

DESMO LEANINGS



The Official Newsletter of the Ducati Owners Club of the United States

Volume 1 Issue 3

Fall 2003



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DOLOMITE TOUR, PART THREE
DUCKS HEAD WEST
DEMO RIDES

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On the Cover...
Craig Hunley's immaculate
1974 Ducati 750 Sport "Sandra Dee"

Digital Photography by Terry Wyse
taken at US Desmo Leanings' Top Secret
High Piedmont Testing Grounds
somewhere near Waxhaw, NC



Greetings from il Capo

Not quite one year in existence and we have 260 members in US DESMO! We had three track days and three rallies this year despite the weather's efforts to drown us. *Ducks Fly South* was dry this year, which was a great relief. If you missed this event at its new location you missed the best DFS ever. Clyde's full report will be in the next issue of *Desmo Leanings*.

We have tried a new cover style for this issue. We have featured one of our own, Craig Hunley of Charlotte, NC and his wonderful 1974 Ducati 750 Sport. This bike is the granddaddy of all our beloved twins. Club member Terry Wyse took these outstanding photos. We plan to continue this trend so if you think you have a shot of you and your bike that would look good, send it. Just be aware it is not just the pose that is important; we must have certain quality graphics. I'll let Terry explain...

Hello all. In an effort to keep our newsletter as "professional" looking as possible, please adhere to the following recommendations for photo submissions:

- We'd prefer original digital camera images (not scanned images or slides/prints). Be aware that we probably cannot use any image that's been reproduced elsewhere due to potential copyright issues.
- Digital camera images should be submitted in either TIFF format (preferred) or uncompressed JPEG format. Standard JPEG files are generally of insufficient quality for offset print reproduction.
- For a full page cover shot, your digital camera should be capable of generating at least a native 5-6mp (megapixel) image. Less than this and we'll have to reduce the final reproduction size.
- "Artistically speaking", we're looking for images of sufficient interest to all members. In other words, a snapshot of you standing next to your Duc Pride & Joy 900 in front of the garage will likely not qualify for a front cover! Same goes for track day photos unless you're doing something VERY interesting on your bike (generally followed by a nasty high-side).
- Lastly, if you're in the Charlotte NC area and would like to make arrangements for myself to do the photography, don't hesitate to ask. I'm priced right (will work for food!) and you may even get a free print out of the deal to hang in your garage gallery! Please contact Jim if you're interested. Thanks! Back to Jim....

For next year we are working with the Mid Atlantic Ducati Club to see if we can get on VIR. We are also looking at tracks farther north to do track days and bring the club to more people. Please let me know of any other type of events or locations you would like to see us head to. Remember we have a very limited staff and any new events will need your support to both set up and attend. ⚡

Jim Calandro

Jim
il Capo

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Jim Calandro il Capo
Clyde Romero Consigliere
Bob Lattanzi. Consigliere
Terry Wyse Consigliere

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Osservazioni

What can we say... It was the best weather in the four years we've attended. We had a great time with good people. Met some old friends and made many more new ones. I even introduced some people to musical artists they had never heard before. Shared stories, tools and cleaning tips. (for bikes not personal hygiene).

BUT, most importantly, we rode! Over the three days we were there we did somewhere between 800 & 1000 klm's. And for us on twisties like those that's a lot of riding. (In-between touristy things I should add) Linda's tires now have visible "chicken stripes" were as before, they looked unused with over 10,000 klm's on them. She is so gentle and smooth that they still had all those little spikes on them, really! Now there are only some left on the front tire. I too have tell tale wear signs on my tires. Funny how it shows up that I lean over farther in left handers than I do in right handers. (Or maybe it has to do with those rock walls that seemed to be up against my right elbow....)

Once again Jim and Clyde have done a wonderful job. We love the new venue and lunch location. We are looking forward to doing it all again next year.

Thanks guys

LJW & ROSA01 M600M

Posted by Stephen Warburton via <http://www.usdesmo.com>

Send your comments, kudos and complaints to: letters@usdemo.com

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Piazza del Mercato

1997 DUCATI 900SS/CR

w/ HR lowers; D&D exhaust; euro jetting; Corbin seat; Heli bars; Yellow; SS brake lines; includes original seat & exhaust. & body work; 12K Fully maintained excellent condition. \$6,500 OBO.
Barbara Nowell
919-967-7637

1991 Ducati 851, mint condition 7500m, staintunes, Ohlins shock \$8295.

1996 Ducati 916, mint condition, 6000m, just serviced. GiaCaMoto CF slipons and DP rear wheel hugger, otherwise original \$9400.

1991 Bimota Tesi 1D SR 2k miles, excellent condition, Ohlins kit, CF Bimota slipons, 944 kit, twin injector- truly beautiful machine \$19,995.

1998 Ducati 996 SPS 5k miles, just serviced 50mm full Termignoni, modified cams and high compression pistons, upgraded leads \$13,995.

2000 Ducati ST4 1k miles, yellow with matching bags, mint condition \$8995.

1991 944 racebike, 851 frame (no title), showa forks and OEM shock revalved, steering damper, 944 kit with 41mm flat-slides, total loss system, new battery, new alloy swingarm, magnesium wheels, BCM gastank, high pipes, 916 bodywork. Daytona winner \$6995.

Ducati 748 racebike, Red corsa bodywork, just built with new parts throughtout: Marvic mag wheels, Corsa parts: rear brake caliper, full wiring harness and P8 computer front mounted, tailpiece, breather box, alloy subframe, Termignoni, Ohlins shock & damper, AFAM and more. Mint condition, never raced \$8995.

Ducati 996 racebike, Black bodywork, Traxxion, CF gastank, tailpiece, Ohlins, Hyperpro, graves, full 60mm titanium Akrapovic, slipper clutch, Hi tech rearsets, Brembo race calipers, ductile rotors, CF airbox, air runners, new chain & AFAM sprockets \$8995.

Misc Ducati Parts: Imola bevel alloy gastank good condition \$650, new Ohlins R/T 748-998 forks, new in box \$1900. Black Marvic piuma 748-998 used magnesium wheels with newish Rennsports \$1295. 900ss red FE solo tailpiece with FE seat pads, mint \$495. 39mm flatslides with K&N filter, cables, throttle \$400. Red Oscam front 16" and 18" rear wheels for F1, \$400. Misc. 900ss, 748-996 parts, bodywork, wheels, electrical etc.

Please contact Erv at DucatiErv@aol.com or 770 205 7774



CMP Track Day Report

by Jim Calandro

It was a dark and stormy night. Really it was! Our second track day was coming up in two days and the rain was falling. What happened to our dreaded drought? The weather.com said 70% chance on Saturday, 60% on Sunday and a mere 40% on Monday. With odds like that how could we not run the sessions? Because of the requirements to have an ambulance on site for an event it is not possible to just change it to another day. We had a serious problem. Well as one of the registered riders said Ducatis will not melt. ☺

Sunday looked a little better but still not good and then it started to rain Sunday night! Desperate to try anything I started looking for a chicken to sacrifice that evening. I figured if that did not work then maybe a goat in the morning. My wife did say that there would be no virgins sacrificed so we had to just let nature take its course. ☺

As I drove to Kershaw on Monday morning I tried to not use my windshield wipers. I figured if I did not admit to it there would not really be any rain. I had to give in and even the intermittent wipers were not enough. Things were not looking good. As we pulled into the track we could see the surface was totally wet and there were even puddles on the track! It was funny to see that almost everyone there had the same attitude of resignation. No one was in much of a hurry to get registered or run their bikes through technical inspection. The riders' meeting was a little late but we got the first group out on the track by 9:10 AM, only about ten minutes late. No one went very fast and no one fell down. The track was starting to dry out and a racer's line was forming. Turn twelve did have some standing water on the outside of the turn but you could just run it a little slower and there was no problem.

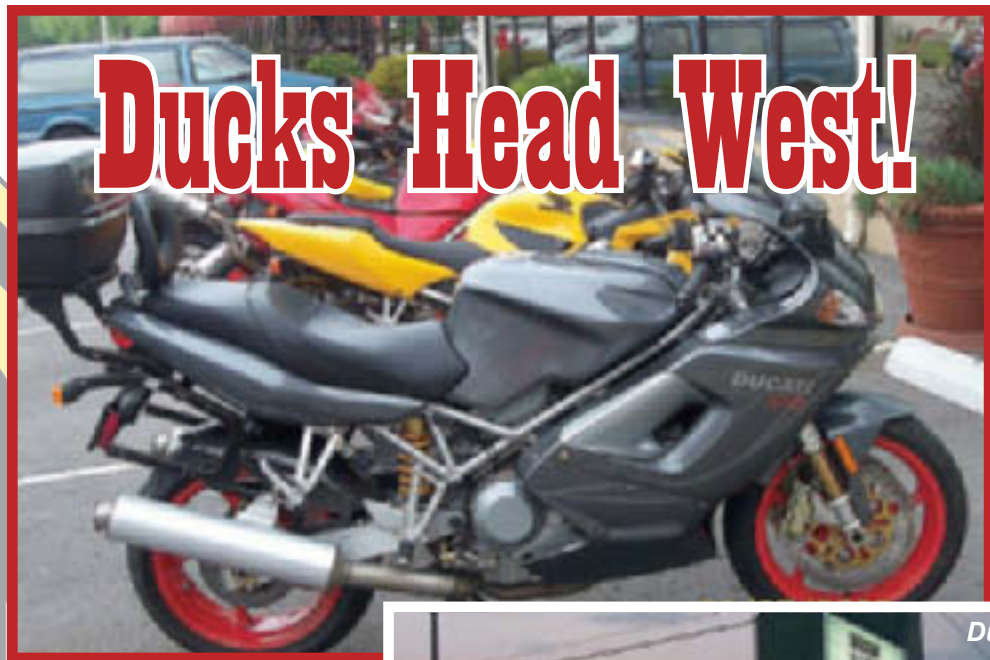
The orientation group was next and a mist started to fall. If you were not moving it was hard to tell there was anything going on but when over 100 mph on some of the straight aways it was hard to see through your visor. It was starting to become a concern when it stopped. By lunch the track was dry everywhere except for two small puddles on the outside of turn twelve. Serious speed was being seen and faces now wore the smiles we have become accustomed to seeing at track days.

For the remainder of the day we had over cast conditions, cool temperatures and dry track. It was noticeable how many more people staid until the end of the event to get in as much riding as possible. The slow start and then the cool conditions meant riders were not as tired as they get on hot days and were going to make up for the lost time in the morning. We did not roll an ambulance the entire day! We did have several agricultural incidents do to riders getting up a full head of steam and then not trusting their brakes on a track that might not have the traction they are accustomed to on sunnier days. If you did not make the trip you missed one of the best track days we have ever had, not too cold and not too hot. Perfect leather riding weather. ☺

Jim Calandro
il Capo



**Track Day
Carolina Motorsports Park**



Ducks Head West!



Ducks Head West Liar's Club



Our Cover Girl...



Duck flambeau?



See if you can spot the other V-Twin...

Ducks Head West!

A new venue, new roads, new format and a record attendance. Combined with sunny skies and Ducati North America's trailer -the Inaugural Ducks Head West was an unqualified success. Greeneville, TN turned out to be a very nice place to hold a rally. Not only did the hotel go out of its way to make our stay pleasant but the local newspaper stopped by as well to cover our event. Our own Bob Lattanzi was pictured on their front page! Ducati North America was set up by Thursday and those who arrived early were able to enjoy demo rides on Friday afternoon. Despite dark skies the rain did not fall. The twelve Ducati demo bikes were busy all afternoon.

Registration opened Friday afternoon in one of the hotel's meeting rooms. Destination Motorcycles, the closest Ducati dealer, even had a small booth set up to sell Ducati items. Pizza was delivered by Augustino's Restaurant at 6:30 Friday and by 7:30 all eighteen pizzas were gone! How do 60 people eat so much pizza? The pizza was excellent which was a good thing as Augustino's was also catering our Saturday dinner. We had 72 pre-registered for the event. By the end of the day we had 80 for dinner and several more who had to leave early. When you count the drop-ins for test rides we had over 120 participants- a new record. Many lies were told in the parking lot that night as everyone went out to inspect the new bikes and everyone else's ride.


Saturday morning started out foggy but the sun broke through and we all began the morning ride. We changed the format this year; the route was a figure eight pattern so riders could arrive back at the hotel area for lunch and possibly a demo ride. The morning ride started out with a series of tight curves intermixed with more open turns. This was a good warm-up for the second section, which was loaded with switchbacks. We did have one exciting incident-Rick Woods dropped his bike crossing some gravel washed across the road. The excitement came as his bike burst into flames. Fortunately fire fighters Vito Dionisio, Jim Burnett and Rick Giddish were on hand to help Rick with his 900 SS flambé. Rick came up with some sore ribs but most of his pain came from looking at his bike. The second half of the ride was less technical and followed a river with nice open sweepers to allow the riders to relax a little. Then back to the hotel area for lunch and demo rides.

The afternoon turned out to be a challenge. There were clear skies in some directions and rain in others. We had to improvise on the ride route. The group I was in just ran the morning ride backwards. This was a lot of fun. Some who set out earlier headed south on the planned afternoon route and made it without getting wet. Any who left later in the day either turned around or got wet. Too bad as there were some very nice roads on the route. We will keep repeat the same route next year, as it was well worth the trip to Greeneville.

Augustino's outdid themselves with dinner. Everyone agreed it was the best dinner we have had at a rally. On top of that we were able to get a banquet room at the hotel so everyone could come back from their ride, shower, change, and walk to dinner. Adult beverages could be consumed, as no riding home in the dark was necessary. After dinner we began our door prize drawings. A nice Ducati watch as well as many other donated prizes joined the traditional Italian flags. A big thank you to all those who donated prizes. Please take the time to thank these dealers and Ducati North America if you get the chance.

The following provided door prizes:

Ducati North America
Collier Ducati, Nashville, TN
Destination Motorcycles, Lenoir City, TN
Myers Ducati, Asheville, NC
BMW/Ducati, Charlotte, NC

Sunday saw many leaving early for the long trip home. A few who had more time decided to head out for breakfast and a quick trip to Del Rio, TN. How Rick Tannenbaum and Marvin Jensen ever found this restaurant I will never know but it was great. I think Mark Thorogood, our Canadian friend, was worried we were going to leave him in the wilderness as he never let us get very far from him. The roads were smooth, the traffic light, and the weather clear. Too bad we all had to head home. This event is a keeper and we will be back next year. The Ducati demo rides were a treat and those who got to ride a Multi Strada walked away impressed. Comfort combined with tremendous sports bike handling. Now what can I sell to make room for a red one in my garage? I know- the lawn mower! 



Ducks Head West

Ducati North America Demo Rides

During our brand new Tennessee event Ducati North America was kind enough to show up with twelve demo bikes. They brought five Multi Stradas, Four Monsters from the 620 to the 1000DS, an ST2, an ST4 plus a 749S. Each demo ride was "on your own" and lasted an hour. John Porter, Director of Marketing said "if you can ride your \$17,000 motorcycle safely to the event then I should be able to trust you to ride my \$17,000 motorcycle." Needless to say this called for some careful budgeting of my time to insure I got to ride a few bikes I had never ridden before.

First out of the shoot was the Multi Strada. I claimed mine, in the stealth two-tone gray, and decided to test ride it during part of the planned early morning ride for Saturday. This involved a tedious 3.2 miles of traffic-infected four lane in the commercial district of town. Not only was the beginning slow and stop and go but the volume of traffic made it life threatening. Turning off 11E bypass onto TN 70 north was like a twilight zone experience, the road immediately became rural two-lane with smooth pavement and little traffic. J Can you say wick it up? There was a series of 35-mph turns plus an occasional 20-mph and 15-mph thrown in to keep things interesting.

In traffic the first impression of the Multi Strada was how tall it is. I am 6' 1" and the soft suspension allowed me to put both feet on the ground but not as flatfooted as I am accustomed. What it did do is allow me good vision over the traffic so I could anticipate the foolish maneuvers of the cagers. The throttle was light but the clutch was heavier than I expected. Not Laverda or beveldrive stiff but not as light as I had thought it would be based on what I had been reading. The motor spun up faster than my 95 900 SS/SP and seemed to be smoother. My one real complaint at this point was the small grips. I usually install larger diameter grips because as I get older my knuckles do not like to be bent up. My wife says it is just age and a touch of arthritis. Call it what you like. Of all the things that could be changed, grips are cheap enough to certainly not put me off a purchase.

Once the road became interesting and we started to move along, the clutch heaviness disappeared and I shifted without thought. The motor has enough flywheel effect that shifts are smooth and require little concentration. Good thing too, as the next turn arrived a little sooner than I anticipated. Ducati's DS motor makes a bit more power than my aging SS and appears to spool up a bit faster! Now is when that soft suspension became more apparent as the front end dived quite a bit more than I am accustomed to. No loss of control or increase in twitchiness- just a real dive. What did catch me out was how fast the bike turned into the turn. My SS requires a substantial tug on the clip-on bars to lean it over, but not the Multi Strada. It turns now! Uh oh! Here comes the grass on the inside of the turn. A slight correction and we are back on course. Note to self, "not so much front brake and a lot less steering input!" The next few turns were learning experiences as I picked up what the bike liked. It was starting to get much easier to ride quickly. With only a few turns familiarization I felt right at home.

It usually takes me many miles to become comfortable with a new bike but not the Multi Strada. After the few turns mentioned above I felt like I had owned this bike for years. The technique I found that worked best for me was to not use the front brake unless it was absolutely necessary. I would tap in a few quick downshifts, put some light pressure on the rear brake, (easy to do in the upright riding position), and as I leaned into the turn, roll on the throttle. As I apexed the turn I would just release the rear brake while increasing the throttle and be catapulted out of the turn. This countered the dive I had not enjoyed and made for very quick corner exits. The only other way to solve this would be stiffer springs but I am not sure that would be a good idea. I found out later in the day when I rode my own bike down that same road, that it was not as smooth as I had thought. The Multi Strada suspension really does smooth out the ride and still allow good handling.

Continued on next page...



The next day I was able to ride the 749S. The grips on this bike felt even smaller than the ones on the Multi Strada. I have not ridden a four-valve motor in some time and had forgotten how much less flywheel effect they have. The small grips made this harder to control. I had a hard time shifting smoothly and the need to spin the motor more made the ride a learning experience. It steered very quickly and was stable leaned over. I can see why those with more skill than I love them. It was the kind of bike that would take more riding time to get used to. This is a weapon of war where the Multi Strada was an implement for the Peace Corps. Now if I could just own both, that would be a perfect garage. The power band on the 749 S is just as wide as the other bikes- just moved up about 3,000 rpm! It did feel smoother than the monster but nowhere near the level of the ride on the Multi Strada. I would like to ride this bike again, especially on a track!

sides of the fairing upper that I assume are to channel airflow that is not pleasing to me. This is the same complaint I have about the ST family's fairings. I would also prefer an analog speedometer rather than a digital read out. The tachometer face is the classic white which I find much easier to read.



Conclusion: For someone wanting to ride on unfamiliar roads the Multi Strada is the way to go. If it were a track day the Multi Strada would do fine but the 749 S is way out there. I would think none of the others could touch it. The Monster would make a good around town bike and one to indulge your desires to buy and install after-market goodies. If you missed the rally you missed out on some great demo rides on some incredible roads! ⚠️

My next ride was the Monster 1000DS. What a difference! Here was the slow steering of my SS. I felt more at home here and enjoyed the ride. It is hard to believe this is the same motor as the Multi Strada as it does not seem to rev as quickly and it appears to have more grunt out of a turn. I found out later that this bike was used for some trick riding and had a very large rear sprocket. I felt quick on this bike until I got back to the demo lot and the same riders who had been out with me on the Multi Strada said I was going a lot slower! Funny how impressions can be different. I wonder if they were on bikes they felt faster on or was I slower? Food for thought but I do know I was more comfortable on blind or unfamiliar turns on the Multi Strada as I could see more and I knew it would respond faster. The Multi Strada's suspension may have been the reason I did not know I was riding it faster. It really did smooth out the ride.



Dolomite Tour

Part Three

Article by
Christiane Weissbach-Berger
and Stephen Battisson

Photos by
Stephen Battisson and Jim Calandro

Sunday noon marks the beginning of the trip home.

Steve: "It's sounding more than a little spoilt, but I was starting to tire of getting on the bike every day - I'd not had more than two days off it since arriving in Sweden four weeks earlier and had covered over 4000km, most of them far from straight!"

Given this I do not at all feel comfortable with what I had in mind for our way back, but there is something left I desperately want to show Steve - Soboth Pass in Austria between Carinthia

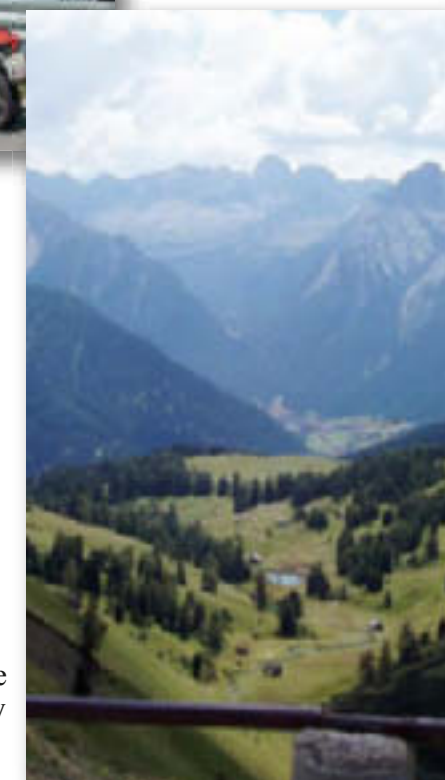


Up Passo della Mauria (1295 m) is taken at increasing pace and again I realize how much I love to ride the YB6. Must have been VERY obvious, because at the summit of the pass Steve with a lovely smile refuses my 'offer' of getting on our own bikes again and I have Master Blaster for the rest of the day! This is heaven!



and Styria. It's one of my all time favourites, unfortunately with a speed limit just for motorbikes of 70kph. I am completely sure it is worth the effort, but I also know Steve is tired of sitting on his bike, and it means about 400 km just to get there!

But the Autostrada is something I just take if it is really necessary, so we set off on the more interesting route towards Austria via Feltre and Belluno. There I am again graced with Steve's generosity as he offers me the YB6. And this seems to be the remedy for my departure-melancholy combined with a slight hangover from the evening before.



Steve: "Following the valley to Tarviso on the old very fast road alongside the notorious Tagliamento river, the new Autostrada towers on massive columns over us one minute and plunges through tunnels in spurs reaching down to the valley floor the next. There are some really fast sections in this day, Christiane is once again on the YB6 so this time it's me to twist the poor Mantra's throttle in vain as Master Blaster effortlessly disappears in the distance. Over the border into Austria and it's time to follow Christiane's recommendation to lower the speeds a LOT, we find our way to a place Chris knows, enjoy yet another fine white beer and a very decent pizza."
continued next page...

Last day! Sigh! Now it is time to find out, whether I had made a mistake taking a somewhat longer way home or whether this was really something special. I will let Steve finish the report and I think the following lines say it all...

Steve: "I must admit all I wanted to do was get off the bike, but Chris has a real treat in store for me... Soboth pass, "only" 1347m but apparently a real riding road. We make our way along some lovely river or other for a while before turning off to the left. Chris waves me past with a thumbs up sign... must be the pass she was talking about. WOW! It's only later I find out the speed limit for bikes was 70kmh, and just as well the Gendarmerie passed us five minutes after we met back up at the top or I'd be writing this by correspondence from an Austrian jail! That pass is something very special, and no wonder it's the "most fatal" biker road in Austria as it's a road to be ridden very fast indeed - fine while things are in order but on a road like that things go very very wrong, very very quickly! I just blasted up there and even missed the top after getting over enthusiastic with the sweeping turns near the top, the YB6 was perfect for this road and I was heeling it over as far as I dared, no doubt getting my knee as close to the ground as I've ever got it on public roads. Once I realised I missed the top I turned back and missed it again, passing Chris in the process, unable to stop myself as each corner begged on the next. I eventually pulled up to a waiting Christiane with a gleeful stoppie, nearly dropping the bike in the process.

Chris said if ever she had seen a real maniac grin it was mine after nearly falling off the YB6 upon stopping. That was one seriously fun piece of road - pure bliss!

After that the remainder of the trip home was something of an anti-climax, there were some other fantastic passes like Gaberl (1547 m), Triebener Tauern (1274 m), Nagelschmiede ('Dog's-Arse Road' 1103 m) and Buchauer Sattel (861 m) but by this stage all my pass fuses had been blown - the last one being our 37th in 14 days - and I took it relatively steady. Swapping at the top of Gaberl I rode the Mantra for the remainder of the day. Chris had been on these roads before but I got the impression that it had never before been on a bike she enjoyed as much as Master Blaster!

The last 100km back to Linz felt like an eternity, not helped by the proliferation of police and speed cameras spread all over the place, even on little country roads.

We pulled into Linz tired but immensely satisfied after a memorable journey, together covering more than 3100 Alpine km in 14 days, myself doing more than 5500 since leaving Göteborg. Both bikes ran faultlessly aside from carburetion problems at high altitudes and the chain problem on the Mantra, though the YB6 was stinking of fuel and occasionally losing one headlight just to give it some 'Italian Character'. Our chosen accommodation was far from 'roughing it' - clean cheap hotels are rare, especially in Italy. So by the time we took a generous dinner and several beers into account the average rate was around 100 Euro for a nice (some VERY nice) hotel, usually including breakfast. The bikes drank fuel as quickly as we did beer, and at around 1 EUR/litre that was very roughly 200 Euro per bike for the 3200km jaunt - fuel is not exactly cheap in this part of the world! But the investment is repaid a thousand times over by the enduring memories; I've had the time of my life, the best bike trip ever by a long way. A pair of unusual and rewarding bikes, spectacular landscapes, culinary delights, a memorable bike meeting and some very special company. It doesn't get any better than that." 🚦



You know it feels good. We just made it feel a little better.



THE DUCATI MAINTENANCE FREE PROGRAM*

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