

LETTERS

SOUNDING OFF

One thing I would like to talk about while I've got the club's attention. I really think it's about time to start calling the club the Ducati/Cagiva Owners Club. There are several important reasons for this:

1. If we wait too long, someone else is going to start a Cagiva Int'l. Owners Club and then we'll really be in trouble.
2. I think the club would get a lot more notice and sympathy from Varese with such a move. And that means more power for us and more say about both new bikes and the horrendous parts situation.
3. After having visited Varese and met all the top guys I can tell you that they are a class organization, probably more so than Ducati ever was. I think Ducatis were great **despite** the leadership while Cagiva is becoming great **because** of it.
4. Unless Cagiva gets more support and gets their sales moving in this country, we risk their complete pullout and that means parts as well as bikes. Besides, Cagiva and Ducati **are** one company now.
5. As you know from the Triumph situation, it's much better to own a bike by a company still in business and cagive is worthy of our support.

I'd also like to comment on the sort of 'second class citizenship' seemingly echoed in the DIOC News, not by you Joel, but by the membership toward Cagiva. These guys need a sharp kick in the ass. Cagivas are everything that Ducatis should have been all along. They use the legendary Ducati powerplant but the cycle parts are far superior to anything ducati ever put out. The designs are far more advanced and modern and livable without any of the compromises that Ducati ownership incurs. I mean 900 SS Dukes are beautiful, but have you ever actually ridden one for an hour? A torture rack during the inquisition probably was comfortable by comparison. Not until the 1000's with the two-inch rise in the clip-ons could you call a clip-on Ducati even survivable.

Don't get me wrong, I love Ducatis, but Cagiva has seemingly built superior motorcycles without compromising the total nature of the beasts. The electrics are fool proof, the riding positions comfortable, the finish impeccable, and factory support 100% better. This is from someone who has ridden many different Ducatis over the years and spent a week of 12-hour days on a Cagiva in Europe. I'm as nostalgic as anyone but running down Cagivas or giving them half-hearted support doesn't help the Ducati cause. The Castiglioni's are so enlightened that they changed their minds about dropping the Ducatti name. I mean, how many DIOC members have actually bought Cagivas? I'd be interested to know.

Another thing I'd like to sound off about and risk your disapproval is everyone's concern over the demise of the bevel driven twins. I own three of them and love them to death but the reality of the situation is that their days is past. I heard it said when I was in Italy that the bevel driven twins cost almost twice as much to manufacture as the Pantah! Think about that for a moment, twice as much! Then when you consider that the 750 Pantah is actually faster than the 1000cc Mille, what conclusion can you reach? Further, a new V-twin based on the Pantah is about to appear that is even faster. Let's love and cherish our bevel drives but realize that they have passed into the Nirvana where all classic motorcycles dwell.

GETTING A LEGAL TITLE FOR AN UNTITLED MACHINE

By S. Crew Bureaucracy

I'm always amazed when I see people trying to buy titles so that they can title a machine they own without legal title. This is not legal as the

serial numbers won't match anyway, unless you alter them. There are several far easier ways to get legal titles and I'm going to detail them for you. A word of warning. Any DMV will run the serial numbers to see if they are stolen so I would call the police first and have them run the serial numbers for you. Otherwise, the police might come and get your shiny new restoration to return to the original owner. There are many ways that you may have ended up with a machine with no title - importing one from overseas, building one up from parts, or buying basket cases with no titles. These methods apply to all of them and you could get the title in one of several ways. All states have different procedures for each of these ways and it's best to explore all of them to see which is easiest and cheapest in your state.

Title For a Machine Built From Parts

All states will issue titles for vehicles built up from parts. Usually they want to see copies of receipts of the parts that you have bought. Also, they might want to see copies of bills of sale from previous owners. Some will require emissions and safety verification through their vehicle inspections centers. And some will want some sort of verification from a motorcycle dealer about value, etc. I usually find this way more complicated and expensive than other means but in your state it might not be too bad.

Title For A Machine Brought In From A State That Issues No Title

I don't know how many of these states are left, if any. But a few years ago a friend of mine got a perfectly legal title and all he had to show was a bill of sale from a friend residing in that state (Alabama). Of course, he really didn't get the bike from his friend but who was to know?

A Mechanics Lien Title

Many people are under mistaken idea that you have to be a dealer to get a lien title. I have bought several bikes in Europe and when they arrived I got a mechanics lien title issued for each for about 10 bucks. Here's how you do it. I say that a friend of mine in another state brought me a motorcycle to repair/restore for him. I did the work and he won't pay me for it. The DMV wants to see a copy of a letter to him saying that if he doesn't pay I will get a lien and keep his bike. Of course I send my buddy these letters and he doesn't bother to answer (make sure he's a **good** friend - if he does answer with a check he may own your new F1 Montjuich!). Then DMV tries to contact him, he doesn't answer and a month later your lien title arrives. This is usually your easiest and cheapest way to get a title. You don't have to pay any sales tax!

CAPS CAPS CAPS

"NEW"
DUCATI HEADWEAR
Red on Black Emb. Patch
OR
HANES PREMIUM-B CAPS
Beautiful color contrast
on Black Solid Caps