

# DESMO LEANINGS



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

Volume 6 Issue 1

Spring 2008



*Touring Sport Ducati:  
2007 Moto-ST Champions  
Bikers Invade Wadesboro • Moto Guzzi Museum  
MotoGP At Indy • Ducati As Fine Art*


**BMW-Ducati-Triumph-MV Agusta  
Motorcycles of Charlotte**

12999 E. Independence Blvd.  
Matthews, NC 28105  
704-882-6106  
www.bmw-ducati.com

**Full Service Dealer  
Sales - Parts - Service  
Accessories - Apparel**

**Hours**  
Tuesday – Friday 9:00AM – 6:00PM  
Saturday 9:00AM – 4:00PM  
Sunday – Monday Closed


There's a reason why  
we own the word Superbike



**1098**

Combining our MotoGP and World Superbike technology, the 1098 Ducati Superbike is the most powerful twin ever produced, with the highest torque to weight ratio of any sport bike in the world. There's a reason why we own the word Superbike.

The new 1098 boasts the latest technology throughout, including first of its kind on-board data acquisition USB port and radial mount Brembo monoblock brake calipers gripping 330mm rotors. At 391 lbs. dry, with 160 hp, 90 ft lbs. of torque, the broad and accessible power band of a twin, the \$14,999 Ducati 1098 speaks for itself. Find your local Ducati dealer at www.ducatis.com.



**SMC INC**

*Engine Performance Upgrades and Tuning  
Suspension Upgrades and Tuning  
Machine Shop Services  
Fabrication*

**Specializing in European Motorcycles  
& Machining Services**

**Ohlins Authorized Service Center**



**SMC Inc.**  
**Andy Rounds** 408 Plaza Drive Harrisburg, NC 28075  
(704) 455-2434 cell: (704) 309-6298 info@smcspec.com  
www.smcspec.com

**Dynojet Power Commander  
Certified Tuner**  
**Dynojet**  
RESEARCH

**DUCSHOP**  
PERFORMANCE CENTER



1000 Cobb Pkwy N, Ste C - Marietta GA 30062 - 678-594-7717 - www.ducshop.com

**MYERS**  
MOTORCYCLES.COM  
ASHEVILLE, NC EST. 1990

*The Carolina's Premier European Motorcycle Shop*



Tuesday thru Friday 9am-6pm  
Saturday 9am-4pm  
Closed Sunday and Monday  
Sales, Service, Parts, Accessories



**DUCATI**  **TRIUMPH**

www.myersmotorcycles.com

From 1-40, Exit 51, Turn Left, 1 Mile On The Right  
One mile from the Blue Ridge Parkway. Exit milepost 388.8, Hwy 25N, 2nd light  
turn right, next light turn left on Sweeten Creek Rd., 2/10 mile on left.  
1125 Sweeten Creek Road, Asheville, North Carolina 28803  
Toll Free 866-475-7986 • 828-274-4271

# Contenuto

## Features

**7**  
**Sidecar Ride to Wadesboro**

by David Grogan

**11**  
**Ducati As Fine Art**

by Jim Wright

**13**  
**Touring Sport Moto-ST Racing**

by Pete Friedland

**17**  
**The Moto Guzzi Museum**

by Neale Bayly

**21**  
**Indy MotoGP**

by John Rossi

## The USual Suspects

**4**  
**Piazza Del Mercato**

Classifieds

**28**  
**Bench Racing**

Tall tales of fact and "friction"  
by George Smith



Page 7



Page 11



Page 13



Page 17



Page 21

## Greetings from il Capo

Well here we are, it is 2008, and Daytona is only a few weeks past. I am blessed that I felt well enough to go this year. Too bad it was in a car not on a bike. If you have never been to this event, you should make it at least once in your lifetime. There is a lot more to it than just the race and the Harleys. Ducati Day Daytona was a real blast, and there will be a write up on it in our next issue. This is the signal that the riding season is upon us, so get out there and service those Ducatis and get riding.

Neale Bayly has let Desmo Leanings have another of his well-crafted articles. Yes, it is not a Ducati article, but it is about 90-degree V-twins from Italy, so they are our kissing cousins. That area of Italy is one of the most picturesque locations; I hope I get to see it in person some time. Enjoy the trip vicariously as I am.

After years of my riding bikes with rear-sets and clip-ons, a Monster has entered my life. All I can say is, "How do you folks who own them keep your license?" I feel like I should stop by the police station on my way out and just leave my license with them. Hey, I know I am going to be back later, and this way will save them some time. Oh yeah, don't tell my doctor I am riding. It has been almost eight months, and I needed a fix.

For 2008, we will be hosting three weekend rallies, three Monday track days, and one track weekend. These events are mostly for Ducati and other European bikes, but we continue to need to allow a few Asian bikes in to help cover the costs. If you know friends with Ducatis who are not coming to events or if that description fits you, then do something to change it. We need to see more red bikes out there. Well, silver and yellow, too, but you get my drift.

Just a short thank you to all the folks who sent me notes with their renewal. You are my strength.

Come ride with us. I'll be back with you as soon as I can!

Jim

il Capo



**Jim Calandro** ..... il Capo  
capo@carolina.rr.com

**Clyde Romero** ..... Consigliere  
clyderomero@worldnet.att.net

**Bob Lattanzi** ..... Consigliere  
schoolbusbob@att.net

**Terry Wyse** ..... Consigliere  
tlwyse@carolina.rr.com

**Larry Haber** ..... Consigliere  
LarryH@Qmarketing.biz

**David Grogan** ... Revisore di Bozze  
dgrogan@slk-law.com

**Tom Truskolaski** ... Redattore Technico  
LVN4LG@aol.com

**John Rossi** ... Northeast Representative  
JRossi@VivaDUCATI.com

**Lewis Kirk** ... Curatore del Sito Web  
ducati@dmzgraphics.com

### Advertisement Rates

| Size                    | B&W   | 4/C Process |
|-------------------------|-------|-------------|
| Back Cover, Full Page   | N/A   | \$350       |
| Inside Cover, Full Page | \$250 | \$300       |
| 1/2 Inside Cover        | \$150 | \$200       |
| Full Page               | \$200 | \$250       |
| 2/3 Page Horizontal     | \$150 | \$200       |
| 1/2 Page Horizontal     | \$125 | \$175       |
| 1/3 Page Horizontal     | \$100 | \$150       |

The print run is 1500 copies.

Contact us for ad specifications

**Ad rate is for four issues**

Advertise on the US Desmo web site with a banner ad for only \$75 per year.

**US Desmo Incorporated**

P.O. Box 615  
Waxhaw, NC 28173  
www.usdesmo.com



The use of information in the Desmo Leanings is entirely the responsibility of the reader. No liability is accepted by the Editors, USDESMO Committee, USDESMO members or contributors to Desmo Leanings for the loss, damage or injury resulting from the direct or indirect use of information in Desmo Leanings and any errors or omissions therein. The views in Desmo Leanings are not necessarily those of the Editor or the Committee of the US DESMO INC. Any reproduction of articles, photos or other such material without the written permission of the Editor or creator is liable to copyright infringement.

# Piazza Del Mercato

## 2000 Ducati 996 Biposto

Yellow, 18K miles, full 6K service every 5K miles, most recent at 15K, plus new chain, sprockets, and clutch plates. Valves rechecked, new belts and air filters at 18K. Carbon fiber shock guard, otherwise stock. New Pirelli Diablo Corsa tires, Some scrapes on left fairing.

**\$8250 Daryl Bohning at daryl.bohning@mac.edu or 860-868-0675**



**2005 Ducati 999R.** Red, ONLY 75 miles! EXCELLENT condition, full 57mm Termignoni race exhaust, ECU, and air filters, Sargent seat, and Evoluzione fender eliminator. Carbon fiber bodywork, Ohlins suspension and steering dampener, race frame, magnesium head covers and headlight nacelle, radial brakes, deep sump motor, and titanium connecting rods. **Cost over \$34,000 when completed! NOW \$19,995! Call us at 978-922-3707, or e-mail eastern.cycle@verizon.net**



## Moto Guzzi 125 Stornello 1965

Restored to excellent condition, slight seat tear. Has been in storage for a 3 years will not take much run.

**\$2595 OBO or trade towards Ducati. Ducatierv@aol.com 678.779.4999**



## 2002 Ducati Monster 750

Forza high slip-ons, suspension by Cogent Dynamics, track prepped, street legal 13,700 miles, North Carolina salvage title

**\$3900 Bill Birchfield Cell 704.617.1835, e-mail: billb@qmarketing.biz**



## 1995 Ducati 900SS CR

Yellow, silver powdercoated frame and fairing bracket, new belts, fresh fluids, staintune slippers, 13kmiles Excellent condition throughout.

**\$4595 OBO. Ducatierv@aol.com 678.779.4999**



## 1996 Ducati 900SS CR

Red with aftermarket full fairing 6k miles, recent carb overhaul, new fluids, staintunes, some light scratches

**\$4095 OBO. Ducatierv@aol.com 678.779.4999**

## 2006 KTM 560SMR Supermotard

New with 100 easy break-in miles. Does not have street equipment. Street equipment available from KTM. This thing is fast, fast, fast!

**\$5,000 firm. Bill Birchfield, Cell 704.617.1835 or e-mail billb@qmarketing.biz**



*Classified ads are free for US Desmo members. Spring issue deadline is February 28. Summer issue deadline is May 31. Fall issue deadline is August 31. Winter issue deadline is November 30. Please provide an accurate description, price and contact information, plus a digital photograph. You can also list a classified ad on the US Desmo web site, [www.usdesmo.com](http://www.usdesmo.com).*

**Quality Paint &  
Body Repair for  
Motorcycles**



**Factory or  
Custom Colors  
& Designs**

**RESTORATION AND PAINT**

**GREG PETTIGREW  
Monroe, North Carolina**

**704.989.0696  
GCLJgrew@aol.com**

REFERENCES ON REQUEST

*Buckles by Tom Rolland*

Tom Rolland • 2808 Prenda de Oro NW • Albuquerque, New Mexico 87120  
email: [trolland@webtv.net](mailto:trolland@webtv.net) • <http://www.webgrafex.com/ducatibeltbuckles/>

Master Technician On Staff  
Parts & Accessories,  
The **Largest** Selection  
Of Apparel In The  
Southeast!



**SHOP ONLINE AT**  
[www.bogartsmotorsports.com](http://www.bogartsmotorsports.com)

**We Ship Anywhere  
In The US!**

**DUCATI BIRMINGHAM**

5350 Grantswood Road \* Birmingham, AL 35210 \* (205) 956-6693

Tuesday-Friday 9am-6pm \* Saturday 9am-5pm \* Closed Sunday & Monday



# LEAN HARDER... with Swatt Rear Sets.

Position your pegs and adopt a riding style that's perfect for you.



**NEW!**

**Ducati Super Sport Rear Sets**

All parts available individually



Designed for adjustability. Built for comfort. Replacement parts available separately.

- Serrated pegs for positive foot placement

- Serrated peg ends feature a raised boss, identify foot placement, and provide the ideal foot pivot when cornering
- Serrated peg ends are of the screw-in-type and are available separately
- Quick adjusting pivots attach with countersunk fasteners and provide optimum positions for street or track riding or extreme competition
- Internal adjustment eccentrics provide linear motion when used in conjunction with adjusting pivots. Simply arrange them for optimum comfort
- Shifter mechanism features needle roller bearings for the smoothest action

Manufacturers of quality billet products exclusively for fine Italian motorcycles.

**SWATT MOTORCYCLE PRODUCTS**

WWW.SWATTMOTORCYCLE.COM

**NEW!**

**Ducati Superbike Rear Sets**

(viewed from back face)

All parts available individually

**NEW!**

**New Rear Sets now available for Ducati Sport Classics**

# BIKER GANG INVADERS WADESBORO!!

## and on not just any Sunday!!!

by David M. Grogan, Member #00268

With Jim Calandro scheduled for some severe, lengthy medical treatment starting in mid-January, Bob Lattanzi put together an idea for a group ride on Sunday, January 6, to give Jim a proper send-off. The ride was scheduled a few weeks in advance to allow everyone to clear his schedule, so we had to take whatever weather was provided on that day. As it turned out, it was a glorious, clear day with a mid-day high around 65.

Seventeen riders, plus Jim, assembled in Jim's driveway just before noon, nearly all riding Italian bikes. We had a Darmah, an 851, a 996, a few Monsters (a 900, S2R, and 1000DS), Bob Lattanzi on his son's 1098 (what a great feeling of payback to take your kid's superbike), and several other Ducatis, plus Bill Birchfield's lovely silver-and-black restored Ducati-powered Bimota (it had been painted purple by its previous owner!) and Bill's equally stylish Moto Guzzi Griso (he could ride only one, but he had generously lent out a bike or two). We had one Japanese V-twin, a Suzuki V-Strom 1000 (a fairly close approximation of how a V-twin should be built), and an American V-twin, a Harley Electra Glide (off the scale at the wrong end). That Jim includes such a rider in his coterie of friends shows what a big-hearted, big-tent guy he is.

Jim was not up to riding one of the Ducati steeds from his stable due to the effects of his treatment, but the fellows at Motorcycles

of Charlotte came through to make the ride happen: Kevin Edwards' venerable 1970s-vintage BMW R75 was outfitted with a sidecar just for this occasion, with Kevin, Bob Mihalko, Chris Duesing, and others working late into the night on Saturday to attach the sidecar. The bike preceded the era of disc brakes, but in those days Ceriani made a really fierce four-leading-shoe drum brake that could do a one-finger stoppee. However, BMW fitted to Kevin's bike a single-leading-shoe front brake, which simply was not up to the job of stopping bike, hack, and around 400 pounds of riders.

The guys fitted a brake to the hack's wheel and cobbled up a workable, if not exactly elegant, coupling to the bike's rear brake. The Ducati Performance catalog was of course no help, and there was no time to try to order any special goodies from BMW, but Home Depot and the guys' ingenuity came through to provide the necessary all-wheel braking. The final step was a late-night testing and adjusting in the parking lot to get both wheels to lock at the same point, and the R75 was pronounced ready for action.

Kevin gained valuable experience in driving the side-hack (you don't really ride it, but more on that later) about 20 miles to Jim's house, and he was to be Jim's chauffeur for the day. About 100 pounds of dead-weight granite tiles – necessary to keep the hack's wheel on the ground – was off-loaded, about 200 pounds of Jim's live



WWW.DUNBAREUROSPORTS.COM

Phone: 508-583-4380

Fax: 508-583-3083

Email: INFO@DUNBAREUROSPORTS.COM

# DUNBAR EURO-SPORTS

HOME OF FB4 RACING—SUPERTWIN RACING CHAMPIONS

CHECK OUR NEWLY DESIGNED WEBSITE

SIGN UP FOR E-NEWSLETTER AND STAY INFORMED

TRACK DAYS AT NHIS 08-27-07 AND 10-01-07

1600 Main St  
Brockton, MA 02301



Ducati Performance Accessories and Apparel

Performance upgrades  
Machine shop on site • Ducati Trained Technicians

Ducati Apparel - Helmets - Riding Gear



Legendary Service  
Since 1955

Sidi • Dianese • Arai • Held • Michelin • Metzler • Renthal • Vanson • Scorpion

• Shuberth • Ferodo • Motul • Marchisini

Performance ■ Quality ■ Value



Motorsport Division

www.motocd.com



Custom Suspension ■ Driveline ■ Brakes ■ Feel It!

Cogent Dynamics Inc.

Fletcher, NC

(828) 628 9025

weight was on-loaded, and the procession set off. This re-enactment of the chase scene from The Great Escape had a few differences: instead of Steve McQueen on his BMW-disguised Triumph sportbike being chased by a couple dozen Wehrmacht side-car BMWs, we had one side-car

BMW being chased in slow motion by sixteen sportbikes. Also, no machine guns on the chase bikes.

As Kevin explained, riding a hack-equipped bike is nothing like riding a bike. There is no leaning, there is no countersteer. To go left, you turn the bars to the left, just

JANUARY 9, 2008 • VOLUME 18, ISSUE NO. 29

# THE EXPRESS

205 West Morgan Street • Wadesboro, NC 28170 • 704-694-2480 • TheExpressNews@gmail.com • www.TheExpressNewspaper.com

Serving Anson County and the Municipalities of Ansonville, Lilesville, McFarlan, Morven, Peachland, Polkton and Wadesboro.

Bulk Rate  
U.S. Postage  
PAID  
Permit #149  
Wadesboro, NC  
28170

Postal  
Customer

## Italian Bike Club Rides to Wadesboro for Founding Member



Pictured in the parking lot of La Fagota restaurant, eighteen Italian motorcycle enthusiasts assembled on Sunday afternoon after traveling from Waxhaw to Anson County during a meandering ride over the backroads of Anson County. This assemblage honored Mr. Jim Calandro (in sidecar), an Italian motorcycle enthusiast suffering from lymphoma. Ansonian Allen Lyon is in front, second from left.

Emerging from the backroads surrounding Anson County, around the twists and turns of White Store Road and into the streets of Wadesboro, seventeen motorcycles trekked on Sunday afternoon. It was an event honoring Mr. Jim Calandro, Italian motorcycle enthusiast, former racer, and founder of USDESMO, a national Ducati motorcycle owners club. Calandro, diagnosed with high level lymphoma, has already undergone months of chemotherapy. Soon he will go to Chapel Hill to undergo five additional weeks of bone marrow treatments. This Sunday afternoon ride was to honor his courage, his infectious optimism, positive spirit and great wit.

A vintage BMW motorcycle (the only non-Italian bike on the ride) with a sidecar attached was Jim's mount for the ride through the beautiful Anson County countryside. Alongside him were a group of friends, all riding Italian motorcycles,

one of Jim's greatest passions. The sight (and sounds!) of the exotic motorcycles was quite spectacular.

Jim said, "I did not anticipate how much fun the "chair" would be. Almost as much wind in your face as riding a bike. I still cannot get used to not leaning into the corners!"

It was a beautiful day and a fitting sendoff for Calandro, who has spoken of plans to relocate from Waxhaw to Anson County. He and his wife Ann both love the area and enjoy taking advantage of the wonderful roads offering great rides right here in our area.

Longtime friend and USDESMO club member Allen Lyon said, smiling, "Jim is a great friend. He is a master of the art of conversation, and always a lot of fun to be around. We all wish him well. We were very happy to participate in this fitting sendoff for Jim to a full and speedy recovery." Photo and story by Melanie Morse



# Eastern Cycle

EasternCycleDucati.com

**Win a new 1098 !**



The **Second Annual Eastern Cycle Ducati 1098 Raffle** has begun! Proceeds will help support the Larz Anderson Museum. This year's prizes are:



Visit the museum at:  
LarzAnderson.org



- #1 2008 Ducati 1098 Superbike (\$15995 value)
- #2 VivaDucati.com 3-day VIP package for two to the 2008 Indianapolis Moto GP (\$3390 value)
- #3 A Ducati "Corse" Leather Jacket (\$655 value)

**Tickets are only \$25 each or buy five for \$100**



87 Park Street  
Beverly, MA 01915

Phone: 978.922.3707  
Fax: 978.927.4868

as you did at age three on a Big Wheels trike. In side-car racing, the passenger is aptly known as the monkey, and his job is to shift his weight from hanging out way beyond the hack's wheel on the right side to past the rider on the left. Quite entertaining to watch. Jim's efforts were not so strenuous, and at one point he looked more like he was trying to bail out than counter-balance as Kevin hurtled toward another curve. Side-hacks don't lean either, and one downhill, off-camber left curve challenged rider and monkey as the bike was leaned right but turning left. The



maximum speed was announced prior to the ride as 45 mph due to the limitations of the side-hack. However, as Kevin's confidence grew, he rode deep into double-digit territory, maxing out at 64 mph according to my GPS.

We all keep a watchful eye on the road to avoid potholes and roadkill, and Kevin was similarly diligent. But his putting the front wheel safely three feet to the left of a hazard doesn't quite work for the hack's wheel. Jim had a few good jounces along the way, and his wheel

sometimes strayed over the solid white line, but Kevin came through when it really counted and deftly straddled the dead skunk.

After about 65 miles and a couple of gas stops, the procession arrived two hours later in Wadesboro for lunch. Fogara's Mexican restaurant graciously took good care of eighteen riders. Jim's stamina had been a question mark at the start of the ride, but he was animated and in great spirits at lunch. There was much bench racing and camaraderie, but then it was late afternoon and becoming time for folks to make for home. We posed for a group photo for the local newspaper ("Biker Gang Invades Wadesboro, And On A Sunday!" is a possible headline), and then we headed home by various routes.



It was a good send-off for Jim as he heads to Chapel Hill for treatment. He is the founder of US DESMO (actually, he is US DESMO) and a great friend to many people. We wish him a speedy recovery and freedom from ever having to ride in a side-car again.




## MOTO GIZMO

Specialized Motorcycle Repair

Specialized motorcycle service, repair and restoration including performance tuning, track day and race prep. Factory trained technicians for Ducati, Moto Guzzi, and Aprilia. Factory and aftermarket parts and performance parts for suspensions, exhaust systems, engine internals,

engine management, wheels and tires, comfort enhancements, and more.

Now offering TEXA vehicle electronic diagnostics for most makes and models.

Also offering service for all European and Japanese bikes, and older and vintage motorcycles including Ducati singles and twins, BMW, BSA, Norton, Triumph and Laverda.

**Mark P. Gillotte**  
Owner  
803.333.9679

Hours: 9am to 5pm Monday thru Saturday. Sunday by appointment only.

www.moto-gizmo.com

1700 Alta Vista Drive, Suite 200, Columbia, South Carolina 29223 • GPS: 34.03.205N 080.58.995W




## V.I.P. ACCESS

### Inaugural Indianapolis MotoGP

After nearly a Century, World Class Motorcycle Racing returns to the Brickyard. **September 12-14, 2008**

Celebrate your place in moto-history with the **Premium 3-Day Credentials Package.**

**EXCLUSIVE OFFER**



Limited to 200

For details, LOGON at **VivaDUCATI.COM**

**Service you deserve.**

- ✓ Three-nights, Hotel
- ✓ Transportation to and from the IMS track
- ✓ Private infield chalet, food and open bar
- ✓ Reserved infield seating in turn #9
- ✓ Paddock/pit access

**1695\*** Regular price \$1995

\* Per person, double occupancy, excludes transportation to Indianapolis. Single, triple, and quad rates by request.

**BE PART OF IT.**

## Ducati 916 As Art

by Jim Wright, Member #00045, Painting by Gary Page

Sometimes, you just get lucky. You meet a good woman, have a good dog, find a last cold beer on a hot day, have a set of tires last one more track day, eat cookies brought by il Capo to a track day, or make a new friend who's an interesting person.

Kathy and I went to an art show in Tryon, North Carolina, where we live when my work doesn't take us to Canada. Kathy spotted the watercolors of Gary Page, who is a local artist who mixes great technical craftsmanship with a wonderful style. There were several we liked, and we ultimately were able to acquire two.

Somewhere I saw someone's list of the ten most beautiful bikes. It included the 916. The beauty of the 916 and Gary's skill came to mind, and you see the result.

We thought it was worth a venture and decided to call Gary and introduce ourselves. We met, talked a lot about life and music, and asked if he would do a painting of our 916. He took some pictures of the 916 and then suggested we try the old service station.

Those who have ridden or driven through Tryon will recognize the restored Esso station on highway 176 near Henson's Body Shop.

Gary paints, plays guitar in a rock band, likes ZZ Top, collects pocket radios, and is the kind of guy you would enjoy sitting on a pickup tailgate and talking with—or not talking with—for a long time.

The painting hasn't been named, but we're thinking about it. Maybe something like "Got any ethyl?"

Gary can do a commissioned piece for you. Call him at 864-457-2009. We have debated about prints of the 916. If you have an interest in a print, let us know at [wrightjkwright@gmail.com](mailto:wrightjkwright@gmail.com).



## Touring Sport Ducati Wins 2007 Moto-ST Championship



by Pete Friedland, Member #00233, photographs by Brian J. Nelson, [www.brianjnelson.com](http://www.brianjnelson.com)

Daytona Beach, FL (October 20, 2007)

Touring Sport Ducati finished its season with an incredible performance at the SunTrust MOTO-ST 8-Hours of Daytona Finale, taking 1st place in the Grand Sport Twins class (8th overall) and subsequently winning the 2007 GST title. Their #77 machine piloted by four-time World Champion Doug Polen (Camarillo, CA), Pete Friedland (Columbia, SC), and Frank Shockley (Greenville, SC) led nearly every lap of the race and took the win after surviving a broken clutch with only 15 minutes left, completing 219 laps on the 3.56-mile road course and finishing 57 seconds ahead of the Rights For Bikers #89 Ducati.

Touring Sport Ducati also fielded a second entry in class with the #38 machine of rising AMA star Ryan Elleby (Powder Springs, GA), Brad Phillips (Greer, SC), and Monte Nichols (Houston, TX) and were running a solid 2nd place for more than 7 hours until an engine failure ended their day on the back straight with only 28 minutes left in the race—completing 208 laps and only putting them down to a 6th place finish (20th overall).

Polen started the race on the #77 Touring Sport Ducati sharing row 1 of the GST class alongside the #8 Richie Morris Racing Buell of Shawn Higbee. Elleby started on the #38 Touring Sport II Ducati from row 4. After the green flag waved, Polen pulled out front, putting an average of a 3-second-per-lap gap on Higbee. Elleby also quickly worked through the field and was running

in 2nd place behind Polen within two laps. Touring Sport had to finish at least five positions in front of Richie Morris Racing in order to win the championship, so team strategy called for both of them to initially run double stints in an attempt to put as much distance between them and the rest of the pack early on—it worked.

It wasn't until the 2½-hour mark that the first problem surfaced. After both bikes pitted twice for fuel and rider changes, Friedland was on board the #77 machine when the low-oil-pressure light began to

illuminate with the bike leaned over under hard braking in Turn 1 and before the back chicane. The light went out with the bike stood up, so Friedland kept on the gas and continued to put down laps. Once he pitted for fuel and a rider change to Shockley, the crew found that a low oil level was causing the pump to cavitate. Correcting this cost them an additional 15 seconds in the pit box until Shockley

could get out on track. With endurance racing of this length, 15 seconds does not sound like much but is enough to make the difference between a win and 2nd place.

Shortly after Shockley left the pits, Elleby came in on the #38 machine for fuel and a rider change to Phillips. As a precaution, they held him for a few extra seconds to check the oil level, finding it also needed some to be added. For the next 4½ hours, both machines were running a solid 1-2 with a 4-lap gap on the rest of the







clinching their 2007 SunTrust MOTO-ST Championship.

On the podium, Shockley stated, "Our team was running 1-2 for more than seven hours and it looked like we were going to accomplish what we set out to do at this final round of the MOTO-ST, but things were going way too smoothly for us and, as endurance races go, we had some challenges in the last hour. The #38 bike suffered a fatal blow, but the crew was able to get the #77 back out on track to maintain our win here and get the championship."

Friedland added, "When Frank came into pit road, all hell broke loose because he had already gone past our spotter when the clutch went out, so nobody was prepared in the pits. I felt so helpless because I couldn't go over the wall wearing shorts since I had already changed out of



field. During the last hour, the engine gave out on the #38 machine while Phillips was coming off NASCAR 2 onto the back straight. He retired the bike on the inside of the chicane. "There was a pretty bad vibration that developed, and about 20 minutes later, that was it. After a full season of endurance racing on our Ducatis, this was the only engine failure we've had, which really says a lot for how durable they are," Phillips commented later: Soon afterward, while Shockley was back on the #77 Ducati, a worn clutch brought him onto pit road unexpectedly. After he entered the pit box, the crew scrambled and was able to get the bike fixed and back out on track in 6 minutes. It all came down to the wire as the checkered flag waved shortly thereafter with Touring Sport winning the GST class on the #77 machine by less than half a lap and finishing seven places ahead of Richie Morris Racing,

my leathers, but our guys were quick to get the bike on the stand and tools were flying everywhere! Our engine builder, Mark Sutton, burned his fingers pretty badly from swapping hot clutch plates, but he got it together again in only a few minutes, which really saved the race for us."

"I want to thank Doug Polen for his part in our



success. Having Doug here with us helped the team get out front early, and his mentoring helped all of us ride a better race today. Ryan Elleby, who started the race on our #38 machine, also set a pace for the rest of the field to follow. Monte Nichols also came to ride with the team for this final round and put down some blazing lap times," said Shockley.

*A Special Thank-You to the Touring Sport Ducati Racing Sponsors: Touring Sport Ducati, Duc Shop Performance Center, Ducati Performance, Rapid Bike, Robby Byrd, USDesmo, Swatt Motorcycle Products, Pista Racing, EZGlide350 Synthetic Ice, JVE Limited, Pirelli Tires, Global Behavioral Solutions*

## **Touring Sport Ducati 2nd Overall at SunTrust MOTO-ST Daytona 300**

*by Pete Friedland, Member #00233*

*Daytona Beach, FL (March 2, 2008)*

**T**he Touring Sport/Ducati Performance racing team returned for round #1 of the 2008 SunTrust MOTO-ST Series at Daytona with a stunning performance that attracted much attention from fans and fellow competitors. The team was not only geared up to defend their 2007 championship in the Grand Sport Twins class, but to go after the top podium spot with a

1st overall in Super Sport Twins. The series is run with 3 classes defined by weight and horsepower restrictions and an overall 4.5 gallon fuel capacity limit. SST (Super Sport Twins) allows up to 120 rwhp & 400 lb minimum. GST (Grand Sport Twins) allows up to 90 rwhp & 380 lb minimum. ST (Sport Twins) allows up to 75 rwhp & 360 lb minimum. Doug Polen (Camarillo, CA) and Pete

Friedland (Columbia, SC) piloted the newly-introduced Ducati 848 in SST, with Frank Shockley (Greenville, SC) and Brad Phillips (Greer, SC) aboard the Sport 1000.

“Both of these machines fit very well within the class structure of the series and when the 848 became available, I knew this would be the bike that we could use to go after the overall championship. Our Sport 1000 is also a huge improvement over the SS1000 which got



us the GST title in ‘07,” says Shockley. With the team running bikes in two different classes, it presented much more of a challenge than what they had in the past. Coordinating pit stop strategies and overall crew responsibilities were much more complex. Shockley states, “We now had machines that lapped at very different speeds and had a different fuel consumption rates. I’ve been managing a team in endurance racing for a number of years now and this added a lot to the responsibility. We ran two identical bikes in GST last year, but that was easy by comparison.”

At the start of the race, Polen’s grid position aboard the #75 848 was at the back of his class since the team had not competed in SST before, however he worked his way through the field and into the overall lead in just 5 laps and also turned the fastest lap of the race of a 1:45.3. Challenges quickly presented themselves when at the first pit stop for fuel they were held for a 20 second penalty since fuel went in before Polen could get off the bike. The 848 had the overall lead and looked set

to win in it’s very first race, however an extra stop was needed for fuel with 9 laps to go since the 848 only held 4.1 gallons (.4 under the allowed maximum). In the end, Polen & Friedland finished 2nd overall by only a 4.5 second margin over the Aprilia USA team of Ty Howard and Mike Himmelsbach.

In the GST class, Shockley & Phillips, aboard the #77 Ducati Sport 1000-S led the race for 62 of the 108



laps. Fuel consumption was very good in testing and showed that they could complete the 300-mile endurance with only 3 stops. However, due to 2 separate caution flags which brought out the safety car for 10 laps, they calculated they could finish the race with only 2 stops.



“During the race, our “made for cars” radios were not working very well at speed, so communication for both machines was made by using our spotter & pit-board in the infield. It was difficult to communicate much of anything more than lap times and position, so with only a few laps left in the race, I kept pushing with the fuel light on, not knowing the gap I had over 2nd place. Late in the race, I could see the leader board

on the tower, and it looked like we were going to pull off the double win, so I decided to go for it”, said Shockley, “however the #77 machine ran out of fuel going on to the back straight on the last lap and finished 4th in GST.

The SunTrust MOTO-ST Series will continue with the VIR 500k at Virginia International Raceway on April 27th.



**A Special Thank-You to the Touring Sport Ducati Racing Sponsors:  
Touring Sport Ducati, Duc Shop Performance Center, Ducati Performance, Robby Byrd Swatt Motorcycle Products, Pistal Racing, JVE Limited, Pirelli Tires, Global Behavioral Solutions, MGW Precision Small Parts**

# The Moto Guzzi Museum

Story and photographs by Neale Bayly

**W**e voyaged by steamer down the Lago di Lecco, through wild mountain scenery and by hamlets and villas, and disembarked at the town of Lecco. They said it was two hours by carriage to the ancient city of Bergamo, and that we would arrive there in good season for the railway train. We got an open barouche and a wild, boisterous driver, and set out. It was delightful. We had a fast team and a perfectly smooth road. There were towering cliffs on our left, and the pretty Lago di Lecco on our right, and every now and then it rained on us.”

Unlike Mark Twain in *Innocents Abroad*, I arrived in Lecco by taxi after a short train ride from Milan. The small town situated on the shores of Lake Como, or, to be geographically correct, along the banks of the River



Adda, was also bathed in brilliant sunshine, and the skyline was dominated by the gleaming snowcapped Bergamo Alps across the sparkling water. Taking a stroll alongside the picturesque lake, the air was filled with the sound of flapping sails, small outboard engines, and lots of birds singing their hectic springtime songs as they busied themselves. Twisting along the lakeside road there was also a nearly endless stream of brightly colored motorcycles, which drew my thoughts to my mission for the following day: a visit to the world-famous Moto Guzzi factory a few kilometers up the train line in the town of Mandello del Lario.

Having cut my sport-bike teeth on the plank that posed for a seat of a Mark I Le Mans, Mandello del Lario was something of a semi-mythical place. Blasting through the English countryside on my fire-spitting, racing-red, Italian stallion with barely enough money for a cup of tea in my pockets, Mandello might as well have been on the moon. Now, nearly twenty-five years later, I would finally get the opportunity to walk through the factory gates and

step into a history that started back in 1917 during the First World War.

At the time, three young Italian pilots were fighting for their country in the Italian Air Corps: Carlo Guzzi, Giorgio Parodi, and a well-known racer of the day, Giovanni Ravelli. As uncertain as life must have been, they still managed to think about what they would do after the war, and the three young men shared a collective dream of building their own motorcycles. A loan from Giorgio Parodi’s father would get them going, and Giovanni Ravelli would race their new motorcycle, as success on the circuits of Europe would be vital for the new company. In a cruel twist of fate, Ravelli survived the war only to die some days later, but it didn’t stop Carlo and Giorgio from going ahead with their original business plan.

By 1920, the first machine had been built, a 500cc single-cylinder, with a total of 17 being produced at the new factory in Mandello by the end of 1921. Moto Guzzi was born. Proudly displaying their Air Corps flying eagle on the gas tank in honor of their fallen friend, the pair immediately went racing and took their first win at the torturous Targa Florio. By 1924, Moto Guzzi was a dominant force in the world of motorcycle racing, and by the time they retired in 1957, they had won more than 3,000 races and taken eight world championships and eleven victories at the grueling Isle of Man. Under the



constant supervision of Carlo and Giorgio, there were many highlights in the journey, including the incredible Otto Cilindri (eight-cylinder) Grand Prix race bike by designer Giulio Cesare Carcano, which was the only





motorcycle of its type ever built and very successful as a racing machine to boot.

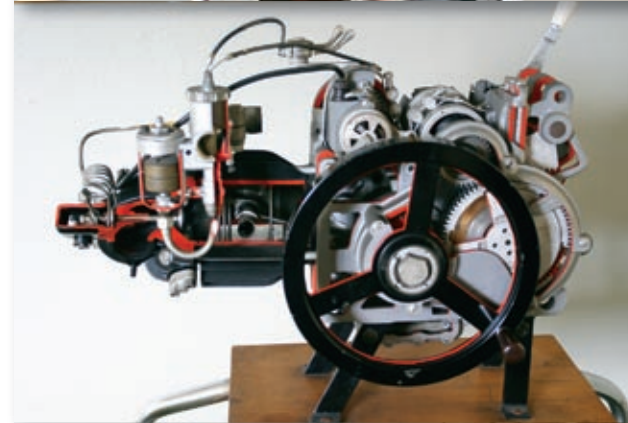
After the death of Carlo Guzzi in 1964, financial troubles hit the Mandello-based company, and, during an Italian bank takeover, Carcano was let go. The innovative and imaginative Lino Tonti would replace him, and under the guidance of the investment group his V7 Sport appeared, followed by the 850GT and the highly successful California range. Argentinean industrialist Alejandro de Tomaso was the next owner of the company and held the reigns until the takeover by Aprilia. More recently, the company has changed hands again, this time coming under the vast Piaggio umbrella. With all of this turmoil and change over the decades, it is incredible to think that the company still lives and breathes in the same set of buildings it started in way back in 1921.

A sprawling labyrinth of workshops and offices, the factory is huge, and I almost felt like leaving a trail of breadcrumbs when I left one area in case I needed to find my way back. Peering through grimy windows into different rooms revealed testing, tuning, development, and even customer service with all manner of motorcycles in various states of repair as I wandered around. Down one long outdoor corridor, I bumped into a mad professor look-alike, who was strapping all sorts of electronic equipment to a standard-looking Moto Guzzi with a mock-up fairing in primer. Smiling politely, I thought twice about shooting spy photos, so meandered off in the direction of the museum, making a mental note to take a tour through the assembly area later.

Talk about stepping back in time! Moving along on creaky wooden floors, I had the place to myself, as I noticed the many places the old plaster walls had been repaired, disguising the neglect that must have occurred through the lean years. I'm sure the museum wasn't a priority when there was no money in the coffers for day-to-day business. The history, the struggle, the triumphs and disasters, financial takeovers, and glory on the world's racetracks were all right there in the long, stark, narrow corridors filled with over 150 motorcycles. Walking alone, the light filtering in through the grimy, multi-pane metal windows, reminded me of old World War II prisoner of war movies.

Retracing my steps to the gift shop, and pausing to take a snapshot of a race-prepped Coppa Italia, I decide to start at the beginning of the chronological display featuring motorcycles from 1921-1945. Entitled "The Birth of a Legend," the first room starts with a 498cc single-cylinder machine called a Normale. Based on the first machine produced by Carlo and Giorgio, this simple-looking motorcycle produced 8.5 horsepower at 3,400 rpm and was capable of over 50 mph. The vast majority of the bikes produced in the early decades were simple, single-cylinder machines, and it isn't until the '40s section that twin-cylinder machines begin to appear. My particular favorite was a gnarly looking 1948 500cc twin racer that produced a healthy 44 horsepower. Interestingly, the engine layout appears very similar to the early Ducati V-twins, which would come much later. Moto Guzzi did win the Isle of Man Tourist Trophy the year earlier, but I am not sure if the winning machine is in the museum, as there was no mention of it. The bike that won the 1955 350cc World Championship is on display though, and looking at its battered and bruised form made me realize how far modern racing machinery has come.

Taking a break from the solitude of the museum after a few magical hours, I followed the breadcrumbs over to the assembly line. Entering the large building, the place was alive with energy as the workers in their



bright-red boiler suits, sporting various fashion accessories from nose rings to hair gel, attended to the production line. Smiling and joking with each other, they were working on a batch of brand new Grisos. Compared to the thoroughly modern Triumph factory in England, it is a bit old fashioned, but it is definitely very up to date and spotlessly clean and organized. There was a separate line with a handful of Nevadas, but peering into one of the engine rooms containing rows of Griso engines, it is pretty clear where the focus is at Moto Guzzi these days.

As I meandered back through the museum after lunch in the staff cafeteria, some of the old bikes looked like the sort of picture your old, senile aunt might have on the wall. Antiquated and an inch thick in dust, a few had small puddles of oil underneath, while others looked as if they had just rolled off a battlefield: tired, weary, and in need of rest. Taking photographs specifically for detail drew me in closer and closer to the beautifully crafted parts: the exposed valve springs of the 1928 Norge, the tiny cylinders of the phenomenal V-eight, or the neatly restored single equipped with skis on the side. Winding up and down the narrow stone staircases between the floors reminded me of my first high school, with the musty smell that only old buildings seem to have. And later, taking a sit-down in Carlo Guzzi's chair in the mock-up of his office, the sparseness of his workspace was powerful, with simple metal cabinets, a few pictures, and an assortment of relevant engineering books. Like the machines he produced, there were few frills.

Leaving the past behind and arriving amongst the modern era bikes, it felt good to recognize a lot of the featured machines, although there were a lot of small mopeds and scooters I never even knew existed. An MGS 01 had a small display area to itself, a visceral minimalist race bike that I have had the pleasure to ride, a Dr. John Daytona 1000 race replica, an old Le Mans 1 endurance race machine with full complement of battle scars—the diversity and range of the machinery enough to put you in a head spin. Old police bikes, off-road bikes, and lots of quirky little single-cylinder transportation specials.

At one point in the tour, I found a 250cc four-cylinder, identical to the Benelli Quattro in every detail except the badges on the gas tank. Across the room a pair of Paris-Dakar race machines, based on the dual-purpose Quota, sat next to a Baja version of the same machine. The word "diverse" certainly springs to mind. Ancient and modern, side-by-side in the timeless museum dating back to 1921: the long rich history of Moto Guzzi displayed without pomp and ceremony in the long, narrow halls.

A good number of the modern bikes are new, with a lot of the models fully restored, but there are still plenty of rough, raw original machines in the exact condition they were parked. And as all of these quirks and imperfections grow to be more obvious, so the museum becomes more charming and more delightful. To the accompaniment of some very eclectic music somewhere in the light, hazy mist that floats across Lake Como, eight hours slipped by, and the hands of the clock made their way to closing time, consigning my day to the past tense. Hanging on to the last moments, I took one last look at my favorite machine in the museum: the V-8 racer, a machine of elegant, unrefined beauty, with an engine that stunned the world in the 1950s. A few moments alone with the V-8 is a ticket back in time, just like a day at the Moto Guzzi museum in Mandello del Lario alongside the beautiful waters of Lake Como.





Euro toys  
for  
big boys.

Ducati - Triumph - MV Agusta - Husqvarna - Moto Guzzi

Ask about US Desmo discounts.

1907-B Piedmont Rd NE  
Atlanta, GA 30324  
678.904.1414

www.atlantatriumphducati.com

# MOTOGP ARRIVES AT AMERICA'S BIRTHPLACE OF MOTORCYCLE ROAD RACING

## PLAN YOUR PILGRIMAGE

### INDIANAPOLIS MOTOR SPEEDWAY, SEPTEMBER 12-14, 2008.



by John M. Rossi, founder VivaDUCATI.com, Member #00262

It could be said that the birthplace for America's motorcycle road racing was at Indianapolis Motor Speedway in 1909, when the first race ever held at the newly constructed track was a motorcycle race. While there were many tracks that played host to weekly competitions in the United States and Europe,

Indianapolis Motor Speedway has demonstrated the staying power to become the undisputed racing capital of the world. Now, after nearly a century, motorcycle racing returns to the Brickyard on September 12-14, 2008, with a world-class MotoGP event. This is an opportunity to raise awareness of motorcycling in the United States and be part of the celebration around this historic event.

1909 Indianapolis "National Motorcycle Race Meet" winner, Erwin George Baker, born in 1882 in Dearborn County, Indiana, moved to Indianapolis at age 12. He learned the machinist trade and labored in a foundry and worked out in a gymnasium, faithfully gaining a reputation as a strong and agile athlete. He earned a job with an acrobatic team traveling the vaudeville circuit. Erwin was into the popular bicycle-racing craze at the turn of the century, which led to his riding the first motorized bicycles.

In 1908, Baker purchased an Indian motorcycle, entering and winning local races. His most famous victory came in 1909 at the first race ever held at the newly built Indianapolis Motor Speedway. He began his endurance runs by setting early city-to-city records and racing passenger trains from town to town before the days of well-maintained roads. Baker often encountered deep mud, sand washes, flooded river crossings, and snowed-in mountain passes during his long-distance attempts.

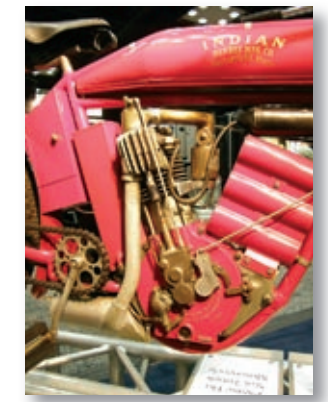
Erwin Baker was an early motorcycling pioneer who



Erwin "Cannonball" Baker, 1882-1960  
Credit: Motorcycle Museum Hall of Fame



Start of the first race at Indianapolis in 1909, where cotton-clad racers ran on a 2.5 mile oval made-up of tar and gravel. Racing that weekend was compromised due to heavy rains, but the racing went on as planned. Judges and VIPs viewed from simple, side-by-side, 2-story observation structures. Erwin Baker on his Indian motorcycle moves out from the pack at the start of the race.  
Photo credit: Indianapolis Motor Speedway Archives





A premier track day organization

### Elite Sportbike 2008 Schedule

March 1 and 2, Little Talladega Gran Prix

May 10 and 11, Carolina Motorsports Park

June 21 and 22, Nashville Superspeedway

June 28 and 29, Little Talladega Gran Prix

August 2 and 3, Roebing Road

August 9 and 10, Little Talladega Gran Prix

October 18 and 19, Little Talladega Gran Prix

November 8 and 9, Carolina Motorsports Park

November 22 and 23, Barber Motorsports Park (pending)

US DESMO members get a 10% discount with a verified member number.

We also have two frequent rider programs.

Visit our website for details.

*Gain the knowledge, live the experience.*

*Our knowledge, experience, individualized attention, low student to instructor ratio, and small groups lead to a safe, positive, and rewarding experience for riders of all levels*

*Take a look at the schedule and reserve a spot today at*

**1-88-TRACKDAY**

**(1-888-722-5329)**

*or online at*

[www.elitesportbike.com](http://www.elitesportbike.com)

### **First Indianapolis Race Facts:**

**Name:** "National Motorcycle Race Meet"

**Date:** August 13 and 14, 1909

**Surface:** Tar and crushed rock

**Distance:** 2.5 miles oval

**Manufacturers:** Harley Davidson, Indian, Thor, Merkel, R.S. (Reading Standard.)

**Winner:** Erwin "Cannonball" Baker, 27 years old, won the main race event on a 1908 Indian motorcycle, and there were several races throughout the day.



**Brickyard:** The brick laying started in September of 1909. The brick surface was comprised of 3.2 million bricks, and the Motor Speedway gave way to hosting only automobile races from that point forward until now. After nearly a century, motorcycles return on September 12 – 14, 2008, to an entirely new MotoGP road course that is under construction at Indianapolis.

set dozens of cross-country records riding a variety of motorcycles and sidecar rigs. He also was known for record-setting runs in automobiles. By the time he retired from his pursuit of records, it was estimated that Baker had ridden or driven more than five million miles. During his exhausting career, Baker made more than 143 attempts at a variety of timed, long-distance records, including his most famous trans-

continental and three-flags (Canada to Mexico) attempts, earning the nickname "Cannonball." He auto raced in the Indianapolis 500 in 1922, placing 11th, became the first commissioner of NASCAR, and was inducted into the Motorcycle Museum Hall of Fame in 1998.

we have an opportunity to transform motorcycling into a social integrator rather than a mechanism for brand segregation. World-class MotoGP racing has been held in the United States at Laguna and now also at Indianapolis. This improving race climate is right for the brotherhood and sisterhood of motorcyclists to form a cohesive community as advocates for our sport and support these efforts with increased attendance. Indianapolis is accessible to the major population centers of the United States and Canada. With its major infrastructure and track improvements nearly complete, there is the potential to host other major racing events such as World Super Bike.



The early observation tower evolved into a pagoda style from the influence of track founder Carl G. Fisher, who held a strong interest in Japanese architecture. The entrepreneur is credited with single-handedly developing Miami, Florida.

and three-flags (Canada to Mexico) attempts, earning the nickname "Cannonball." He auto raced in the Indianapolis 500 in 1922, placing 11th, became the first commissioner of NASCAR, and was inducted into the Motorcycle Museum Hall of Fame in 1998.



This is the 1909 race-winning Indian motorcycle ridden by Erwin Baker, complete with pedal start and neatly tucked belly exhaust. This motorcycle will play a central part in the inaugural MotoGP at Indianapolis, where it will be ridden at the opening ceremonies by a current MotoGP rider.

### **Plenty to Share and Much to Learn**

Here in the United States, motorcyclists, manufacturers, dealerships, and clubs remain nomadic, fractured, tribal, and territorial by nature. When opportunities like the inaugural MotoGP at Indianapolis Motor Speedway arise,

The Indianapolis MotoGP will be televised on NBC and covered by all moto-press, with extended reach through consumer press. This helps inject motorcycling awareness in the United States deep into every circle of riders regardless of the persona or brand mantra they chant. Manufacturers and the overall industry can only benefit by more motorcyclists spreading among avid enthusiasts and neophytes alike—through racing—the passion for our sport. Nothing would sweep riders into the sport more than the exhilaration of witnessing a world-class MotoGP race up-close.

**NPR DUCATI**  
THE SOUTHEAST'S NEWEST DUCATI DEALER

**SOUTH'S LARGEST DUCATI PERFORMANCE INVENTORY**  
**ONE DAY SHIPPING TO MOST OF THE SOUTHEAST**  
**KNOWLEDGABLE & ENTHUSIASTIC STAFF**  
**SAME DAY SERVICING WITH APPOINTMENT**  
**CURRENT MODEL CERTIFIED TECHS**  
**PREMIUM USED BIKE INVENTORY**  
**TRADE-INS WELCOME**  
**RACE AND TRACK SUPPORT**  
**NO ADDED FEES ON NEW BIKE PURCHASES**

**ASK ABOUT OUR US DESMO DISCOUNTS AND SPECIALS!**

### **AWARDED NATIONAL NEW DEALER OF THE YEAR BY DUCATI NORTH AMERICA**

We are committed to making your Ducati dealer experience as satisfying as your Ducati riding experience. Decades of passion and know-how have come together to offer you the most knowledgeable and friendly service you will find anywhere. We're here to make a difference...

[www.NPRDucati.com](http://www.NPRDucati.com) • 706.310.0002 • 1461 Greensboro Hwy, Watkinsville GA 30677

**DUCATI • BMW • Aprilia • Vespa**

1431 Laurens Road, Greenville, SC  
 (864)232-2269  
**touringsportducati.com**



Doug Polen at speed on the Touring Sport Ducati 1000



Pete Friedland running at the front of the pack

Photos by Brian T. Nelson



Brad Phillips, Pete Friedland, Frank Shockley & Doug Polen

**Performance Spoken Here.**

**2007 Moto-ST GST National Champion!**

**Ducati SS1000**



Mark Sutton replaces fried clutch plates on a very hot motor while everyone anxiously looks on.

**Let us build one for you!**

**DUCATI**

BIKES • SERVICE • GEAR • ACCESSORIES • PASSION

Considering that the population drawn to the famous 500-mile auto races at Indianapolis equals that of Miami at around 400,000 people, it is feasible that our inaugural MotoGP could see 200,000 or 250,000 motorcyclists in attendance. Such a movement would help to re-root motorcycle racing in America's consumer consciousness and the front pages of the sports sections.

While there is a rich motorcycle racing legacy at Indianapolis dating back to 1909, there are no mythical memories of a disorderly past to overcome such as at Loudon, New Hampshire, or Daytona Beach. So all those who attend the Indianapolis MotoGP will begin writing an entirely new chapter and creating this legacy by rallying their friends and plotting their pilgrimage to attend the race.

**Beyond the Checkered Flag to Building Community.**

We United States motorcyclists represent a huge economic machine churning \$25.5 billion in consumer sales. This supports those who earn their crust in this industry and the many thousands of people who benefit from the activities, travel, and patronage of motorcyclists. In the last 14 years, motorcycling has gained incredible popularity in the United States, with increasing sales every year that top over one million units sold annually.

One would admit that a market of 5.7 million United States-registered motorcycles is a strong advocate base to draw riders, enthusiasts, and race and non-race fans alike to the inaugural MotoGP in September 2008. But how does this message get out through the 12,013 retail

**A Distinction Between Europe and the United States**

Motorcycling in the United States is very different culturally than in Europe, where it has prevailed as a beloved pastime among nations since World War II. Competition has always been strong between riders and



The motorcycle became an integrator to European communities after World War II as seen here as these 250 Ducati street bikes are adapted for a race through the village and Italian countryside.

manufacturers, but there is a real cultural pride around motorcycling to this day. Motorcycling is common in Europe, where the greats of the sport are celebrated, their names are well known, and race results are talked about as the stick and ball sports are here in the United States.

A quick look back to 1946: Europe was devastated

*Motorcycling is common in Europe, where the greats of the sport are celebrated, their names are well known, and race results are talked about as the stick and ball sports are here in the United States.*

outlets, or on the lips of the 148,675 employees in the motorcycle industry, who all have a vested interest to promote our sport of motorcycling regardless of what brand they sell?

As a consumer group and an industry, we need to constantly increase our awareness and visibility in the mainstream of transport and hone our skills and abilities for the sheer sake of survival on the road, track, and trail. Not to mention that the public-perception curve remains a constant struggle to climb when tainted by a few to the detriment of all motorcyclists.



Ducati Corsa Team and #27 Casey Stoner, 2007 MotoGP World Champion, will defend and perhaps secure his second championship title at Indianapolis in 2008

Education at every level and inspiration to strive to be proficient play key roles in how motorcyclists pursue their leisure-time sport, enjoy it, and live long to tell about it. World-class road racing is a forum that can help us advance the positive story of our sport.

by war; resources were scarce, especially fuel and transportation. Allied forces leveled almost everything in sight. The motorized bicycle, scooter, and small-displacement motorcycles emerged as an innovative technology transfer of wartime use to peace and nation building. These beloved two-wheeled transports served society in a vital economic role and were integral to community building as compared to the United States, where motorcycling was hijacked and associated with non-conformists, criminals, or law enforcement, at least until Honda appeared in the mid 1950s and Elvis sang a new tune for two-wheeled acceptance. However, motorcycling was again tainted by Brando, Hopper, and other two-wheeled rebels.

This 50-year-old reference point is just a snapshot of how motorcycling has evolved here in the United States and how racing has, or has not, caught on as compared to other parts of the world, and especially compared to Europe, where entire populations rallied around motorcycling racing in the town squares to cheer their local baker, machinist, and shoemaker, who used the same bike as their primary transport vehicle during



John M. Rossi at the Indianapolis Motor Speedway, with the Learjet Pagoda, hot-pits of gasoline alley, and the famous straightaway in the background.

the week. These locals, clad in leathers and goggles and sporting number plates raced toward victory, communal celebration, and high regard among the townspeople.

### **New Dawn of Motorcycling in the United States**

The Indianapolis MotoGP may never capture the romance of racing through an Italian village, but this is our chance as United States riders to rally behind these efforts and share a message of celebration by meeting in 2008 at America's birthplace of motorcycle road racing.

All manufacturers, builders, club members, and riders in the United States should know of and be excited about



An entirely new 16-turn, 2.6 mile MotoGP motorcycle road course is being built at Indianapolis to utilize select sections of the oval.

this event and pledge to make their pilgrimage to the inaugural MotoGP at Indianapolis. This is an exciting step to shape the future of motorcycling as well as racing for the next century and strengthen the motorcycling community in the United States and beyond. I urge all of you to mark your calendar, plan your route, and be part of this historic motorcycling event scheduled for September 12-14, 2008.

For more information on how you can experience the historic MotoGP event at Indianapolis Motor Speedway, visit [VivaDUCATI.com](http://VivaDUCATI.com) for an exclusive VIP Access Credentials Package or [redbullindianapolisgp.com](http://redbullindianapolisgp.com) for general seating.



## **US DESMO SCHEDULE 2008**

**April 7 – Track Day Roebing Road, Savannah, Georgia**

**May 2-4 – DABR (Ducks Along the Blue Ridge) Mt Airy, North Carolina**

**Monday, May 19 – Track Day Carolina Motorsports Park, Kershaw, South Carolina**

**August 8-10 – DHW (Ducks Head West) Erwin, Tennessee**

**October 3-5 – DFS (Ducks Fly South) Hiawassee, Georgia**

**Saturday and Sunday, October 18-19 – Two Day Track Day Carolina Motorsports Park, Kershaw, South Carolina**

**Monday, November 3 – Track Day Roebing Road, Savannah, Georgia**



Here is the picture of my 1991 851 with Unigo trailer I promised at the Ducks Fly South rally last October. My bike ended up totaled after the deer encounter coming to rally, but I bought it back from the insurance company. Mostly cosmetic plastic damage which is easy to fix. It did run fine; I added 2600 miles going home after the rally.

*Best regards,  
Hannu Korhonen  
Member #01042  
Madison, Maine*



**You never know where that US Desmo sticker is going to crop up...**

Photo by Neal Bayly

# BENCH RACING

Tall tales of fact and "friction"

## Pain and Pleasure

(or ruminations on four decades of motorcycling)

by George Smith

Sometimes things have a way of working out. I've been riding now for 41 years, ever since my dad bought me a Mobyette moped when I was 15 years old. During college, I took a short hiatus, but bought a used RD250 on graduation and have been going at it ever since. My riding days almost ended suddenly in 1975 on a beautiful June Saturday.

Like most riders, I was very careful for the first few rides. But as my confidence increased, so did my opinion of my skill. As I tell my sons, a few "OMIGOD"s are

I'll never forget sitting on the curb while waiting for the police to arrive and looking at my knee and arm and seeing the slow, oozing transition of dermis from white (with the requisite dark asphalt flecks) to bright red (with asphalt flecks). I'll also remember forever (my next-door neighbor's) statement to the police, "Well, I had my turn signal on!" I remember wondering if that would somehow exonerate her.

Many people are able to point to a similar incident as the time they quit riding motorcycles. That could have

*Many people are able to point to a similar incident as the time they quit riding motorcycles. That could have been the case with me as well, since I had just proved my mother right.*

essential to developing the survival skills one needs for successful riding. I was unlucky enough to avoid having enough of them to develop any real sense of my own mortality.

I was sure that I was an above-average rider, but then I suppose we all are. I had graduated to an RD350, and in short order bought my first "big bike," a Yamaha XS 500 twin. As a recently married 24-year old, my wife and I shared a car, but we had two bikes.

That Saturday, my wife was off somewhere in our car, and I was out on the bike. Coming back home in Charlotte, I was exactly one block from my house when I approached a left-turning Buick. Every other time, the turning car had waited for me to pass, but not this time. I don't think I'd ever locked the brakes on a motorcycle before, but I did this time.

Things worked out. Sorta. The bike skidded and went down. I went down and skidded farther. The bike ended up against the Buick. I ended up underneath the Buick. The bike was crunched. I was ambulatory, but missing some skin. I had the same immediate reaction most of you have had: "THE BIKE!"

been the case with me as well, since I had just proved my mother right. Well, I hadn't really gotten killed, but I could have. What in life is more humiliating than listening to "I told you so!"?

In the years since then, I've enjoyed many miles and hours on my various bikes because something worked out. Something I didn't plan for. Something I couldn't plan for. That June Saturday, Marcia wasn't home. My two-week-old bike was folded in two. I was sore and bleeding and in need of attention, and I was about as alone as I could be.

What else was there to do but walk home, get on my wife's Yamaha, and ride to the hospital? It was painful, but the ride home, after an hour or so of debriding my knee and arm was worse. But ya do whatcha gotta do, and what I gotta do is ride a bike to get medical help.

I wonder had a car been at home, or had a friend been around to take me to the hospital, if that would have been the end of my life on two wheels. Instead, when the insurance check arrived, I bought a CB400F Honda, the bike that ultimately led me to road racing and cemented friendships I enjoy to this day. This is how things are SUPPOSED to work out!



Ducati thanks the Italian Desmo Owners Clubs, the lead actors in the Ducati People 2007 campaign, for their support.



the 80's  
jacket

The 80's Jacket celebrates the historic Ducati race victories of the late 70's & early 80's. Whether you're onboard your classic Ducati or hanging around the city this jacket will go the distance. This jacket functions as well as it looks with competition-weight leather & CE armor. And for the bella, they're available in women's sizing. MSRP \$414. Find your local Ducati dealer at [ducatiusa.com](http://ducatiusa.com).

**DUCATI**





MotoGP  
CAMPIONI DEL MONDO



WWW.DUCATIUSA.COM



# Meet the New Middleweight Champion: the 848 Superbike

At 168kg (369lbs) and 134hp, the 848 really packs a punch. An amazing 20kg (44lbs) lighter and 30% more powerful than its predecessor (and a significant 5kg (11lbs) lighter than its larger capacity brother the award-winning 1098), the 848 invents a new class of Superbike. Race one today.



50% less maintenance costs on every Ducati. All 2007 models onwards. See your Ducati dealer for full details.

This image portrays a professional rider on a controlled racetrack. Never attempt any action that could be potentially hazardous to you or other road and track users.

**DUCATI**

