

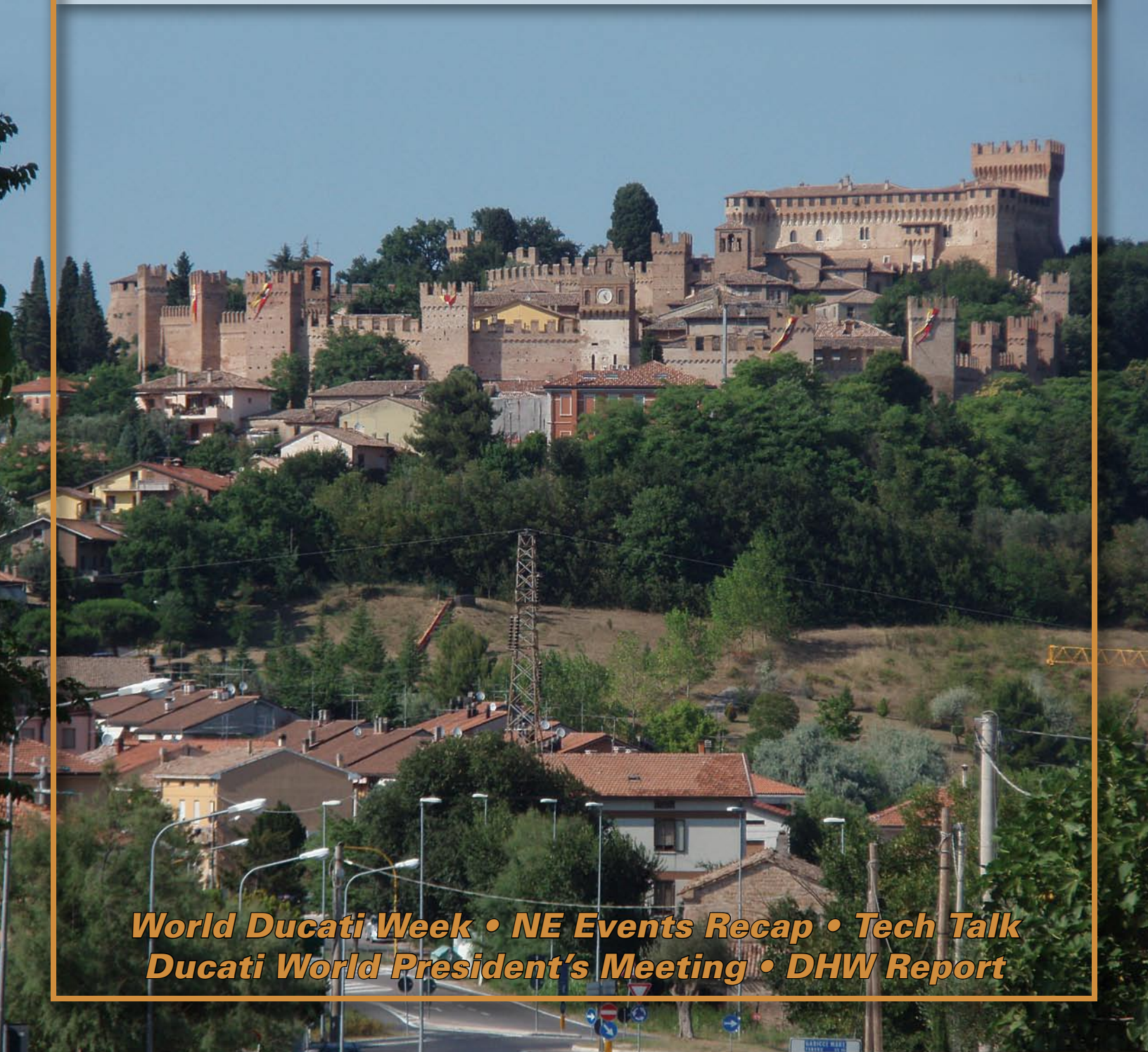
# DESMO LEANINGS



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

Volume 5 Issue 3

Fall 2007



*World Ducati Week • NE Events Recap • Tech Talk  
Ducati World President's Meeting • DHW Report*

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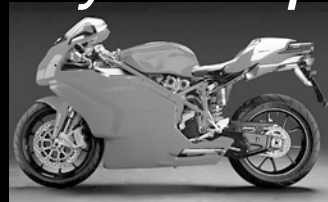


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## Greetings from il Capo

Six months ago when I wrote my column for the first issue of 2007, I discussed how much the friendships I had made through motorcycling meant to me. Little did I know that in less than half a year these friendships would become a major part of my life. As many of you know, I have been diagnosed with cancer. I am now on a chemotherapy regimen. To say that the friendships I have experienced through the club have been a major part of my life would be a tremendous understatement.

This realization started with the phone calls, cards, visits, and emails I began to receive once the word was out about my condition. It is one thing to know you have friends, but it is a whole different emotional level to see true friendship in action. I had never stopped to really analyze the number of people I have interacted with over the years. I had just gone about life vaguely aware of their presence but really in ignorant bliss about the impact they have on me daily. True to the saying, "every cloud has a silver lining," cancer has made me aware of the presence of so many unique people in my life. Family is expected to be there, but it is easy take friends for granted.

I always thought our club was special. Now I know it. I see it in action at every event. At rallies I see life-long friendships forged and future rides planned. At track days I see someone having a problem with their bike and next there is a large group helping that person. I have ridden with a lot of different track-day organizations over the years, but US DESMO events are the only ones where I see whole families picnicking together during the lunch break. New members are always made to feel welcome at every event.

I would like to believe that I had the power to make things like this happen, but I do not. It is the people who have come into the club and therefore into my life that have made this happen. We all seem to be of a kindred spirit. We are here to enjoy life and share it with each other. I will never again underestimate how important your friendship is in my everyday life. I want to publicly say thank you to everyone for being a part of my life and for being here for me and supporting me now.

Come ride with us. I'll be back with you as soon as I can!



Jim

il Capo



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# Tek Talk

## ST BATTERY CONVERSION

by Terry Boling, Member #00297

**T**his battery conversion for my ST2 came out of necessity and my being frugal by nature. The original battery in my '98 ST2 was getting really tired and needed to be replaced, but I did not want to spend the money for a new one at the time. It was also at this time that I had my '02 748 monoposto off the road because my riding had been two-up. I wanted to do what would seem logical: use the 748's battery in the ST2. The problem here was that the ST2 uses a larger 16AL-A2 size, and the 748 has a 12B-4 battery. The difference is significant at 2.1" in length and 1.3" in height.

A little research showed that the 16AL-A2 battery was used in the '97-'00 ST bikes, and, much to my delight, the 12B-4 is used in the '01 and newer STs. More research showed that the battery tray is essentially the same. Ducati had only modified the original '97 battery box with a threaded insert, new battery holder, negative cable bracket, and a spacer block. Now I just had to modify mine.

The first thing I did was order the parts that I would need. This would be the newer-style battery retainer bracket (#827.1.195.1A), negative cable plate (#827.2.215.1A), and the spacer (#829.1.291.1A). Since I needed to drill a new hole where a threaded insert is located in the newer version of the tray, I had to run a bolt from the backside and use washers, lock washer, and a nut instead. To try to prevent fatigue and cracking of the plastic, I



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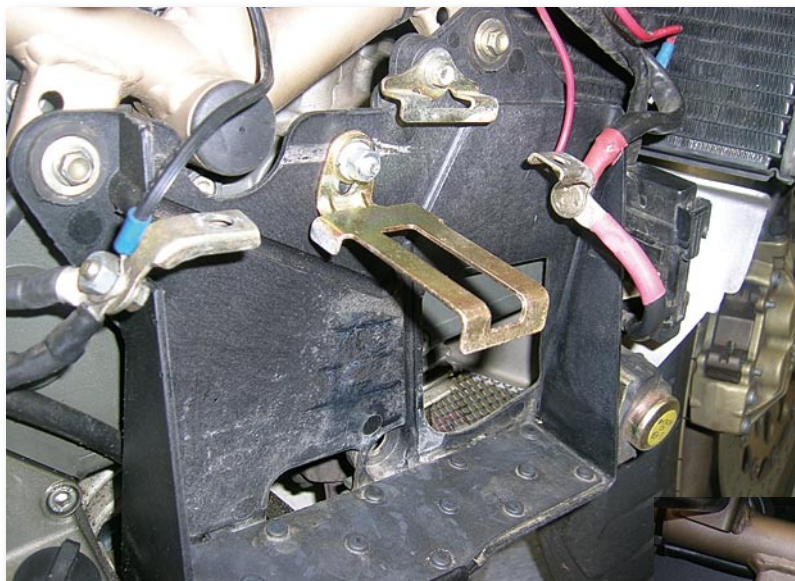
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used a large fender washer (one with a larger outer diameter than standard) on the backside to try to spread the load a little more. These parts combined are less than \$20 through your Ducati dealer and local bolt-and-nut supplier. As an option, you can

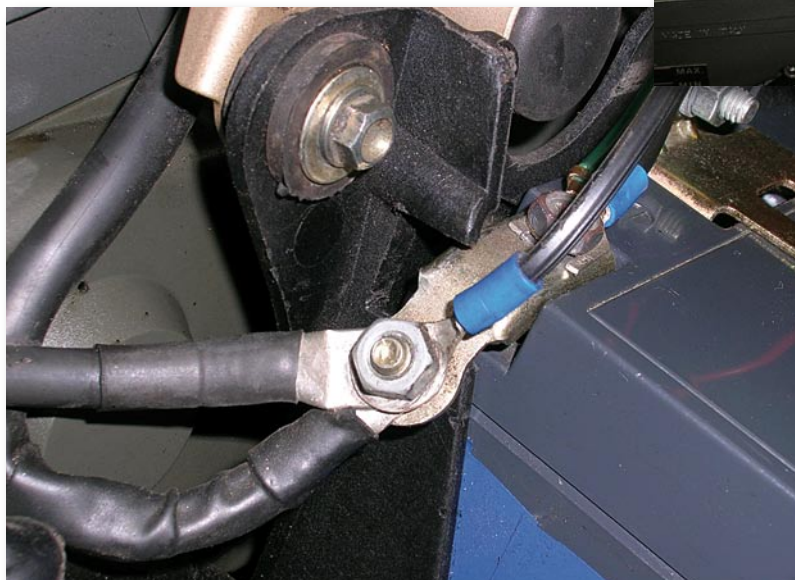
to be drilled, I placed the battery in the rear of the tray, placed the retaining bracket in place, and marked the tray. Once the hole was drilled, I was then able to slip the fender washer over the bolt and feed it in through the rear of the tray. Attachment of the battery retaining bracket is as simple as sliding it over the bolt, then fastening it with a standard flat washer, lock washer, and a nut.



The plastic spacer block from Ducati has a tab on it that rests behind the battery to reduce movement of the spacer. The order of installation is not important for the battery and spacer. You can either put the spacer in first and then slide the battery into place, or you can put the battery in, tilt it outward, then slide the block into place from the top. All you have to do now is hook up your battery leads. As a side note, it is often stated

make a spacer out of wood or other material to save \$10. If you decide to not use the newer-style negative cable bracket, there will be an interference with the battery tray because of how the bracket is angled downward. I didn't change mine, so I had to notch the tray a little for clearance. I used a hacksaw and cleaned it up with a file.

To find the location of the hole that needed



as being a "best practice" to connect the positive lead first, then the negative. This prevents accidentally shorting the positive terminal to a grounded part of the bike with your wrench.

You are now done with your conversion and have the added benefit of a lighter battery. Other benefits are that the new battery size has a larger selection of manufacturers and available CCA (cold-cranking amps) and it is more readily available as a maintenance-free battery.





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# World Ducati Week Or How I Spent My Summer Vacation

by Jim Calandro, Member #000001

I have been reading about World Ducati Week for years and got a chance to see it for myself this year. It turned out to be much of what I expected while being totally different. It is hard to not have a good time in Italy, with the weather, food, and Ducatis in abundance. You are just forced to have fun!

The event calendar for WDW was very full. The celebration was held at the Santa Monica track in Misano. There were free track sessions to club members, tours of the countryside, vendors, importer booths, a club tent, demo rides, aerial displays, two-up sessions behind Randy Mamola, stunt riders, and laps of honor for historic and current race bikes. The list is

almost never ending, and you should be able to find something to your liking.

One of the best things I did at WDW was watch the MotoGP race with about 20,000 other Ducatisti. Attending the MotoGP race on my own would not have had the same effect due to the high number of fans rooting for other brands. To be in a concentration

of riders who all were thinking RED is something to be experienced! Granted Valentino Rossi won and Casey Stoner was second in the race, but it really did not matter to the crowd. An Italian won and an Italian bike was second. It was almost perfect. Now if Rossi would just ride a Ducati.



The Italian Army had their MV Agusta helicopter there (a Bell Apache made under license) to do stunt flying.



Troy Bayliss even went up as a passenger! I could try to describe how they twisted and turned the helicopter, but I will let the photos show

you. Then we saw the Tre Colore flight team of nine jets. Again, the pictures will show you what they did. Ducati has switched their bike stunt rider to the Hypermotard, and I think it suits the effort more than the Monster did. It is truly amazing to see these riders perform stunts that would kill you or me.



For me, the big thing to see at the track was all the bikes. Not just the bikes entered in various shows, but the ones ridden there by their owners. First the sheer number of bikes is overwhelming. I



saw one Harley the whole time and a few Japanese bikes, but there were close to 20,000 Ducatis in the parking lot on Saturday, the day of the MotoGP race! I have tried to take a picture to give you a feeling of how many were there, but I am afraid it is just not the same as being there. The bikes entered in the shows were quite startling. There was even a center-hub-steering bevel-drive.

I did leave the track two of the four days to scout out the countryside. One trip was to San Marino, which was not what I expected. I knew it was a fortified town on a mountaintop but did not expect it to be so close to the Adriatic Sea. The other thing was the shape of the hill it is on. It looks like a standard hill that someone took a giant meat cleaver to, cut it in half, and discarded one side. The sheer cliff face gave me vertigo when I was at the top and

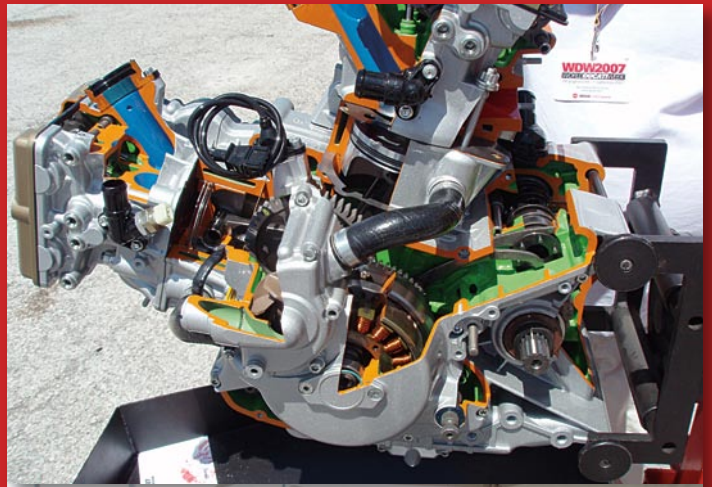
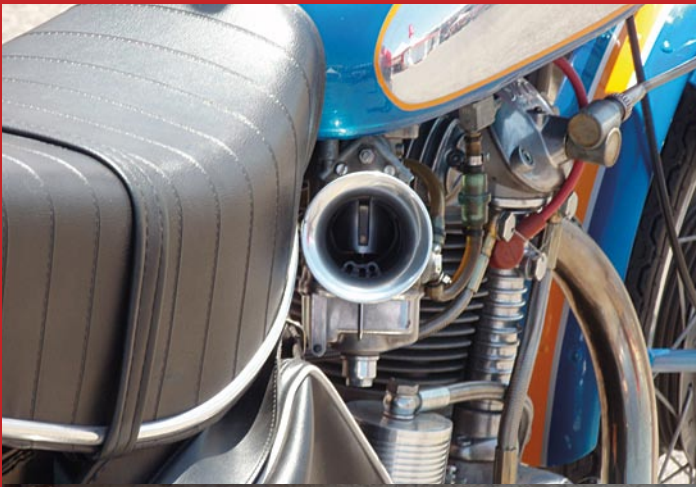


looked over the edge. It turned out to be a tax-free shopping area, and I remembered to buy my wife some jewelry. Every once in a while I do something right.

The second day, I rode off by myself with a local map of fortified towns. As you look at the map, it becomes apparent every hilltop had a fortified town, and most a serious castle. This must have been a rough neighborhood five hundred years ago. Again, I could talk about these towns, but the pictures will do a better job.



I had an amusing event at the conclusion of my solo trip. I did not have a GPS, just the map. Anyone who has traveled in Italy knows that maps and road signs are just about useless. You basically have to know where you are going and every town



you will pass through on your way for the signs to help. Well, if I knew all that, I would not have been lost. As it turns out, I had ridden off the map I had purchased, which dramatically decreased my ability to identify where I was. I did notice that the sun was setting in my face and I was headed west. Seeing as how my hotel was east on the Adriatic coast, I had a problem.

I entered a little town without knowing it. The town was very little, and there sitting on some benches and the front steps of a very small church were five men. I turned around and stopped to ask directions. They spoke no English, and my Italian is comical at best. Well, I am here to say they gave me impeccable directions, and I did not set back world relations any. I regret I did not take a picture of my five new friends or the church they were sitting at, because it was classic Italian. One note



of interest was the directions they gave me involved traveling through Tavullia, the hometown of Valentino Rossi. I got a very excited, rapid, ten-minute dissertation on how great he was. Or at least that is what I thought they were saying, as there were a lot of words flowing and major arm gestures. What else

could I do but smile and nod a lot?

If you would like to go next year, there is a discount for WDW tickets available to DOC members. The bad news is Ducati's fleet of rental bikes is usually used up for the World Presidents Meeting attendees, and rental bikes are all but impossible to find. Even worse news is rental bikes cannot be taken on the track, so one of the best features of the event is not available. Just the same, it was a major Ducati event, and I am very glad I attended.

A red Ducati motorcycle is parked on a dirt road in a desert landscape. The background shows rugged mountains and a clear blue sky with some clouds. The motorcycle is the central focus, with its distinctive red frame and black seat.

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# Northeast Ducati Riders and Dealers Host A Summer Of Celebrations And Events From New York to New Hampshire, Massachusetts to Pennsylvania

by John M. Rossi, Member #00262

## Eastern Cycle's 1098 Ducati Giveaway

The 2007 season among Ducatisti in the Northeast picked up speed with more rallies, rides, track-days, fashion shows, new-model release parties, dealer openings, and concours d'élégance events.



Ms. Alana Leonard draws the name of one lucky winner of the Ducati 1098 at Tutto Italiano. Photo by John Rossi

One of the most generous and highly publicized events was the raffle for a brand new 2007 Ducati 1098 Superbike contributed by **Eastern Cycle DUCATI** of Beverly, Massachusetts. The tickets were sold nationally and internationally over the internet at \$25 with proceeds

benefiting the non-profit Larz Anderson Museum in Brookline, Massachusetts. At the height of a perfect 85-degree, sun-drenched day during Tutto Italiano, Ms. Eastern Cycle Ducati, Alana Leonard, spun the raffle basket and drew out the one lucky winner's name. It was Mr. Peter Rollins of Maine, who was reached by cell phone with the news of his new prize and was speechless. Hundreds of spectators listened in to the call that delivered the good news he had won the new Ducati 1098. Peter purchased a single ticket at the Penguin Road Racing School earlier this summer—\$25 well spent.



From left: Mike Iandoli and Sheldon Steele of Larz Anderson Museum, Alana Leonard and Steve Keegan of Eastern Cycle, Jason Routhier of Ducati North America, and John Rossi VivaDucati.com. Photo by William Van Tassell

Tutto Italiano is an annual event that draws hundreds of exotic Italian cars and motorcycles accompanied by equally as many visitors and families. Visit: [www.mot.org](http://www.mot.org) or [www.easterncycleducati.com](http://www.easterncycleducati.com)



Riders rolled in to the Eastern Cycle Ducati Hospitality area throughout the day. Photo by John Rossi.



From right: Steve Keegan of Eastern Cycle Ducati presents Peter Rollins with the key to his new 1098 with Peter's son, Ben. looking on. Photo by Gido Braese.



Italy's long history of flowing lines, high performance, and vibrant reds is shared by Ducati as well as these vintage Alfa Romeos. Photo by John Rossi.

## Ducati New York Hypermotard release party

The Release of the Hypermotard has taken the Motorsport press and roads by storm. There was no better party to celebrate the arrival of the new model than at **Ducati New York**, Ducati's #1 retail dealer in the United States. The talented team at **DNY** transformed the Soho dealership into a stylish night club with Red Bull's DJ spinning the tunes and a fashion show of the latest Ducati apparel for men and women, and the closed-off street became the dealer's open-air gallery for the complete line of Ducati motorcycles.

The Pierre Terblanche-designed Hypermotard is a



An outdoor Ducati Gallery makes room for the indoor Club Ducati transformation. Photo by John Rossi

lightweight thrill machine that incorporates many of Ducati's best features and race-proven technology such as the same 4-piston Brembo brakes as used on the 1098 Superbike, incorporated into a compact, 95hp, 1100cc, motard-inspired air-cooled standard. The Hypermotard has already proven its prowess on the streets and track, resulting in a backlog of orders by customers for the new Ducati model. Visit [www.nyducati.com](http://www.nyducati.com).



The beauty you've all been waiting to meet rolls out on the runway—the 2007 Hypermotard. Photo by John Rossi



Bill Shelton, left, is joined by the entire crew at Ducati New York. Photo by John Rossi



And for one long evening, Ducati New York was transformed into the hottest nightspot in the Big Apple. Photo by John Rossi

## Improving rider's skills

The teaching of new skills to riders for the street and track continues to grow with pride and proficiency in the Northeast. Programs include the race-proven experience of national champions Eric and Jeff



John Rossi aboard N.E. Ducati Rep. Jason Routhier's 1098 Press Bike. Yes, it is everything you read about . . . and more. Photo by Carl McCallister

Wood at the **Penguin Road Racing School** at the New Haven International Speedway, the **Martin EuroSports Ducati Track Day** at Pocono International Speedway, and **USDESMO Northeast Representative** and

Penguin Instructor **John Rossi's** track-skills seminars at the Americade Rally in New York. Visit [www.penguinracing.com](http://www.penguinracing.com) for track days/school schedule and, if you read it in *Desmo Leanings*, use promo code (BOTB).



There was plenty of good seating available to observe the Ducati Day hot-pit at NHIS. Photo by Aleksandra Lugowska



Eric Wood addresses 100 Ducati riders flanked by the team of Penguin School instructors. Photo by John Rossi



Entertaining the troops with a few stunts (not to be tried at home) unless you have a giant 88-tooth rear sprocket like this one. Photo by Aleksandra Lugowska



The bowl at NHIS shows the positive camber through turn #6 that is often deceptive at speed. Photo by Aleksandra Lugowska

## LeBelle Macchine d'Italia

Celebrating its 21st year of Italian motor sport in Pocono, Pennsylvania, the 3-day event is comprised of a concours d'élégance at the 5-star Skytop resort and two days running at Pocono International Raceway. Bill Mondok of **Martin EuroSports**

and a group of Ducatisti joined **John Rossi** at this year's event, and plans are underway to expand the Northeast Ducati enthusiasts' involvement at LeBelle for 2008.



Ron Angela's 620 Monster draws a crowd at LeBelle Macchine as did Kevin Tetreault's RSV Aprilia Mille. Photo by John Rossi



A \$ million V-12 Maserati, one of only fifty, frames the photo (from left) John Rossi, Cheyenne Chen, Douglas Magnone, Jerry Kay, Teatee Dee, Bill Mondok of Martin EuroSports. Photo by Sigmand Kaye

## **Americade Rally and White Face Mountain annual ride.**

While Americade celebrates its 25th year, a close group of Northeast Ducati enthusiasts a.k.a. CHOOCH MC, made their 20th annual pilgrimage

Mountain is in fact 'placid' compared to the Town of Lake George that is completely overrun (in a good way) by the attendees of Americade. The week-long



Atop White Face Mountain offers the typically fantastic views found in the Adirondack region of Upstate New York. Photo by John Rossi



Route 30 is a 100-mile-long postcard that stretches along a ribbon of tarmac through rolling hills and wide sweepers. Photo by John Rossi

to the event and to ride the scenic roads of Lake Placid, White Face Mountain, and the Green Mountains of Vermont. For this group of now middle-aged riders to reserve the same 5-day stretch each June to meet and ride to Upstate New York is a testament to the bonds and friendships that revolve around motorcycling.

The roads of the scenic Adirondack region are an ideal mix of two-lane sweepers and tight twisties. The Town of Lake Placid at the base of White Face

rally sees more than 150,000 motorcyclist pass through each year, and the event gets bigger, as does many of the bikes and their riders. It is an ideal snapshot of America's motorcycling consumer, with every major manufacturer and model being represented – and thanks to a small contingent of Northeast Ducatisti, DUCATI makes a small and enthusiastic showing. Sorry, no demo rides. Maybe in 2008.

## **Martin EuroSports Ducati grand opening.**

Martin Moto Group is comprised of three locations, with their newest 20,000 dealership in Boyertown, Pennsylvania. They sell and support Ducati, Aprilia, and Triumph among Japanese brands. Martin is home to an avid group of Ducati riders and Thunder Duc Racing. John Rossi joined the Martin Euro-family of riders during their grand opening, Duc truck demo rides, and a scenic tour through the rolling farmlands of Pennsylvania approximately 50 miles north of Philadelphia. Visit [www.martineurosport.com](http://www.martineurosport.com) and [www.thunderduc.com](http://www.thunderduc.com).



Ducati's demo truck offered 17 new Ducati motorcycles for licensed Martin EuroSports customers and friends to test. Photo by John Rossi



Dennis Martin (Hypermotard-mounted) is flanked by a partial team of Martin EuroSports members and an avid group of Ducatisti and friends. Photo by John Rossi



Chris Gorel has been with Martin EuroSports for 9 years and is the pilot, privateer, and passion behind Thunder Duc Racing. Photo by Michael DiAntonio





# Ducks Head West Rises Like The Phoenix

by Jim Calandro, *il Capo*, Member # 00001

**A**fter a three-year hiatus and much nagging — I mean encouragement — from Rick Giddish, Ducks Head West is back. August 10-12 saw the Ducati community return to Tennessee, but this time to Erwin. The weather cooperated in that for the first time in quite a while

own, and part of that is one bike seems to be over-represented. At Ducks Along the Blue Ridge, it has become the ST series that is the major player, but for this rally it was the older SS models that were conspicuous. They ranged from an early white-framed bike to two of the silver-livery FE versions. I have to admit to playing a role in this as at least



we had sunshine and no rain in any part of the rally. Forty-four intrepid souls joined us this year, and, even though not as big as some of our other rallies, it was a big success.

Each rally tends to take on a quality of its

five of the bikes present in this group were bikes I had an influence in the purchase. I really love these bikes as an all-around Ducati and regret selling mine. I may have done myself a disservice if I ever

*Continues on page 22*



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# **DUCATI CORNER AT INDY MOTOGP**

I am sure everyone has heard by now that MotoGP is coming to the Brick Yard in 2008. The date is September 14. Ducati Owners Club's liaison, Vicki Smith, has challenged us to come and set up a Ducati Corner similar to what you have seen on television at Mugello. You remember the stands where everyone has a white or red placard that they display when signaled and it spells out key things like DUCATI or the rider's number?

The plan, started by a local club, DRILL – Ducati Riders of Illinois, and now picked up by Ducati North America, is to try and get a block of 500 seats so this can happen. They are also working with local hotels to have a Ducati Central and keep the Ducatisti together. Of course, if the response is greater, more seats and hotel accommodations would be sought! I for one am excited about all this and plan on going. If you have an interest, please respond and let me know so I can give Vicki and DNA an idea how much support US DESMO will give to this. This is critical so Vicki can be sure to arrange enough seats.

**Come out and support the team!**

**Jim  
il Capo**



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decide to buy one, as I have helped drive up the prices.

The host hotel, Holiday Inn Express, may not be the plushiest of hotels, but they sure are biker-friendly and went out of their way to make sure we had a good time. Due to illness, I was unable to ride this year, but all the reports on the ride and



the quality of the roads let me know everyone was having a good time. It was a little hot, so frequent water stops were the order of the day. No one fell on

the ride, which is always a plus for a rally. The only negative was Bob Lattanzi's having starter trouble on his ST2 and the need to borrow a car and trailer to go and fetch it, following a two-up lift from John Busbin back to the hotel. John complained a bit about back-seat driving.



Dinner was hosted by the River's Edge Restaurant, and the Italian food was quite good. They did serve the biggest chicken breast I have ever seen in their chicken parmesan! The real treat was when Bubba Edwards got up and sang with the live band. What really stood out was when the lead singer continued during the night, as it was obvious Bubba was a better singer. Don't tell him I said this as I think his helmet already is a little tight. As nice as the food was, the lack of a private room forced us to retreat to the hotel to award the door prizes. Again it is my pleasure to thank the various dealers,

retailers, club members, and of course Ducati for these gifts. Please take the time to stop by and thank them in person and share your business with these supporters of our event. Donations this year were provided by Cycle Gear of Trussville, Alabama (just north of Birmingham), Ducati North America, and NPR Ducati of Watkinsville, Georgia.



I am glad Rick Giddish kept after me to resurrect this event, and we will be back for sure next year. We will refine the ride and look at an alternative to the crowded restaurant, but the basics are there: it is a very pretty part of our country, and the roads were not full of our four-wheeled brethren. The local newspaper even came down and interviewed several of the participants, and Steve Ehrnst got his picture in the paper.





# World Presidents Meeting 2007

by Jim Calandro, *il Capo*, Member #00001

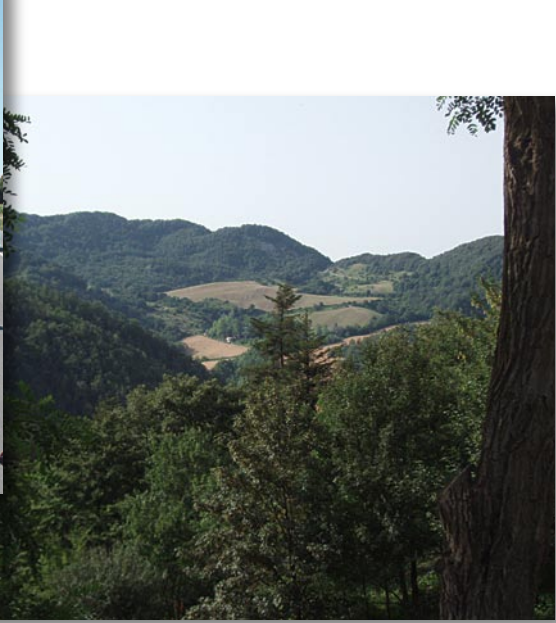
**D**ucati invited the Desmo Owners' Club presidents from all over the world to come to the factory, and mixed in with the fun things was a meeting with the CEO of Ducati. This year I was able to attend, and I was very glad to do so due to the changes at Ducati. The former CEO, Federico Menoli, was a motorcyclist before he came to Ducati, and he was someone we all could relate to. Would the new man, Gabriele Del Torchio, give us the same warm feeling? On June 28, we got to find out.

Gabriele went to great lengths to make sure we knew he was a motorcyclist and assured us today would be the only day at World Ducati Week he would come in a car. He indeed rode his Hypermotard on the other days. I did see him hanging out at the club tent on most days of the event, and he was always talking to some Ducati owner. One of the first issues addressed was the fate of WDW. When it was cancelled last year, many were afraid it would be gone forever. Gabriele told us that WDW would now be held every year. Further clarification revealed that he meant there would be some form of a major Ducati event every year, but not all of them would be as extensive as the WDW that has traditionally been held every other year.

The new owners are definitely trying to reassure us there are no big changes to the soul of Ducati. Bikes and the commitment to racing are still there along with the passion for both. The subject of a WDW-type of event in the United States was brought up, and no clear answer was given. Ducati would definitely like to have an event like that in the United States, but there are many obstacles.

Our next speaker was Claudio Domenicali, who talked to us about product development. With three new bikes introduced this year – 1098, Hypermotard, and Desmosedici – they have been very stressed at the factory. Claudio made it clear their philosophy was that racing sells bikes, and they plan to keep operating





in that mode. As to future models, there are no immediate plans for a new Monster as the current model has sold at pretty much a constant rate since its introduction in 1993. However, there is a new Monster under development, which will be introduced gradually with only one new range at a time. The timing for introduction was listed as “not soon.”

The constant rumor that the ST range would be dropped was brought up. Claudio’s response was that the ST is the type of bike he rides, and it would

examples are the return of Troy Bayliss to the race team and the way they have supported Giacarlo Falapa after his terrible accident. The basic response from Claudio was, “We will give time for Loris to show what he can do.” I have a feeling if he does not show

something by the end of the year, he will no longer be racing on the first team.

AMA racing was brought up. Ducati is working with the AMA to get a change in rules, but we are not there yet. I got the impression they were not as optimistic about this form of racing. The other problem is the dollar is very weak right now, and racing is very expensive in the United States. They must be able to cover the costs, so sponsors are critical.

Hypermotard-spec racing was asked about. It is not in the current plans because of the tremendous expense. Depending on how the company grows, something like this may be considered later.

Wet versus dry clutches has some concerned.

Claudio said that they were making the change to wet on some models due to the results of a customer survey done a few years back. The basic concept is wet for touring and dry for sport, but there will be some gray areas.

The recent articles in the press about Harley Davidson’s buying

out Ducati were addressed. He said it is normal for executives of motorcycle companies to visit other companies and get tours. It is clear Ducati has always thought the HD model for doing business – i.e. the importance of apparel and after-market parts – is the key to success. Ducati intends to remain an independent company.

Lucio Lattina spoke next and reiterated the



be kept in the model range in some form. That kind of makes you want to know what he has in mind.

Super Bike racing is going to continue. The 1200 has been approved for World Super Bike racing, and all that is left is for the weight limit to be established. It appears that the tables will be turned from the early days of Super Bike racing when Ducati was allowed to run with less weight. Now they will be required to run additional kilograms.

The fate of Loris Capirossi came up. Ducati considers itself a family with its racers. Good

plans to expand WDW outside of Italy, but at a reasonable distance so they could help manage it and keep costs in a reasonable range. It was clear the United States is not on the short list for this type of event. Club activity has increased substantially, with web-site visits to the club section going from 20,000 visits in 2005 to 35,000 in 2007. There was some concern about the clubs themselves, in that the number of clubs and club presidents had increased while the number of members was down. The cause of this is most likely a lost email, as many of the United States clubs did not receive the request to renew their club charter. US DESMO was one of these. Several of these clubs have large memberships, and their absence would have explained part of the change in the numbers. Ducati is looking at upgrading their internet communications to deal with things like this.

The European Union has initiated a motorcycle safety program, and Ducati was the first company to sign the charter. Their first effort to support this program is a first-aid course, and it was available several times a day every



day of WDW. Another program they are initiating is to have riders that are riding their first track day wear some marking to

alert the other riders.

For a small company, Ducati does a lot. It was very clear the pride the staff had with their MotoGP success in the past and especially this year. For a



company that makes 40,000 bikes a year to be on top when in the company of the likes of

Honda, which makes 9,500,000 bikes a year, just makes them grin. Ducati is a fun place to visit, and the bikes continue to make me smile. What more could you want?



*Continued from page 28*

dinner on the other side of me that was also going uneaten. I was very proud of my creative solution to my hunger problem when I noticed that look on my wife's face, the one where she does not know whether to scold me or just laugh. She did end up laughing and said it is amazing I am still alive. My wife had worked a lot of night shifts before we were married, and apparently it is common practice for nurses to order dinners for patients who are being

discharged late in the day or cannot eat. Since they often don't have a chance to get to the cafeteria, that unclaimed food is their dinner! Who knew? I told her to find my wallet in the pile of my personal belonging, get some money, and make an emergency run to McDonald's to feed all these nurses. I had no desire to become a fatality during the night. Lesson learned: you need to know the rules when you are on someone else's home turf.



# BENCH RACING

Tall tales of fact and "friction"

## *How I Luckily Survived My Stay in the Hospital ICU*

by Jim Calandro, *il Capo*, Member #00001

**D**uring my less-than-illustrious career as a motorcycle racer, I was involved in two get-offs. One did a lot of damage to my motorcycle but left me completely unscathed. The second one resulted in a trip to the ICU unit at the Halifax General Hospital, right outside the Daytona Race Track. Although it was not one of my top-ten favorite experiences, it did generate a funny story.

The reason I was in the ICU was because I had a 100-mph high-side accident on the banking at Daytona and had exited on the downhill side. With

come out," there was a point where we were going to have to deal with all this water. If the nurse thought she was busy getting me drinks, she was really busy now. Most ICU patients were a lot more disabled than I was, but like them I was not allowed to get out of bed. She had to give me one of those wonderful devices hospitals have for "elimination." I just could not produce with her standing there waiting, so asked her to come back later. When she returned to pick it up, she gave me a strange look and asked if I felt OK. When I asked why she was concerned, she

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*I hit the ground hard enough to bruise my heart and lungs and began to cough up blood, so off to the ICU I went.*

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the banking of 31 degrees, it was something of a moon shot that resulted in a long hang time. I hit the ground hard enough to bruise my heart and lungs and began to cough up blood, so off to the ICU I went.

When you spring an internal leak like this, they want to make sure it is not out of control, so they monitor all your fluids both coming and going. Because I had not had anything to drink for almost half a day, and it took a long time in the admitting area to get me into a room, I was very thirsty. When I asked for a drink, the nurse brought me a very small glass of water that she had carefully measured. This went down like a shot at the local bar, so I asked for more. By the third drink, it was apparent neither of us was enjoying this activity, so I asked for pitcher of water. When she informed me she was responsible for measuring the amount I drank, I told her to measure the pitcher before she gave it to me. If I did not finish it, she could just measure the remainder. Then she could calculate how much I drank. She frowned but brought the pitcher.

Well, as with the old saying, "what goes in must

just said, "I have never seen anyone pee this much." Later when I asked my wife, an RN, why the duty nurse was so worried, she informed me that when anyone quickly loses a large amount of fluid, there is always a danger of the body going into shock. Oh well, at least I was entertaining my nurses.

During the discussions with my wife, including her recommendation that if I needed a new hobby, she would like to recommend chess, I told her that I was very hungry but the hospital was trying to starve me. I related that when dinner arrived, there was nothing on the plate but some small unidentifiable items, which I ate quickly.

I was still very hungry and, being a resourceful person, looked around for more to eat. I noticed the patient next to me had a dinner too, but he was on a feeding tube and certainly would not be eating that food. I called the nurse and asked her if I could have his dinner. She gave me a strange look but admitted he could not eat it, so she gave it reluctantly to me. She was even less enthusiastic when I asked for the

*Continues on page 27*

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