

FEATURES

Here are pictures of my small Ducati collection; a 250, 450 and 900.

I have always liked motorcycles, and since I learned to ride when I was 21, I have always had one or two in my garage. I am partial to Ducatis because the one I learned to ride on was a 1965 Ducati 250 Scrambler that I bought new. I traded it in on an English bike which I later traded in on a 1970 Ducati 450 Jupiter Scrambler. After that I went through a progression of Japanese motorcycles, until 1979, when I purchased the 900.

The 900 is a 1975 Super Sport, which was one of the 30 that were shipped to Canada. It is identical to the one in the article by James Dyki in your first newsletter in July '76. The motorcycle is silver grey with teal blue faring and trim. It is stock with the exception of the chin rest and BMW turn signals that I installed. This is a fantastic motorcycle and I will never part with it.

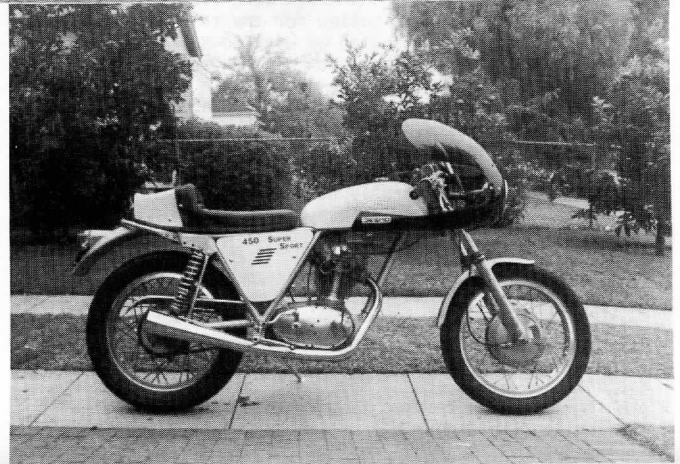
I purchased the 250 early in 1981. It is a 1969 Diana Mk III. It had the fiberglass tank, seat and fender when I got it. The engine also had just been rebuilt and balanced. I put the windshield on it and had it painted. It is Ducati red with silver grey trim. It is really sweet, but it is hard to start.

Late in 1981, I purchased the 450. It is a 1971 Desmo 450 RT. It is my first attempt at building up a motorcycle and I am quite pleased at the way it turned out. The 450 had been a dirt racer and was in sad shape when I acquired it. The frame had to be stripped down, sand blasted and repainted silver grey. I installed a headlight bracket and rear sets from a 750 Super Sport. The clip-ons are Tommaselli with the stock Ducati levers. The faring, seat, fender and mirrors came from Racer's Supply in Van Nuys, California. It has 18 inch Borrani rims with M38 Michelins. The speedo and tac are from a Ducati 450 Jupiter Scrambler. The paint is Imron and is Ducati Scrambler yellow with black faring and striping. The paint scheme is the same as the 750 Super Sport. I have just completed this bike and I am now in the process of tuning the carburation to match the exhaust system. I don't think I will ever part with this bike either. As a matter of fact, I can't imagine myself ever selling another Ducati again. Next I will be looking for a 350 Mark III Desmo and then, who knows?

Thank you, Joel, for the great job you are doing with the club and the newsletter. It is fantastic.

A Lifetime Ducati Enthusiast,
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Winter is definitely here and we are looking for more participants for this column. If you have several Ducatis and would like to do a "show and tell" for the Newsletter, please do it and get it to us as soon as possible. The more details you can provide about each bike the better. We appreciate those that have gotten involved in this Newsletter. Have you?



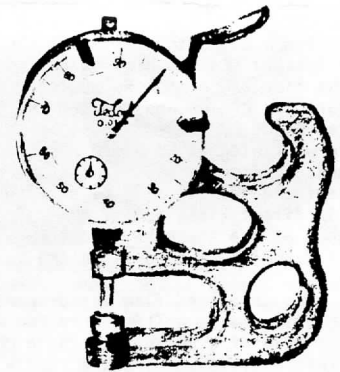
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