike of the Year" in many European countries. The 1982 version of this popular twin has several mechanical as well as aesthetical improvements and refinements which give it new style, better handling and reliability. We are certain that this machine will achieve even greater successes than its previous model whose sales went beyond our expectations.



1982 600 PANTAH TT2

1981 was a very important year in the racing history of our Company and most of this was due to this version of the twin cylinder PANTAH. In the grueling and competitive world of motorcycle racing this bike has helped to bring home the prestigious Formula TT2 title to Ducati Meccanica. This PANTAH TT2 is of course a racing version of the SL 600. Its many victories has helped to spark the great sales demand of the PANTAH line.

The twin-cylinder PANTAH can enumerate among its successes also the following ones: "National Spanish title of Endurance TT2", first place in 3 of the rounds disputed till today in the "Italian Juniors Championship". Furthermore it has good chances to gain again this title.

The first and important modification on 1981 version is the new tubular trestle frame made with chromomolibdeno steel, which ensures to the bike reliability and exceptional handling and therefore it is possible to obtain the max of 600cc PANTAH engine.

Beside the frame also the crossplates to the steering-tube have been modified.

Furthermore the solution adapted for the rear suspensions deserves attention; the "Cantilever" system has been used for this bike with the chromomolibdeno steel swinging forks on the engine which acts as a mono shock-absorber fixed in a raking position.

The floating Brembo brakes, the Marzocchi magnesium front fork and the Campagnolo magnesium wheels complete the whole.

Together with the new project of frame DUCATI engineers have modified and improved the engine too. In the 1981 version the propulsor has a sensible increase of power and a strengthening of clutch and gear-box.

However, we have to emphasize that the best property of this engine the wide range of utilization of the engine power. The  $\varnothing$  40 Dell'Orto carburettors too represent a novelty, while the old 1980 solution 2:1 has been maintained for the exhaust-pipes.

Finally it is to be noted that the Bolognese engineers have succeeded in assembling a really light and compact bike, obtaining contemporaneously a very good aesthetical result.