

# DIOC NEWS

by Joel Eliel DIOC Director

The singles are back. So our spies tell us and from what little bit of info we can gather from foreign publications. Ducati will soon resume production of the 250, 350 and 450 singles. They will be redesigned lightly have disc brakes, better electrics and some rumors have it that they may have chain driven camshafts. Auugh! Some say that the price of making the bevel gear set up now used will be too expensive. Oh, well lets hope for the best. The little thumpers are not scheduled for the US, someone has told me. The singles never sold very well here in the US so there is no reason to believe why they should start selling again. The price will of course be higher than the previous Singles. Parts are still available from Berliner and there is no reason to believe that the flow of spares should slow down any. If any of you people read any more news on this situation let us know so we can pass-it on to the other members.

The third issue was met with great enthusiasm. I am very happy to see this kind of response. The front page of this issue and the third issue was done by my friend Gil Hanson who lives here in south Florida not far from DIOC headquarters. He has been doing our front page for free. To show him our gratitude I have made him honorary member of the DIOC and presented him with a DIOC T-Shirt which he seems to wear just about every time I see him. I hope he doesn't wear it out too quickly.

As you have all noticed the kind of material we have been getting for the Newsletter has been getting better and better. I would like to thank all of you who take the time to put these great articles together and share them with us. When I get more time I would like to personally thank all of you who have helped me out with your fine efforts and all those gifts, and magazine that keep flowing into my mailbox. Lets keep up the good work and by God we are going to have the greatest motorcycle club on this little globe.

By the way we have heard from the factory and here is a letter as to what the people who make our favorite bikes have to say about the controversial subject that has been brewing lately; who is going to distribute Ducatis in the US.

Gentlemen: You undoubtedly have been advised by Berliner Moto Corp. that a long-term agreement has been entered into between Ducati Meccanica and Berliner. This agreement renews eighteen years of exclusive representation by Berliner of Ducati in the USA.

We fully understand the complex situation in which we all found ourselves during the past two years. However this is now behind us and we assure you that an all-out effort is being made by Ducati, with the cooperation of Berliner, to give you the finest quality machines that Ducati can produce, coupled with a continuous flow of spare parts for the machines which are currently exported and the ones previously shipped to the United States.

Sales aids, such as parts catalogs, workshop manuals descriptive literature, and rider's instruction manuals will be made available in adequate quantities to each dealer.

We are aware that a limited amount of 1975 860 GT's in the kickstarter model are still available at the Berliner east coast warehouses, which they are offering at a sacrifice price. We urge that you please co-operate with your importer and your dealers and help dispose of these 1975 left-over models so that concentration can be given to the sale and distribution of the new exciting 1977 models.

Once again, we wish to express our appreciation for the confidence you have placed in our products in the past, and we assure you of our continuing co-operation with Berliner, your dealer, and through them with all of you.

Yours faithfully, DUCATI MECCANICA S.P.A., Managing Director, Ing. S. Leonardi.

Well folks there you have it right from the bikes intake manifolds or the horses mouth. New models, better quality, more spare parts, shop manuals. I'll believe it when I see it. One good thing though if you haven't been able to get your hands on a new Ducati, perhaps the price of a 1975 will be just right for you.

We haven't gotten much in the racing department this time around but we do have some good news from one of our fellow members, Paul Ritter, who races in the production class under the American Federation of Motorcycles banner. He has won the 750 Production class and took second place in the Overall Production class championship for the year. Here is his record as it appeared in the december issue of LAP TIMES, Champ: Paul Ritter, no. 71, from Oakland, California Bike: Ducati 750 Sport. Record: 3rd. Sears Point, 4th - Mar. 21, Riverside, 3rd - May 16, Sears Point, 3rd - May 23, Riverside, 2nd - June 13, Sears Point, 3rd - June 20, Ontario, 2nd - July 11, Ontario, 1st - Aug. 8, Ontario, 1st - Sept. 26, Sears Point, 1st - Oct. 24, Sears Point, 1st - Oct 31, Riverside. Not a bad record at all. Paul, we're proud of you.

Paul spent the first half of season chasing after Ed Unini's Honda, and it looked like Ed would take the class with Ritter second. When Ed was tragically killed in July, Paul found himself alone at the top of the class. He won all the remaining races. Paul has done all his own tuning, and has received help from Torco oil.

As many of you know, there is another Ducati Club around and this one is in England. The Ducati Owners Club (G. B.) puts out a newsletter and here is a letter from the editor Jilly Bennett:

Dear Joel: I have just read a copy of the DIOC newsletter and I'd like to congratulate you on a really informative magazine. At the moment, I am the editor of the Ducati Owners Club magazine "Desmo", and, if enough funds can be raised via subscriptions, advertising, etc. I hope that the magazine can be printed via offset litho, as opposed to a duplicator. I would like to join the DIOC, and if you could supply me with information regarding payment etc. I'd be very grateful. Also if any other members of the DIOC (G.B.) would like to join, would it be possible to make arrangements for this?

The Ducatis that I own are a 350 Desmo MK III (one of the few that were imported into this country.) and 860 GTS that is fitted with a squire sidecar (ideal family transport for a motorcycle mad family!) My husband, Chris, has owned a 250 MK III, a 750 Sport, and at the moment he is building a 250 Ducati production racer. We also have a 250 racer; but this will not be seen on the circuits this year.

Wishing you every success with the DIOC, Mrs. Jilly Bennett, 8 Harcourt Lodge, Croydon Rd., Wallington Surrey SM6, FPB, England.

## IMPORTANT IMPORTANT IMPORTANT. DAYTONA GET TOGETHER

The Daytona get together is right now being put together. I have contacted some people to help me organize the thing but they haven't come through. I have been extremely busy, but if someone who lives around Daytona can help me organize this thing, we can get it off the ground. The get-together isn't going to be a real elaborate thing, we don't have the money for this. I just want us to get to meet each other and bulshit about our bikes.

I don't know if I will be able to get the fifth issue out before Daytona speed week, in case I don't then information about the Ducati International Owners Club get-together will be dispursed at THE ROYAL SCOTSMAN INN, 2480 Volusia, Daytona Beach, Fla. 32-014 ask for Joel Eliel, Just ask the clerk for information on the Ducati Owners Club meet. The motel is about one mile west of the race track. I can also be reached during the day at 305-524-8659.