

Model alterations

1957

First ohc models introduced. 174 cc in two versions S—Sport, T—Touring, and 124 cc in Sport form only. 175S had 22.5 mm carburettor, round Bakelite fuel cap, twin silencers, whilst 175T had 22 mm carburettor, chrome quick-action filler cap, single silencer and valanced mudguards. All existing models continued.

1958

The previous year's ohc S and T were thereafter known as Sport and Touring. The only changes to the 175 were the exhaust pipe shape and end cone to the Silentium silencers. Gear lever was modified. The 125 had its carburettor changed from an MB20B to a UB20BS, in addition an optional SS1 22C was offered. Other changes included the petrol tank paint style and front engine plates (four-hole, instead of three-hole for 1957). New introductions for the year were 85N and 85 Sport, both with 85 cc ohv engines. The 98TS ohv and several new ohc models. 100 Sport, 125TS, 175 Americano, 175TS and 175 Motocross. The 100 Sport was a 125 Sport with the bore reduced to 49 mm, in place of the metal tank badge was a 'Ducati Meccanica' transfer, and the headlamp rim did not have a peak like the 125. The 125TS had a tank of different shape with a black Bakelite filler cap. Conventional handlebars with the top fork yoke having clamps. The headlamp brackets and top spring covers were a combined black-painted steel pressing and the brake drum diameter was reduced to 158 and 136 mm front and rear respectively. Carburettor size was 18 mm, against 20 mm for the 125 Sport. The 175 Americano was a model with US styling including high-rise bars, larger dual saddle with a large number of metal studs, two horns, a crashbar and a smaller capacity tank taken from the 100/125 Sport. 175S, different tank (like the 125TS), deeply valanced mudguards and conventional, flat handlebars. The 175 Motocross had a black open megaphone, 21 in front wheel, braced bars and scrambler tyres.

1959

200 (203 cc) introduced in four versions: Elite, Super Sport, Americano and Motocross. The Elite and Super Sport were identical to 175 Sport except carburettor size increased to 24 mm, the Elite and Americano featured valanced mudguards and twin silencers, the SS a single silencer. The Motocross was a larger-bore version of 175 Motocross.

1960

200 engine modified as forerunner to test items for new 250 unit. These changes were crankshaft (one long shoulder, in place of previous equal-crankpin type), clutch housing and cylinder head. The 175 type had fins running across front to back in between four head bolts 250-type, 200 did not. Elite introduced with identical lightweight mudguards as 200SS. 200 Motocross now had lower front mudguard and chrome silencer fitted, restricting noise and power output. 200 Americano dropped. New model introduced to replace it called the 200TS; different saddle and tank design, to be used the following year on the 250 Monza. Also equipped with crashbar, valanced mudguards and high bars.

1961

248 cc engine introduced initially in two versions. Monza (touring), Diana (sport). The latter was marketed in Britain as the Daytona. Monza had prop stand, high bars, small tank with chrome fluting and valanced rear mudguard. Diana clip-ons, larger tank, mudguard similar to 175 Sport/200SS and later Elite, but longer at front. Both had larger toolbox/air cleaner, cover on front offside brake hub. These models also introduced alloy oblong rear light used on many later models. Both featured 24 mm UBF 24BS carburettor with air filter hose and four-ring piston. Some Dianas were sold in the USA with 27 mm SS1 carburettor, higher-compression three-ring piston and large Veglia tachometer. Others were kitted out in a like manner elsewhere after being sold. Brisk and Piuma two-stroke introduced. The following were discontinued: 100 Sport, 175TS, 200SS and 200 Motocross.

1962

250 Scrambler introduced, this like the USA models. Diana used a flywheel magneto without a battery. No toolboxes, horn or charging system. 27 mm SS1 carburettor, abbreviated mudguarding, 19 in wheels and special tank and saddle. Also available for American flat-track events with solid struts replacing conventional rear units. Also introduced was 200GT. This was essentially a 250 with 200 engine unit, main changes from Diana styling were the valanced mudguards and deep claret paint finish. More two-strokes were added, a De Luxe version of the three-speed Piuma with dual saddle and fully enclosed chaincase, Sport version with downdraught 15 mm carburettor, motorcycle-style tank, saddle and exhaust system. All Piumas, however, employed the same pressed-steel open frame.

Sport 48 introduced using Piuma Sport engine, but in a full double-cradle frame with racing styling, including clip-ons and bum-stop saddle. 175/200 Bakelite screw filler cap used. 80 cc version of Sport 48 was introduced in two forms, both with same single downtube frame and larger tank. Sport model had clip-ons, standard version conventional handlebars.

1963

48 Brio scooter, using fan-cooled version of Piuma engine, producing 1.5 bhp. Three-speed hand gearchange, 9 in tyres and single seat. 200GT discontinued.

1964

All 250 models received five-speed gearboxes, in addition two new models were introduced—250 Mach 1, 250GT. The Mach 1 was the star performer with its highly-tuned engine featuring high-lift camshaft, 10:1 piston, larger valves and 29 mm Dell'Orto SS1 carburettor. Tank had cut-away underneath to enable larger carburettor to be fitted. Specification also included clip-ons, rearsets and ball-ended control levers. 250GT was a soft tourer with even lower performance than the Monza and used tank, panels and mudguards from 200GT. A distinctive feature was the fitting of swan-neck clip-on handlebars which provided a touring riding position.

160 Monza Junior introduced, engine developed from ohc 125. Capacity 156 cc, 22 mm carburettor, four speeds. Original version used tank from early 250 Monza, with round 130 mm headlight and round-section mudguards. Touring guise complemented by parcel carrier, crashbars and prop stand. 16 in wheels as standard, many parts from 125TS model. New two-strokes were: 48SL, 100 Cadet, 100 Mountaineer, Brio 100 scooter and 48 Cacciatore. 48SL was restyled version of Sport 48, but with fan-cooling and new tank, saddle, toolbox and mudguards. Unlike the Sport 48, the SL had an air cleaner. Cadet and Mountaineer were brand-new designs, both used identical engine unit with three speeds and fan-cooling. The Brio 100 also used this 94 cc engine, but in a full-size scooter, with 8 in wheels and a dual saddle. For their American launch, the 100s were marketed as '90 cc' by the US importers. With the introduction of the five-speed ohc 250s, all the four-speed models in this size were discontinued, in addition both 80 cc two-strokes ceased production.

1965

Mark 3 updated to Mach 1 specification, but retained high bars and flywheel magneto ignition. All 250s now fitted ball-ended levers. GT fitted with Monza handlebars and Mark 3 saddle. Monza Junior produced with different square styling, but retaining original round headlamp, 340 cc version of five-speed 250 introduced. Two versions produced in 1965, USA edition had Monza styling, whereas Sebring sold in other markets was identical to the 1965 250GT. 125TS, 125 Sport, 200 Elite and Sport 48 all discontinued.

1966

Touring 250s and 350s extensively restyled. 250 Scrambler now fitted with battery, and tyre sizes altered to 3.50 × 19 in front/4.00 × 18 in rear. Mach 1 had Mark 3 saddle. Mark 3 given Monza footrests and pedals. GT and Monza had tank, saddle, side panels and mudguards

introduced on Series 2 160 Monza Junior previous year, also Sebring produced in same guise. All three and the Monza given hexagonal Aprilia cast-alloy headlamp shell and matching chrome-plated rim to complete new styling package. All four-stroke models now with matching air scoop on speedo drive mounting plate and wheel hubs with fewer ribs across hub than previously, three front and four rear (against seven front and rear on all previous ohc models). Four-speed version of the two-strokes introduced in both capacity classes, also changed from hand- to foot-change. The only new model was the two-stroke 50SL. This was clearly based on the earlier 48SL, but the engine had its bore increased to 38.8 giving a capacity of 49.660 cc, in addition to a high-level exhaust system with heat shield run all the way along the offside, other changes were a plastic moped-type headlight, square-section mudguards and the saddle from a 100 Cadet. The other major change was the use of 19 in wheels. Piuma Sport discontinued.

1967

50SL discontinued in favour of the new SL1, this retained the SL four-speed engine, but introduced chromed-bore alloy cylinder barrel, which was also carried through into the Cadet and Mountaineer, at the same time their bore size increased by 1 mm to 52 mm, raising the capacity to 98 cc. The SL1 had a completely new tank, with twin filler caps, and clip-ons and small single saddle. Mach 1 discontinued, replaced by a revised Mark 3 which now had the battery/coil electrics from the Mach 1. For America this model was still offered with the high bars and 'race kit' comprising large Veglia tachometer, black megaphone, racing flyscreen and number plates and an assortment of jots. In other countries it simply replaced the Mach 1 and therefore had clip-ons and rearsset footrests, but like the 1966 Mach 1 had the larger Mark 3 saddle. The 125 Cadet/4 pushrod was introduced, but by the end of the year had been taken out of production, essentially using the cycle parts of the 100 Cadet two-stroke, with a different tank, headlight and exhaust system. It also differed in having a battery. Brio scooter title change from '48' to '50'. 48 Cacciatore discontinued.

1968

All the existing four-stroke models were replaced by new machines featuring larger-capacity sumps and much wider rear engine mounting points. First model was the 350 Scrambler introduced in May followed by 250 and 350 Desmo (Mark 3D) and Mark 3, plus a 250 Scrambler. Scramblers had 19 in front wheels, enclosed rear suspension units and heavy-duty front forks. Mark 3s had painted mudguards. Mark 3Ds had chrome trim for tank, with chromed mudguards and Desmo emblem on nearside cam end cover. 1968 models of Mark 3 and Desmo had twin filler caps and SS1 carburettors. Besides the discontinued four-strokes, the following two-strokes were taken out of production: Piuma Standard, De Luxe, Brisk, Cadet, Mountaineer, Brio scooters and SL1. Rolly 50, a single-speed automatic moped with no rear suspension was introduced together with a Piuma with hexagonal headlamp and whitewall tyres. 50 SL2 introduced. 250 Monza, 350 Sebring, Rolly 50 and Piuma discontinued at end of year.

1969

436 cc ohc single introduced in Scrambler, Mark 3 and Desmo versions known as 450, 250, 350 and 450 singles standardized with single filler cap and square-slide VHB29 carburettors. 50 and 100 Scramblers introduced with four-speed two-stroke engines.

1970

Four-stroke models unchanged. All two-strokes discontinued. 450 Scrambler called Jupiter for US market.

1971

Scramblers discontinued, mid-season new version of Mark 3 and Mark 3D (now called Desmo). These had 35 mm Marzocchi forks, dual-sided front brakes, alloy rims and Metallflake silver finish. Fork legs and yoke polished alloy finish 450 R/T and T/S models introduced. Both had in common brand-new heavy-duty frames, braced swinging arms, plastic tanks, side panels and mudguards. R/T was an off-road scrambler, T/S enduro/six days bike with lights and silencer, initially high-level, later fitted with low-level Mark 3 system. 125 Scrambler introduced using Spanish-built five-speed engine and Amal carburettor.

1972

Touring versions of the 450 introduced, simply called Mark 3, one had old-style forks, tank and touring bars with concave low-compression piston, the other was a custom-built tourer with valanced mudguards, panniers, prop stand and crashbars. R/T and 125 Scrambler discontinued.

1973

New versions of Mark 3 and Desmo introduced. Mark 3 with 19 in. front wheel and choice of clip-ons or touring bars, the 35 mm Marzocchi forks now had black-painted yokes and fork bottoms. Mudguards were similar to those fitted to the 750GT with chrome front stays. Desmos in two versions: disc or drum front brakes. Disc version had Ceriani forks and the front mudguard bolted on to the

forks. Drum, Marzocchi forks, with the mudguard retained by Jubilee clips. Both Mark 3 and Desmo featured fibreglass side panel covers, both instruments mounted in a black hard rubber moulded surround and fully enclosed rev-counter drive unit. The 350 and 450 Scramblers utilized parts from the 1973 Mark 3, but retained their own tank and saddle. They also used the side panels from the 1971/72 Mark 3/Desmos. The 250 Scrambler remained unchanged. At the end of the year the touring 450s and the T/S were discontinued.

1974

Mark 3, Desmo and Scramblers continued. 250 Scramblers now with Spanish-made engine and Amal carburettor. 239 version of Mark 3 and Desmo introduced for French market, some imported later into Britain. Identified by DM239 on crankcase, used coil valve springs (Mark 3), slipper piston, 30 mm PHF carburettor and Lafranconi silencer. Some 350 Mark 3s used Spanish-built engines towards the end of the year and last Mark 3s produced utilized steel wheel rims, earlier (1968–71) steel toolboxes and chromed plastic 'Ducati' tank badges. All production of the bevel-driven ohc singles stopped at the end of the year.

1975

New 125 six-speed two-stroke introduced. The Regularita had left-hand gearchange, chrome-bore alloy barrel, plastic tank, mudguards and panels. 105 mm headlamp glass with chromed grille and conical brake hubs.

1976

Regularita continued.

1977

Regularita discontinued. New model introduced. Six Days, with polished alloy tank, redesigned chassis and more highly-tuned engine. Only a few manufactured before production ceased later that year.