



# DESMO LEANINGS

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

Volume 10 Issue 1

Spring 2012



***Mostro Della Strada***

***Fast Frank NCR Replica • NCR M4***

***SmartyCam: Data Logging and the Ducati***

***The Red Key Diary • Product Reviews • TinyTechTips***



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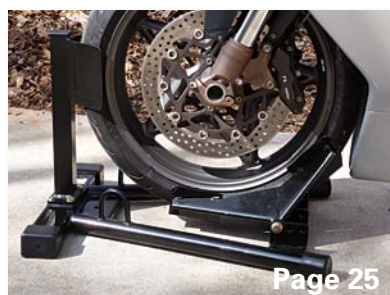
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## Greetings from il Capo

**T**oday has been one of the warmest days so far in 2012, and with the temperature over 70 degrees Fahrenheit, I am wondering why I am inside typing. But these magazines do not print themselves, so I need to get started. What really stands out is that US DESMO is officially nine years old now. If you count the years we were a Regional Club with DOCC, then we are seventeen years old. With four magazines (or three magazines and a calendar) published each year, that means our web site has archived 34 magazines and 2 calendars. Our goal when we started was to have a magazine each quarter, and so far we have. Without the diligent work of David Grogan checking out grammar and facts [*and spelling, particularly those pesky English homophones-DMG*], plus Lewis Kirk on the magazine layout and Terry Wyse with the calendar layout, this would never have happened.

We have evaluated the wisdom of continuing the printed magazine or going to the digital age with an on-line version only. I am old school, and having a magazine in my hand just seems right to me, but what do I know?—I am a dinosaur. I would enjoy hearing your opinion on this because this is not just about what I like, but what serves the membership best. In either format, we are looking for stories and articles, so here is your chance for your fifteen minutes of fame and to be published.

The calendar only makes sense in a printed version, so for now we will try to keep that going. If you have a bike that you would like us to look at for possible inclusion in the 2013 calendar, hurry, as we already have about half the months full. It would be best to have any submissions to us by no later than April 1, 2012. Earlier is fine, but we need a lot of time to do the calendar—this one took about three months longer than planned.

If you would like additional copies of the 2012 calendar, they are available for a postage and handling charge of \$5 for one and \$25 for up to ten. The reason for that is ten comfortably fit into a flat-rate Priority envelope.

Jim  
il Capo



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## Jake Zemke to Compete in the 2012 AMA Pro Racing GoPro Daytona Sportbike Championship

ATLANTA (February 27, 2012) - Ducshop Racing is proud to announce plans for the 2012 AMA Pro GoPro Daytona Sportbike Championship Series that will commence at the Daytona Beach International Speedway in Daytona Beach, Florida, on March 15-17, 2012. Ducshop Racing will be fielding a two rider team in the season opener. Riders Jake Zemke and Dario Marchetti will enter the class on Ducati 848EVOs. The 200 mile, 57 lap race will take place on Saturday, March 17th, with a scheduled start time of 1p.m. EST. The event will be

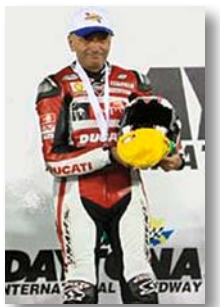
Champion while finishing second in the AMA Supersport championship. His 2010 season started with a bang, taking double wins in the

Superbike class with the Jordon Motorsports Team. These wins highlighted the first ever Superbike wins for the AMA team. That year would see him finish third overall in the championship. In 2011 he delighted fans when he took pole in the Daytona 200 on a non-factory bike. The rest of the season was spent across the pond, competing in the British Superbike Championship.

"I am so excited to be riding the Ducshop Ducati for the 2012 season," says Zemke. "We recently completed a two day test and while it was my first time on a Ducati race bike, I was incredibly impressed with the power delivery and overall package. Our goal is to once again put the Duc on top of the box in Daytona."

### Dario Marchetti

Ducati Riding Experience (DRE) Chief Instructor and Technical Supervisor, Dario Marchetti, is already a multi-time Daytona winner. In 2007 Marchetti won the Motorcycle Race of Champions endurance race on a 1098S. In 2004 he won the Battle of Twins on a Ducati 748RS, having ridden the track just twice. The Italian rider also helped lead Ducshop Racing to a podium finish in the 2009 8-hour Moto-



GT2 Championship season finale at Daytona and raced again with the team in 2010 in the Daytona 200 aboard their 848.

The former World Endurance Championship podium finisher is also a four-time Italian Champion and 500 Moto GP star. Dario brings with him a wealth of experience – not just for Ducati but endurance racing. This race is Dario's return to the world stage after suffering a horrific crash in 2010. After nine weeks in the hospital and months of physical therapy, Dario has fully recovered and intends to make a strong showing in Daytona.

The team would like to thank Rizoma, Element Case, TPL Racing, Freightliner Manitoba, Rewards4wellness.com, Troy Lee Designs, FMF, Fast Finish, Drippinwet, Jason Disalvo Speed Academy, Armour Bodies, Fast Frank Racing, EVR, D.I.D, Zero Gravity and Vesrah for their support.

2012 Ducshop AMA Pro Racing GoPro Daytona Sportbike Ducati 848evo



broadcast live on SPEED, and you can follow the team at www.twitter.com/ducshop or Facebook at www.facebook.com/ducshop. After Daytona, Ducshop Racing and Zemke will contest the remainder of the 2012 AMA Pro GoPro Daytona Sportbike series. The team will head to their home track, Road Atlanta, for round 2 in the series on April 20-22, the Big Kahuna Atlanta.

### Jake Zemke

Jake Zemke is a household name to all AMA fans. A former dirt tracker, he made his AMA roadracing debut in 1997 and has subsequently finished in the top 3 of the Championship 12 times, bringing him to the podium over 100 times during his professional career. In 2006 he won the Daytona 200, and finished third in the 2007 Superbike Championship. 2008 saw Jake crowned Formula Xtreme





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# Mostro Della Strada

Photos by TSmith Photography and StradaFab



**W**hen I decided to open StradaFab, my own fabrication shop, building Titanium Ducati frames, I really wanted to build a Ducati Monster as the first bike. I purchased this Monster S4RS that had only been ridden 600 miles in three years.

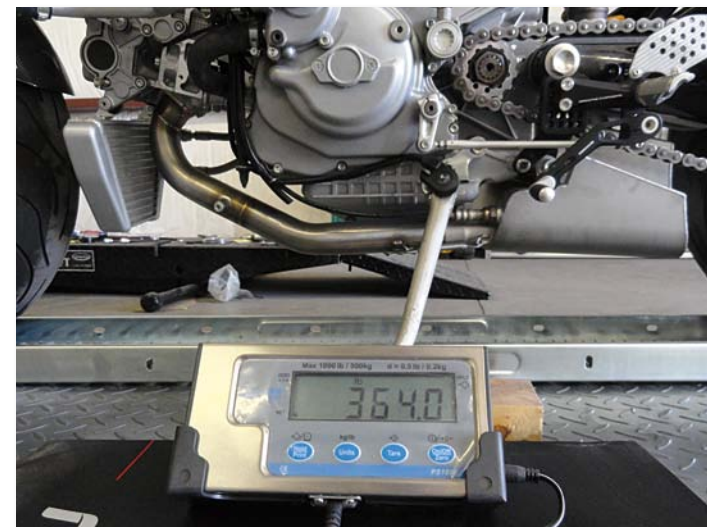
The bike was brought home and completely disassembled. The next step was to fabricate the welding jig for the Titanium frame. The jig was built from mild steel to fit the stock Ducati frame. The titanium frame uses larger diameter tubing than the stock frame. There are a few reasons for this. Titanium has a little more spring to it than chrome moly, so the diameter increase maintains the stiffness of the original frame. Also, I wanted to give the bike a beefier look. The stock frame weighs 28lbs. and the titanium frame weighs 15lbs., almost a 50% weight savings. The frame plugs were custom machined for the larger diameter tube.





In order to make the bike look somewhat like a café racer and save more weight I decided to make the seat pan from carbon fiber. First, foam was carved to the shape I wanted. Fiberglass was laid over the foam to make the mold for the carbon fiber. Four layers of carbon fiber were laid in the mold and vacuum bagged. The bracing under the seat is foam and carbon fiber to bolted to the frame. The seat pan and gas tank were painted Jet Black Metallic with Silver stripe. Most people don't notice but the Ducati font on the gas tank is different than stock.

Assembly of the bike went smoothly until I discovered that the stock headlight bracket would not work with the clip-on bars. So a titanium bracket was made that allowed me to mount the gauges underneath the triple clamp and lower the headlight about two



inches. Again it's one of those small things that most people don't see right away that makes a custom bike. The last titanium part fabricated was the bracket for the tail light and signals.

Driven clip-ons and Rizoma grips and mirrors were chosen for the controls, along with CRG levers. The clutch cover is another carbon fiber piece made by StradaFab with a machined aluminum trim ring. The exhaust is a Quat-D Ex-Box and sounds great. It works well with the stock ECU and saves about 10lbs. of weight. The brakes and suspension remain stock as the Brembos and Ohlins are some of the best offered.

The rear-sets are from Rizoma and make the riding position more comfortable with the clip-ons.

A 14 tooth front sprocket was added to make the engine more manageable around town. To date it still has less than 900 original miles and is probably the only titanium framed S4RS in the world.

The bike weighs 364lbs. dry, and at almost 40lbs. less than the stock weight it doesn't matter what RPM or gear the acceleration is amazing. The bike is truly a Monster now. I call it Mostro Della Strada, Monster of the Road.

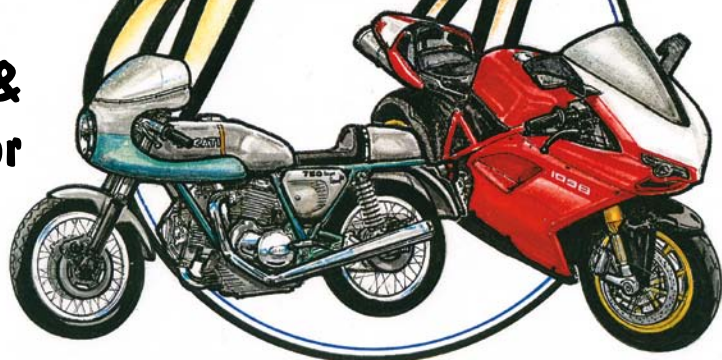
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# Fast Frank's NCR Replica

Story and photos by Neale Bayly, Member # 01174



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**A**s I approach turn 11 at Carolina Motorsports Park at high speed, my initial thought is there's been a problem, and everyone has slowed or stopped to avoid it. Not seeing any flags, and realizing the large group of riders are actually still moving, I carve-passed a couple on the way in, a couple more on the exit, and finish the rest of them off before turn 14. Diving through the turn on the gas, it's then throttle to the stop

as I begin my run down the front straight.

Riding at a recent US Desmo event with the intermediate group, it's not my skill or prowess on a motorcycle that is making me look like a red-hot knife going through butter, but the demon Ducati I'm riding. Tucked in tight, I finally make sense of the footpeg position, and I've figured out where to shift the air-cooled engine to make maximum progress. Entering turn one,



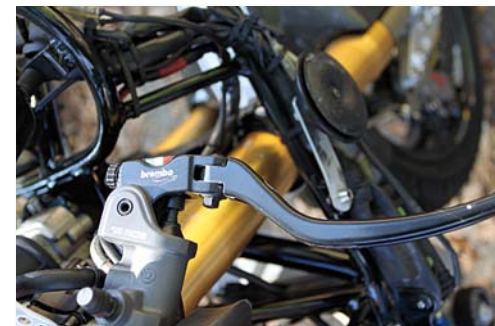


occasional track days. With the bike tipping the scales somewhere around 340 pounds and pumping out a genuine 100 Italian horsepower at the rear wheel, I didn't realize quite how difficult this adjustment was going to be.

With little power below 4,000 rpm, the tachometer needs to be closer to 6,000 rpm to make serious progress, and if I really want to make time it needed to be a couple of grand higher than that. Starting life as a stock 2004 SuperSport 1000cc dual-spark power plant, the original motor put out 83 horsepower. Intended for street use, it was plenty powerful enough for most folks, but Frank Shockley had other plans. The motor came out for a full rebuild, as he wanted to race in the Moto-ST series. For those

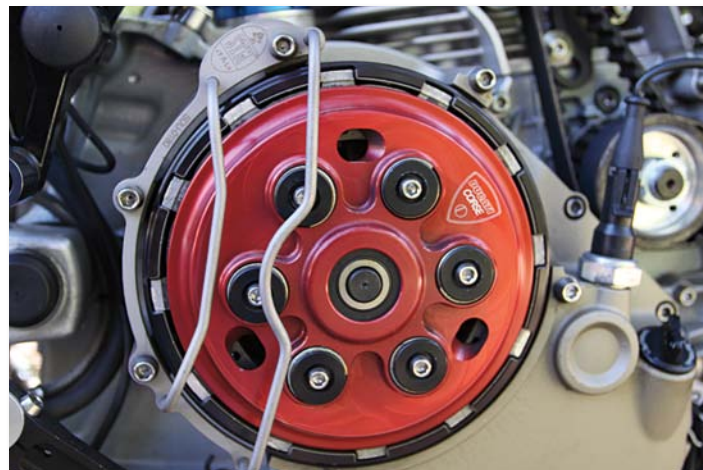
I've also worked out how many downshifts the bike needs, and flicking through the turn and up into two, I'm totally in the groove and on the gas and passing a couple more riders in the process.

It didn't start out like this. Arriving at CMP after five days in the saddle of a 900-pound Harley Davidson



cruiser, I knew, when Fast Frank Shockley asked if I would like to take a few laps on one of his personal bikes, there was going to be an adjustment process. Built to mimic the fast, exotic NCR Ducatis built in Italy, albeit on a slightly different budget, Frank's concept for his NCR replica was to make the lightest Ducati air-cooled twin possible for road work and

familiar with their Ducati racing history here in the



States, you will know that Frank teamed up with two-time World Superbike champion Doug Polen, and his good friend Pete Goddard, and not only won the Daytona 8-Hour race, but also the 2007 championship on this bike.



With the engine out, Frank installed a pair of large, Italian-made Pismal pistons for a displacement



of 1080cc. Compression was kept fairly mild at 11.2:1 for longevity, and titanium rods from Pankl were installed.

The cylinder heads took a trip to Mark Sutton at the Ducshop and came back fully ported and polished and ready to accept a set of DP Performance camshafts. According to Frank, they are not too radical, as he wanted to keep the engine reliable at all cost. The crankshaft was lightened and balanced, and the motor bolted back together.

To allow more fuel and air into the enlarged cylinders, a Ducshop Hyperstack was installed. This allowed the stock air box to be removed and a set of velocity stacks with K&N air filters installed. To get the



burned mixture into the atmosphere, Frank added a pair of Termignoni slips-ons to the stock header



pipes. He also sourced some magnesium engine cases from Ducati and put a slipper clutch in before buttoning everything up and putting the engine back in the frame.

Since the racing success of 2007, the bike has been retired to fast street duties and the occasional track day. As someone who loves the whole NCR product line and



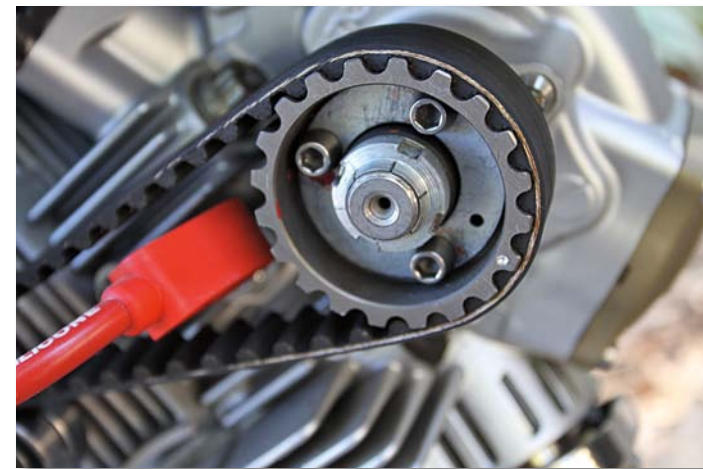


philosophy, but by his own admission can't afford the price of entry, Frank decided to essentially make his own. The frame remains stock, but up front a set of multi-adjustable öhlins forks lives in a Speedy Moto triple clamp and



hold a light-weight, carbon-fiber BST wheel. A matching BST wheel lives out back, and an öhlins race shock with titanium spring handles suspension duties in the rear, the spring saving 1.5 pounds. Frank then lightened the rear rotor to lose a little more weight, and he swapped out the stock fuel tank for an ETI carbon/Kevlar item. He saved a couple more pounds by replacing 85% of the Ducati's nuts and bolts with titanium, and one day when he is not too busy he is going to build his own frame and take off another 10-15 pounds. With his own machine shop stuffed full of lathes and milling machines, there are few things for a motorcycle that Frank can't make, a new frame not being one of them.

Out on the racetrack for the first time, I struggled terribly. The tiny footpegs were set so high I had trouble even handling basic shifting duties. My foot hit the exhaust, I continually under-revved or over-revved the engine, and the brakes were so strong I kept stopping too early for the corners. To compound the problem, the bike was so light I kept turning in too early, and I either dropped too many gears or not enough, whichever seemed to be the most inappropriate, during this approach. As I came in from the session, I could only



hope Frank hadn't been watching his pride and joy wobbling and scratching around the track in the slowest manner possible. Not to mention watching how many people had been passing me.

Session two brought some improvement as I followed



my good friend Jim Calandro on his air-cooled Ducati. While his bike is not quite as light, or as powerful, as Frank's, it was an excellent opportunity to start figuring out the NCR replica. After the Harley floorboards, the pegs were still feeling unnatural, but at least I was keeping my feet off the exhaust. I was finally using the correct gear most of the time, and by releasing my death grip on the bars, I gave the suspension a chance to settle and do its thing as my speed picked up. It was still somewhat reactionary over



the bigger bumps, but by starting to connect with what the bike needed, I was able to challenge the brakes a little and realize how much

faster I could be going.

Back in the pits, Frank brought me up to speed on just how many parts and pieces of the bike have been upgraded: Swat rearsets, Speed Cell battery, 520 chain kit, NCR oil cooler. I was getting writer's cramp just listing all the changes. The Ducati 999 fairing has a small headlight in place, and it wasn't long 'til Jim Calandro came by the pits to find out who was running around the track with lights and mirrors untaped. Oops. Once he realized we were on "official" testing business, he was most gracious as Frank pointed out the custom seat, Ducati accessory tailpiece, and full Brembo braking system.

So with notebook packed and ballpoint stowed, I slipped out onto the track for one last session, and a lap into it everything finally clicked. Able to come up on slower bikes and choose my passing line at will, I dropped my lap times dramatically. The



balance and poise of the chassis, the brick-wall-effect brakes, and the muscular, gutsy engine all working together in harmony, making Fast Frank Shockely's NCR replica one of the best motorcycles I have ever ridden on a racetrack. Sure I've ridden faster, more expensive, and more exotic, but the component Frank has built into his bike is the rideability.

Ex-AMA Superbike champion Jamie James always springs to mind when I think about this, as he builds bikes the same way: easy to ride and mad fast. Maybe when really fast guys build motorcycles, they just know how to build them better? Either way, even if my new logic is flawed, Frank's NCR is without a doubt the complete package, and for this slow, old scribbler, possibly the fastest way for me to get around a racetrack.



And if you don't want to take my word for it, ask Doug Polen, who was heard to say, "It's the best-handling motorcycle I've ever ridden."





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# Tek Talk



## The Red Key Diaries

By Jim 'il Capo' Calandro, Member # 00001

I bought a 2006 Monster a few years ago before I realized how important it was to get the "RED KEY." I did not know the seller had only one black key and no spares, black or red, until after I had fallen in love with the bike. I had ridden it for several years with just the one key, and every time I worried I would lose it and be out of luck. Well, I found a thread on one of the forums



I frequent that promised a solution. I contacted SOS Diagnostics in Canby, Oregon (www.sosdiagnostics.com). They were very helpful, and for \$40 they would clone a new key for me. They even told me how to do it locally if I could find someone with the proper equipment. Well, I never did despite many searches and ended up shipping my key via priority registered and insured mail. Four days later, I got an email from SOS saying it had arrived, they would make a new key, and, when it was finished, they would call for

payment. I got a call two days later asking for \$45 for the key blank, cloning, and mailing, and I was done.

My one great fear was that the two keys would be lost and I would have to send the dash, computer, and ignition lock to SOS Diagnostics. Well, I was assured that they would keep my code on file, and all I would have to do is contact them and they would mail me another key for the normal price. The two keys arrived three days after that, and the new one worked a treat. It has a red block that looks to be forced into the key, and I suspect



that is the computer chip that deactivates the immobilizer system. Now I have two keys and a source for replacement. Not as cheap as the old days when you just headed down to Ace Hardware and the nice young girl would cut you a key, but it is a lot more reassuring than my past situation, that is for sure.

### Ducshop Hyper Stacks

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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.

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# NCR'S M4

The M4, NCR's new lightweight, street-legal motorcycle, delighted the crowds today at the 7th annual Barber Vintage Festival. The international unveiling took place at 1:15 p.m. at the NCR Center located in the Ducstock area between turns 13 and 14.

The two versions of the new motorcycle, the M4 and M4 One Shot, were revealed today. The presentation highlighted many of the M4's special features as well as providing a demonstration of its modular design.

The M4's features include an NCR-derived traction control system and high-grade military connectors and an array of carbon-fiber, billet, and titanium parts, as well as premium braking and suspension components. The generous use of NCR carbon-fiber and titanium parts allowed NCR to achieve amazing weight targets. The units weigh only 286 lbs. and 278 lbs. for the M4 and M4 One Shot, respectively.




"I can tell you about the M4's power, torque, and amazing light weight; however, words cannot adequately describe the experience of riding a motorcycle with those



characteristics," commented Joe Ippoliti, NCR COO.

The M4, although going through homologation for street-legal use in the United States, was built to perform on the race track. Therefore, another objective of the project was the ability to transform the M4 to race trim in less than 20 minutes. This goal was achieved with a modular design that allows the headlight/instrument cluster and tail section to be changed with just a few bolts and connectors. A two-man NCR team demonstrated this process, completing the task of replacing the M4's stock mini-headlight/instrument cluster and titanium rear subframe assembly with an optional race fairing and structural carbon-fiber tail section. The process took less than 15 minutes, which included time to address an amazed crowd.

NCR was also pleased to participate in last night's Motorcycles by Moonlight dinner for the benefit of the Barber Vintage Museum. At the event, supporters were given a sneak preview of the M4. NCR is thrilled that both the Friday evening and Saturday crowds gave an enthusiastic reception to the sight and sounds of the M4.

The NCR M4 and M4 One Shot are built to order with expected first deliveries in Spring 2012. 



About NCR s.r.l. – NCR, based in Bologna, Italy, is a designer and manufacturer of exclusive motorcycles and performance parts that are race-circuit tested and use the highest available technology and leading-edge design. In 2001, when the founders retired, the Poggipolini Group, a world leader in the processing of exotic lightweight alloys of titanium, magnesium, aluminum, and specialty steels and a leading supplier of products and solutions for Formula 1 and MotoGP and the aeronautics and marine industries, continued the NCR evolution and mission. In 2005, NCR was authorized as a motorcycle manufacturer and began building its first complete units. For more information on NCR, visit [www.ncrfactory.com](http://www.ncrfactory.com).





# Data Logging and the Ducati: A Match Made In Hell!

By Bill Gilbride, Member #01521

Well not really Hell, but not exactly Heaven either. Being a technically inquisitive person, I was naturally curious about the data systems on modern sport bikes. Each ECU manufacturer is supplied by a third-party company that manufactures its ECUs. While the automobile revolution has benefited from aftermarket ECU modifications, the motorcycle market seems to remain stalled.

**ECU 101.** With modern-day ECUs, the use of CAN communication has eliminated the duplication of wiring and sensors by allowing a bike to share data between the engine-management systems and the dash unit. The modern-day bike has a computer network running from the moment you power up the ECU. And while having a computer control your bike's electronics can be a great

thing, it also has some pitfalls.

Enter the data logger. A staple in the racing community, the data logger has also evolved along with every other electronic device: smaller, faster, cheaper. The one catch with any data logger is compatibility. Third-party ECUs (Microtec, Nemesis, MegaSquirt, etc.) have no issue in sharing the details of exactly how the CAN network is set up on their respective ECUs. So before you start thinking about how neat all the possibilities are, do some homework on ECU compatibility.

AIM Sportline is an Italian company that has been manufacturing data logging, dashes, timing gear, etc. since 1976, so they have a long history of design and production behind them from their Milan-based



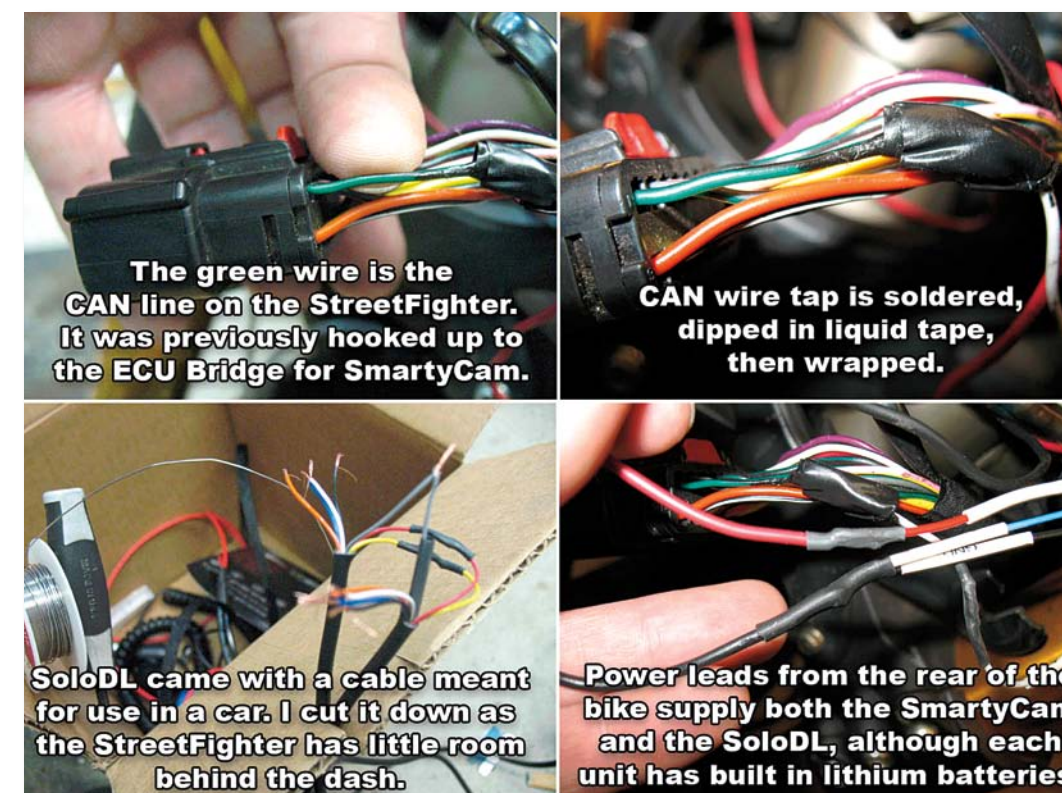
company. They really hit the mark with the development of RaceStudio2, which is AIM's analysis software used to interpret and analyze the data you record. Unlike many nickel-and-dime shams, AIM provides the software free for use with any of their devices. Since it only works with their data, it strengthens the use of any of their product line. AIM has a huge base of users in the karting arena, but their products are not race-specific. The only catch with putting any data logger onto a bike is size.

So why would a street rider who just started doing some track days give a hoot about data? Well, from just using the standard GoPro, you tend to get a taste of things. Then you look back at your footage and wonder about what you and the bike were doing. How fast did I take that turn? Should I have been in another gear? This led me to search out and find TrackVision. TrackVision is a software that can combine almost any video with a corresponding data log as long as it is CSV (comma separated value) format as in an Excel spreadsheet. Then the trouble is how do you take Ducati DDA run files and get them into CSV format?! Luckily, I found a programmer that was also a Ducatista, and he had already written a Mac-based program to hack into the DDA run file. The

possibilities with TrackVision are very good. You can also use anything that stores GPS data and will export the files, so certain phones could be used to log GPS speed and position. And the graphic layout inside of TrackVision lets you customize the overlay dash if you have some computer skills and knowledge of Photoshop for the graphics work.

The problem with TrackVision is that it becomes tedious. I don't want to spend hours manipulating data to see a run. I want to be able to download it from the logger and get immediate feedback. AIM does this quite well in two ways. With SmartyCam, you can look at your video immediately—just grab the microSD card and load it onto a laptop, BAM! With SoloDL, just plug in the USB cable and download it to the laptop, BAM!

The unique feature of the SmartyCam is that it is not only a video camera (700x400 h264 movie file), it contains an accelerometer to measure G-force, built-in GPS, and finally a port to allow for interconnection to vehicle CAN Bus data. Running the SmartyCam by itself required the use of an ECU Bridge, which is programmed by the user to listen to select CAN bus channels. It passes those along to SmartyCam, which processes them into the video overlay so that while you are recording video, the data from the bike is recorded as well in real time. *[This article makes me feel very old.—Ed.]*



The green wire is the CAN line on the StreetFighter. It was previously hooked up to the ECU Bridge for SmartyCam.

CAN wire tap is soldered, dipped in liquid tape, then wrapped.

SoloDL came with a cable meant for use in a car. I cut it down as the StreetFighter has little room behind the dash.

Power leads from the rear of the bike supply both the SmartyCam and the SoloDL, although each unit has built in lithium batteries.





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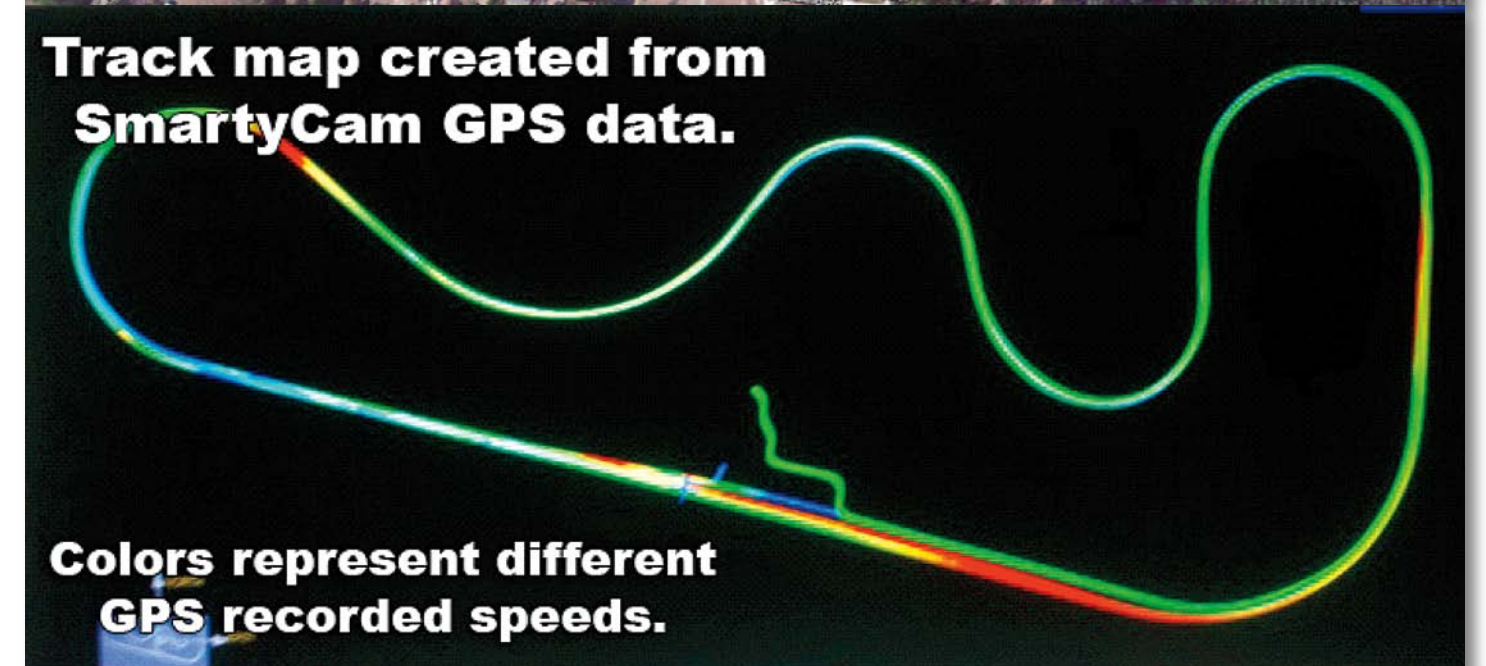
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With the Ducati Magneti Marelli ECU the data channels are limited to what AIM was able to decode on their own. So you get speed, rpm, engine temp, air temp. Hopefully with future updates they can decode Traction Control as well. For true racers that utilize either the Microtec or Nemesis, the entire list of ECU functions are available for data logging. The only limitation would be the number of channels that you can record to the data logger. There are limits!

have some wire runs to make and some soldering to do. Then it is a simple process of flashing the ECU Bridge unit so it is compatible with the brand ECU you are using. SmartyCam itself can be mounted best using the Ram Mount kit that is supplied as an added kit. Ram Mount is probably the best mount available for this, GoPro, GPS, or any phone on a bike! On a nekid bike like the StreetFighter, you have plenty of choices like the handlebar or the handlebar or if you're feeling really



Installing the SmartyCam was simple. It needs switched power so that it automatically powers up on bike startup, and it needs to tap into the CAN line at the dash. It takes probably an hour to install since you

adventurous, the handlebar! Those with a full faring can probably make an executive decision on whether to mount the camera in the nose of the bike somehow or behind the windscreen. I personally hate the windscreen



position as it tends to refract light and defeat the purpose of getting nice footage. Either way, with SmartyCam you still do want access to the camera to retrieve the microSD card.

After using the SmartyCam for about a year, pre-release info starting popping up about another product from AIM. This was going to be their GPS lap timer, the Solo, and the SoloDL which adds ECU bridging compatibility. The Solo would provide any track day rider or racer the capability of getting lap data based on GPS positioning. No lap beacon. No hassles. The same for the SoloDL, which would take the input of the ECU CAN data and the GPS data and log it. The bonus of the DL model is that you could also connect it to the SmartyCam. Now the lap time, GPS speed, ECU data etc can be fed to the SmartyCam and overlay the data onto video.

Anyone can download the RaceStudio2 software from AIM Sportline's website. It has some test files to mess around with as well. Not many companies let you test drive a product...well two companies will, Ducati and AIM! As far as costs go, the SmartyCam is around \$1,000 and the SoloDL is about \$700. The Solo is the other product that will do the same as the "DL" model, except it does not tie into the ECU or connect to SmartyCam.

The benefits of using SmartyCam or the SoloDL can be very helpful to a club racer or track day enthusiast in dissecting how well they perform not only in lap times,

but in sector times, top speed, corner exit speed and much of the data is permanently burned to the video for post ride analysis. Given a choice, I would say the SoloDL will yield more benefits than the SmartyCam since every data channel is available to look over inside of RaceStudio2, but together they function as a great learning aid to becoming a better rider and not seat of the pants solutions to making better time around the track.

There are more expensive data logging set up out there, but as an entry level unit, the AIM Solo is quite the bang for the buck.

Special thanks to AIM Sportline ([aim-sportline.com](http://aim-sportline.com)) for technical assistance, along with PrecisionAutoResearch ([precisionautoresearch.com](http://precisionautoresearch.com)) for guidance and advice.

*After writing this article Bill Gilbride was involved in a wreck Saturday, January 2. He was struck by an SUV on his left side. The driver was charged with failure to yield the right of way. Initially he was given a 50/50 chance to survive. After approximately 7 hours of surgery he was upgraded to critical but stable. The most serious of his injuries were to his left arm, pelvis, and left leg. Ultimately his left leg was removed. He is now at home, getting physical therapy, and posting about his progress on Facebook!*



## US DESMO 2012 EVENTS

**Track Day, Monday, April 9, Roebing Road, Bloomingdale, GA**

**Ducks Along The Blue Ridge (DABR), May 4-6, Mt Airy, NC**

**Track Day Monday, May 21, Carolina Motorsports Park, Kershaw, SC**

**Ducks Head West (DHW), August 10-12, Erwin, TN**

**Ducks Fly South (DFS), September 14-16, Murphy, NC**

**Track Weekend, September 29-30, Carolina Motorsports Park, Kershaw, SC**

**Track Weekend, October 27-28, Roebing Road, Bloomingdale, GA**

**Updated March 1, 2012**

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## QUICK PRODUCT REVIEWS:



CYCLE GEAR HAS COME OUT WITH THEIR OWN BRAND of riding gear called Bilt. Recently they introduced a new helmet called the Spirit in solid colors and the Chicane in multi-color. I am not sure why they call it by a different name depending on the graphics, but that is their decision. I had received a gift certificate for Christmas, and the helmet was right at the amount I had to spend. I got a solid silver to match my Paul Smart, and I was truly amazed at how closely it matches now that I have the helmet home. At \$69.99 on sale, it was very little money for what seems to be a well-made helmet. It has five air vents and a flip-down inner tinted visor. The latter has great appeal because I will not have to carry sunglasses. It fits me well, and the shields are easy to use and see through.

On my first test ride, I immediately discovered that once over about 50 mph the helmet is fairly noisy. There is a webbed piece on the bottom of the chin bar, but it is a very open weave, and putting my hand over the bottom of the chin bar canceled most of the noise. More importantly, it calmed down the high flow of air to my face. This is important because I wear hard contact lenses, and the airflow was drying out my eyes. It was not very hot, so I could not test out the airflow of the vents, but when opened I did not notice any additional noise. Neither the main nor inner visor fogged up, but it was not all that cool, so I will reserve judgment. Overall, I am impressed with the helmet. I did try installing the chin bar air shield from my Scorpion helmet, and its solid-fabric construction cut down both the noise and annoying airflow. I will sew in a more solid screen to the original air shield to see if that provides the noise and wind relief I am seeking.

*James 'il capo' Calandro*



CYCLE GEAR HAS COME ON THE SCENE with some new house-brand products, and part of that is their "Track Side" stands. I have always liked my Baxley stand for when I am trying to park several bikes in a row. It is so much easier to just ride or push them in and walk away. You can get them closer together and not have to worry so much about the dreaded domino effect. Well, Cycle Gear was having a half-price sale on these drive-on front stands at \$69.99, about one-fourth of what the Baxley costs, so I decided to try one. It was a piece of cake to put it together, and my only complaint is the rubber end pieces are not held on other than by friction. I lost one when I used the stand on my trailer recently and have not been able to replace it.

Another problem is that the front tire sticks in the V-shaped stop at the top of the vertical support. This made it difficult to remove the bike from the stand because the stand came up off the ground and followed the bike. I took some flat plates of thick aluminum and two adjustable wrenches and used them to spread open the vee. This helped some but was not the total solution.

I also had to use some double-stick tape to mount the stand to the floor. This worked until it got cold, and then the tape did not work so well. I will bolt the stand to either the floor or the baseboard to keep the stand in place. Maybe some Teflon sheeting might help if it was installed in the vee. The stand is not perfect, but at this price I bought five and will work on making them better than original.

*James 'il capo' Calandro*



*Buckles by Tom Rolland*



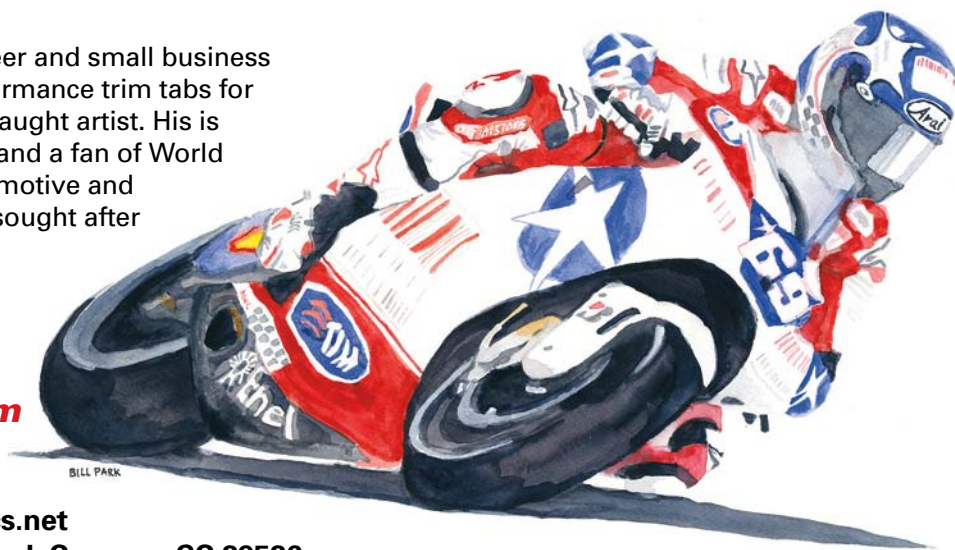
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## TinyTekTip #4

### Using the Wheel Jockey Big Boy

by Ken Glassman

I have used the "Sport" Wheel Jockey before for chain maintenance on my Ninja 650R. It was easy to use, and it made the job of cleaning and lubing the bike's chain much easier. It is also great for cleaning the rear wheel, but since the wheels on my Ninja are brushed aluminum and the bike is silver, the dirt and brake dust just darken the wheels so they blend in with the paint. And since I'm incredibly lazy, I prefer to call the buildup on the wheels "patina" rather than dirt, so no matter how much easier the Wheel Jockey makes the cleaning job, I prefer to let them age gracefully. But since I just added a Triumph America to my garage, which has a chain drive and polished wheels, the new "Big Boy" model came in very handy. This one is designed to allow the rear wheel of cruiser and touring bikes up to 950 lbs. to be easily moved to do chain or belt maintenance and, of course, to clean the rear wheel. It's the heavy-duty, ball-bearing rollers that allow the heavier cruiser and touring bikes to roll easily on the "Big Boy." So you merely roll the rear wheel onto this Wheel Jockey, and the rear wheel rotates rather easily to allow cleaning the wheel and lube the chain, making the whole process less of a chore. The sturdy unit measures only 8" x 5" x 1.5" and weighs less than 3 lbs., so it is designed to fit into a saddlebag and you may take with you on long trips and tours. It is made in America and sells for \$89.00 plus shipping. You can order the "Big Boy" or the original "Sport" model by going to [www.wheeljockey.com](http://www.wheeljockey.com). Ken "Hawkeye" Glassman can be reached at [KGcyclefocus@aol.com](mailto:KGcyclefocus@aol.com).

We have a ton of these TinyTekTips, and we bet you do too! Send us your favorites and we'll print 'em and collect 'em on the web site.



# BENCH RACING

Tall tales of fact and "friction"

## Passion

by Neale Bayly, Member #01174

Shifting up through the gears with the abundant hedgerows quickly turning into a blur, I am suddenly aware twenty-five years have passed since I rode a motorcycle along this road. As the fairing clips the occasional clumps of overhanging grass, the narrow road exaggerates the perception of speed, and we positively fly through the Scottish countryside. Scanning ahead, my eyes dart across farmland and houses, with walls and hedges erratically dividing the rolling fields into a patchwork of different colors, shapes, and sizes.

Out here nothing has changed. Not one single new house has been built, not one single wall moved, and the landscape appears exactly as it was a quarter of a century ago when I took my first motorcycle rides. Feeling the familiarity of the terrain, I think of the changes that have taken place in the world of motorcycling and the changes

Sitting alone in the Australian bush with a blown engine wondering if help would ever arrive; breaking more bones than I care to remember and a total rebuild of my lower spine; lost relationships; fallen friends; and dramatic comedowns after long overseas journeys as I fought to re-integrate with the nine-to-five material world.

As I spin back to the village of my formative years, Kipling comes back to restore some inner balance: "If you can meet with Triumph and Disaster and treat those two imposters just the same," and by chance I find myself outside an old school friend's house. His family name is still on the gate, so I knock, and thirty minutes later as we rewind the years that have passed since we last saw each other another realization comes to light. There, in the house he grew up in, we are reliving the day Brian and I bought our first motorcycle together and how we

*How could I have ever known it would create a spark that would light a flame that would burn for the next twenty-five years, growing brighter in intensity with each passing year?*

that have taken place in me. And there in the quiet, undulating Scottish countryside, diving into sharp bends, cresting blind rises, and swooping down long, twisty hillsides, I realize these were the roads that ignited the passion that still burns so strongly in me today.

A passion that has lifted me to euphoric highs of unspeakable dimensions: Riding the Alaska Highway on a very used '73 Honda 550 many weeks and many thousands of miles after leaving Florida; cresting Kunzum Pass at 14,600 feet in the Himalayas of Northern India on a Royal Enfield, accompanied by the spirit of my grandfather who traveled there in 1918; crossing the Peruvian Andes on a \$300 Kawasaki six weeks after riding out of Guatemala; joining the 200 mph club; riding Rossi's M1; and piloting an old KLR 650 to the four corners of Europe.

A passion that has tested me beyond anything imaginable as a naïve seventeen-year-old riding these Scottish back roads on a 1973 Honda 250cc twin. A passion that has also taken me to unspeakable depths:

pushed it all those miles home. It was a BSA C11G that once served as a Post Office delivery bike, and we never got it to run right.

How could I have ever known it would create a spark that would light a flame that would burn for the next twenty-five years, growing brighter in intensity with each passing year? That I would travel the world in the saddle of a motorcycle and spend my days riding, writing, and photographing these two-wheeled wonders? And how could I have ever known I would lose count of the many incredible friends I have made over the years because of motorcycles?

Riding away from the village of my childhood, with a computer-controlled, fuel-injected marvel of modern technology beneath me, my mind drifted back to the sounds and feelings of my old 1973 Honda. Out in the Scottish countryside, I enjoyed a final realization that riding a motorcycle means just as much as it ever did, and the passing of time has done absolutely nothing to lessen its allure.



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