

LETTERS

...MY OWN TASTES HAS YIELDED A VERY IMPRESSIVE MACHINE

Dear Joel: I own a 1975 860GT and 1978 900GTS Duke. The 1975 860GT is in non-running condition and I bought it initially with the intent of restoring it to original condition. I obtained this bike for a reasonable amount but was surprised at the amount of money it would cost to restore it. Instead of restoring the 860GT, I bought the 900GTS for the same amount of money (if not cheaper) it would have cost me to fix the older bike. The 860GT was originally owned by Mike Styles, a member of the D.I.O.C. because I received a few old issues of the club newsletter with the 860GT. I have found the D.I.O.C. newsletter very informative and enjoyable to read.

The 900GTS I purchased has very low miles on it and is in very good condition except for some rust on the front rim and header pipes because of exposure to the weather. I received this bike with a Daytona touring fairing, sissy bar and highway pegs (yuk,yuk). I immediately removed these accessories to reclaim the Duke's good styling. I removed the low handlebars and replaced them with the higher one's from the 860GT. Although the 900GTS looks better with the lower handlebars in the city here traffic is very congested and a seating position allowing the rider a view over cars is very advantageous (lifesaving) at the most. The adaptation of the higher bars necessitated the lengthening of the control cables and switching wires. The adaption of the bike to my own tastes has yielded a very impressive machine, I love the handling, power and braking. It seems I will ride the 900GTS and keep the 860GT for spare parts of which I have already used the longer clutch cable and brake line hose.

Ted P. Zackro - 5042 West 21 Place, Cicero, IL 60650

...TOTALLY IMPRESSED WITH THIS LITTLE BIKE

I first heard it from a condo project roof, Is it a victor? No, looking closer it was a little red Ducati. Hadn't seen one of those since my high school days.

A week later the ad was in the local paper. Ducati 350. After some thought I went to look. It was a 1969 350cc scrambler #06457. I thought Italian TT or trail bike? Might be nice on rough roads, around town or fishing trips, etc, things my R75/S can't do.

The Duc needed a little work. Rims badly out of true, motor out of tune and minor things that were fixable. The odometer showed 2000 miles. Bike showed some abuse, but nothing serious. Had the original Pierelli MT53's, extras including rack, 50T gear, new fork boots, a cable, manual. Not a bad deal. I got him down to \$325, not a bad deal I thought, as only one other person even looked at it. It was mine!

After having a Ducati for thirteen months and putting on 1500 hard miles, I am totally impressed with this little bike. I now have the reverse shift pattern down (it took a while). I have approximately \$400 invested. Valve shim and timing by Harry's Motors of Denver, rims trued, and much jetting, cleaning and adjusting of the remote float 29mm Dellorto SS129D. The best deal of all was original foot peg rubbers from Bob Hansen for 1 buck each.

As a trail bike, there's not much vibration below 50mph. Handles nice, not long travel suspension, but slides controlled with lots of low end torque for hills. Gets 55mpg or more even hill climbing.

A few weeks back I set it up for Steamboat Springs first annual Mountain Road Racing Association race. All I did was add drag bars, a worn PZ-2 on the back and a little safety wire, and off with the muffler, and it was ready to road race. Handles well this way too and pulls strong considering everything. Was on the pole position with three other Duc's 750's and in the front row 900 for vintage-twins race. Had a great day of racing. This is all I can say about the versatile great little Ducatis. Thank you.

Jan Kurth - Box 1829, Steamboat Springs, CO 80477

RELIABILITY: HEADS HAVEN'T BEEN OFF YET

Dear Joel, Enclosed is a picture of a nice 900SS that I took at Texas World Speedway, this bike was very successful in the hands of a novice-racer (Max Brown), he won several 1st places in Open Production and Open Modified and scored high in Open Grand Prix as well. Owner of the bike was Dave Eilner and very active Ducati/Moto Guzzi/BMW dealer.

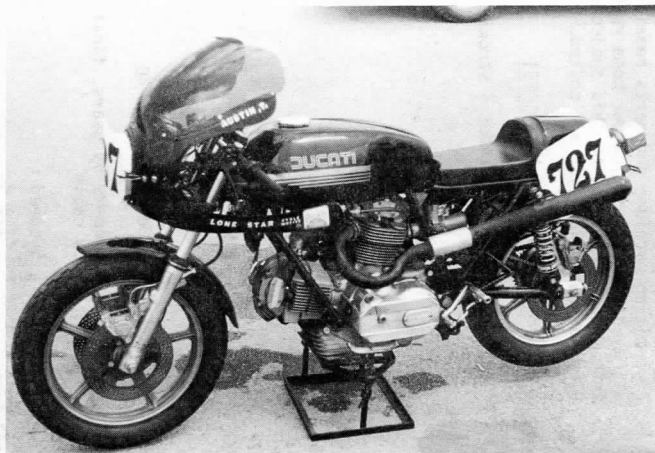
Special features on the bike, as pictured:
-40 mm Dell'Orto's, Tunstall exhaust system, soloseat and S&W rear shocks, Imola cams.

It raced on Dunlop K81R's and with that setup it used to travel around 1100 SUZY's and other muscle-bikes, both at Texas World Speedway, Henderson and the in-town Aquafest races in Austin.

Reliability: Heads haven't been off yet, clutch was checked every meeting and it always finished within the first five in it's class, one exception however when it was dropped once and smashed the fairing screen.

P.S. Owner used the Duke for commuting on weekdays!

Frans de Weers, ARLETTE Motorcycle Parts, 10418 Broken Shoe Trail, Austin, TX 78750



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ORIGINAL STYLE 1/2 FAIRING & SCREEN . . .	\$175.00
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FOR DARMAR: SS SEATBASE, SEAT-PAD (DUAL & SINGLE), SIDECOVERS, GUZZI LM CX100 AND SP-STYLE TWIN HEADLIGHT SPORT & TOURING FAIRINGS.

ALL 900SS COMPONENTS BLACK COLOR IMPREGNATED, SMOOTH REVERSE SIDE; OTHER COLORS AVAILABLE.

DUCATI GOLD TANK DECAL 7 INCH \$ 1.60

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