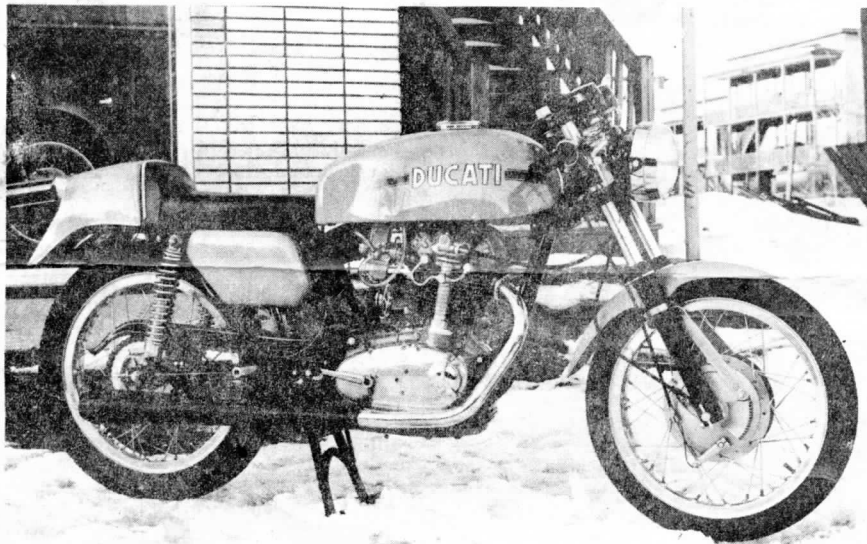


# DUCATI INT'L. OWNERS CLUB NEWSLETTER

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## DUCATI MAY STOP PRODUCTION OF ALL SINGLES

THERE IS A GOOD CHANCE THAT DUCATI MAY SEIZE PRODUCTION OF ALL THEIR FOUR STROKE SINGLES. THE COST OF MAKING THESE BIKES HAS RISEN TO A POINT WHERE THE MACHINES ARE NO LONGER COMPETITIVE IN PRICE WITH THE JAPANESE MOTORCYCLES.

BERLINER STOPPED IMPORTING THE LITTLE THUMPERS A FEW YEARS AGO. THE BIKES JUST DID NOT SELL WELL, AND WERE INFERIOR TO THE JAPANESE BIKES THAT CAME WITH MULTI CYLINDERS, ELECTRIC START AND A LOW PRICE TAG. THE 350 AND 450 DUKES ARE STILL BEING SOLD IN CANADA AND ELSEWHERE IN THE WORLD. A FEW OF THESE CLASSICS ARE STILL AVAILABLE IN CANADA.

THERE WILL BE PARTS AVAILABLE FOR THE DUCATI SINGLES FOR A LONG TIME TO COME. I DO SUGGEST THAT IF YOU GET A CHANCE TO ACQUIRE ONE OF THESE NEW MODELS, SUCH AS THE ONE PICTURED HERE, DO SO. YOUR ENJOYMENT OF THE SPORT OF MOTORCYCLING WILL BE A LOT RICHER FOR IT. THERE IS ALSO A DISC BRAKE MODEL AVAILABLE AND THEY COME IN DUCATI CHROME YELLOW.

## A SNEAK PREVIEW OF THE NEW DUCATI 860 GTS

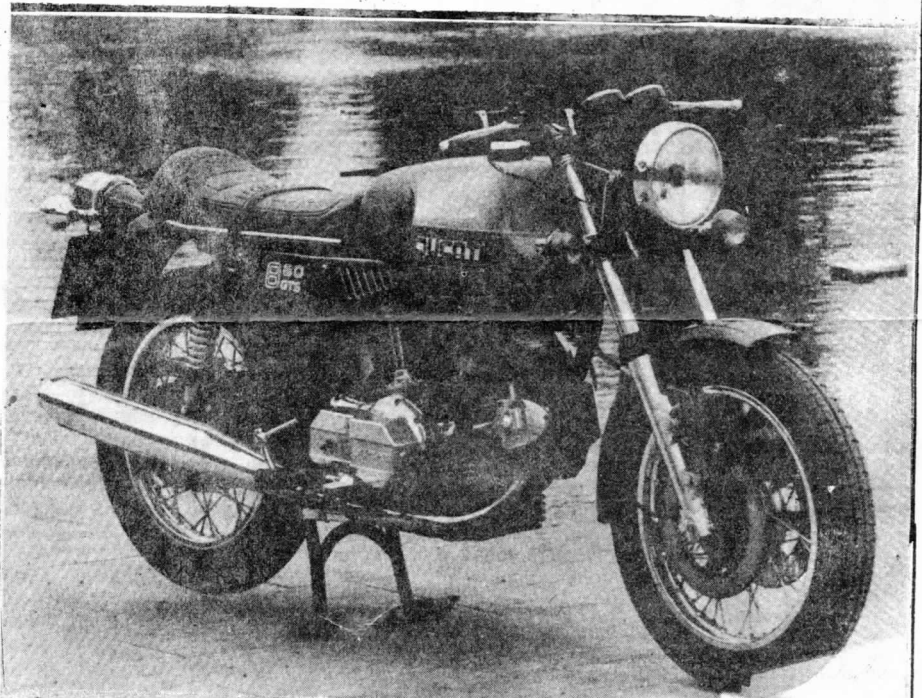
FOR THOSE OF YOU WHO HAVE NOT READ THE JULY ISSUE OF MOTOR CYCLE, THE ENGLISH CYCLE NEWS HERE ARE SOME COMMENTS ON DUCATI'S NEWEST VERSION OF THE 860.

THE ENGINE IS BASICALLY THE SAME AS THE OLD 860 EXCEPT THAT IT WILL HAVE A PERMANENT ELECTRIC START, BETTER ELECTRICS, MORE DURABLE PAINT WORK, GREATER STOPPING POWER, A MORE COMFORTABLE SEAT, RESHAPED GAS TANK, AND REDESIGNED INSTRUMENTS.

THE 864 CC COUPLED WITH THE FIVE-SPEED GEARBOX WILL STILL GET A TOP SPEED OF 115. OF COURSE WITH A FEW VERY SLIGHT MODIFICATIONS YOU CAN PULL 125 OUT OF THIS TORQUEY BEAST. ACCORDING TO MOTOR CYCLE "AS A MEASURE OF THE TOP GEAR FLEXIBILITY WE ACCELERATED THE BIKE AT MIRA (A BRITISH DRAG COURSE) IN TOP GEAR FROM 40 MPH THROUGH THE QUARTER MILE. FASTER THAN ALMOST ANY OTHER BIKE, IT CUT THE BEAMS AT 92 MPH AT THE END, THAT'S POWER."

THE 860 GTS WILL STILL HAVE THE RELIABLE ELECTRONIC IGNITION, THIS COUPLED WITH THE ELECTRIC STARTING WILL MAKE STARTING A LOT EASIER THAN BEFORE. THE SWITCHES WILL, UNFORTUNATELY STILL BE SUPPLIED BY C.E.V. THE HEAD LIGHT ON THE BRITISH 860 GTS HAS A STRONG 60 WATT HALOGEN LAMP MOUNTED ON THE SAME SPRING MOUNTING THAT THEY USED IN THE EARLY 750 GT.

UP FRONT A PAIR OF CERIANI FORKS WILL TAKE CARE OF THE STEERING AND HANDLING. STOPPING POWER WILL BE FROM DUAL BREMBO UNITS. THE OLD STANDARD DRUM BRAKE WILL STILL BE IN THE REAR ALONG WITH MARZORCHI SHOCKS.



CARBURATION WILL BE WITH TWIN DELLORTO 32MM PUMPER WITH AN IMPROVED AIR CLEANER HOSES. YOU'LL PROBABLY GET RID OF THESE HOSES ALONG WITH THE AIR CLEANERS AND REPLACE THEM WITH K&N FILTERS. THE GAS TANK WILL STILL HOLD 4 GALLONS BUT WILL HAVE A ROUNDER, BETTER LOOKING, MORE PLEASING SHAPE TO IT.

MOTO CYCLE ALSO SAID THAT DUCATI WILL BE INTRODUCING ANOTHER VERSION OF THE 860 CALLED THE 860 MK III GT. "THIS WILL BE CHEAPER AND WILL HAVE AN ENGINE IN THE ORIGINAL SPECIFICATION WITH THE LOWER COMPRESSION RATIO. THE MACHINE WILL LOOK THE SAME TOO WITH THE SAME FOUR GALLON TANK--AND GUTS."