

DESMO LEANINGS



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

Volume 6 Issue 3

Autumn 2008



*The Italian Job: Bimota • A Young Man's Perspective
Pikes Peak Hypermotard Win • Clyde's Tour Way West*

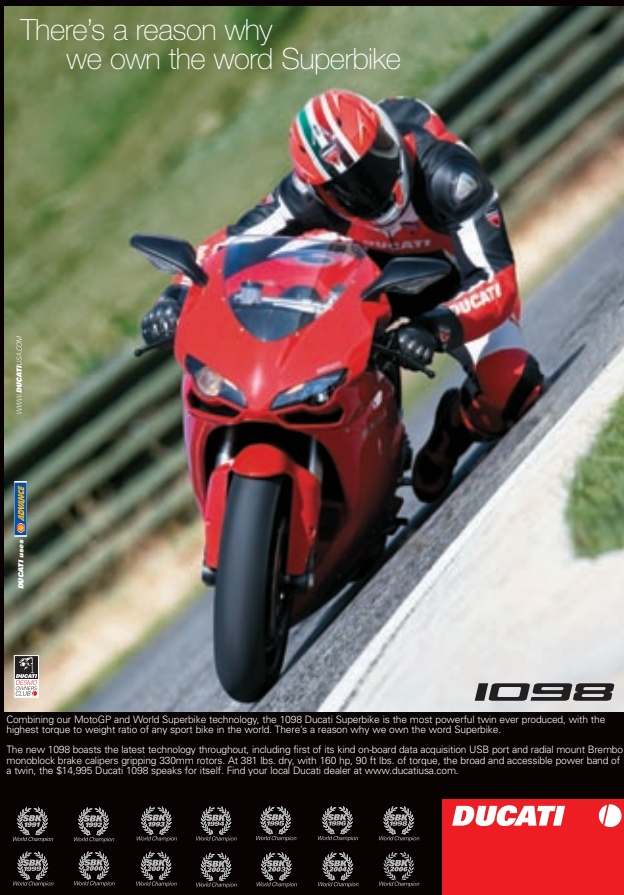
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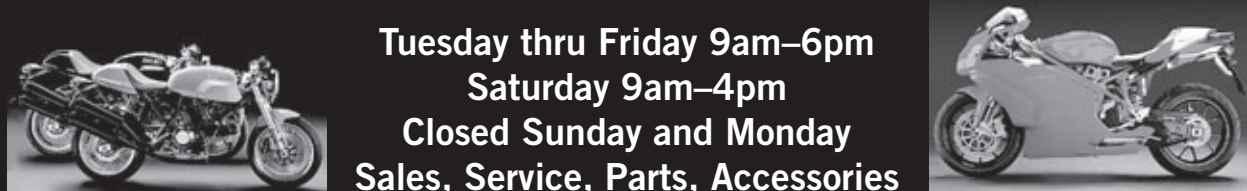


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Greetings from il Capo

Getting a jump on the next issue, I am writing this about the same time you are receiving the current copy. I am excited to be packing for the Ducks Head West Rally. It will be a special rally for me. No, the doctors have not cleared me to ride yet, but my son will be attending his first rally as a participant and not a guest. My daughter Jaime has attended a few on her Honda. Tony, however, is on a proper Ducati. I mention this not just as a proud papa but because it is a growing trend in our club. More and more members are showing up with spouses and children of riding age. It says a lot about how we think of our club. It is a good feeling

In the last issue Tony wrote a story about his search for his first bike. In this issue we have a perspective piece from Aaron Gillies on why he bought a Ducati. Why do I mention this? Well, if you add the ages of both Tony and Aaron together they still are younger than I am! They are the future of Ducati. It is interesting to see if they are in it for different reasons than the rest of us. If Ducati is to keep growing, then they cannot continue to sell mainly to the social-security crowd.

Our Ducks Along the Blue Ridge Rally went off without our traditional rains this year. Fun was had by all. We did have a reminder that we are on public streets in the form of a few tickets and spills, but overall we had a great time. My family joined me this year to make sure I did not miss the event. It is our oldest rally and attendance was down a little from years past. I am not sure why, but the economy and four-dollar-a-gallon gas might have been a part of it. Our two track days, on the other hand, had record attendance! Go figure.

Most likely by the time you are reading this the MotoGP at Indy will be history. If by chance we do get this issue out before the event, be sure to come. This is the first time there have been two MotoGP events in the United States. Vicki Smith of Ducati dot net fame has put together a wonderful package including Mugello-style stands with the famous red and white poster boards spelling out important words like Ducati and Stoner. Do not miss this event.

The year is winding down. We still have a few track days and one more rally. Get out your calendars and mark them down!

Come ride with us.

Jim



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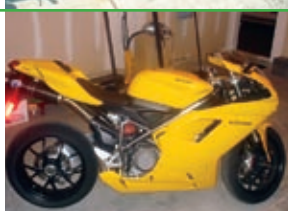


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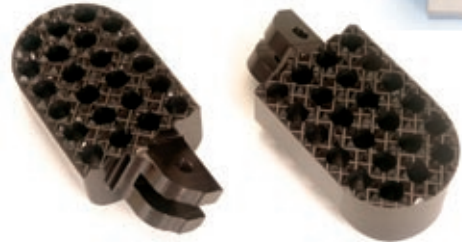


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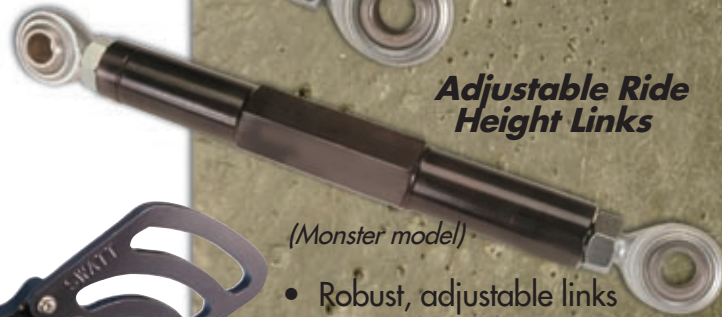
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Why I Chose Ducati

a young man's perspective

by Aaron Gillies



My dad has been riding motorcycles ever since he was 12. He got his first motorcycle endorsement while growing up in Indonesia. Since then he has been enamored with the concept of a motorcycle. In the mid-80s he owned a Kawasaki shop here in Bakersfield, California. It didn't last long.

But at that time I was 3-5 years old. That is when I fell in love with them. My dad has continued riding and enjoying motorcycles well past the days of the Kawasaki shop. He has owned a variety of motorcycles and even raced motocross while owning the shop: everything from a little Suzuki DR to a Goldwing, from a BMW GS to his current stable mates, a Suzuki V-Strom 1000 and a Harley Sportster 1200.

The first motorized cycle I ever rode by myself (actually my twin brother was on the back) was a little Honda 50 quad. When dad would ride in the hills of East Bakersfield, my brothers and I would swap off on the quad. Good times. My first street bike came when I was 16. However, there was a stipulation before riding: I had to attend and pass an MSF basic rider course. So I signed up, passed the final test on the second try (I was hesitant to grab too much front brake), and on to my first bike. It was a 1982 Honda Night Hawk 650. It was good bike and more than

fast enough to scare me, which it occasionally did. But I enjoyed it, rode it to school and around town, and thought I was super cool.

However, my indoctrination and current adulation of Ducatis began when I was 15. I first saw a 916 in the movie "Fled" with Laurence Fishbourne and Stephen Baldwin. Once I saw the bikes, I was hooked. Those sexy twin headlights, under-seat exhaust, and single-sided swing arm captivated me. I didn't know anything about desmo valves or a dry clutch (I've progressed slightly to not knowing much), but what I saw was the only bait I needed. I told my dad, at the tender age of 14, that I would someday own a Ducati. My dad proceeded to further instill in my heart a desire for a Ducati by taking me to a local bike shop where he knew they had a Ducati on the showroom floor. We walked in, and he asked if we could take a listen. My mouth watered, my knees were weak, and I almost lost



consciousness. The rattle of a dry clutch and the sound from that dual under-seat exhaust were mystifying.

Eight years later (in 2002), my words became reality. My dad, while living in Memphis, Tennessee, purchased



a brand-new 1999 Ducati 900 Super Sport. I remember the phone call to this day. He calls me and tells me, "I bought a Ducati today." I couldn't believe what I was hearing. This man had purchased what I thought was the most rare bike in existence: a Ducati. Just the name gets my blood pressure up. He then proceeded to tell me that when I graduated from college, it was mine. Talk about incentive!!



When I finally graduated in 2005, he stuck by his promise. Probably because he couldn't ride all three bikes he had, and with a still-growing family garage space was getting tough to come by. So I took delivery and proudly hauled it home in the back of my truck, constantly looking back in my mirror and looking at passers by to check and see if they were staring at the artwork in the bed of my truck. I got it home, unloaded it, and have been enjoying it ever since the summer of 2005. Dad has installed a Power Commander, a K&N air filter, and Two Brothers Racing exhaust slip-ons.

That is how I came to want a Ducati. But why should I choose a Ducati over the others makes that are out there? Let's look at the pros and cons. First, the cons. At 92 hp, most Japanese 600s produce more horsepower than my V-twin, air-cooled desmodue. Next, at \$350 for a 6,000 mile service and \$650 for a 12,000 mile service, this Duc is not easy on the wallet. To go along with that, the nearest service shop is a two-hour drive away. Thirdly, when ordering parts, most of them now have to come all the way from Italy! So it takes longer and is more costly to get OEM replacement parts.

Now for the pros of owning a Ducati. It is a Ducati. These are not mass-produced bikes that are easily bought and sold. My Ducati tugs at my heart, becomes part of my body. Get rid of the Duc, and you might as well be chopping off a few fingers; it's not a necessity to live, but you'll always remember having had it. Also, the way people look at a Ducati. Most people don't know what they are looking at, they only know they like it. I remember being at a stoplight and a guy in a car pulls up next to me and asks what kind of bike I was on (I could barely hear over the rattle of the dry clutch). I tell him it's a Ducati. He replies, and this is word for word what he said, "No, I mean is it like a Honda, Suzuki, you know... what kind is it?" He couldn't see me but I was grinning behind the helmet. I said it was a Ducati, made in Italy. That was a great day.

To choose a Ducati over a Japanese bike, there has to be something present in a person that values tradition, ingenuity, creativity, and individuality. The triangular trellis frame, the dry clutch, the solid-color paint scheme (except for the 1098R Tri), and the rumble that comes from a Ducati are unmatched by any other bike. I wanted a bike that was not made for the average person who simply wants to ride a motorcycle and do wheelies with his feet over the handlebars and simply trash his bike. I wanted something that, even though it is



almost 10 years old, still catches the eye of everyone who sees it.

Perhaps it is vanity to value the exclusivity that comes with owning a Ducati. But I value it. I would not die if this bike were gone tomorrow. Life would go on. But the time I spend riding this bike and challenging myself and improving my riding skills on a Ducati is something that just stirs up emotion inside of me. My stepbrother once told me Ducatis weren't a big deal because it was all in the name. I told him he was probably right when it

comes to lower-level bikes. My bike isn't the fastest, lightest, or quickest. But the Ducati I have is mine and will never be anybody else's. A late-model 600RR Honda can pull up next to me, then pull away from me. But for those seconds he is near me, something will tell him his bike just cannot compare to a Ducati. I own a Ducati for one



reason: the joy of being a Ducati rider and owner.

I have this dream and hope that I will pass on the passion for Ducatis to my children. My three-month-old daughter has a Ducati night-light and a little remote-control 999. I hope she enjoys Ducatis as much as I do. If not, that's okay. I'll still be riding my Duc when I am old and gray. And the rumble from under the seat will still tug on my heart even when the newest, fastest Jap bike blows by me sounding like a pissed-off bumble bee.

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The Italian Job

Story and photos by Neale Bayly. Action photography provided by Bimota.

Running north to Milan at 110mph in a three-car freight train for three hours has got the adrenaline pumping through my veins harder than the double shot of espresso I slammed for lunch. Tucked up on the bumper of my traveling partners car in front of me, the pedal is jammed into the floor to keep the little four cylinder humming. It can't maintain

the pace up hills, and slowing to 85mph and dropping to fourth, I let out a long, loud laugh. Life in Italy is insane. We sit for two and a half hours for lunch, and then jump in our cars and proceed to drive like mad men, presumably just for the pleasure of driving fast. With the concrete median a few feet to my left and a line of cars to my right, thankfully everyone on the road seems to be in harmony with this driving style as we make our manic dash up the Autostrada.

Visiting Italy for a week with the famous Italian





motorcycle company, Bimota, I am here to learn the history of this small company in Rimini, Italy, and to see what exciting products they are producing. There is word we will ride the new Tesi 3D, and have an audience with the owner, Ing. Roberto Comini, to learn what the future holds for Bimota.

First I will need to switch my American trained brain back to European mode, as we settle into our hotel on the picturesque Adriatic coast of Italy. Things won't be happening at lightening pace, except the driving for the next days, so it is time to reset the inner metronome to laid back.

My first introduction to Bimota was when I rode the Bimota Tesi 2D at the amazing Miller Motorsports Park in Utah last year. The Tesi was as incredible to ride, as it was to look at, even if I was totally intimidated by the \$60,000 sticker price. This test gave me a chance to meet Jean Marc Rousseau, a native born Italian living in New York, who now owns Bimota North America. Rousseau is totally committed to bringing Bimota back



to the US, and as I type is building a new dealer network and importing motorcycles to the States.

Traveling with me on this trip, Blake Conner was representing *Cycle World*, the *Discovery Channel* people were doing their thing, and top Bimota dealers Bob

Steinbugler and Joe Tortora were along. The rest of our crew comprised Mark Anolik from Scudera West, some guy with a weird accent called Ron who ate a lot of sandwiches, and Shane Turpin, the American sales manager.

With Bob and Joe having more cumulative knowledge about the Bimota than probably anyone I could meet stateside, it was the perfect opportunity to learn as much as I could about the brand with English speaking people. My Italian is about non-existent, I'm afraid.

Formed in 1973, the history of Bimota has been one of triumph and disaster with a little of everything else in-between. From world championships, engineering innovations that have both shocked and influenced the motorcycle world, to financial hardships, failed projects, and

bankruptcy, the word dull doesn't enter into Bimota's history. Picking up the story in 2003, I learned Ing. Roberto Comini, a powerful Italian Industrialist, acquired the company from the Italian banks and began investing heavily, as he didn't want to see such a famous Italian icon disappear. This is quickly apparent as we tour the Bimota factory in a pleasant industrial area of Rimini. Purchasing the building, investing two million Euros into spare parts for existing Bimotas, and with a number of new models in the works, the future of Bimota is looking extremely sound.

As we toured the factory, we watched a US import model, Sergio Robbiano designed DB6 Delirio being built from the frame up. Like the rest of the Bimota lineup,



the Suzuki powered Santa Monika SB8 excluded, US bound Bimotas currently use the venerable Ducati 1000 dual-spark power plant. The new Tesi 3D will use the 1100cc engine, and Euro models are also going to feature the updated version of this air-cooled power plant. There is talk of all Bimotas using the bigger engine in the States by 2008. Lined around the room, frames, swing arms, engines, and a myriad of other elegantly machined parts tell the tale. There is much activity at the factory, and production of these hand-assembled machines is running around 10 per week at present. This will eventually increase as demand grows, but Comini sees a ceiling of around 1000 bikes per year as a realistic target for the company. Mass produced is never going to be a term anyone can use in the same sentence as the word Bimota.

On other levels, we found large rooms full of parts, shelves stacked with high-end wheels, forks, shocks, and brake components. Wondering if a set of magnesium wheels would fit into my carry on luggage, we moved on. The machine shop area of the factory was busy making small parts, and in a private room I found a new model with clay body parts taking shape. Next door to this, the chief engineers were busily working on the new Tesi 3D, but unfortunately were unable to finish it in time for us to take a ride. Halted by a small part that didn't arrive from one of their suppliers, I am going to have to wait till the bike makes it here to put it through its paces.

We did see the prototype on the Dyno and learn it



has been ridden more than 30,000 kilometers already during testing. Compared to the Triumph factory in England or the Moto Guzzi factory in Northern Italy, with their automated assembly lines, the Bimota factory is very small. Being hand assembled from only the finest quality components, and coming from the minds of some of the world's most talented designers, Bimota stands for something completely different. True connoisseur's



machines, with all the style and flair of Italian life infused into these two-wheeled rolling artworks.

As cool as it was to see the factory, meet the owner, and learn the history of the company, nothing could compare to riding the twisting country roads around San Marino. For this mission, I was handed the keys to a DB6 Delirio, and Blake Conner a DB5.

Putting 91 horsepower to the floor, and weighing in at 390 pounds wet, it took a little reprogramming to adjust to the super light steering Delirio. Changing directions almost before I had thought about it and stopping on a dime with the lightest brush of the brake lever, the Bimota is like no other. Launching long second gear wheelies off the throttle and powering out of turns with the back wheel spinning, as elegant, and refined as the DB6 Delirio looks, it sure does like to be ridden hard. The only problem this causes was, constantly reminding myself I don't have thirty large to



buy the remains if I binned it.

Having spent a bunch of time testing bikes with this engine, I have learned not to rev it too hard, and let the sumptuous torque catapult the bike out of the turns.

Blasting around the tight technical Italian roads, it is hard to imagine a more fun day than Blake and I spent exploring the near deserted Italian countryside.

At times, we backed off and just meandered, which was also a perfect way to enjoy the Bimota as it is equally at home at more relaxed speeds. We also swapped out rides, but I was not so impressed with the DB5 on the tight Italian back roads. Utilizing mirrors that subscribe to the Italian philosophy of what's behind doesn't

count and with an aggressive race crouch, for me, the racetrack would be more the place to test this one. Younger and with better wrists and knees Blake had no such complaints, and spent the majority of the day with

it, while I rode the Delirio.

Back at Bimota central at the end of the day, we returned the bikes before heading out for our last three-hour dinner marathon. Incredible food, scenery that was off the charts, and the chance to ride some of the most exotic motorcycles on the planet is not something that happens every day.

A big thanks to John Marc for making it happen and to Ing Roberto Comini for making time to talk with us and ensuring the future of Bimota. Log onto www.bimotausa.com to learn more about these fascinating motorcycles.



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DUCATI RULES THE DIRT AT PIKES PEAK

Privateer effort wins on stock Hypermotard

Cupertino CA (23 July 2008) – Ducati North America is proud to officially announce its victory at the 86th annual Pikes Peak International Hill Climb; on a customer spec Hypermotard.



Greg Trachy won the 1200cc motorcycle class and took fourth overall on the Ducati Hypermotard 1100 S; a motorcycle in stock trim with Ducati Performance accessories. The win was significant as this year marked the return of stiff manufacturer competition. Against the 119 motorcycles attempting to tackle the Peak, Greg rode the stock Hypermotard to victory over Andrea Padovani and Christian Lancellotti of the factory Aprilia team from Italy. Greg also overcame stiff competition from noteworthy riders like KTM mounted Marco Belli, the BMW of Douglas Morrison and Greg's own teammate Alexander Smith – the son of the legendary





Malcolm Smith – who had a brilliant ride to fourth in his first ever race aboard a street based motorcycle.

The idea to race the Hypermotard started innocently enough almost a year ago at Pike's Peak. While attending the July event, Becca Livingston visited the local Ducati dealer where she first saw the Hypermotard in person; by October the bike she was dreaming about was hers. Becca, with her husband Paul at the controls, were adding to their thousands of miles riding two-up when

Greg Trachy
1st Place (12:06.60)

"The course conditions today were the worst I've seen in 12 years, and that affected our times, but with the Hypermotard I never felt that I was in danger of losing the bike. When I got to campgrounds I looked back and saw nobody back there, going into the dirt it swapped back and forth a couple of times so I figured it would be

Alexander Malcolm Smith
4th Place (13:04.29)

"The Hypermotard was the first street bike I had ever ridden. I was amazed how quickly I could adapt to the characteristics of the bike. It says a lot about the motorcycle when you can buy the bike and parts from your local dealer and have a bike that is ready to conquer Pike's Peak Hill Climb. The proof is in the results, with

Paul Livingston
Team Manager:

"It was a real honor to bring the Hypermotard to Pike's Peak and give the bike its first win in international competition. Throughout the week the Hypermotard's performance was flawless. We started with stock bikes (in fact we started with my wife's street bike!) and with the addition of readily available Ducati



they came to the realization that this motorcycle could be a contender on the mountain. Over the next few months and repeated verification from some very qualified friends, the decision was made to officially enter the Ducati in the Pike's Peak event.

For the full story of Ducati's victory at Pike's Peak; please visit www.ducatiusa.com.

better to secure the class win than to risk it going for the record run. I want to thank Paul Livingston and Ducati for putting this together at the last minute and giving me such a great bike to ride!"

the seasoned veteran Greg Tracy dominating the class and myself finishing 4th having never ridden this type motorcycle."

Performance upgrades, a Race Tech suspension and Scott's Performance steering dampers we came up with a winning combination in only a matter of weeks. Credit for this has to go to the effort put together by FL Racing- to get us to this point so quickly was simply amazing. Greg Tracy is a seasoned veteran of the mountain and knows what it takes to get up the hill quickly, and in the most treacherous of conditions. His experience and development skills allowed us to develop the winning





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package. Alexander Smith is a natural talent. Having never ridden a street bike until two weeks before the race, crossing the line in fourth place under trying course conditions was a testament to his abilities. Both riders came away from this year's race eager to start next year's effort right away. We look forward to returning to Pikes Peak in 2009 to continue the Hypermotard's winning ways on the mountain.”



Results: 1200cc Class

1. Trachy (Ducati); 2. Anderson (Buell); 3. Kopp (Buell); 4. Smith (Ducati)

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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

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Ducks Head West, No Really West!

by Clyde Romero, VP USDESMO, Consigliere, Member #00003

I just completed an 11-day trip out west with my 2004 Ducati ST4S. I covered a little over 5000 miles, with my longest leg over 800 miles from Kansas City Missouri, to Marietta, Georgia. Page 27 has a map of the route we all took. I was riding with six other BMW riders on this trip, and one of our destinations was the BMW rally in Gillette, Wyoming.

Some statistics on the ride: total mileage covered — 5022.6 miles; gas used — 96.5 gallons; NO SPEEDING TICKETS!

On the trip, I was able to outlast my BMW partners when it came to fuel stops. I got an average of 225 mile to a tank, where the BMW guys had to stop at the 180-mile mark. I never put in more than 4 gallons of gas on any stop! My average was 3.7 gallons in the tank on the center stand.

My bike had the following modifications: HeliBars, Ducati Performance exhaust, Ducati custom seat, and a Throttle Miser cruise control. I left the gearing stock,

which allowed me to have 4000 rpm @ 80 mph indicated. As you can see by the picture, I have the tail luggage along with a tank bag, and that was it. On the trip I put on my rain suit only once, outside of St. Louis, Missouri. I can attest that the hard luggage is in fact waterproof. It rained so hard that the speed sensor on the rear wheel did not register the speed while we were riding! Oh and by the way, when this occurs you get the yellow master caution light on the dash board! Another added bonus to distract you while riding in the rain!

THE ROUTE

Before attempting a trip of this magnitude, you must be very knowledgeable about your bike, because if something goes wrong, it will be you who has to fix it! I like to say that taking a long-distance motorcycle trip out west is like being an astronaut going into space. You would not knowingly leave on the trip with something wrong, but if something does go wrong, it will be you who



has to fix it, because no one is going to come assist you! Some of the items that I recommend you take with you on long-distance trips are as follows: a 30mm wrench to loosen the rear-wheel nut to adjust the chain, 3-5mm T-handle hex wrenches to tighten all the well nuts after each run, extra visor, chain lube, and disposable gloves, extra brake and clutch levers, good screw drivers, accurate tire gauge (check tire pressure every morning), and something to throw on the ground to place your side stand on so your bike doesn't fall over on hot asphalt as mine did and subsequently snap off the clutch lever! By the way, always leave the bags on until the bike is on the

center stand, so that if this does occur the damage will be minimal. The BMW guys were surprised that the only damage was a partially snapped clutch lever and minimal scuffing to the lower part of the hard luggage.

Also you should have a basic first-aid course under your belt if you are going out west. Even though you would be a fool to go out west by yourself, having knowledge on how to perform first aid in the event of a single-rider accident is paramount! Cars and cell phone coverage can be far and few between on secondary roads, and my best guess is that you will be at least one hour away from serious medical attention via helicopter, and

times we are as high as 9500 feet in some of the mountain passes. The Ducati performs very well at these altitudes, much better than the BMWs.

Oh yeah, while I think about it, bring heated gear: we saw snow at the higher elevations, and it did get cold even in July. This is just a short article on the trip, and at the DFS Rally this fall I will let those who are interested know



that hour is known as the golden hour. Anyway, enough of that.

We initially staged out of Kansas City, Missouri. We had a rider come out of New Jersey to start the trip with us along with one out of Charleston, South Carolina. Once we got off the interstate, the majority of the trip was two-lane roads. The views are breathtaking, to say the least. We got a lot of elevation changes on this trip; it

more about it. All of the BMW riders were surprised at how well the Ducati performed on this trip. The ST4 is a very capable motorcycle, and I am very pleased with it since this was my first extended long-distance trip with this motorcycle. I plan on a trip with this bunch of BMW riders to Alaska next year.

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see www.usdesmo.com for more information and registration forms

BENCH RACING

Tall tales of fact and "friction"

A Warning Ticket

by Cloner, Member #00000

In the spring of 2004, I met a few guys in Chattanooga, Tennessee, for a ride over to Suches, Georgia. This was our first ride of the year, and we were all ready to get moving and get the show on the road. We decided we'd take the interstate to Dalton, then hit the North Dalton Bypass and cross Fort Mountain on our way to Suches. As a show of exuberance, I decided to make our entrance onto the interstate memorable by demonstrating my single-axle riding skills! I turned onto the entrance ramp and lifted the front. The bike felt really strong on this cool, crisp morning, and I was very comfortable as I shifted into second, then third gear. The bike was on its balance point and everything felt perfect. It was just after

sounds about right," after which he turned and walked to his car to check my credentials and commence his ticket writing. He returned a few minutes later and began the lecture about how "this was neither the time, nor the ...blah, blah, blah..." When he had finished, he handed me the clipboard and asked me to sign a WARNING TICKET. "A warning ticket?" I asked, to which the Trooper answered, "Well, it's either a warning ticket or a reckless-driving ticket. Which would you prefer?" I signed the warning ticket, and the Trooper took his clip board, tore off my copy, and handed it to me.

It was at this point that the conversation went from unbelievable to surreal, as the Trooper then said with

As a show of exuberance, I decided to make our entrance onto the interstate memorable by demonstrating my single-axle riding skills!

the shift to third gear when I decided I should look around to make sure I had room to merge onto the interstate. I looked left and saw the motorist in the right lane move over to make room....and turn on his blue lights. Dohhhh.

I gently settled the front wheel to the pavement and pulled to the shoulder, then watched as the Tennessee State Trooper pulled in behind. "CRAP!" I thought, "How stupid," as I watched my friends ride by...laughing inside their helmets.

The Trooper exited his vehicle and this guy was HUGE. He stood all of 6'6" tall and had to weigh all of 300 pounds....every ounce of it muscle! He walked to the side of the bike and asked for my license and registration, which I promptly rendered in hopes of avoiding a towing bill. As he looked at my license and registration he eyed me with a scowl of disdain and asked, "Exactly what in the hell do you think you're doing?" I answered frankly, "I guess I'm just showing my ass."

I guess it was the right thing to say, as the Trooper's scowl turned to a smile and he said, "Well, I guess that

a grin, "Now that we have the business part of our day over with, I gotta know something. I've been riding a motorcycle for nearly 30 years, and I could never do a wheelie like that. How do you keep it in the air so long?" I told the trooper you simply need a twin with lots of torque, then strapped on my helmet and went on my merry way to Suches.

How's that for a ticket story?

Meanwhile, just to make myself feel not nearly as old as Jimmy C, the first bike I spent my own money on was a 1982 Suzuki GS650GL. This was quickly followed by a 1985 V-Max, a 1985 GSXR 750 (my first race bike), a Honda Hawk, and a host of other sundry scooters, leading up to my current meager two-bike stable of a '95 900 SP and a '67 Aermacchi Sprint SS masquerading as a CRTT racer. I've got a real hankering for an MH900E, and I think I'll indulge that fetish next, as soon as I get a few other things settled (we have a house under construction that should be ready sometime in September).

Those are my 2 cents,



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