

DESMO LEANINGS



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

Volume 8 Issue 3

Autumn 2010

***2010 Hypermotard Review • Carnage Corner
He Isn't Married, Is He? • Pirelli at Miller Motorsports Park
Ducati Wins The Pikes Peak International Hillclimb
Hypermotard Seat Dzus Conversion***



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Cover: Photo by Brian J Nelson

Greetings from il Capo

The year is winding down, and we have only two events remaining, both track weekends. Attendance at CMP is up, and that is a good sign. Maybe the recession is really over, and we just have not seen the effects down at the working level. We had a great Ducks Head West Rally this year. NO RAIN! A new route courtesy of George Betzhold, new food, and great weather. Everyone had fun, and if you missed it, shame on you and come join us at one of the rallies for next year.

There is no decision on changing the format for track days, and it looks like we might just keep what we have and possibly add one of the special track days discussed in the last Notes from il Capo. The club needs the income from the track days to help pay for the magazine, so it would be hard to stop that—plus there is the great social experience of our larger track days. If you have not been to one, do come. You can just come and watch if you are not sure you want to ride on the track. I think once you see all the fun we are having and how safe it really is, you might just venture out with us.

At the same time we were working on this issue, we also worked on the calendar that is being put together in lieu of the last issue of Desmo Leanings for 2010. Extras will be available on a first come, first serve basis. We can provide up to ten copies shipped out in a Priority Mail flat-rate envelope for \$15. They would make great Christmas gifts, and if we did our jobs well, you should have them in your hands well before that.

Some of our favorite articles are the technical section, and we will continue to provide that. Terry Boling has been working on an index of articles in past magazines so you can find some of this information and use it to your advantage. Maybe we should consider one issue that is just a compilation of past technical articles. We are always looking for articles about trips, bike modifications, meet the member, etc., so drop us a line and let us hear from you.

My personal track-day bike has gone on a diet, and if you have not tried to reduce weight on a bike, it is quite a task but very rewarding. The difference in performance is dramatic. It turns in faster, accelerates faster, and stops like it ran into a wall. Of the three parameters, I find the braking change the hardest to adjust to. You have to have a lot of courage to use that added braking power. :-O

On a personal note, I am still in remission. This is my fourth scan in about a year and a half, and it was the best one I have ever had. I am now on a six-month screening schedule and should move to yearly next February. Thank you everyone who helped me support the club and myself during my dark period.

Come ride with us!

Jim



il Capo



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Piazza Del Mercato

1994 900SP, very nice bike. Has been gone through from one end to the other by SMC, new belt, tires chain etc. \$3000.00 worth of work done by SMC. This bike needs nothing, truly a gas and go bike. **\$5000 obo contact Andy Rounds 704-309-6298 email arounds@carolina.rr.com**



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1999 ST4, 30,800 mi. great cond., NEW Avon Storms, Arrow, chip, Zero Gravity, SS fastener kit, SS clutch and front brake lines, Barnett, MPL slave cyl. HD battery conversion, billet axle adjusters, more. asking **\$4000.00**. located in E. Tennessee, near Knoxville.



David Rhynehart, 865-573-7416, smokndav23@charter.net

1993 888SPO 6k miles, recent full service performed. In good condition throughout but has a crack in the upper left side fairing and a few scratches, Ferracci Slipons. **\$9495 OBO email Ducatierv@aol.com**

2005 Multistrada 1000DS with S conversion. Ohlin Forks with recent Ducshop service and Ohlins Shock. Black bodywork with Red frame and Silver wheels. Full Termignoni Carbon muffler system, Race ECU, Open clutch cover, Corbin seat (Extremely comfortable), higher bars and taller screen. Ducshop serviced 10k miles. **\$8250 OBO email Ducatierv@aol.com**

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2010 Ducati Hypermotards launched.

By Neale Bayly. Photos by Brian J Nelson

The only reason you're not getting a ticket is because I couldn't catch you," spat the policeman. Hopping mad would be the exact definition, and right before I was about to inform him that the veins sticking out of his neck might not be good I paused. With the close match of his skin tone to the tank of the new Hypermotard alerting me to the possible folly of saying anything at this point, I just kept my mouth shut as he continued yelling.

Who am I to be offering health advice? With my blood pressure hitting 180 over 110 just sitting on the new Hypermotard in the parking lot, I felt the saliva in

my mouth drying up and my heart start palpitating. The over-the-grip throttle cable looked like something from a flat track racer, there was a minimalist view over the small instrument cluster, and the perfectly symmetrical brake and clutch master cylinder layouts screamed action at me. I knew it was going to be a wild ride. Turning the ignition key and firing the big beast to life, the immediate throbbing and pulsing from the air-cooled V-twin instantly started pumping the morning's black coffee through my veins. Raw, urgent, and with the booming soul that's been with Ducati since I rode them in the early '80s, there is no other motorcycle that compares.

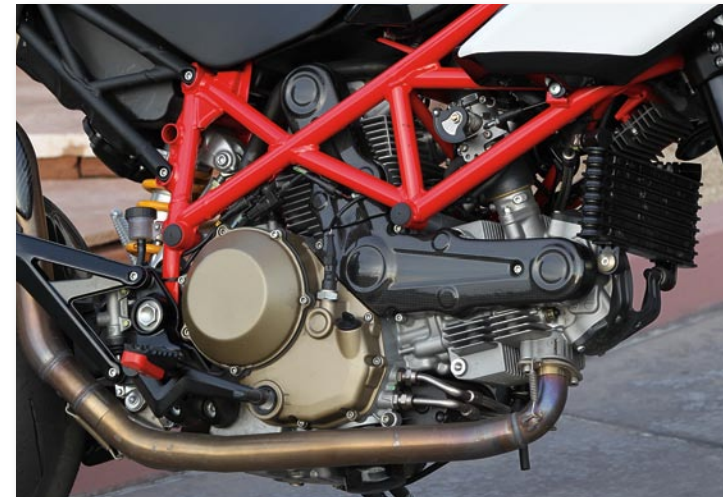


“Turning the ignition key and firing the big beast to life, the immediate throbbing and pulsing from the air-cooled V-twin instantly started pumping the morning’s black coffee through my veins. Raw, urgent, and with the booming soul that’s been with Ducati since I rode them in the early ’80s, there is no other motorcycle that compares.”



Sculptured bar risers and neat fasteners hold the wires perfectly. The bike exhibits a compact efficiency, the essential elements of riding pared down to the basics; a pair of handlebars, a tubular frame and a powerful engine. It’s mechanical minimalism that flies in the face

I took a few deliberate deep breaths to get things under control. Riding through the city of Scottsdale, Arizona, this was a good thing as our group of journalists negotiated the morning traffic. Riding the Hypermotard was like being in a giant rubber slingshot at full extension. Touch the throttle and in an instant the bike



of ever more complicated, (dare I say), cluttered machines these days. There are no frills with the Hypermotard, nothing to detract from the visceral experience that is, and always will be, Ducati.

Slipping into gear, and rolling out of the parking lot

will launch forward with a rapid, muscular force that will slam you back into the seat. Direction changes are made by an invisible fly-by-wire attached to your retina, and just flicking your eyes in the direction you





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want to go makes the Hyper obey with a precision and commitment that's hard to find on two wheels.

Ducati's tried and tested trellis frame, is four pounds lighter for 2010. This weight reduction comes from some



innovative work by Ducati's frame supplier, who uses a new process to replace previously heavy forged sections with newly machined pieces. It helps the new EVO lose a total of 15 pounds over its predecessor, which wasn't a



heavy bike to begin with, and a gain of five horsepower makes the whole bike even more mad.

A big chunk of this weight reduction comes from the new engine. Still using the same basic architecture, the air-cooled Desmodue Evoluzione power plant has an 848-style crankshaft and flywheel assembly, and lighter rare-earth magnets in the alternator for an exact weight loss of 11.5 pounds. Ducati used Vacural technology to vacuum die-cast the crankcases in the same way they produce their Superbikes and being an air cooled engine, it doesn't have the extra weight of radiators and cooling systems. There is no increase in displacement with the 98 mm bore and the 71.5mm stroke is retained to give a



total of 1078cc. The increase in horsepower comes from a new ECU, firing a single spark plug in place of the previous dual spark system, and improvements in flow to the cylinder head is aided by a bigger air box.

My pulse raced and my mouth was back to dry, as we hit the twisty roads of Tortilla Flats. For a few miles I got stuck behind a cage full of blue-haired bird watchers from Wisconsin, fighting to keep the mental rental in between the yellow lines. I struggled to get within ten miles per hour of the speed limit as I made a quick pass on a piece of straight road, our policeman



few quicker motorcycles along a twisting piece of back road. Up front a pair of overachieving 50mm Marzocchi forks, hold a lightweight seventeen-inch wheel. Fully adjustable they worked perfectly on the bumpy road, absorbing anything they found without transmitting any unwanted movement to the rider. This compliance came without losing any stability in the faster turns.

In the rear, a single adjustable ZF Sachs shock is held in place by Ducati's signature single sided swing



arm, and a standard fare seventeen-inch rear wheel. A pair of radial mounted Brembo four piston calipers give

friend happened to be sitting in a side road. As luck would have it, another journalist decided to try the same thing, but didn't notice the lightly disguised unmarked truck and ended up taking the fall. Hey, you win some you lose some, and not one to miss being handed a big fat mulligan I spent the rest of the test being a lot more reserved.

Using this spirited early morning ride as a chance to evaluate the handling and braking, I found the Hypermotard 1100 Evo in a class of its own. Due to the lightweight tight nature of the chassis, there can be

the iron handshake to a set of 305 mm discs up front, while a smaller 245mm disc gets a twin piston caliper. Both systems are progressive in their action, which makes trail braking a breeze without sacrificing any bite you might need when the pace picks up. I have not taken a Hypermotard to the racetrack, but I would imagine it would be a blast as this is where the handling and



surfaces. A word of warning is needed for the brakes on the SP. Using Superbike styled mono block Brembo four piston calipers, sourced from the 1098, you need a little more sensitivity when throwing out the anchors, as they can overwhelm a bike weighing less than 380 pounds.

Where the standard Hypermotard came in Ducati red, the SPs all came in the attractive reverse white and red livery. They also came with a two into one Termignoni exhaust system for our test, where the standard EVO comes with a twin rear pipe set up. This aftermarket system is loud when the throttle is open to the point of burning lots of gas, so some restraint is needed round town: something that isn't going to come easy on this bike.

All the usual stuff like switchgear and date options are first class, and the mirrors even work fairly well. The seat height is going to be a challenge for shorter riders, or however we are supposed to address them these days, and even for my close to six foot frame it took a little juggling at traffic lights to get into or out of gear and have the correct foot on the floor. This is really little more than a nit pick, as once you are on the move, few motorcycles are as exciting to ride.

Traveling out to Arizona to ride the new Hypermotards, the big question in my mind was why choose this model over the new Streetfighter. Also a naked, minimalist machine, I wondered what would make someone take the lower spec, air-cooled machine over the high zoot



braking package would really shine.

During the day we got a chance to sample the new "SP." This is essentially the same bike as the basic EVO but with some extra tuning to make it even more sport minded. As if the basic EVO wasn't enough. Coming with top shelf suspension and Superbike brakes, the bike has more power and less weight. The fully adjustable Marzocchi 50mm forks have an additional 1.2 inches of travel and add 1.38 inches of ground clearance when combined with a longer rear shock. This is a top shelf Ohlins' remote reservoir item, also fully adjustable. I'm not sure of the set up of the bike we rode, other than noticing the SP's had pretty shagged race compound tires, which told me they had come from a racetrack test. These were Pirelli Supercorsa SPs and came wrapped around the sexy looking Marchesini lightweight alloy rims.

Expecting the bike's suspension to be set too stiff, I was surprised by how compliant it was over the various

lightly dumbed-down Superbike. Now I can answer my own question: while they share the same concept the application is as different as chalk and cheese. Where the Streetfighter demands maximum attention at all times, and is so wickedly fast the Hyper is less, well, hyper, and more fun on a public road. I heard some complaints about the SP, with its longer rear shock and tighter steering angle, being too sensitive, but if you keep a light grip on the bars it's no problem. It never gets nervous, even on bumpy roads, and the limits are way beyond anything you need to be exploring on a public road. So after an interesting start and a long day in the saddle my conclusions are clear, I was just as excited by the two new Hypermotards as I was at the beginning.

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Carnage Corner!

at Ducks Along the Blue Ridge, and the Strike Eagle Goes Down!

Or, How I Learned to Live with the Song of the Sausage Creature!

By Clyde Romero, Vice President US DESMO, Member #00003

It was a great day to ride; the temperature was in the mid 60s and not a cloud in the sky. We had a bunch of riders in a nice group. My group, I believe, was the largest at around 25 riders. Jim was leading the riders, and I was going from front to back as we hit turns on the route to make sure those at the end would stay on the correct route. It was working well. We had just stopped in Independence, a small town in Virginia just over the North Carolina border. This was the start of Highway 58, which is very technical in nature. I was able to observe all the riders prior to this point and felt that there would



Clyde in repose contemplating his article to be.

be no problem with any of them on Highway 58.

What I and the others that crashed on Highway 58 did not know at the time is that there was a lot of gravel on the road just outside of Galax, Virginia. Gravel is DEATH to motorcycles. That coupled with the turn being blind, decreasing radius, and going downhill slightly added to the meaning CARNAGE CORNER!

I want to stop here for a minute and emphasize the importance of safety gear. I was wearing a jacket with armor in the shoulders and elbows. My pants had

armor in the knees, and I had decent boots, but more on this item later. I had on excellent gloves and a full face helmet as well. ALL OF THIS GEAR WORKED AS ADVERTISED! The only gear that I felt let me down was the boots—I sustained a bruised right toe and felt if had had a better-constructed boot on I would not have had the injury. I sustained a dislocated right shoulder and a fractured right arm. My right knee had slight abrasion from the inside of the armor on the knee, and I cannot imagine what injury I would have sustained to my knee had I not had those pants on!

The two other riders that were involved in this crash—and I might add not at the same time—were Terry Wickman, Sr. and Chris Anderson. They were both on Super Sports. I don't know which one of them went down first, but they were assessing the damage when I came along and went down for the same reason they went down: GRAVEL! Herein lies the issue: If you in fact go down in a corner because of some issue with the corner, and you are able to get up and secure yourself and motorcycle, do so. And if you can, WARN OTHERS of the peril that you just encountered. As soon as I gathered my thoughts, I told those who came to my rescue to warn the rest of those coming behind me. Luckily, the word was passed and not another bike went down that day in that corner. Jim was just 30 seconds behind me, and they were able to warn him.

A special thanks goes out to Jay Moser, Terry Wickman, Chris Anderson, John Palmer and his wife Carlie Frederick, Chris Smith, Ken Reece, and Jim who came by to pick me up, and to Bob Warren who drove me to and from the hospital the next day to get my cell phone. To all the other who stopped to assist that day, I am sorry if I have not mentioned you, but you know who you are.

Lessons learned: No matter how experienced a rider you are, be prepared for the crash. When I knew I was going to go down, I took my hands off the clip-ons and placed them across my chest. This prevented me from trying to break my fall with my hands, which I knew I

could not do, and hand injuries are hard to heal. Ride with the best gear you can afford. After this crash, I went out and bought a new pair of riding boots. My jacket and pants sustained little damage, and my gloves and helmet sustained no damage whatsoever.

A little about the crash: Most of you know that I am a pilot, and I flew fighters and have seen a fair amount of combat. Things happen fast in combat as they do in motorcycling. All I can say is that when the front wheel tucked, it happened extremely fast. It was just as fast as being shot down! But as fast as it happened, I still had time to do the things I mentioned above with my hands. So once again it comes down to training. If you are prepared, have the right gear on, and have had most

of all the training, you can mitigate the injuries for the most part.

All in all, we had a great rally. My injuries come with the territory, and I accept the risk. The bike sustained minor damage and was able to be ridden back to Jim's house in Charlotte.

All the best to all of you and see you at Ducks Fly South!

[Copyright laws prevent us from reproducing here Hunter S. Thompson's classic article, *Song of the Sausage Creature*, originally published in *Cycle World* magazine in 1995, but you can read it, with a photograph of the author and the bike, at www.ssegal.com/files/SausageCreature.pdf.—Ed.]



The start of the road to Carnage Corner, Highway 58

Ducshop Hyper Stacks

Ducshop has one of the most cost effective Ducati Hypermotard modifications that will increase horsepower and reliability.



The Ducshop Hyper Stacks eliminate the stock airbox on the dual-spark motors, replacing it with two stacks and individual pod filters, giving double the air filter surface area over stock filters. The entire kit cost just \$275 and includes stacks, K&N pod filters, crankcase filters and idle filters and boasts a six to eight horsepower increase.

Ducshop – 963 Industrial Pk Dr NE, Marietta GA 30062 – 678-594-7717 – www.ducshop.com

Is it true what they say?

Imitation is the most sincere form of flattery.

Together with my two daughters, Jodi Calandro and Jaime Calandro-Kaseman, we designed our club entry for the project. Greg Pettigrew was kind enough to lend his expert hand at painting to complete our entry.

To coincide with the release of the new Monster 796 Ducati unveiled Monster Art – Logomania which lets you order your new Monster 796 in a range of ten new color schemes, which includes a nod to a couple of Ducati's most famous victories. Anything familiar about the "Isle of Mann 79: A tribute to Ducati's 1978 Senior TT Win" paint scheme? — *il capo*



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DUCATI WINS THE PIKES PEAK INTERNATIONAL HILLCLIMB

The Ducati Multistrada 1200 S takes first and third positions in its maiden off-road competition

Pikes Peak, CO (28 June 2010)

Ducati North America is excited to announce its first and third place finishes in the 88th annual Pikes Peak International Hill Climb, held yesterday in the mountains above Colorado Springs, Colorado.

factory teams would win races, I was sure they had these \$100,000 engines and that was why they went so fast. I was wrong. This is my first year on a factory motorcycle and I'll tell you that bike was box-stock. It had some carbon, and few tweaks and that was it."

Greg's teammate Alexander Smith also put in a formidable performance, ensuring the second Ducati entry made the podium. Alexander fought his way up the mountain, and while running battling for second had an accident in the last corner, which slowed him down but still allowed time to remount and finish third.

"I have to repeat everything Greg said about the bike- it was really perfect. The race was good, and if you see the start line footage you can tell how awesome the bike was working," said Smith. "It was a pretty uneventful race up until the last corner where I kind of laid it down. I got off real



In its very first international competition, the Multistrada 1200 S took top honors in the 1200cc class in the hands of Pikes Peak Veteran Greg Tracy. The Multistrada took a massive lead off the starting line, and rode into clouds to take the top podium position at 14,110 feet. Tracy ran a smooth, uneventful race which demonstrated the exceptional on and off road capabilities of Ducati's latest offering.

"That was an exciting week I've got to say. I want to thank Ducati for the opportunity they've given me- I was even pitted in front of Rhys Millen's Unlimited Class ride- that was pretty cool! The Spider Grips Falkner-Livingston Multistrada was an amazing ride. Everyone did an awesome job and that motorcycle is crazy fast- it hit 137mph at one point! The bike worked great on the dirt and the asphalt," said Tracy in the post race award ceremony. "When I was growing up, and all these



quick and remounted which was still good enough for third and got two Ducatis on the podium."

For more information about Ducati's win in the Pikes Peak International Hill Climb, please visit www.ducatiusa.com.

He's Not Married Is He? Or the Secret Story of Philip Miner

story by Jim Calandro, 'il capo', Member #00001

I met Phil when he contacted me about my daughter's Honda, which I was selling for her. Okay, it is not a Ducati, but it is a V-twin and we were selling it. At any rate, Phil has several Ducatis and was at the dealer buying some parts and saw our club's magazine. He joined the club and wanted to add our little Ascot twin to his collection. He said he needed a simple bike to run down to pick up his mail. This should have made me suspicious. :-)

When we talked on the phone, he sounded normal enough, but then he came to visit. During our discussion of bikes in general and the little V-twin in particular, he mentioned, after seeing mine, that he also had a 916. The

more we talked, the more he mentioned bikes, so I asked the question, "Exactly how many bikes do you have?" Well, the answer blew me away when he said 34, and, after a recount and buying our bike, it turned out the number is more like 36. Then he dropped the bombshell and tells me he lives up towards the mountains of North Carolina, having just moved from Connecticut, and lives in an airplane hangar! Not just any airplane hangar, but one that has a second floor which is converted into a two-bedroom house. Mentally I noted, "He isn't married."

During the next few days, we communicated via email and phone because my daughter now lives in Maine and I had to find the title, mail it to her, and get



Phil's newest purchase



Now this is what I call an office!

it notarized and then mailed back to North Carolina. As it turns out, Phil does not own either a trailer or a pickup truck! Now that just seems plain crazy to me, but Phil matter of factly told me he just goes to Enterprise Rent-A-Car and rents a van whenever he has to move his bikes. Phil is a good wrench, so he is mostly in search of parts and not needing a mechanic to work on his toys that often. I magnanimously offered to deliver the little Honda to his airplane hangar. I might even have mentioned that a tour of his museum would be something I could be talked into. Well, Phil has the disease as much as anyone I have known, and the excuse to share his collection was more than enough for him to say "yes."



A few of Philip's singles, one of which is a lay-down Benelli

The tour of his airplane hangar, workshop, and living quarters made me wish I had thought of this years ago. What a wonderful way to keep all your bikes. You can look out from an upstairs, but indoor, deck and see your bikes sitting safe and sound inside. Better than the poor panoramic view of distant mountains? Well, I guess that

is a decision we will all have to make. We were a little rushed because Phil had a doctor's appointment and I had to drop off my Hypermotard for some warranty work. I got to see all the bikes and took far too few pictures—I will be forced to return. Phil has everything from his first bike—a Honda CL72 (250 Scrambler)—to trials bikes and up to and including a modern MV Agusta.

Phil started with bikes in 1967 when he was a college student and bought the CL72. For some reason, he decided to paint it in his dorm room, and, because he did not apply a primer coat, his bike turned out a purple color. That is not correct—is it maybe fuchsia? I don't know—it is just unusual—but seeing as how it is his first bike and his first effort at restoring one, I think it is great he still has it and has

kept it the same color. He worked for United Aircraft Corporation when he was a student, and the plan was to



Phil's original bike with his dorm-room custom paint job.

save half of what he earned and spend the other half. Apparently that was all on motorcycles. A wise man.

When he left college, he entered the Army and went to Europe and bought a Yamaha R5 350. A great way to get around Europe in the summer but not so much fun in the winter. It did open his eyes to European bikes and all the style and charisma they offer. Soon, more unusual things like a Moto Guzzi V7 Sport started showing up in his garage. He even got a Guzzi with a side car. Only problem was he had to remove the side car to park the bike and hack in the basement! I guess that was part of his mechanical training. Because he liked to ride the Guzzi solo, he had a second rear wheel with a rounded profile and kept the original one with the square profile for the days the side hack was installed.

The mid-seventies brought a new direction with the acquisition of his first Ossa. Someone had recommended

trials riding as an alternative to road racing. He would not give me any details, so maybe there is a skeleton in the closet. :-) He does admit to helping out AHRMA with their racing events at Loudon in New Hampshire as an administrative type. There is something special about folks who can stand up on those footpegs and balance a bike like the trials riders do. Several of this breed are housed in this hangar.

Phil then moved on to touring and got a nice BMW and headed off to Nova Scotia. That is an adventure for another story, but it kept him reaching out to new and different brands and types of bike. He did say two things that were interesting about his collection—well, not really a collection in the full sense of the word in that he never meant to collect, he just bought what he liked and then kept it rather than sell. First, he got a little caught up in balancing his collection by buying a Ducati to balance the number of Moto Guzzis he owned. His second interesting outlook is he wanted one bike for every year he worked. That is why he originally told me he owned 34 because that is how long he worked. Now he had the difficult job



Some of the more unusual Ducks with a Guzzi trying t sneak into the photo

of justifying the additional two bikes. Maybe he needs one for each year of his retirement? Works for me! :-)

Rather than list the different bikes Phil has in his hangar, I will let the photos tell the story. The really significant thing about all this is that with 36 bikes, 3 cars, a workshop, and a study on the first floor, nothing seems to be crowded. And that brings us to how come an airplane hangar. Well, the story goes like this. He

wanted to move to this area after hearing from his sister for so many years how much better the weather is down here. Potholes and frost heaves had lost their appeal. He contacted real estate agents and told them he wanted a



A four-leading-shoe drum brake Moto Guzzi V-7 Sport

small house and a big garage. Well, it appears big houses come with big garages and little houses come with little or no garage. He was at a loss as to what to do when along came an ad for a company specializing in motorcycle-friendly properties. His first conversation with the owner of the company was quite interesting. He told him of his needs, and the owner responded that they should not have a problem finding a garage to hold three cars and three or four motorcycles. It took Phil about three times to make him understand it was not three or four but thirty four!

When the call came in about the airplane hangar, it was intriguing but not something he had considered. A visit told him it was just what he wanted. At this point, I had to stop Phil and ask THE QUESTION. I had been telling several of my friends of my impending visit to see the Airplane Hangar Motorcycle Garage and they

had all asked the same question almost word for word: "He isn't married, is he?" Well folks, I am here to tell you that he is in fact married. Better yet, his wife's reply to his inquiry about living in the airplane hangar was, "It makes sense." Who is this alien woman? Well, it turns out his wife is the daughter of a motorcycle dealer. Not just a run-of-the-mill Honda or Yamaha shop, mind you, but a Puch and MZ dealer! My life is now complete. :-)

They Are Round And Black, What Else Do I Need To Know?

story by Jim 'il capo' Calandro, Member #00001

I got a call from Pirelli asking if I would like to attend a seminar on what makes tires go round and round. Of course my response was, "Hey, they are round and black, what else do I need to know?" Well, it appears there is a lot more to know. Pirelli, as the spec tire for the World Superbike racing series, takes their round and black things very seriously. I was able to meet Giorgio Barbier, Pirelli's Director of Motorcycle Racing. Now this man is very serious about tires and racing.

For the Miller Motorsport Park round of the WSBK race, Pirelli was there with about 30 technicians and of course Giorgio Barbier. What is amazing is they have three shipping containers full of 2,719 race tires for the WSBK and Supersport series. As it turns out, they are round and black for the most part, but Giorgio told all those in attendance a lot more. If this had been a European race, they would have had 4-5,000 tires on hand and mount at least 3,000 of them. Not all would be used, but it goes to show the level of commitment Pirelli has to supporting this racing series.

Each team has a set number of tires allowed for each rider. When they come to the Pirelli tent, they have to present a form with all their team and rider information plus the type of tires they want mounted. A Pirelli technician scans a bar code for each tire that is issued both to make sure they do not exceed their allotment and also to monitor track performance. All tires are marked with the red SBK logo and the tread compound. Knowing who uses each tire and how it holds up to the racing experience is a key factor to tire development. Pirelli's goal is not just to win races but to have a tire that can develop into next season's street or track-day tire. Racing improves the breed at work.

One thing that was quite surprising is that the MotoGP tires are not relevant for street use. MotoGP tires use odd rim sizes, higher sidewalls, and weigh about twice as much as a street tire. WSBK, on the other hand, uses 16.5-inch sizes. The World Supersport and Superstock all use 17-inch sizes. This is why we have seen Pirelli tires, so directly



View from Hospitality Suite, flags are for the fallen veterans in Iraq and Afghanistan. Note the snow in the mountains; it is still cold out here.



Tires for each team laid out for all to see, no secrets here.



Pirelli changing room



Ducati Hospitality area

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linked to racing, show up at show rooms for us to use.

A prime example of this race trickle down is the new Pirelli Rosso Corsa tire that is being released this year. It is a dual-compound tire, and the outside compound is the same as last year's World Superstock tire. Just to make it a little special, they have come up with a way to personalize tires. You will be able to go to the Pirelli web site and design a sticker for the side of the tire. Things like your country's flag and your name can be added. They have left a flat spot on the sidewall of the tire for this sticker to be mounted. More bling for your ride. :-)

What is really incredible is that when the racing tires are returned to Pirelli and removed from the rims, they are marked to show who rode them and how many laps they were run and are then stored outside where anyone can walk by and see the tire wear. Competing teams can look as well as the general public. I found that quite surprising.

Giorgio shared with us that they currently have thirty "solutions" available for racers, and by the seasons end it could be as many as forty to sixty solutions. OK, I am not proud—what exactly is a "solution?" As it turns out, tires are a lot more than round and black, and there are several areas where they work to ensure the best tire. All these changes to tire construction are called solutions. You can tell someone at Pirelli is an engineer. :-) Sure, you would immediately think of different compounds and tire treads, but they also look at types of plies, ply orientation and material, cord material, and bead construction. It happens that Superbikes making over 200 horsepower can cause the wheel to move faster than the tire. Not a problem I am familiar with, but one they have nevertheless. Subtle changes in any of these parameters can have dramatic effects on performance.

What was really enlightening was that Pirelli has moved away from a special race shop that made ten tires a day to a spot on the normal production machinery. There are more reasons for this than you would imagine. First is the ability to make sure each tire in a specific solution is the same as all the others. How can you judge performance gains or losses if the product is not consistent? Second, with the contract for WSBK there is sufficient volume to make it more important to have a production process. Additionally, if they are made on the production line and the solution works out both in ultimate lap times and longevity, then they are a candidate for next year's consumer product. Having them already produced on the standard factory line makes that easier and quicker. Not quite NASCAR's race on Sunday, sell on Monday but infinitely more closely related to the race product than any car you can buy. :-)

Now the truth is known. Tires are a lot more than round and black. Pirelli is very focused on making a superior product with lots of input from both racers and regular riders. Their goal is to have a spot on the club technical forum for tire questions and discussions. Topics like "are tire warmers really necessary for a track day bike?" can be posted and passed along to a technician representative at Pirelli. It is exciting to be able to have direct interface with someone in the industry.



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Giorgio Barbier, Pirelli's Director of Motorcycle Racing



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Tek Talk

HYPERMOTARD SEAT DZUS FASTENER CONVERSION

Jim Calandro, 'il capo', Member #00001

I have always preferred things to be simple. Maybe that is why most of my Ducatis in recent history have been the air-cooled, two-valve models. One of them is the Hypermotard S, and it has become one of my all-time favorite bikes to just jump on and run an errand or go for a long ride. One thing that puzzled me was the way the seat is fastened down to the frame. It is bolted, so you need a tool to get it off. I guess that is fine seeing as how there is precious little room under there to store anything, but it never seemed like the best solution.

I first considered a bolt with a plastic knob on the end so it could be removed with my hand. I had seen this on older bikes, but it was always located on the side, not the top. Besides, most of them had fairly short shafts and would be very hard to find seeing as how they are out of vogue now. I was thinking a Dzus fastener would be a nice change, but all the ones I had were just too short. Well, as it turned out, I was looking at the web site for Race Bolts, and they had them in various lengths. A quick measurement of the existing bolt and the length needed to go past the frame tab and into a Dzus receptacle told me that the 24mm, the longest they had, would do the job. You can get it in several colors, but I opted for the natural aluminum color so it would blend in with the aluminum plug in the seat it would pass through.

First thing I had to do was make the hole in the seat plug large enough for the Dzus fastener to pass through it. Fortunately, it is held in place by a just snap ring, and I was able to remove it. Now for the bad news: it is totally round and is very hard to clamp in a vise with enough force to keep it from rotating while being drilled. Seeing as how it is aluminum, I was afraid to employ too much gripping force with the vise. My solution was to find a drill that was the next size above the drill that would already pass through the hole. I just kept increasing the drill size and re-drilling until I reached the size I needed. A little time consuming, but it prevented destroying the fitting. The fastener I ordered required a 17/64 size hole, but I would recommend testing after each drilling to make sure you do not make the hole too large.



Stock seat button-head hex bolt



Stock bolt side by side with new Dzus fastener



Dzus fastener installed

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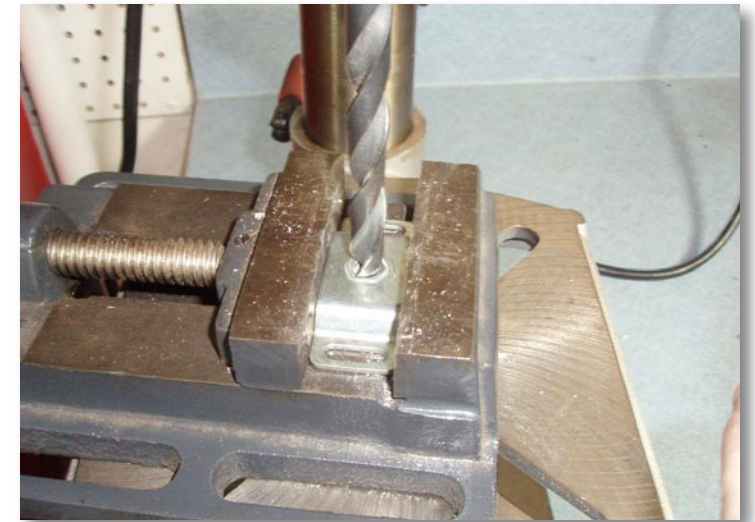
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Now came the bracket, which was bolted to the frame and had the nut welded onto it. Well, it is not actually welded; it is more of a compression fit, sort of like what you see with a pop-it rivet. I just drilled it until the nut dropped off. This required a 13/32 drill bit and my drill press. Then it was simple to clip on the Dzus receptacle, reinstall the seat plug, and install the Dzus fastener. Well, not all things are simple, and it was necessary to adjust the depth of the Dzus receptacle to make it fit properly, but that was easy. I got exotic and installed a Grippa steel washer so the Dzus fastener will not come out of the seat. That way I will not lay it down on the ground and then step on it or kick it to some place I will never find it. Also, the Dzus fastener is aluminum, so it is even lighter than the part removed. Always looking to save weight on my air-cooled bikes. :-)



Seat bracket in drill press



Dzus receptacle loose and installed on seat bracket. Auto focus took a day off:-)

Seat plug removed with snap ring and snap-ring pliers

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BENCH RACING

Tall tales of fact and “friction”

Continuing Education

by Philip Miner, Member #01404

When I met Jim and we exchanged relevant information (number of years riding [43], favorite bike [1980 Ducati 900SS bevel-drive], etc.), he commented that I must have had some interesting experiences over the years. Of course, some were more interesting than others, and some were “educational”—as in we learn from our mistakes. This first one could be called: “There is a right tool for every job.”

Things I’ve learned from owning a motorcycle
(Part 1 of series of continuing education)

Hah! Where is it written that life should be so easy?

While levering the tube and tire over the rim, I pinched the tube, creating another leak! Oh, did I forget to mention that I was using screwdrivers as tire irons? After all, how many teenagers have a set of appropriate motorcycle tools? The bike came with a set of tools—why would I need more?

I removed the tube, re-patched it, re-inserted it... and... pinched it once again!!

“When I was a boy of fourteen, my father was so ignorant I could hardly stand to have the old man around. But when I got to be twenty-one, I was astonished at how much he had learned in seven years.” — Mark Twain

Once upon a time I was a teenager, owned my first motorcycle, and got a flat tire near my home. (OK, it was actually my parent’s home, but no self-respecting teen would acknowledge that fact. After all, it was the ‘60s.) The tire had a tube, and, having owned several bicycles, I knew the basics of repair—remove tube from tire, patch, re-insert, and add air.

This procedure sounds easy when read from a book, and of course looks even easier when viewed in a video. Anyway, I removed the wheel from the motorcycle, removed the tire and tube from the rim, found where the tube had been punctured, applied a patch, and checked for a good seal. AOK. All that remained was to reverse my steps and the bike would be ready for a Saturday afternoon ride.

Near tears and supremely frustrated, I looked up and found that my father had returned from running morning errands. He asked, “Need some help?” I can’t remember my response, but I watched him perform a near-miracle as he removed, patched, and re-mounted the tube without incident. With commentary, it took him less than 10 minutes. I was astounded.

Years later, I read the Mark Twain quote: “When I was a boy of fourteen, my father was so ignorant I could hardly stand to have the old man around. But when I got to be twenty-one, I was astonished at how much he had learned in seven years.” I never knew Mr. Twain, but I’d suggest that he could change it to “...but when I took the time to watch and listen, I knew him to be the best dad ever!”



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Meccanica Collection

Introduced in 1954, the Ducati Meccanica logo with its distinctive wing and laurel design pays homage to Ducati’s Bologna home and proud heritage. The Ducati Meccanica apparel collection combines vintage details and contemporary styling in both technical riding gear and fashion garments for men and women. For the complete Ducati apparel line and to shop online, visit store.ducatiusa.com.

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