

CLASSIC BIKE RAMBLINGS



There are some things you don't need and a bright red Ducati super-sport is one of them, but I want one and there are times I'm certain I need one and that my Kevlar covered friends is what makes them dangerous. Yes, Mr. 300 has decided to buy a modern era sportbike but one still connected to history, a look at me bike, a bike that can turn heads, a bike with a soul. I'm not talking about just any bike, but a Ducati the most dangerous bike the world has ever produced (insert argument against this here!) Its needy, its expensive, its a torture rack, I need one. So the story starts with my mental state, a kind of biological clock that said if your body and mind were to experience all these bikes can offer, a true track style sportbike

what to do with it. At first I thought my enemies had delivered it to me to inflict harm. Some told me aliens had sent it and others told me not to stare directly at the red-red devil bike. As I looked at it I was sure it was a 140 MPH racebike and some mental case had accidentally put a Florida tag on it to disguise it as a street bike. When I sat on it my suspicions were confirmed I and my biggest friend couldn't get the suspension to budge, Racetrack set up I was told, and the bike came with a dyno sheet, woo hoo ya don't get those with blue platers! (antiques).

now was the time . I will always have my antique and vintage bikes and their are many "old guy" sport tourers out there that await me. So, my superbike freak friends, I had a decision ahead and it was this, what sportbike would I be tortured with? It was quickly narrowed down to the country of Italy (as you all know I have Moto Guzzis and a Gilera in my stable). You see I don't need 175-200 MPH straight line speed. You can make a turd do 200MPH if you put enough HP in it and make it light. I wanted handling and I wanted torque, we all love torque don't we my aerodynamic friends? And I Mr. 300 with my stable of one of a kind antique and vintage bikes and dashing good looks, I like to be noticed by all. When you buy a Ducati, its only one color for me.....Ducati calls it red-red (a color so cool they named it twice!) when you see it you'll know why. Don't buy yellow, don't buy silver blue or white(its the same with a Ferrari a 4 wheeled torture rack). I did look at Aprilias, the big 4 of Japan, of course Moto Guzzi and me being a big fan of the BMW brand those also. But I also wanted a connection to history and the racing bikes of the past but also have a modern love of the bike. So it fell to Ducati, the bike that looks like its doing 90MPH sitting in your garage! The first time you ride your Ducati you hear low voices at stop lights, "hey, there's a Ducati" fingers point at you from across the street people young and old take pictures of it like its art hung in a museum. I would have never thought a modern era sportbike could do this like my vintage bikes do.....did I mention its red-red my decal covered bubbas ? This rocketship has handling, torque and opposite sex appeal. Its the total package its not just about horsepower its the balance of the total machine. This bike is not just fast, its quick and responsive, from 4000-6000 in 3rd. it will take you from 65-90 in 2 seconds this bike is a performance machine not a trophy hunter ! I settled on a 2000 Ducati, 750 supersport, the 750 supersport of 1972 took Ducati, from a company that built small low cc motorbikes into racing history, it made Ducati the racing legend it is today. You need to google "Paul Smart and the 1972 Imola 200 mile race" its worth the read my carbon fiber buddies.

This is fine Italian machinery! the first time I started the bike it had soul. I heard the "song of the Ducati" its legend doesn't do it justice. The foot controls confused my feet, the shift lever and the brake are in an alien position, called rear sets, I sit stretched out over the red- red tank my wrists already hurt.....What a bike! My first ride was all of the above writing put together. I put 46 miles on "Wolfie"(I name all my bikes, remember?) so far and its 46 miles I wouldn't trade for anything.

I hope to get amazing lean angles, learn to get the weight off my wrists, know when to screw down the torque monster in an out of turns. You know when I am riding this bike a famous quote used by my motorcycle idol, Steve McQueen comes to mind. "Life is Racing, all the rest is just waiting".....

Robert (just like Steve McQueen) Mr. 321 DeMoss

Tomorrows Best Bets:

Based on ride-ability, parts, service, maintenance and near state availability.

Mid-High Range:

1949-1959 Ariel Square 4 (997cc) MK1/11

Price then: (1958) \$1108

Price now: \$5100-\$16,5000

Entry-Low Range

1983 - 1985 BMW R65LS

Price then: (1984) \$3995

Price now: \$2300-\$5800

So, the pieces were coming together. I wanted, no needed a Ducati, a red-red one, a 750 supersport. My research also showed I wanted a year2000 or newer bike as this was the first year of fuel injection (Mr. 300 wants to be in the modern love times) I also settled on the 1/2 fairing vs the full since i'm not a top end junkie the 1/2 fairing runs cooler in the city and in Fla. road driving. The 750 SS is an air-oil cooled creature, more air flow equals more cool, did I mention its a cool color? Yep, its red-red. It makes your wrists, neck and back ache, a couple hour long tour may be the max in this rock hard seat/suspension combo, true pain and pleasure. this bike may be the best fun you can have with your clothes on.

Superbike Update:

While BMW predicted limited success in its first 3 years at world superbike racing, it would seem its riders Troy Corser and Rueben Xaus have other ideas about the race to the podium. Here's the results so far, Phillip Island (AUS) Race 1, Corser -8th, Xaus-19th, Race 2, Xaus-11th. Corser-22nd, QUATAR (UAE)Race 1, Corser-9th. Xaus-13th. Race-2, Corser -9th , Xaus-10th. So after 50 years on the sidelines BMWa looks like a contender. Look out Yamaha and Ducati . the Germans are coming.....

Seems all things beautiful out of Italy are expensive, maintenance intensive and cause a lot of excitement, that Italian exchange student I dated named Alessandra comes to mind also!But its all clear to me

now going fast in 6th. gear on a mile straight away is one thing, but real speed in 3rd. gear on a sandy, sharp curve, with great lean angle and perfect suspension geometry is another.....then my squids it all comes together, doesn't it?

This bike is a dangerous pleasure. When I first saw it, I wasn't sure of



and the unusual, a guy after my own tastes. Randy has had many great words for my bikes (and my mom) and that's a lot more meaningful than trophies. Here's to you Randy for being the fourth member of Mr. 300's all classic team.