

LETTERS



MORE ON THE CANADIAN DUCATI RALLY

Dear Joel,

I just received your newsletter on Friday last. Thank you very much for making the announcement about our DOCC Annual Rally. We really appreciate the help.

The last four weeks have been fairly frantic for our Execs, but we've got it all together. I made the final arrangement for a track last night on the phone.

The DOCC 4th Annual Rally is scheduled for the weekend of August 1st/2nd which is a holiday weekend in Canada. The Rally is to be held at Grattan Raceway outside Grattan, Michigan. Grattan is about 20 miles east of Grand Rapids, Michigan. We couldn't get a decent date for Shannonville Raceway and we thought that Mosport was a bit too hazardous for the novice street rider. The circuit at Grattan is terrific to ride. It is two miles long with a half mile long front straight, and a twisty back section which packs about 13 corners in 1 1/2 miles. Keith Pontefract and I took a Pantah around it for half a dozen laps about two weeks ago. It's a great little circuit with lots of grassy run-off space, and no open armco barriers in hazardous places. It's a lot of fun to ride.

We will be sending out flyers on the Grattan Rally by this weekend. We have to get a firm commitment from those who are going to attend the Rally. The full cost of the event will be about \$4,000 Canadian. That's a big bundle of bread for a small Club like ours. We cannot make the final Rally contract signing with Grattan until we get a firm commitment from the participants along with a deposit necessary to supply us with front money (for ambulances, insurance, marshalling, etc.).

Here are the participation costs for the Rally weekend. Each rider who wishes to use the circuit must pay \$33 U.S. or \$40 in Canadian funds. He or she may bring as many bikes to ride on the circuit as he or she wishes. We are opening the Rally to participation by all European 4-stroke motorcycles; no 2-strokes and no dirt bikes. There is a camping fee of \$5.00 U.S. per camp site for the weekend. There is no charge to spectators other than the camping fee of \$5.00 U.S. which is paid directly to the owners of Grattan Raceway. Thus the total cost to a riding participant is \$38 U.S., i.e. \$33 to the DOCC and \$5 to Grattan Raceway. We encourage participants (track riders) to bring their family, or friends, or support crew, but we are not promoting the Rally as a spectator event.

Now, since we have to make sizeable deposits for the track and other items we are requiring a deposit of \$17 U.S. or \$20 Can. to be paid by the weekend of June 6/7. This is a non-refundable deposit, except in the event that we cannot get sufficient entries to pay for the event in which case all deposits would be refunded and there would be no Grattan Rally. The need for the early deposit of half of the participation cost is twofold. First, we need the promise of sufficient participation to warrant signing the contracts with Grattan, etc. The 50% non-refundable deposit makes any such promise less than idle. Secondly, since there is the possibility that there may be a tremendous response from the Duke enthusiasts and other European bike buffs, we may have to put a limit on the number of riding participants. It is therefore in the interest of any would-be participant to get his entry deposit in early so as to make sure that he, or she, gets in the event.

As for the events itself, the Rally will be a Club event along the lines of those carried out in Europe. We will divide all riding participants into classes by size of bike and by speed of the rider. We stress that our Rally is not a road race event, but rather an opportunity for street riders to have a go riding on a road race circuit. They can put their bikes through their paces legally. We will have a speed trap set up on the front straight and will award trophies, by class, to those riders with the highest speeds through the trap. This will reduce the incentive to go nuts in the corners since low E.T.s may garner you bragging rights, but little else. We tend to separate the Banzai types from the less brash street riders by our classification of rider system. This approach tends to reduce the "pressure to perform" which makes some riders wary about participating. Once having divided the riders into classes we then

hold half-hour sessions for each class. After each class has had a half hour session we start the process again. A participant riding in one class may get six sessions or more riding on the track during the two day meet.

We will have a doctor present at the track as well as ambulance services. Additional paramedic and fire engine services are two minutes driving time away from the track should we need them. That we should need them, however, is highly unlikely given our past rally experience.

In addition to riding on the circuit, there is a fresh water lake at the circuit for swimming or fishing. We will have 16mm color/sound road racing movies, as well as flicks for the kids (cartoons, etc.). We will have a dance for the ladies on Saturday night. There will probably be other activities too, but we are still early in the planning stages.

If we can get enough people to come out and join in we can give them a Rally that they'll brag to their grandchildren about. We want this Rally to be an outing not just for the riders, but for the whole family. It could be terrific. What we need is for the people to sign up right away so that we can get this thing going.

Well Joel, that's the whole thing. If you can think of any dealers, individuals, or groups that would be interested in participating in our Grattan Rally we'd appreciate you letting them or us know. Time is of the essence here.

This is one hell of a long letter!

One other thing Joel. We noticed that in the last newsletter you got the names and addresses of Keith Pontefract and Keith Harte crossed. Keith Pontefract is the 1981 DOCC Competition Chairman and his address is:

Keith Pontefract
DOCC Chairman for Competition Events
RR #2
Hamilton, Ontario, L8N 2Z7
Canada

Keith Harte, the Ducati dealer in Grimsby, Ontario, is closely associated with the DOCC. His address is:

Keith Harte Racing
17 John Street
Grimsby, Ontario
Canada


I have enclosed one of Keith Harte's business cards. If you could make mention of this distinction in your newsletters we would appreciate it. In the meanwhile don't worry about the misdirected mail. Hamilton is only 15 miles from Grimsby, Keith Pontefract sees Keith Harte regularly and will give him his mail. Besides that, Keith Pontefract owns and races a 500 Pantah as well, but the man with the Pantah touch is Keith Harte. Confusing, isn't it?

One final question Joel. Any chance of you making it up to Grattan? There's nothing like these Duke get-togethers, believe me.

I gess that's all for now. Thanks again for the promotional plug Joel. Keep in touch. All the best,

Graham
Pres., DOCC

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