

DESMO LEANINGS



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

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Spring 2004

THIS ISSUE...

- **TRI-COLOR EXPERIENCE: DUCATI F1B**
- **DUCATI DAYTONA 2004**
- **AMERICADE RALLY**



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On the Cover...
 Jim Calandro's exquisite Ducati F1B
 (See article starting on page 5)

Digital Photography by Terry Wyse
 taken in...you guessed it...Waxhaw NC.
 Park bench courtesy of the town of Waxhaw. Tree courtesy of Mother Nature.

Greetings from il Capo

As I type this, I am getting ready for Daytona and Ducati Daytona Day on March 5, 2004. Ducati on Line has planned another gala event for the Ducatisti. US DESMO will have a booth there, so stop by and introduce yourself and meet the other members. Remember, the featured bike for this event is the Super Sport, so bring yours and enter the bike show.

This year's emphasis has been on track days, but we have not forgotten you rally goers. If you have a good location for a rally, please contact me and see if we can get it started for next year. Things we would need help with are rally central (i.e., a good location for a ride), a hotel to base our operations from, a good Italian restaurant for dinner, and a good ride route with lunch destination. This all involves scouting, and if the location is a great distance from where I live, that becomes difficult. Your help will make this possible.

Our spring cover features a classic belt-drive tricolor Ducati F1B. Our club staff photographer, Terry Wyse, has again taken these outstanding photos. We are fortunate to be located near a very photogenic town. Again, if you have a nice set of shots, please contact us so we can try and use them. Remember, we want something artistic and high resolution.

We have about 60% of our old members who have renewed their membership. Remember, all memberships are for the calendar year. If your information from the original membership form has remained the same, you only need to send a check for \$20 and indicate your member number. Keep up with our web site, www.usdesmo.com, for additions and changes to events, as this is all a work in progress.

With our new affiliation with STT, we now have a complete package of track days. STT will provide moderate-cost track days with quality instruction. US DESMO provides low-cost track days to relax and practice what you have learned. Roebing Road track day is coming up fast, and the spots are filling up, so send in your registration. ⚡

Jim Calandro

Jim
 il Capo



Jim Calandroil Capo
 Clyde Romero.....Consigliere
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 John M. Rossi...NE Regional Rep.

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Piazza del Mercato

1997 DUCATI 900SS/CR

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

Barbara Nowell
(919) 967-7637

2002 Ducati S4 "Foggy Replica" Monster

The Ultimate Monster. #62 of 300 worldwide. S4R Monsters look common next to this Foggy. This bike was the Cover Girl on the US DESMO winter news letter. Too many upgrades and options to list. Better than new condition w/approx. 4K miles. \$13,900 OBO

Contact **Bill Birchfield** for pictures and complete listing of extra's. All stock equipment included.

(704) 617-1835
bill@qppionline.com

2001 Moto Guzzi V11 Sport Rosso Mandello

80th Anniversary model limited edition #110 of 300 made. Must see to appreciate, lots of factory carbon fiber parts. Excellent condition 10K miles \$9,000 Firm.

John Busbin
(704) 560-4458

1975 Laverda SF2

Dressed to look like the legendary SFC. Fairing, seat, rear sets, clip-ons and of course bright orange paint. Borrani rims, twin front disc and Laverda dual leading shoe rear brake. Bike is in good shape and is a daily rider.

Jim Calandro
capo@carolina.rr.com
(704) 843-0429

DUCATI F1B

THE TRI-COLOR EXPERIENCE:



Somehow during my motorcycle life I had managed to ignore Italian bikes. Most of it was out of fear and ignorance generated by the mainstream motorcycle magazines. Stories of flies in the fiberglass and big end failures were enough to make a weak man run. I stayed with Japanese bikes, even though both a 1976 Le Mans and a 900 SS tempted me. Too expensive and too little confidence in their reliability kept me at bay once more.

The 80s arrived and Ducati had all but disappeared from the scene. Then in 1985 Cagiva bought Ducati and started their own line of bikes with Ducati motors. The bike they continued to make, the F1, was the last of the old school and had that tricolor paint job. I was smitten, but the high price of admission and the old bugaboo about reliability kept me without a Ducati. As the decade started to wind down,

Cagiva realized that the Ducati name had a real market value and started to invest in modernizing the brand. Now they had my interest piqued, and I started to look at the Paso as the bike that would bring me to the Church of Ducati.

I started to research Ducati in general and the Paso in particular. This led me to one of the icons of Ducati in the Atlanta area, John Hoffman. John is one of those old-style dealers with a small showroom and a large spare-parts area. He knows most of his part numbers by heart and is willing to share his wisdom with the "unwashed." Being a new pilgrim and ripe for conversion to the Church of Ducati, I soon learned that there was a cost for this advice. You had to actually listen and retain. John does not suffer fools well, and he is especially harsh on those who ask for his free advice and then want to argue with him. I also learned that John knew what he was talking about, and you were better off ninety nine out of a hundred times to follow his advice.

Every time I would stop by John's shop I would look at the five F1s he had on the floor, two Bs, one S, and two Laguna Secas, although these last two, more limited in production, just did not look as good as the tricolors. I drooled, but did not take one seriously, as my first venture into the fabled Ducati was not going to be a no-warranty bike. About this time Ducati started to talk about a street version of the spectacular 851 race bike. 1990 saw the 851, the 750 Sport, and the 906 Paso show up at dealers, and I was ready to become a new convert. The Sport was an updated version of the F1 with a full year's warranty. I went over to Athens, Georgia, with my checkbook and the fullest of intentions to buy the Sport. What I did not reckon on was the 851 being there, looking me in the face. A very big check later I had ordered the last 851 to come into Georgia in 1990.

Despite all my fears, this bike turned out to be wonderful and gave me little trouble for the first year I had it. The only things that did happen were either owner-induced or some poor workmanship by a mechanic that John no longer employs. This gave me confidence to buy an F1, but in the two years it took me to actually make this decision, all five in John's shop had been sold. I gave John a call and told him if he heard of one going up for sale to let me know. His response was, "Do you have a pencil and paper?" He gave me a phone number of someone who had purchased one of the F1Bs I had been looking at. He had modified it some, raced it for one season (about four races), and had decided to move up to a 900 SS.



To make a long story short, I bought the bike complete with braided stainless-steel brake lines, 40-mm carbs, lightened crank, and the degreed race cams from a Laguna Seca. It had several holes drilled into the fairing to accommodate number plates, and the plates' rubbing on the fairing during races had removed some paint. He had installed a reverse cone megaphone exhaust that was very loud and was so close to the fairing lower it had burned some of it. His solution was to cut the offending part of the fairing away. It looked good and ran even better. I installed a horn, turn signals, brake light switches, and a baffle in the exhaust system.

continued on next page...





work plus the cost of official Ducati decals made the project go over budget very fast. While the bodywork was off being repaired, I pulled the bike completely apart and sent the frame, swing arm, center stand, and both wheels off to be sandblasted and powder-coated. The meant that for the first time the wheels and the frame would be the same color, a novel idea.

With the frame off being powder-coated, I put the motor on the bench and proceeded to fix all the things it needed. I put on new belts and adjusted the valves. I found one of the opening rockers had lost the hardened chrome surface, and I ordered a new one. Fortunately, I was able to reuse some of the shims from one valve to another. This is a good thing as closing shims are very expensive. I replaced all the split rings when I found a full one-third of them broken. I had to repaint both the rear caliper and the clutch cover and learned a new technique. The highlights on the cover that are the natural aluminum color can be readily made visible through the black paint with a flat piece of wood and some fine sand paper.

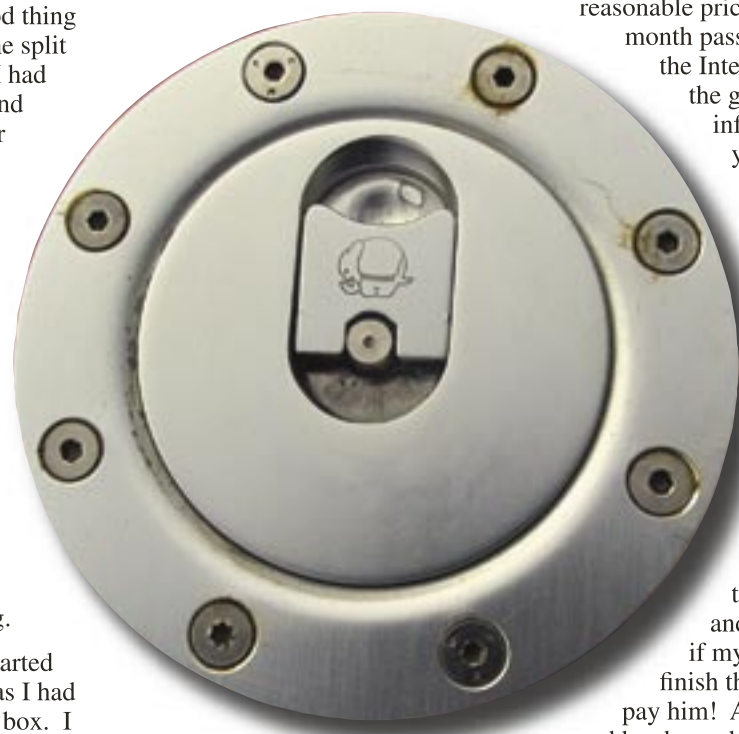
With so much of the motor apart and easy to clean, I worked hard at making all the black surfaces look shiny black. I then invested a few dollars in a gold-anodized bolt kit. The gold color really shows up well on the black motor and gives the bike a little touch of class. That left the exhaust pipe with its black paint having a shade of gray to white at the bends. Off to the hardware store and back with some high-temperature paint. I sprayed the head pipe with the high-temperature paint and the muffler section with motor paint. I have learned that the mufflers do not get hot enough to cure the high temperature paint, and it will rub off on your leg.

The frame returned from the powder-coaters, and I started to do the reassembly of the bike. This all went well as I had put all the nuts and bolts in a nylon egg-crate type of box. I had marked each section with where the fasteners had come from, and it made the reassembly very smooth. I had also taken pictures of the bike as I took it apart and found this was very helpful when it came to finding the right routing of cables and hoses. Everything started to look fantastic, but I came to a stopping point as the bodywork was still at the painters. This is one of the problems of having "a friend in the business" do a job for you.

As I waited for the painting to be done, things really started to get expensive. First, I found a "good deal" on a carbon-fiber front fender that a local shop was closing out. It was for a Kawasaki ZX7 but looked like it would fit with no modification. I had decided I would do any performance or cosmetic modification that I liked and was not reversible. No cutting or welding was the golden rule. I got the fender home and drilled four holes, and it looks like an original part.

This bike was a blast to ride and was easier to ride fast than the 851. It had no socially redeeming values, and that was part of the charm. I found out that it was not the best touring bike but could be used for 250- to 300-mile days. I bought a tapered tank bag that would clear my chest, and it was a bike I rode all the time. Several years later I was using it at a Guzzi rally and had a close encounter of the four-wheeled kind. I panicked when a car crossed the double yellow while coming toward me and grabbed too much front brake. This resulted in the pavement slapping me in the face and, more importantly, filing down my fairing, while simultaneously removing my front brake master cylinder and rear brake pedal. My knee put a dent in the left side of the gas tank. Needless to say, the ride home was more than interesting. Thank goodness I religiously wear leathers, and I had no damage to my "body parts." I replaced the broken brake parts, repaired the damage to the fairing, and repainted the white portion. I tried the fix-a-dent people, but they said the tank had a much heavier gauge of metal than the cars they usually worked on and bent their tools. I rode the bike this way for a few more seasons until the "O" ring in the clutch slave cylinder failed and let brake fluid leak out the weep hole. I discovered this failure when I spotted the rear brake caliper turning white and a big strip of red paint was hanging from the swing arm. A good friend who paints helmets had been trying to convince me to repaint the bike, and now looked as good a time as any.

He shipped the bodywork off to his body man, who repaired the dent in the tank and started to bead-blast the fairing and seat section. This fiberglass proved to be of the poor quality that the magazines had warned me about years ago. You could even see a hand print in the gel coat. The lack of quality in the fiberglass meant the body man had to hand lay a new layer of fiberglass over all the bodywork. This extra



Next month I found a pair of 916 four-piston calipers for a very reasonable cost, and I knew that the special F1s had similar set ups and had an adapter plate. A call to John Hoffman revealed that, yes, the adapted plates were still available. Now of course with these much better calipers, I would need a comparable master cylinder. An 888 donated the necessary part at the obligatory

reasonable price. As another

month passed, the curse of

the Internet struck in

the guise of valuable

information. Did

you know that

the Showa

shock from the

916 and 748

would fit the

F1? Well,

after the

expenditure

of the

customary reasonable amount

and a little work with a file

on the "top hats," it slipped

right in. Only problem is the

breather box would not clear

the remote reservoir, and I had

to replace it with a length of hose

and a K&N filter. It became clear that

if my painter friend did not hurry and

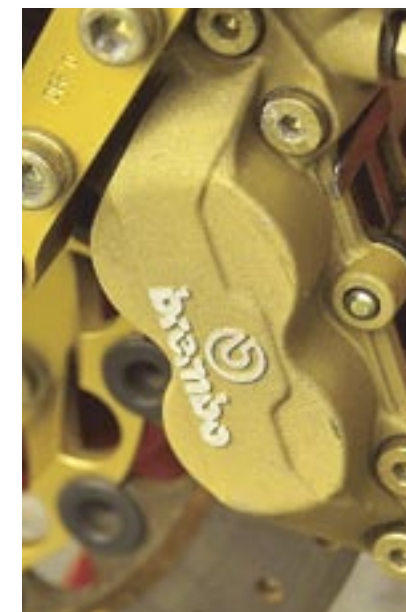
finish the painting, I would be too poor to

pay him! A few calls for help,

and he showed up with the most

beautiful bodywork a Ducati has ever seen.

I had a few problems like the taillights not working--just a loose bulb--and a horn that would not blow. I never did figure out why the horn would not blow because, as I ran an extra ground wire to ensure it would work, it mysteriously resumed functioning. I have left the extra wire on just in case it starts to act up at a later date. I put some gas into the tank, tickled the carbs, pushed the button, and was rewarded with a booming exhaust note. The pipes started to smoke as the high temperature paint started to cure, so I shut it down to let the cure take place at a slow rate. I started it twice more and followed the same practice of shutting it off when the smoke started. Each time took a little longer, and I think two more will set the paint.



A few test rides and everything started to come together. The brakes worked great and the rear suspension was going up and down, something the old shock never seemed to do. The only problem I had now was gas leaking around the filler. It appears the paper gasket between the filler and the tank was not reusable. I went to the local Ducati shop but they could not find the piece still listed in the Ducati parts list. I ordered the one from an early 851 which looked to be the same but turned out the bolt holes were on a larger radius. As I was leaving the shop I noticed a Buel sitting outside and looked at the gas cap. Would you believe the gasket lined up perfectly? Off to the local HD shop to order the necessary part. When it came in not only did it fit but the rubber gasket also has a baffle that goes down into the tank to help prevent splashing when you fill or use the brakes hard.

Now comes the real dilemma. The bike looks better than the first day I saw it eleven years ago sitting on John Hoffman's showroom floor. It used to be the bike I took to track days, but now I will be fearful of doing that again. I will need to ride it around my favorite local roads to set up the new rear shock and try out all the newfound braking power. It took ten months to do and looks better than I planned. It also took more of my money than I had budgeted, but what else is new? ⚡



Schedule of Events for 2004

SouthEast Events

- April 30-May 2 **Ninth Annual Ducks Along the Blue Ridge (DABR) Rally** Mount Airy, NC
- Monday, May 24 **Track Day** Carolina Motorsports Park, Kershaw, SC
- June 21-22 **Track Day** Virginia International Raceway, Danville, VA
This is a MAD-spnosred event.
- June 25-27 **Ducks Head West (DHW) Rally** Greeneville, TN
- September 17-19 **Ducks Fly South (DFS) Rally** Hiawassee, GA
- Monday, October 4 **Track Day** Carolina Motorsports Park, Kershaw, SC

NorthEast Events

- Wednesday, June 9 **Track Day** Somerville, MA
Riverside Ducati, Somerville, MA and US Desmo co-host track day at New Hampshire International Speedway
- Friday, June 11 **2004 Americade Rally** Lake George, NY
US Desmo and Ducati of North America host the Adirondack Mountain Ride, Americade Rally, Lake George, NY
Participation in any of the Americade events is completely optional
- Monday, August 16 **Track Day** Loudon, NH
BCM Motor Sports, Laconia, NH and US Desmo co-host track day at New Hampshire International Speedway
- Monday, August 23 **Track Day** Somerville, MA
Riverside Ducati, Somerville, MA and US Desmo co-host track day at New Hampshire International Speedway
- Date TBA **Track Day** Nazerath, PA
Northeast Warhorse, Scranton, PA and US Desmo co-host track day at Pocono International Speedway

SouthWest Events

- Date TBA **Track Day** Pahrump, Nevada
Exotic Motor Sports of Las Vegas and US Desmo co-host track day at the Mountain Springs race Track in Pahrump, NV

As always, visit www.usdesmo.com for the latest information

US DESMO TRAVELS TO AMERICADE

By John M. Rossi

I've never been much of a joiner or big on tradition preferring flexibility and variety to routine. However, one motorcycle trip has been in my calendar every June since 1985 — the Americade Rally in Lake George, New York. Nineteen years have piled-up and our group of riders, humorously called Chooch MC, are bonded by big laughs, long fast rides, and exceptional meals. This seemingly rag-tag group, often howling laughing around a campfire, are among the most seasoned and serious motorcyclists you will meet — all without pretentious pomp or inflated egos. Along with the other 100,000 motorcyclists visiting the region during Americade week, we meet there because of motorcycles and to ride.


Americade's founder Bill Dutcher, a former road racer himself, has expanded the event's touring roots to become an all-brand, motorcycle gathering. There are plenty of activities and events for those of you who choose to join. For nearly two decades, our group has attended Americade more for its characteristics as a communal retreat over the organized activities. It is the freedom of motorcycling that draws us to upstate New York to blend in among the broad cross-section of motorcyclists from the United States, Canada, and from Europe. Being amidst thousands of different motorcycles and the people who ride them is endlessly entertaining. But, the real draw is the serpentine roads that wind through a lush, mountainous region of U.S. that is worth experiencing.

US Desmo's northeast regional members are proud to lead the Adirondack Mountain Ride on Friday, June 11th. With support from Ducati of North America, the tour heads north through the Adirondacks to Lake Placid, site of the 1932 and 1980 Winter Olympics. The itinerary for the 280-mile +/-, rain or shine ride involves:

- 8:30 a.m.** *Rider's meeting at Wild Waters Outdoor Center on Rt. 28, at the Hudson River, 8-miles outside of the Town of Lake George. For exact directions visit www.wildwaters.net or call 1.800.867.2335. Please arrive gassed-up and fed.*
- 12:30 p.m.** *Lunch at The Pines of Lake Placid, formerly the Hotel Saint Moritz. Visit <http://www.thepinesoflakeplacid.com>*
- 1:45 p.m.** *Optional tour to top of White Face Mountain or Lake Placid Village*
- 6:00 p.m.** *Riders return to the Town of Lake George*

It's a full day. Please try to be physically and mechanically prepared. Non-Ducati riding guests are welcome, we just hope you like glimpses red and the smell of Klotz.

For information on the Americade Rally and links to overnight accommodations visit www.tourexpo.com. The Town of Lake George typically sells out a year in advance, so it is not unreasonable to consider staying in one of the many outlying villages or towns. In fact, if you want to get any rest at night, the further out, the better. There is so much to see at Americade's Tour Expo, or you may want to extend your stay at Americade or plan to travel across Lake Champlain into Burlington and the Green Mountains of Vermont or continue North to Montreal.

The US Desmo Adirondack Mountain Ride is pay as you go. RSVP via e-mail would be courteous to johnmrossi@comcast.net but, is not necessary. If you're there, we'll ride. If you miss it, you'll read about it in Desmo Leanings. 

US DESMO INVADES AMERICADE!



Ducati leads the pack toward Lake Placid and White Face Mountain, site of the 1932 and 1980 Olympics..



John Rossi (MA) left and Tom Truskolaski (VA) right lead the US Desmo Adirondack Mountain Ride along with Kevin Tetreault (PA), Phil Pierce (ME), and Dan MacDonald (MA)



DUCATI DAY DAYTONA 2004



all across the United States. This year's show featured quite a line up of perhaps the best collection of Ducatis (all rare, special, or highly modified) ever seen in the United States. Those that went home with a CycleCat trophy truly deserved them, the judges having felt pressure at the difficulty of the decisions based on the quality of the entrants. Top award went to Robert Bennett's perfect 1974 "greenframe" 750 SuperSport, which is often referred to as the "original superbike." Mr. Bennett is the original owner of

Just perfect. On the heels of Eric Bostrom's Ducati 999 Daytona 200 perfect pole position and all-time best lap record, DucatiDayDaytona, held in perfect 80-degree sunshine weather at Daytona SpeedPark, truly the perfect location, was nothing if not the perfect way for Ducatisti to celebrate the passion of Ducati. On Friday, March 5th, over 1,000 Ducati owners and fans came together at Daytona SpeedPark for a full day of nothing but Ducati. This year's event, organized by official Ducati owners' club Ducati On Line (at Ducati.net) and sponsored by Ducati North America, was the biggest yet and included a Ducati-only bike show, tech classes, a charity auction to benefit the Tiffany Weirbach Foundation, the Ducati Idol best-sounding Ducati contest, a fashion show, and a vendor and club row. Headlining this year's event was factory rider Eric Bostrom, who made two appearances, three time Daytona 200 pole winner Paul Smart, and Ducati fan and host of OLN's Dirt Rider Adventures, former VIP star Molly Culver. And while they all proved pretty popular, the most popular guest might have been Michelin's "Bib," who could be found shaking hands and posing for pictures often throughout the day.

DDD launched with a bike show, which ran throughout the day. Judged by Paul Smart, a quite charming fellow who was genuinely surprised and pleased by all the autograph requests, this year's event attracted bikes from



this classic machine, and he brought it to Daytona, his first trip to the event, in the hopes of meeting Mr. Smart and having his beautiful bike autographed by the winner of the 1972 Imola on a 1972 750SS.

Next on the schedule was the fashion show, hosted by Ducati North America. The lovely ladies of UmbrellaGirls USA as well as members of Ducati On Line and Ducati SpA modeled fashions flown in from Italy just for the event. The models and fashions were quite a hit, with many items being displayed for the first time in the United States.

MDM2004
WORLD DUCATI MEET
17-23 Maggio/May 2004

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It certainly didn't take Eric Bostrom long to get up to speed on his new Parts Unlimited Ducati Austin 999 Superbike.

One minute and 46.835 seconds was all Eric needed to set an all-time lap record during qualifying for the Daytona 200 by Arai. No superbike has ever lapped Daytona faster.

And no rider has ever made it look easier. Congratulations, Eric!

DUCATI 

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