

DESMO LEANINGS



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

Volume 3 Issue 3

Fall 2005



Ducks Fly South, Motogiro, MotoGP, Northeast Events, Let There Be (ST) Light, Jumping Into ?

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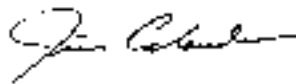
Greetings from il Capo

We are looking to improve things for 2006 and are open to suggestions. One suggestion we got a lot was to have a weekend track day rather than the one-day Monday events. So mark your calendar, as October 21 and 22, 2006, will be the US DESMO first-ever weekend track day held at Carolina Motorsports Park in Kershaw, South Carolina. We will follow the same format by having two ambulances and a full paid staff of corner workers and a starter. We find this allows the event to go off smoothly, and we get the maximum amount of track time.

Another area that has sparked a lot of interest and comment was our technical article on the electrical system and how to troubleshoot it. Well, this issue has another article submitted by one of our members, Derek Pelowski. His article is a guide on how to bring bright lighting to an ST2/4. If you have expertise in mechanical or electrical modifications or troubleshooting, please feel free to share it with our community. We have a skilled proofreader who even makes me sound intelligent, so take a chance.

Looking ahead to 2006, I see where we should top 1,000 members. This will mean new events, and we are planning now so we can have the information out in the winter issue of Desmo Leanings. Please mark your calendars and pre-register for any event you are interested in. It really helps the club to have pre-registrations as we often have to prepay many items for a rally or track day. This is why there is a lower price for those who register early.

By the time you get this, most of you will have put your bike up for the winter. Please use this time to get your bike ready to ride for the spring season. Also, you might like to recap your summer in an article for the club magazine. For me, it is always a time to start looking for a new bike, which makes the winter go much faster. I do not have to actually buy a new bike to make this fun. ⚡



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Piazza del Mercato

1974 Ducati 750 Sport "Sandra Dee"

This bike was the cover girl for the Fall 2003 issue of Desmo Leanings. Nice example of a bevel drive Ducati. The round case bevel drives were the first v-twin Ducatis. Correct school bus yellow with 24,000 miles. Mostly original but modified with dual front disk brakes. The original brakes come with it. \$12,500.

Craig Hunley, Charlotte, NC.
cchunley@bellsouth.net or (704)576-3447.

1967 MotoGuzzi 125 Sport

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Pictures at www.bradsbikes.net
Brad Powell, Marietta, Georgia
678.576.4258

1973 Laverda SF2 750

Excellent Fireburst orange, very nice original condition, 35k, fresh topend, excellent cosmetic and mechanical condition - \$4500.

Pictures at www.bradsbikes.net

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1977 Moto Guzzi 850 Le Mans I "The Hoffman"

This bike was purchased new by John Hoffman of Cycle Specialties and used as his personal bike until he moved to the Philippines. White with 49,000 miles. Modified for vintage sports touring with high rise bars and Corbin seat. Electric ignition, performance kit cam, close ratio gearbox, Ohlins shocks, and disintegrated brakes. The original components and other extras come with it. \$7,500.

Craig Hunley, Charlotte, NC.
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1993 Ducati 888 SPO 9800 miles; FBF carbon-fiber exhaust cans and FBF ECU chip (original exhausts included); carbon-fiber front fender (original red included); adjustable brake/clutch levers (originals included). New Michelin Pilot Power tires. Cloth FBF Ducati cover.

Complete service performed at BMW-Ducati of Charlotte less than 500 miles ago with new belts, valve adjustments, and all fluids replaced. This bike is in museum quality condition or could be ridden daily. \$9500US.

Jim Crews
jcrews@wfubmc.edu

1991 Ducati 851 SP3 #216

6 miles New out of box in June 2004. Never started. Perfect Condition. \$25,000. Photos available upon request.

Bryson Stephens
bryson@bogartsmotorsports.com
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1985 Moto Guzzi Lemans 1000

White/red, all original with 19k miles, excellent cosmetics and runs great, 18' front wheel-\$3500, vintage trades considered, pictures at: www.bradsbikes.net

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Tek Talk

LET THERE BE LIGHT!

By Derek Pelowski

If you ride a pre-2004 Ducati Sport Touring bike, it is more than likely you have noticed less than desirable low-beam headlight illumination while riding during the evening. The cause can be attributed to the low-beam cut-off plate that is fixed within the projector assembly. If you attempted to re-aim low-beam alignment to your satisfaction, then I'm sure you also discovered the high-beam was aimed far too high, because the low and high beams are mounted on the same assembly and there is no independent adjustment for either beam. Another problem you probably noticed is that a film develops on the internal surface of the headlamp lens. This may be moisture or dry contaminants caused from the internal plastic components degassing over time. You can have the low-beam cut-off plate removed from the projector, and, while you have the headlamp body disassembled, you can clean the internal surface of the lens.

Disclaimer: As with any mechanical adjustment, if done improperly this procedure could be harmful to your bike and could cause severe injury in the event of a crash. If you are at all unsure of your ability to perform this procedure correctly, PLEASE do not attempt to do so.

The first step is to get all the necessary equipment and tools:
(Photo 1)

1/4 ratchet, 8 mm socket deep well
8 mm wrench (open /boxed)
Phillips #1 and #2 screwdrivers
Long-nose pliers
Razor blade
Paint marker (yellow or white)
Black RVT silicone sealer

All right, let's get started:

Disassembly:

1. The first step is to remove the upper fairing and air manifold per the Ducati owner's manual, and place a towel over the front fender. *(Photo 2)*

2. Remove the two upper and two lower bolts, spacers, and rubber pads attaching the headlamp body to the headlamp mounting bracket.
(Photos 3 & 4)



Photo 1. Tools and Supplies



Photo 2. Disassembly



Photo 3. Upper Headlamp Bolts



Photo 4. Lower Headlamp Bolts

3. Pull the headlamp body out from the headlamp mounting bracket, remove the upper center running lamp, and then gently place the headlamp body on the front fender.

4. Remove both rubber dust covers from the headlamp body.

5. Disconnect the wiring connectors from the low- and high-beam bulbs and grounds.

6. Lay out a cloth towel on the work bench to protect the headlamp body. Note the headlamp body is a three-part assembly: a rear housing, an intermediate housing, and a lens.

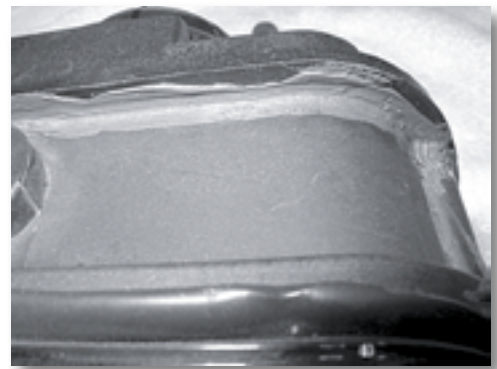


Photo 5. Headlamp Body

7. Remove the Phillips screws securing the rear housing to the intermediate housing.

8. Using a razor blade, carefully cut through the silicone bead located between the rear and intermediate headlamp housings. (Photo 5)

9. Separate the rear housing from the intermediate housing. Remove the old silicone bead from both the rear housing's flat and grooved surfaces and from the intermediate housing.



Photo 6. Rear Housing



Photo 7. Light Assembly

10. Clean inside the headlamp lens surface with isopropyl alcohol and cotton balls.

11. Using the long-nose pliers, compress and then separate the three plastic retainers holding the light assembly to the rear housing. (Photo 8)



Photo 8. Plastic Retainer

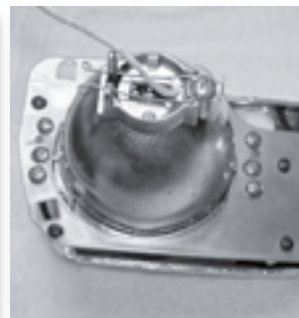


Photo 9. Light Assembly



Photo 10. Headlamp

12. Remove the four black Phillips screws and separate the low-beam projector mounting bracket from the light assembly. (Photo 9)

13. Using a paint marker, create a witness mark from the low-beam projector to the mounting bracket. (Photo 11)

14. Remove the four upper and lower gold Phillips screws and separate the low-beam projector from the mounting bracket.

15. Remove the two shims (washers) from the upper attachments mounts (Photo 12).



Photo 11. Witness Mark



Photo 12. Mounting Bracket Shims

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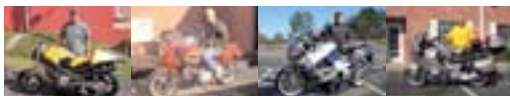
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16. Remove the two Phillips screws and separate the projector front / rear assemblies.
17. Remove the Phillips screw and separate the low-beam cut-off plate. *(Photo 13)*
18. Clean the projector lens' inside surface with isopropyl alcohol and cotton balls.

Reassembly:

19. Assemble the low-beam projector. *(Photo 14)*
20. Place the two shims on the upper attachment mounts.
21. Align and attach the mounting bracket to the low-beam projector.
22. Attach the low-beam projector assembly to the light assembly.
23. Attach the light assembly to the rear housing.
24. Clean the projector lens and high-beam lens with isopropyl alcohol and cotton balls.
25. Apply a 5 mm bead of RVT silicone sealer to the rear housing. *(Photo 15)*
26. Attach the rear housing to the intermediate housing.
27. Connect the wiring connectors to the low- and high-beam bulbs and grounds and attach the rubber dust covers to the headlamp body.
29. Attach the running lamp.
30. Attach the headlamp body to the headlamp mounting bracket.
31. Install the upper fairing and air manifold.
32. Re-aim the headlamp. ⚠



Photo 13. Removed Low-Beam Cut-Off Plate



Photo 14. Low Beam Projector Assembly



Photo 15. Silicone Bead

US DESMO 2006 Calendar of Events

Track Day Monday April 3, Roebing Road, Savannah, Georgia.

MAD Track Day April 10-11, VIR (Virginia International Raceway), Virginia**

DABR (Ducks Along the Blue Ridge) May 6-8, Mt Airy, North Carolina*

Track Day Monday May 22, Carolina Motorsports Park, Kershaw, South Carolina.

DHW (Ducks Head West) TBA Greenville, Tennessee*

AMA Vintage Days, Ducati on Line Rally, July 27-30 Mid Ohio Sports Car Course***

DFS (Ducks Fly South) Oct 6-8, Hiawassee, Georgia*

Track Day Saturday & Sunday October 21-22, Carolina Motorsports Park, Kershaw, South Carolina*

Track Day Monday November 6, Roebing Road, Savannah, Georgia*

All events are confirmed unless noted otherwise

* *Not fully confirmed*

** *Mid Atlantic Ducati event check out their web site.*

*** *AMA event in conjunction with Ducati on Line*



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Catalonia MotoGP Tour

Going to the hospital without seeing "The Doctor"

by Jim Wright

Our trip may have been star-crossed from the outset. This was the fourth time we'd signed up with Edelweiss Tours to ride various tours in Spain, but compelling reasons, including a son's graduation from college, business, and September 11, had caused changes in plans for the previous tours. When we saw that the Cycle World Catalonia MotoGP trip fit our schedule, up we signed, again.



Edelweiss usually features BMWs; however, the model we wanted was unavailable, and a Ducati ST4 (unfortunately, without the "s" and without ABS) was offered. We sat on bikes at Touring Sport BMW, Aprilia & Ducati to make sure that the pillion arrangements were satisfactory to Kathy, whose back operations inhibit riding on some bikes. It was agreed that it was a good bike.

We departed Atlanta on Friday night, June 3, with a high level of excitement about the trip. Arrival in Barcelona was around mid-day on Saturday. Bike checkout was Saturday afternoon and was followed by the trip briefing. Our Ducati had been dropped once on the right side and had about 24,000 km on the odometer. Before leaving the United States, we received a list from Edelweiss showing there would be 25 riders and 4 pillions. The pre-trip attendance list included the editor and managing editor of Cycle World, but both had conflicts and

turned out to be no-shows. Brian Blades, who photographs for Cycle World, and Jim Peterson, a writer from Playboy, came instead, and we understand there will be an article about this tour in the October issue of Cycle World. There were three female solo riders.

Sunday was departure day from Barcelona, and the excitement of beginning the ride in a strange place will get even the most jet-lagged or latest sleeper to jump out of bed early. The Starbucks we found in downtown Barcelona didn't open until 8 a.m. on Sunday, so we may have begun the ride a little short on caffeine. Like most large cities, there are lots of "interesting" people finishing their Saturday evening around sunrise while we were waiting to get started.

The first day's ride took us out of Barcelona and to the monastery at Mount Surrat. You notice



immediately that the Spanish roads, even ones we would consider secondary or worse, are superb. We remarked all week about roads



guide said the Ducati was good for 240 km on a tank of gas, but we ended the day on fumes and coasted down some mountains to save fuel. A solo Ducati rider fell as result of an encounter with a small patch of gravel. The first day ended in Peramola at a great inn.

Day two was a “rest day” in Peramola; we could ride or not. That everyone chose to ride was a measure of the

in the middle of nowhere that were pool-table smooth. The first coffee break of the morning was at a biker’s café that must be similar to the Rock Store near Malibu in California. It was like the gas stop at the end of the Dragon’s Tail, with very good coffee and food, but no gas. Lots of sport bikes were there, and several riders were getting rid of extra testosterone by zooming back and forth on the road in front of the place. One of our guys made a hazardous left turn in front of the policias and was cited. The fines there are paid to the policemen and don’t appear on your record. Our guy negotiated the 300-euro fine down to 60 euros with the help of the tour guide. Lunch at a small café way up in the mountains included watching the Italian MotoGP with the owner and patrons. The tour



“hardcore-ness” of the group and the wonderful challenge the riding presented.

The third day was a ride from Peramola to Carcassone, France, through the principality of Andorra. The size of Andorra reminds you of Monaco but without the beauty of the harbor and sea. There were tons of bike accessory shops in Andorra. It is one of those places where you can buy and avoid some taxes, so that could have been a clue. Harley Davidson riders could have gotten good deals on Rolexes there!

The Wednesday in Carcassone was a rest day, too, and almost everyone rode again. We discovered the secondary roads in France weren’t as good as Spain’s and discovered the shortcomings of the Ducati’s rear suspension.



By the end of that day, Kathy had been beat up pretty badly by a combination of the roads, the Ducati, and keeping up with other riders. At the morning break, we cranked the shock setting to its firmest and the spring to a firmer position. It became increasingly clear to us that the mileage on the bike and the “under springing” for our combined weight of 320 pounds plus leathers and a few pounds of gear in the bags was too much for the basic setup of the bike. When the rear shock got hot, it faded and loaded the front suspension. The net result was a ride like that of those twenty-five-cent bucking horses at the front door of Kmart. To make matters a little worse, the bike was equipped with a center stand that would drag in the corners.

Thursday was the day to traverse back to Llanars, Spain, to position us for the ride back to Barcelona on Friday for the race practice on Saturday. We were riding with another couple and two one-up riders along with the writer and a photographer. We had a little difficulty in navigating that morning and lost a little time. By early afternoon, the combination of the French roads and the Duc’s suspension had given us the incentive to take a short cut to the hotel, and we parted company with the other riders in our group in Sornia, France, on the ride to Llanars.

We had seen good markers all week for such things as men working or loose gravel in both Spain and France. We started down a mountain and saw the loose-gravel sign. All week, loose-gravel signs were warnings

for small patches—pot holes or other small defects. As we found in this case, it turned out to be shoulder to shoulder and about 75 meters long. We didn’t make it around the corner and down we went, thankfully going slow and, with modest application of the back brake, even slower. I had turned the front to avoid a dirt bank that we were sure to hit and don’t know for sure but may have touched the front brakes. There was no ABS, but I don’t think that would have helped here. Americans and the French may not be able to agree on who makes the best wine, but the gravel, and its impact on bikes, is the same on both sides of the Atlantic.

Kathy knew immediately that she had a broken leg or ankle and wasn’t sure about her hand. In spite of my urging for her to get out of the road, that was not possible. A kind Frenchman stopped and helped get Kathy out of harm’s way and went back to Sornia to get help. Soon one of those cute French ambulances came around the bend





with the siren making those sounds that we all know from the Pink Panther. There was an excellent volunteer fire crew who splinted her injuries, both real and suspected, put her on a back board, and then transported her to a small hospital in Prades. They gave us a choice of hospitals. The emergency-room crew carefully removed, but did not cut off, the boot and leathers to discover that Kathy's self diagnosis was correct. The English-speaking orthopedic surgeon reported that surgery would be required the next day for a compound fracture of the small bone just above the ankle. The surgery was excellent, as confirmed by doctors on this side of the pond. She spent six nights in the hospital, and the hospital found a hotel nearby for me. So much for seeing the Catalona MotoGP. The medical experiences and stay in Prades will have to be a future story.

Some learnings:

Other than the desire to see the MotoGP, this was not a good tour selection for us. Most participants were interested in making the most of the technical riding and making miles. That translated to not much touring and looking, which is a better description of our riding style. The six accidents, including ours, and the number of tires that were changed during the trip were indicators of the riding style.

The hospital would not take American insurance or credit cards. They would have taken personal checks if we had them with us. We contacted our bank, which wired funds to the hospital and doctor. The ambulance ride back to the airport in Barcelona was expensive and had to be paid in cash, up front.

The medical care itself was cheap. We don't understand how the French system of medical care works, but it obviously subsidized our expenses.


A bike like the BMW GS or Ducati Multistrata would have been better for the French roads.

Our safety gear worked very effectively. Had the bike, or me, not landed on Kathy's leg, we would have been unscratched.

There were several great humor opportunities throughout the trip. The best to me, however, was at the end of a particularly complex pass crossing where there was one of those one-lane roads with lots of switchbacks connected by



100-meter straights. There were lots of free-range horses and cattle, which occasionally had pooped on the road. When we got to the bottom, Kathy said calmly, "See, it scared the s--t out of the animals, too!"

For a little irony, we traveled from Prades to Barcelona via ambulance—right by the race track. 

MOTOGIRO D'ITALIA

Five Days Of Italian Sunshine, Hospitality, And Motorcycling History

by Vicki Smith

There's a saying among racers, regardless of their skill level, that goes, "It's better to be lucky than good." With this in mind, I boarded the plane for Italy knowing that this summer, for the fifth year running, I am the luckiest woman in Italy. Once again, I am heading to Bologna, the home of Ducati and the hub of the Motogiro d'Italia event, which winds its way through a different part of Italy each summer and provides five days of Italian sunshine, hospitality, and motorcycling history lessons. The Motogiro allows its entrants to feel a part of that history, and in my case that feeling is strong. This year, as in the past, I will have a small-displacement Ducati waiting for me, prepared by Rino Caracchi of NCR fame. These bikes he refers to as the "Vicki bikes," since many of the early Ducati singles were named for women and this continues that tradition. The bike I am riding this year is Vicki IV. Generally, this is the closest thing this event has to a "works Ducati," as Rino and Giorgio Nepoti have been the factory satellite team for many years (and in fact NCR still is under Rino's son, Stefano). It feels to me a small miracle that this is who I get to work with every summer, but what better place for a miracle than Italy, right?

The rules of the event are simple. There are three ways to enter: Vintage (up to 175 cc, 1957 or older), Tagliolini Memorial (2 cylinder, 250 cc or larger, 1968-1978) or Touring, which isn't a competition class. Touring riders can ride any sort of bike at all; they just follow the route and enjoy the ambience. The first Motogiro d'Italia was held in 1914 and soon became Italy's premier long-distance road race. It ran yearly until 1957, when the Italian government ended all road events out of concern for spectator

safety. In 2001, the event was recreated in its former glory with support from Ducati, once again running through the streets and traffic of Italian daily life. As a rider in vintage, you get to experience it all: the trucks and tractors, the smells of the flowers, the sounds of the church bells, and the dozens of greens and yellows



that make up the Tuscan countryside like a patchwork quilt. It's not easy to take roughly 12 horsepower and use it to propel you 1200 kilometers up and down the Italian landscape over five days. But for those who choose to try it, its rewards are immediately obvious—hard but well worth the effort. Me? I wouldn't have it any other way. I love the relationship with the bike, the pushing and kick starting and minor adjustments each day. It requires total concentration to not revert to "modern bike habits," disastrous because these bikes shift on the right in a reverse pattern, brake mostly with the rear foot brake, and have no ability to get you out of trouble with the throttle. It's opposite in every way, this little bike ballet we do, but after five years and more than 5000 kilometers of Italian landscape, I can honestly say I prefer it to its more modern counterparts.



At 5'3" and 118 lbs, I'm sized perfectly for these machines of the past, which is something of an advantage in fact over my male American friends. Not having grown up on these bikes as many of them did, I take my advantages where I can find them. My first spin around the block on a vintage bike was here in Bologna five years ago at the start of the 'Giro that year, so I am rather late to the party in that regard. I am determined to make up that lost time.

This year's start is in a small seaside resort town called Cattolica, well known for its proximity to the Misano Circuit. The small town square where the start is held is milling with vintage bikes and riders and mechanics, many of whom are veterans of many events, so greetings are loud and sincere over the sounds of the running machines' exhausts brappppping off the ancient buildings. Rare and special motorcycles everywhere are the focus of the entrants, and changes made to last

year's entries must be commented on. It's the same every year. Locals on bicycles and small dogs mill through the crowd, camera crews and photographers take it all in, and local and not so local VIPs are introduced around. It's a madhouse, and in the mix are many of Italy's veterans of motorcycling: former GP riders and past winners from the 50s, who are household names in Italy and members of the Motogiro's hall of fame, heroes here in a country that adores motor sports so much that grandmothers can name the lineup of this weekend's World Superbike race. Add to that a group of lightning-quick Ducati factory testers (who make up a portion of the event staff), much of the Ducati factory management, lots of factory mechanics both past and present, and a big group of foreigners all waiting to climb on the Multistradas and Monsters they have rented for the week, and it's quite a crowd.

This year's event rides in and out of Cattolica the first two days, circling the hills and stepped valleys of Tuscany before heading south to Perugia for two more nights. This is some of the best and certainly most beautiful riding in Italy, but the elevation taxes the small bikes' engines and brakes. We have our first incident before the initial skill test, literally blocks from the start. A first-time participant miscalculates the braking ability of his machine while crossing a manhole cover, and he's down in a flash. He'll spend the next five days following in a truck, his



broken collarbone in a sling, fiendishly planning his return to next year's event. It's difficult to describe how much fun it all is, but I wasn't the

slightest bit surprised his enthusiasm wasn't dampened by his misfortune; this event gets in your blood. Later in the morning, I pass another incident which involves a friend on a Mondial GP bike, whose tire blows out at 80 kph. Our eyes meet as I pass him on the side of the road, and he nods to indicate he's OK. He's a fierce competitor who rides this rare and valuable bike each year like he stole it. I see him in the square later that day, and he tells me what happened. Then we say at the same time, "You'll/I'll ride tomorrow," which makes us both smile. We both know time here is simply too precious to waste.

Skill tests are an important part of the event because they determine the winner. The objective initially is to follow a road book and small red arrows placed at random along the route. You must arrive at each checkpoint at a specific time within a 30-second window. It's to the event organizers' credit that few people get hopelessly lost (a little lost, yes, all the time); if you stray off the route it becomes obvious pretty quickly when you get to the next intersection and there are no arrows. If you maintain a fairly quick pace and don't stop or dawdle, you can make all the stops on time with 10 minutes or so for a bathroom break, sip of water, gelato, or some of the wonderful foods prepared by the townspeople at each stop. So the skill tests are where the winners are determined. This



8.8 seconds. That was as easy as it got. One test had us going STRAIGHT UPHILL while

weaving in and out of these wooden poles, which were spaced so they were really hard to make on a flat surface. If you knocked one over, it frequently went under the wheels and would potentially roll the rear wheel out from under the bike. Some guys actually fell down. Many single-cylinder vintage bikes don't have a ton of torque, so this was really difficult for the bike as well as rider. I gave it the best try I could, but my bike was set up for top speed and required a decent bit of clutch just to go on a flat surface. Plus, I ride with clip-ons, and this test was very hard with tight handlebars. I didn't impress anybody in the end, other



year, the tests were a little different than those in the past, in an effort to break the seeming stranglehold a few yearly entrants had on the results. Sometimes it was the usual 20 meters (roughly 60 feet) in a specific time like

than maybe the guys who actually fell down. One test (this one was flat ground at least) had the poles spaced so straight side to side and so close that only 2 of about 200 bikes in both classes made it through cleanly. Several

others had the time for the 20 meters in, say, 5.5 seconds, which if you hauled the mail you'd need 10 seconds, so you just left your timer in your tank bag and went as fast as you could. They weren't THAT hard to get through for the most part, just really hard to ace. (Well, except for the two I just mentioned; they were designed to be practically impossible.) In the end, they did have a new winner, who was followed by all the same guys. I can't wait to see what we get to do next year, and I have visions of our riding singles in the "ball of steel" carnival stunt show!

Each year at some point the beauty of the road overcomes me. This year that moment was as we passed under the hilltop town of Assisi. I had certainly heard of it, but I'd never seen it. When we crested a hill and flew around a corner past a field of grazing horses, and I looked from the horses back to the road and saw the town, I couldn't believe my eyes. It sits on the hilltop like an ancient Greek temple, and it's huge. I had been riding with a group of journalists on Multistradas for miles, and they all pulled over in such a hurry that I saw one of the bikes tip over as the rider scrambled off with his long-lensed camera. The magnificence of it struck us all. I spend a lot of time each year making mental notes of places to which I would like to return. Assisi is now at the top of that list. It went from my eyes straight into my heart. That's the thing about this event: it won't let you experience it dispassionately. It grabs its participants by the soul and opens their hearts and minds to Italy and the friendships with the people they meet during its five days. It's changed my life, given me focus, and each year reminded me that life is not a practice run. It may not be possible to spend each day in this kind of spirit, but it certainly reminds me to keep striving for as many days like these as I can.


Highlights of this year's event? Racing through the hills each day with the Italian journalist on the 100 GranSport GP bike and eventually

getting to ride that bike myself. Its exhaust was so loud and distinctive that I didn't even have to look to see if he had caught me. We had close start times, so we were always on the road together. Once I heard him coming, I'd just wick the throttle and hang on to his tail, grinning and laughing into the sound of a screaming 10,000 rpm Ducati single. Once, as we lined up to make a pass around a truck, he looked over his shoulder at me and made the sign of the cross, leaving me laughing and having to make the same crazy pass behind him. Or the day I

rode with the 750 MV Agusta most of the afternoon—another musical beast—beautiful in its classic red, white, and blue paint job. Flying laps around the Magione Circuit, with all the vintage and Taglioni bikes let loose at once in twisting chaos. Leading a group of at least 15 veterans, I was riding down the sidewalk of a one-way



street (the wrong way) after we all missed the arrow for a turn. Waving at my touring group buddies, dear friends all, waiting in a sidewalk café eating ice cream and watching the vintage bikes pass, and seeing each face light up as we recognized each other. Laughing at my friend Rich's description of his day from hell on his rented Ducati 125 as he recounted his adventures to me and my friend Jim until we had tears from laughing.

And so I ended another event back where I began, in Cattolica, sadly returning Mr. Caracchi's bike back to him, waving goodbye to all the men I rode with each day who don't speak my language or I theirs. We are truly friends in spite of this; the language of this event is shared on the roads. Tonight there will be a gala in a castle, with lots of food and wine and music, where we will all begin the planning for next year and I will hear about the plans for Vicki V. It's a pattern: one event ends, and before we even get on the plane for home we are planning the next one. I wouldn't have it any other way. 

Ducks Fly South '05 Rally Recap

by Jim Calandro



Well it is about time, a US DESMO rally without rain! We have gone about two years and six rallies where it rained each time. Now I know we were having a drought here in the southeast, but we needed a break. It had been so nice for several weeks, we were all worried we had used up all our luck. Hurricanes were coming into the southeast United States at record levels. Could we make it a dry rally?

A group of us rode down together from the Charlotte, North Carolina area. Jody Brannock and Todd Montgomery

met me at my house at 8:30 a.m. and we headed to Rock Hill, South Carolina, to pick up David Grogan. We got there almost exactly on time, 9:00 a.m., and David was there waiting for us. We now had an Aprilia Tuono, a Ducati Monster, a Ducati Multistrada, and a Ducati ST2 in our traveling group. Off to Blacksburg, South Carolina, to meet Bob Lattanzi and Eugenio Guerri, riding an ST2 and an ST3, respectively. So far, all the bikes were red, even the non-Ducati. :)

Our last stop to pick up another rider was at the intersection of I-26 and Highway 11 in South Carolina. Lewis Kirk was there, but we were about 15 minutes behind schedule at that point. Considering how many different people were involved and how many stops we made, it was a minor miracle we were only a little late. The only real problem was Lewis did not get the word this was a RED bike ride, and he had his silver ST2. While we gassed up for the last segment of the trip, someone came over to admire the bikes. We got tickled when he asked

if we were going to Myrtle Beach. Did we look like a Harley group?

Now we were on to the real riding as we headed for the mountains, the whole reason for our rally. Up Highway 276 to Brevard and our lunch stop. What is amazing is how acceptable motorcycles have become. People no longer stare and whisper when we come in but instead engage us in

conversation and ask a lot of questions. We left a copy of Desmo Leanings with one of the fellow diners, who is looking to ride a Ducati.

On to Cashiers on Highway 64 with too much traffic, to south Highway 103 with almost no traffic, and back up Highway 28 to the famous War Woman Road to Clayton,

Georgia. All these roads define what sportbike riding is all about. Some sweepers followed by some seriously technical turns. It is the most fun you can have with your leathers on. We just deadheaded to Hiwassee from Clayton on Highway 76, which the state of Georgia is determined to ruin by making it almost straight. I wanted to get to the hotel early enough to check in, meet the event coordinator, and set up registration, so we did not take the scenic route.

After years of low attendance, we had 68 riders show up! This is too many for a ride, so we broke up into smaller groups that would allow us to ride and not have to worry so much about the people behind us. The route was the



Photo by Spencer Hochstetler



Photo by Paul Jones

same as two years ago and is still one of the best places to ride. We ended up at Highlands and ate lunch at the Highlands Inn. The food was good but over-priced, so we will look for another place for next year. We also found out the route is too long, and many people cut off a major section as a result.

Again, we are learning, so we will cut out part of the morning ride and replace it with a smaller part of the afternoon ride. That will keep the two rides closer in length and time so riders will not be worn out.

Dinner Saturday night was very nice, and the new hotel (we thought it was the Lake Chatuge Lodge, but it had been bought out by Ramada) is a wonderful venue for our event. Right on the lake with a nice dining room in the hotel, and they provided all the food. It made it nice to shower and change after a ride and then just walk to and from dinner.

Ducati North America, Moto Britalia, Atlanta Triumph Ducati, The Ducshop, Moto Gizmo, and Carl Carpenter all donated door prizes. We had just the exact number of door prizes as we had participants, so no one went home empty handed.

The ride home was even better because Marvin Jensen and Rick Tannenbaum showed us some new roads. Now if I were really nice, I would add them to next year's rally, but then we could not keep them for ourselves. :) When we stopped for lunch, we ran into some other bikers, and

a new Monster owner picked up a copy of Desmo Leanings. I had brought plenty of copies but had left them with Clyde Romero, so Ken Reece stepped up and donated his new copy to the cause. I mailed him a new one when I got home.

This rally was even more significant for me because I have had to trailer my bike to the rallies for the last eight years. It comes with the territory when you have to bring T shirts, door prizes, and all the other items to make a rally happen. Clyde was kind enough to do all that this year, and I got to ride about 850 miles on my

new, to me, 1999 ST2. It is not a true sportbike, but it did allow me to travel in comfort on all kinds of roads. It is funny how many of my good friends who own all-out sportbikes and have owned them for years have now purchased one of the Ducati ST series. 📍



Photo by Spencer Hochstetler



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2005 NORTHEAST EVENT REVIEW

New Alliances and a Year of Great Riding

US DESMO Recaps its 2005 Northeast Events

By: John M. Rossi

US DESMO organized or participated in several successful Northeast events in 2005. Tutto Italiano at the Larz Anderson Auto Museum in Brookline, Massachusetts is where Ferrari, Lamborghini, Maserati, and Alpha Romeo

served as the backdrop for Ducati, Aprilia, and MV Agusta. The May event, now in its 10th year, is one of the largest-attended lawn events at the museum and was a perfect follow-up to Pierre Terblanche's visit in 2004. Visitors were able to meet the owners of exotic Italian cars and motorcycles

as well as cast their votes in a friendly people's choice judging competition. Steve Keegan and Randy Pawlyk of Eastern Cycle Ducati of Beverly, Massachusetts, were on hand with the complete line-up of new 2005 models—Ducati, MV Agusta, and Malaguti Scooters—as well as riders and US DESMO members. It is an early spring event not to be missed, as is the annual European motorcycle day held every October on the lawn at Larz Anderson.

June welcomed the second annual Americade/Lake Placid Ride, where US DESMO members attend one of the largest motorcycle rallies in the United States, with more than

150,000 riders visiting the Lake George/Lake Champlain region over the week-long event. Bill Dutcher, the event's founder, has watched the event grow to its 23rd successful year - a spectacle of motorcycles and international

riders and an economic boom that the region counts on each year. Several US DESMO members, including John Rossi, Tom Truskolaski, Dan MacDonald, Kevin Tetreault, Kevin McDonnell, Phil Pierce, and Geoff Pope have attended this event for 10 to 20 consecutive

years. US DESMO will again organize this ride in 2006, meeting at White Waters Rafting Center on the Hudson River and riding north to the Pines Restaurant and Inn at Lake Placid, two great locations to visit any time during the year.

LeBella Macchine d'Italia was another first for US DESMO Northeast, which helped coordinate the involvement of Italian motorcycles in this prestigious Italian Car and Motorcycle Day at Pocono International Raceway, now in its 20th year. Ken Mickavicz and the team from North American Warhorse

were on hand with the complete line-up of new



Rain clouds pass overhead as USDESMO members leave the Pines of Lake Placid en-route back to the Americade Rally at Lake George, New York. Photo: T. Truskolaski



Lake George stretches over 32-miles from North to South and is not only a great place to ride motorcycles around but, is a great place to enjoy by boat. Photo: T. Truskolaski



Jeff Wood inspects the fleet of Ducati 900/750 track bikes that Penguin Road Racing School offers as rentals. Photo: J. Rossi

2005 models—Ducati, MV Agusta, Moto Guzzi, and Aprilia—and US DESMO members Ron Augelli and Kevin Tetreault were there to greet riders at the event. For 2006, US DESMO hopes to coordinate a concurrent track day as part of this multi-day event so riders can experience Pocono International Speedway from the saddle of their own machine.

August's Ducati Summer Camp was another first for US DESMO in cooperation with Eric and Jeff Wood of the Penguin Roadracing School at New Hampshire International Speedway and the folks at The Valley Inn and Waterville Valley Resort. This event offered two days of track time in a street-riding skills-improvement course and the first basic course to secure your amateur road-racing license. These two track events were separated by a day of mountain biking and use of the athletic facility at the picture-perfect Waterville Valley Resort. If that were not enough, there were two additional days of either riding the White Mountains of New Hampshire or watching the New Hampshire Road Racing Series for the weekend. US DESMO members John Rossi and Joseph Kachuroi were on hand to ride with the Wood brothers and their staff of capable instructors. The Penguin school offers a complete line of Vanson leathers, Alpine Star boots, and Ducati motorcycles to rent for the fly-in-ride guest. Joe Kachuroi took advantage of Penguin's complete package, having flown in from his home in Phoenix.

Look for new details on USDESMO's 2006 Northeast events by reading Desmo

Leanings or visiting www.usdesmo.com. For more information on Northeast events, to coordinate new events, or to develop sponsorship packages of US DESMO events, please contact John M. Rossi, USDESMO Northeast Regional Representative, at johnmrossi@comcast.net.

USDESMO Northeast would like to offer a special thanks to:

John Sweeney and Sheldon Steele at the Larz Anderson Auto Museum: www.mot.org

Bill Dutcher, Americade Rally/Tour Expo: www.tourexpo.com

Cardinale Segger, The Pines of Lake Placid: www.thepinesoflakeplacid.com

Joe Corbaccio, LeBella Macchine d'Italia: www.italiancarsatpocono.com

Jeff and Eric Wood, Penguin Roadracing School: www.pengineracing.com

The Valley Inn, Waterville Valley: www.valleyinn.com



Eric Wood leads riders on an intensive track walk of NHIS identifying the fast-line, apex, and entry and exit strategy of each turn. Photo: J. Rossi



Keegan and Randy Pawlyk of Eastern Cycle
 Ducati: www.easterncycleducati.com

Photographers: Chris Kezer and Holly Rzepa:
www.ckphotos.photorelect.com

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BENCH RACING

Tall tales of fact and “friction”

Learning to ride in the dirt; or what goes up, must come down

by Jim Calandro

After buying my Yamaha Enduro in Germany, I was mostly riding alone. One day I met someone who owned the same bike, only with a slightly bigger motor: 350 versus my 250. We were in a minority as far as bike owners go because most of the bikes were British twins and street-only, whereas our Enduros were dirt bikes that could go on the street. We would meet many weekends to go for a long ride that always ended up in some area where we could ride dirt.


Now there were two problems I was dealing with. First, Tom was a better rider with more experience, and second, he had a faster bike. A wiser man would have let this be the end of it and just got there when he got there. Well, if you have heard any of my other stories about learning to ride, you will have already formed an opinion on my “wiser man” status. Let’s just say I struggled to keep up.

There was this section of woods with a lot of fire roads built through it. “Fire roads” is just another way to say poorly maintained dirt roads. They are there to fight forest fires and tend to get overgrown until the next time they are on the schedule for maintenance. The good news is you almost never encounter another vehicle and can have a lot of fun, and the people in charge do not really mind as you keep the vegetation down.

Now this section of woods has many roads that look very similar, and it is easy to get confused as to exactly where you are. The one we were on crossed an area where they were building a factory and had built up an embankment to let the earth settle for the foundation area after it had been cleared. We were in the habit of blasting down the dirt road that was now blocked by the embankment and launching ourselves into the air. Now this was the early 1970s, and there was no such thing as long-travel suspension, so the newly cleared soft dirt was an excellent place to do this.

On the day in question, I was struggling to keep up as usual and saw the upcoming embankment. I saw Tom sit up to slow down, and I tucked my head down and kept the throttle pinned to make up distance. I figured that I had plenty of room at the top to scrub off speed and catch up with Tom. As I reached the bottom of the embankment, Tom made a sharp turn to the right—the reason for his early slowdown. In my mind I envisioned a lurid broadside at the top after I landed to keep up with Tom. As the bike cleared the top of the embankment, it instantly became apparent why Tom had turned right. This was the roadbed leading into the construction area, not the foundation area! There was no place to land!

After a few expletive-deleted comments, I just waited for the end. The bike hit level and fortunately there was the continuation of the fire road, so I had a clear path. However, that is where the good news ends, as the limited suspension travel was used up in a nanosecond, and the bike stopped almost dead in its tracks. My arms and legs were not strong enough to absorb all that kinetic energy, and my body came crashing down on the bike. The enduro bar—a bar that goes between the handlebar grips for strength—hit me squarely in the chest, knocking the wind out of me. This was not like anything that had ever happened to me before, as I could not inhale. I knew from my years of playing football about this condition where the diaphragm goes into a spasm, and the way to deal with it is to relax and let it happen. Well, that makes one heck of a theory, but practical application is a lot more difficult to do when you are the one who cannot breathe.

I learned the importance of scouting out a road or field you are going to ride *before* you do anything exciting, a lesson I contemplated on the slow and painful ride home. 

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 Rosenau Powersport
 313-278-5000
Kalamazoo
 Life Cycle
 269-388-5590
MINNESOTA
Delano
 Delano Sport Center
 763-972-2677
Lakeville
 Motoprime South
 952-465-0500
Minneapolis
 Motoprime Motorsports
 612-729-7200
MISSOURI
Chesterfield
 Chesterfield Valley Power
 Sports
 636-449-1500
Columbia
 Jones Powersports
 573-875-4445
St. Ann
 Donelson Cycles
 314-427-1204
MONTANA
Missoula
 Montana Ducati
 406-721-2154
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Omaha
 PowerSports Pro
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NEVADA
Las Vegas
 Pat Clark Motorsports
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Reno
 Big Valley Motorsports
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NEW HAMPSHIRE
Laconia
 BCM Motorsports
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Manchester
 Naults Ducati
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North Hampton
 Great Bay Motorcycles
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NEW JERSEY
Cherry Hill
 DeSimone Motorcycles
 856-354-0004

Ledgewood
 Jack Trebour Motorcycles
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Middlesex
 Rizzon Cycles
 732-271-1616
NEW MEXICO
Albuquerque
 P.J.'s Triumph Ducati
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NEW YORK
Albany
 Phibbs Power Sports
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Bay Shore
 Formula 1 Motorsports
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Fort Montgomery
 Rockwell Cycles
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Holland
 Williamsville Welding
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New Hyde Park
 Gold Coast Motorsports
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New York City
 Ducati New York
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St. James
 SuperMoto Italia
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Syracuse
 Fred's Sport Motors
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NORTH CAROLINA
Asheville
 Myers Motorcycle
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Matthews
 BMW/Ducati Charlotte
 704-882-6106
Raleigh
 Barnett Suz/Ducati Center
 919-833-5575
 Matison Motorsports
 919-844-7177
OHIO
Akron
 Crooked River Motorcycles
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 J.D. Performance
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Hilliard
 Honda Northwest
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Lewis Center
 Hinds Motorsports
 740-548-5448
Oakwood Village
 Cleveland Akron Honda The
 European Connection
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Springfield
 Competition Accessories
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OKLAHOMA
Oklahoma City
 Ducati Oklahoma
 405-943-2691
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 Atlas Cycle Sales
 918-835-9959
OREGON
Bend
 Bend Euro Moto
 541-617-9155
Medford
 Hansen's BMW/Ducati
 541-535-3342
Portland
 Motocorsa
 503-292-7488
Salem
 Salem Honda/BMW/Ducati
 503-364-6784
PENNSYLVANIA
Coopersburg
 Martin EuroSports
 610-282-9300
Dunmore
 North American Warhorse
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Harrisburg
 Koups Cycle Shop
 717-939-7182
North East
 Uncommon Motorcycles
 814-725-0916
Paxinos
 Mikmar Motor Service
 570-672-9110
State College
 Kissell Motorsports
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Wexford
 Ducati Pittsburgh
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Willow Grove
 Fast by Ferracci
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North Kingstown
 Razez Motorcycle Center
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Greenville
 Touring Sport
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Mt. Pleasant
 Champion Ho. Ya. BMW
 Ducati
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Lenoir City (Knoxville)
 Destination Motorcycles
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Nashville
 Ducati of Nashville
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Alvarado
 Advanced Motorsports
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Austin
 Ducati Austin
 512-291-5100
El Paso
 Mr. Motorcycle
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Fort Worth
 Eurosport Cycle
 817-838-8135
Houston
 Eximport Cycles
 713-995-7494
 Northwest Honda
 281-447-3476
Plano
 European Cycle Sports
 972-881-0774
San Antonio
 K.C. International
 Motorsports
 210-764-9990
Waco
 Ducati of Waco (Euro Shop
 of Waco)
 254-757-2453
UTAH
Salt Lake City
 Salt Lake Motorsports
 801-478-4000
Springville
 White Knuckle Motor Sport
 801-489-0393
VERMONT
Essex
 Frank's Motorcycle Sales
 and Service
 802-878-3930
VIRGINIA
Clearbrook
 Winchester Motorsports
 540-722-2688
Falls Church
 Coleman Powersports Falls
 Church
 703-237-3400

Richmond
 Ducati Richmond
 804-355-0550
Woodbridge
 Coleman Powersports
 703-497-1500
Yorktown
 Redline Performance
 Motorsports
 757-989-5000
WASHINGTON
Bellevue
 Eastside MotoSports
 425-882-4300
Bremerton
 The Brothers Powersports
 360-479-6943
Burlington
 Skagit Powersports
 360-757-7999
Seattle
 Ducati Seattle
 206-298-9995
WISCONSIN
Madison
 Bob Barr Kawasaki
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Saukville
 Ducati Milwaukee
 262-284-2725
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 Argyl Motor Sports
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Calgary
 Revoluzione Cycle Imports
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 Sport Cycle
 403-276-3385
BRITISH COLUMBIA
Nanaimo
 Harbour City Motorsport
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Richmond
 Richmond Motorsport
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Vancouver
 John Valk Motorsports
 604-731-5505
MANNITOBA
Winnipeg
 Wildwood Sports
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ONTARIO
London
 Inglis Cycle Center
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Oakville
 Peninsula Import Ducati
 905-847-0838
Ottawa
 Ottawa Goodtime Centre
 613-731-9071
Toronto
 Rev Cycles
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QUEBEC
Laval
 Monette Sports
 450-668-6466
Vanier
 Le Centre de la Moto Vanier
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Regina
 Thunder City Power &
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