

LETTERS

- Cont'd.

900 TOURING

I just rode my 900 out from Chicago to Boston the second time I've made the trip. The Duc never missed a beat and I find the low GTS bars (1978 edition) and peg position very comfortable even on the long haul (600 miles per day). I won't bitch about the seat too much because it is adequate and doesn't look like a f---ing La Z Boy that comes on those new riceburners.

I am here in Boston trying to finish up my M.S. thesis in mechanical engineering here at M.I.T. I wish I was doing it on "The onset, or lack thereof of high speed cornering instabilities caused by surface irregularities as experienced through a Ducati 900 SS" But no one here at the M.I.T. corporation would really be interested. So please continue sending the Newsletters to my Chicago address so my co-Ducati freak brother can also drool over the classifieds, etc.

While home in Wisconsin I went up to see the Road America National. I was very glad to see no less than six Ducatis on the Superbike roster. Only four raced and as you probably know Jim Adamo took a solid fifth place behind those semi-factory four-cylinder bikes. One spectator - obviously a rookie to the racing scene - asked if those Ducatis were broke or if they always sounded that way. What an ass. Oh well, I just want to close by saying that I really enjoy the Newsletter and hope to see you and the other Ducati freaks at Loudon.

Joe Borghese, 5231 W. Warwick, Chicago, Ill 60641

WHAT THE HELL DO WE HAVE HERE FOLKS?

Dear Joel and DIOC members: Here's hoping either you or any of the folks in the DIOC can help me. I have in my possession a Ducati Bronco which I don't know for sure of, but I myself think would be rare or unique. After trips to the different dealers, I began to think I really had something odd. Only one of them even thought that he had heard of one. Needless to say, by this time I was getting very depressed.

I cannot read Italian nor do I know anyone who can, therefore I cannot decipher the ID plate. I figured that the fastest way to get any of my questions answered would be to get in contact with Berliner Motors. Wrong! The only thing I got for my long distance phone call was a headache. Such was the answer I got. "Yes we have parts but we only sell to dealers," and "No we don't have part numbers but fill orders by description." What we got was that he wouldn't even tell me what size or displacement the bike was. When I offered to give him the information he would not even accept it. All that I can say is that they must not think very highly of the people that ride their motorcycles. I feel that it should be noted that my dealer gave a Berliner representative the figures off my ID plate and asked for any possible information that they might have on this model because he had only sold and serviced V-Twins.



The representative said he would take care of it, but my dealer never heard anything from him. I have yet to figure out how my dealer is supposed to order parts for a bike when he doesn't even know what year or displacement it is. He is a very good dealer but I'm afraid he can't do magic or the impossible.

For anyone that cares to know, here are the things that I know about the bike:

Info on ID plate: Tipo del Veicolo 85B
Anno Di Constuz. 19
No. Motore 501649
No. Telaio 501649
Peso K 80
Carico Utile Leg K 150
Cilinder Cn3 85


The bike has no speedo, but a sticker on the headlight shell states that Berliner did import it when it was based in New York, (when ever that was.) The sticker also says that the bike has no more than 5 HP. The engine is not a part of the frame but is housed inside of it.

Well I've shot off my mouth enough for the time being I hope that some one can give me a hand. I think that it would be an interesting addition to the club if no one has one.

Brad Ramsey, 540 W. Grand Ave., Lima, Ohio 45801

CONTINUED ON PAGE 12

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