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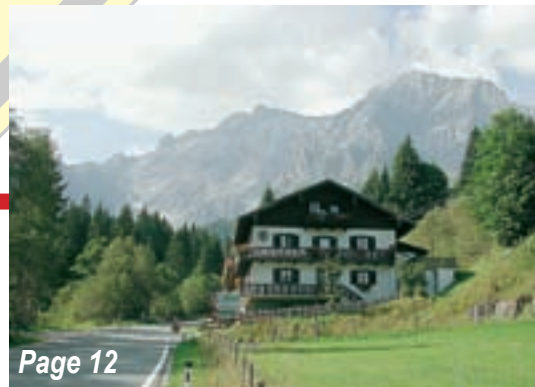
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Greetings from il Capo

Volume 1 Issue 2, now that is a landmark. Do to lead times to get this written, formatted and then on to the printers I am writing this in early June but as of right now we have 217 members in the club. That is amazing when you consider we are not even six months old. With that many members I thought it might be interesting to see who we are. I share this information in a statistical manner only as I consider all the data we have to be confidential.

We have members from 26 states and three countries. US, Canada (4) and Australia (1)! We have 10 woman or a little more than 4.5%. At a recent rally our better half represented 12% of our participants, so guys they are more involved with the club than you are. ☺ On average we own 3.4 motorcycles. I do not know about you but I have my .4 motorcycle out in my parts shed. Here is a summary of some interesting data:

Average age: 44

Average years experience: 23.5

Average number of bikes: 3.4

Percent who own a Ducati: 79%

Percent who own an Italian bike: 89%

Percentage of woman: 4.5%

Percent taking MSF course: 40%

Percent with WERA license: 16%

Percent with SSC license: 12%

Break down by state:

AL 2, CA 1, CO 1, CT 2, FL 6, GA 28, IL 3, KS 1, MD 5, MI 2, MN 1, MO 2, NC 77, NH 1, NJ 1, NY 3, OH 10, PA 4, SC 31, TN 12, TX 2, VA 7, VT 1, WA 1, WI 1, WV 2.

As you can see the states in the southeast have the largest numbers. That is because our core group is familiar with our events and is closest. Our goal is to create more events farther from our historical locations to bring more riders into the fold. There are two things you can do to make the club grow. One is tell your friends about it and two help us find new venues for our events so we can make it easier for new members to make it. Remember suggestions will need assistance to make it possible because if you live in an area you will know it better than we can and you local knowledge will help make it a success.



Jim
il Capo



Jim Calandro il Capo
Clyde Romero . . . Consigliere
Bob Lattanzi Consigliere
Terry Wyse Consigliere

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Osservazioni

A big thanks for the fantastic day this past Monday to Jim and all the guys (Bob, Bill, Clyde, Terry and others that made it possible). I had a great time even though I was threatened with new numbers by Clyde! Really, it was great! Both the riding and the camaraderie were fantastic. Thank you and I can't wait to see everyone again in Greenville.

Rick Tannenbaum #00014

Thanks to Jim and Crew for another great day at the track. I've ridden with other groups and have to say this is best and most interesting track group that I've run with period. Roebbling was a nice flowing track and my favorite turn was #4 and my pucker turn was #9. We had a long drive home but it was worth every mile. Thumbs up to the guy on the 250 who seemed to pass me like he was on an outside rail in turn 4.

Tommy Gupton #00089

Clearly this years DABR was for the harder Ducatisti The threat of rain kept the lightweights at home. The weather really wasn't a factor and the riding was great. We rode 400 miles, probably 50 in the rain

Ian Sunderland #00135

*Send your comments,
kudos and complaints to:
letters@usdemo.com*

Piazza del Mercato

2000 CAGIVA GRAN CANYON

Red Color, Nonfango bags and trunk, Carbon Fiber slip-on pipes w/ Staintune diffusers, K&N filter, Chip, Seat redone by Sargeant, Euro front turn signals Hand guards, Short and tall windscreens, Extra gearing, New Pirelli MT90 tires 10,000 miles, Excellent condition. \$7,500 OBO.

Bill Birchfield
(704) 617-1835
bill@qppionline.com

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

1991 Ducati 851, mint condition 7500m, staintunes, Ohlins shock \$8295.

1996 Ducati 916, mint condition, 6000m, just serviced. GiaCaMoto CF slipons and DP rear wheel hugger, otherwise original \$9400.

1991 Bimota Tesi 1D SR 2k miles, excellent condition, Ohlins kit, CF Bimota slipons, 944 kit, twin injector- truly beautiful machine \$19,995.

1998 Ducati 996 SPS 5k miles, just serviced 50mm full Termignoni, modified cams and high compression pistons, upgraded leads \$13,995.

2000 Ducati ST4 1k miles, yellow with matching bags, mint condition \$8995.

1991 944 racebike, 851 frame (no title), showa forks and OEM shock revalved, steering damper, 944 kit with 41mm flatslides, total loss system, new battery, new alloy swingarm, magnesium wheels, BCM gastank, high pipes, 916 bodywork. Daytona winner \$6995.

Ducati 748 racebike, Red corsa bodywork, just built with new parts throughout: Marvic mag wheels, Corsa parts: rear brake caliper, full wiring harness and P8 computer front mounted, tailpiece, breather box, alloy subframe, Termignoni, Ohlins shock & damper, AFAM and more. Mint condition, never raced \$8995.

Ducati 996 racebike, Black bodywork, Traxxion, CF gastank, tailpiece, Ohlins, Hyperpro, graves, full 60mm titanium Akrapovic, slipper clutch, Hi tech rearsets, Brembo race calipers, ductile rotors, CF airbox, air runners, new chain & AFAM sprockets \$8995.

Misc Ducati Parts: Imola bevel alloy gastank good condition \$650, new Ohlins R/T 748-998 forks, new in box \$1900. Black Marvic piuma 748-998 used magnesium wheels with newish Rennsports \$1295. 900ss red FE solo tailpiece with FE seat pads, mint \$495. 39mm flatslides with K&N filter, cables, throttle \$400. Red Oscan front 16" and 18" rear wheels for F1, \$400. Misc. 900ss, 748-996 parts, bodywork, wheels, electrical etc.

Please contact Erv at DucatiErv@aol.com or 770 205 7774



Roebing Road Track Day Report

by *Jim Calandro*

After record rains and concerns about a cold front coming through US DESMO's first event, the track day at Roebing Road was greeted by cold but clear weather. No one in our group of 64 riders seemed in any hurry to go out on the cold asphalt and see how much traction there really was. After registration and technical inspection we had a riders meeting. We all looked like we were getting ready to invade Russia with the amount of gear we were wearing.

The orientation laps was the highlight of the day as Bill Birchfield, the control rider, pulled off the track at turn four. It seems the shop that had worked on his suspension forgot to tighten the adjuster nuts on his 748 R and the first handful of throttle pulled the chain slack. I wonder what the riders who were following him to learn the proper line around the track were thinking. Fortunately we had another control rider ready to go and he took over.

This track day had the highest number of first timer participants and it is good to see more people trying their hand at track riding. Most were a little nervous about hurting their prize possession but began to relax. Our policy of no passing in turns for this group helps make it less intimidating and once they had a chance to follow a control rider around and learn the proper lines things began to come together. I found out it is possible to see a big smile even with a full face helmet. This is the most fun you can have with your leathers on.

Everyone listened to the riders meeting and did not go out too fast in the morning when the track was cold. By the afternoon the sun had heated up the track surface and some serious riding was taking place. We only had two get offs that put the rider out for the rest of the day. No serious injury just a few bent parts and a sore rider. Roebing Road is one of those tracks that just flows from turn to turn. If you ever want to practice the no brake drill this is the track for it. Even at speed there are only a few places where you brake and some of them not for too long, more like you just scrub off a little speed. For more details on this track go to our web page and read Bill Birchfield's hot lap.

Everyone had a great time and they all want to come back again. The good news is the track personnel were very happy with us and I was told on more than one occasion that we were the best group they have ever had to deal with. We will be back again next year. For the balance of this year we have two track days at Carolina Motorsports Park and four weekend rallies so mark you calendar and do not miss any more events.



Roebling Road Track Day Photos



"Good tires certainly...but not GREAT tires"



Ducks Along...



...the Blue Ridge



8th Annual...

Ducks Along the Blue Ridge

Despite dire predictions the Eighth Annual Ducks Along the Blue Ridge was a success. The weatherman promised 80% chance of rain on Saturday and if Friday was an indication he was being conservative. Several hardy riders managed to get in about 100 miles in rain suits on Friday but no one was optimistic about Saturday.

We awoke Saturday morning to the sound of thunder and dramatic flashes of lightning. When I got up at 7 AM it was raining cats and dogs, not ideal duck weather, unless you really are a duck! I wondered down to partake in the continental breakfast and we were all complaining about the weather. This was a real let down as we had 81 people pre registered, a record for this event. With better weather we would have surely had over 100, if past experience tells us anything.

As we ate a leisurely breakfast I had a southwest view. It was still raining behind me I could see daylight, blue sky and sunshine! Taking a chance it was pronounced that we would depart at 10 AM! Now looking the other direction thought I had lost my mind. By 9 the rain had stopped and by the appointed departure time the roads were starting to dry out. We rode up Piper Gap Road with lots of wet spots but as we reached the Blue Ridge Parkway it got better. At Sparta we found dry roads and had perfect riding weather all the way to Mountain City, TN.

Cooks is a nice place to stop and eat because of their large parking lot, spacious dining room, quick service and good food. Many lies were told as calories were consumed. One of the best roads of the day was coming, the section of 421 from Mountain City to Shady Valley. Nice new pavement that has aged a few years, almost no side roads and decent view around turns. This year there was no gravel in the turns, a first! Of course everyone in the group I was riding in observed the speed limit. We headed up Rt 133 to Damascus, VA but not before we stopped at the tunnel in the rock face for mandatory Kodak Moments.

Damascus was the end of the honeymoon as we got rain. Rain suits were donned and we headed out to Rt. 58 another favorite on this ride. After about a half-hour of intermittent rain we were able to take off the rain suits and continue on dry roads. The mandatory stop we added to Rt 58 this year was very popular as it gave everyone a chance to rest. The fact that this highly technical road followed lunch made this a good idea.

Back at the hotel it was nice to find out that everyone got back safely. No agricultural experience was gained and no one made an involuntary contribution to the local economy. Saturday dinner

was again at the Mount Airy Country club and as always was well worth the trip over to the gold clubhouse. Only about 68 people showed up for dinner so there was more than enough food to be had. Five pre-registered riders did not show up to the event and another six did not come to dinner despite coming to the event. Their loss, as there was lots of door prizes. We had donations from Ducati North America as well as many dealers. Please show your appreciation to these dealers either by a simple thank you the next time you are in their shop, or better yet support them with your business. The donations were from:

Ducati North America

Myers Ducati, Asheville, NC

BMW/Ducati, Charlotte, NC

Barnett Suzuki/Ducati, Raleigh, NC

Moto Britalia, Woodstock, GA

Ton Rolland, Albuquerque, NM

Champion Honda/Ducati, Charleston, SC

Touring Sports Ducati/Aprilia, Greenville, SC

After dinner and door prizes we all headed back to the hotel. Parking lot bench racing and adult beverages provided a nice evening for sitting around and looking at all the bikes. We event had a vendor there selling used Ducati parts. I know as a set of wheels went home in my trunk as the new owner had ridden his bike to the rally.

Sunday morning was one of those days that were made for motorcycles and leathers. We took a page out of the old rally route over to Rock Mount, VA for breakfast. Only about ten bikes made the trip as many had long journeys and were already gone. Tommy Gupton, local rider, accompanied us and on the way back showed us several ways around the Blue Ridge Parkway. We found some wonderful farm roads with no traffic, few homes and lots of nice open turns. It was a nice change of pace to be able to see around a right hand turn instead of the blind ones.

Despite the poor weather predictions the Eighth Annual Ducks Along the Blue Ridge was the second biggest event ever and a record for this event. Things are getting more interesting as Ducati North America has begun to show a real interest in our program. Jerry Parrish, the southeast sales representative for Ducati, was at dinner. At our next rally in Greenville, TN, Ducati plans on bringing a trailer with lots of Ducatis, including the Multistrada, to help make it a success. Mark June 27-29 on your calendars and be sure to make it.

Il Capo

Ducati Day Daytona

By Vicki Smith

Ducati Day Daytona. A flash of red in a sea of orange and black, this years DDD brought Italian flair to the American tradition of Daytona Bike Week. For the first time, after more than 20 years at City Isle, Ducati On Line DOC moved DDD to a new location, Daytona Speed Park which proved perfect with it's racing theme, roaring dragsters and go-cart tracks. Festivities included a Ducati only Concours d'Elegance, tech talks, a charity auction and the Ducati Idol - Let Your Ducati Sing exhaust sound contest. New this year, Ducati Idol is a truly international event, inspired by Ducati Melodica, an event held by the DOC of Greece, and judged by the Desmromiclub of Rome, who came from Italy to Daytona for the party. After much playing of the music of the engines, the winner was the beautiful 955 kitted 888 of Courtney Collins, a favorite of the cheering spectators as well.

Poor weather, unusual for this time of year, was no match for the great spirits of the crowd and highlights included 14 members of the Umbrella Girls USA team who posed for pictures and tossed T-shirts into the crowd. Racer appearances by Anthony Gobert and Larry Pegram, the two Ducati entrants in this year's Daytona 200, included a question and answer session as well as autographs and picture taking. Outside, in between showers, the approximately 800 Ducati owners and fans who attended visited booths set up by Cycle Cat, Tubi Style and US DESMO. Technical talks by Guy Martin, whose valve adjustment seminar attracted a big crowd, and Jim Rhodes, US race boss for Michelin, proved hugely popular as well.



Eagerly awaited was the presentation from the members of the Ducati On Line DOC to popular fellow member Lea Bode, who had to sell her beloved Ducati last year. Ducati On Line club members took up a collection and proving there is not just strength in numbers but sometimes incredible kindness as well, presented Lea with a Monster 900 purchased with donations. It was an emotional moment as Lea finally saw the top secret selection that had traveled halfway across America to meet it's new owner

Later that evening, the weather finally clear so party goers could enjoy the go carts and dragsters, the winners of the bike show and charity auction which benefited the Tiffany Weirbach Foundation were announced, another DDD went into the history books and a new Daytona tradition was born. **See you next year!**

Ducati Day Daytona



Men in Black plus Vicki. Rome Ducati Club



*There goes the Umbrella Girl again...
maybe I could convince her that it's raining over here...*

*Yes, but do they come in **RED**??*



Hey! Get your hands off the paint, I just waxed that bike!



Lea Bode and her "gifted" Monster

Dolomite Tour

Part Two

Article by
Christiane Weissbach-Berger
and Stephen Battisson

Photos by
Stephen Battisson

Next stop is Caorle, on the seaside North-East of Venice, where I consider kind-of home after many summers in the area during my childhood. Prevailing memory for the two of us is a seven course seafood feast of unimaginable proportions and quality with Prosecco to stream out of our ears (the walk home to the hotel turned out quite interesting...), at Ristorante Da Tituta - if you're in the area and fond of seafood I can highly recommend it!



Let me, again, use Steve's words to describe what happened....

Steve: "Christiane had found out she was 'quite fond' (to make it the understatement of this report) of the YB6 - or 'Master Blaster' as it had become known - so whenever I offered to swap bikes her eyes started to gleam and she was more than ready to accept. So about 30 km before the pass I thought it was time to please her again and got on the Mantra. Even though we had adjusted and lubed our chains before departure we neglected to carry chain lube and



The headline for the next day might read: 'How Neither To Get To Venice Nor On To Passo Rolle' as it turns out a bit of a trial. We make an attempt to go from Caorle to Venice, by bike. Should have listened to Steve who had heard that the train is the only way to see Venice! After that experience I can 100% back that up! In the end we get within 8km and, tired of the stifling heat and endless traffic jams decide to head for the hills instead, turning tails and heading for another of the passes I had wanted to show Steve in the shape of Passo Rolle.



were soon to pay the price. Shortly after getting on the Mantra I realised something was amiss when I gassed it up to pass a car and felt the chain jumping the sprocket! A quick stop revealed a completely shagged rear sprocket, (severe case of Paradontosis as Christiane called it - trying to joke in order not to cry) so once again we turned around, just 25km from Passo Rolle, and with a quick adjustment of the chain limped back to Bassano del Grappa

In Bassano we find a helpful bike shop able to make a replacement rear sprocket (of course not common to any of the hundreds of Ducati and Japanese sprockets in stock), and supply a new front sprocket and chain to go with it, though the chain is absurdly overpriced at 165 Euro - most likely yet another direct lire-euro conversion. Anyway, this was a real eye opener of how quickly an Aluminium sprocket can go bad on you when touring. It had been checked before departure and seemed fine. In fairness we had been slack with lubing the chains en route but still it seemed like an excessively speedy decline.

Thursday is Passo Rolle take-two. Picking up the bike and sorting out the details takes till midday, finding our way out of Bassano turns into an expedition with deviations ending in closed roads, not helped by the fact that it has started to rain a little - just enough to make the roads slippery and convert the white middle line into something as dreadful as soap, seeing me passing a car more sideways than straight. Must have been quite an experience for the guy in the car..

Steve: "We headed up towards Feltre and eventually back to and past the point we had reached the day before. Rolle pass was something very special, probably rivalling my favourite up to that point which had been the gibberingly fabulous Mendola to the West of Bolzano. The only slight dampener was the weather, which though not really raining, had made the roads quite wet on the pass - at one stage I thought I'd jumped from first into neutral but it was the back wheel spinning up so quickly - probably some diesel on the road given the spills visible on the descent and the number of slips and slides we both encountered."

Again the Mantra shows her sometimes annoying primadonna attitudes telling me she doesn't want to climb this pass in the wet, running rich, coughing and spitting. But we manage to reach

the summit (1970 m) and then ride on over the lovely Passo di Valles (2033 m) towards Agordo. By this stage the sight of towering mountains is starting to be taken for granted but the view from the hotel we are lucky enough to stumble upon somewhere near Sospirolo that evening is something very special, a 270 degree mountain view - totally spectacular (photos will be visible on Steve's homepage), with a similarly fantastic meal in the restaurant downstairs.

The next days are again dedicated to Laverda, as we had planned our tour in order to be able to attend the annual Laverda Pompone Meeting in Valle San Liberale. Up to this point it had been me to make suggestions for things to do and roads to go but for the next days I am the one who is treated with something very special and unforgettable. Even if it was a Laverda Meeting, our two Bimotas were not only accepted but welcomed in a very warm way and even if the Laverda-Society is basically a very 'male' one (on the day ride of the meeting I turned out to be the only female rider in a group of more than 100 bikes....) I felt comfortable and very accepted.



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