

DESMO LEANINGS



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

Volume 3 Issue 4

Winter 2005-2006



*Roebling Road Report, Mostro Scambio,
IMOC Meet, Thailand Track Day*

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Greetings from il Capo

We have finished our third year as a club, and the last member number issued for 2005, as of December 20, was no. 00705. This year, we suffered our first rainy day track day in five years. We have had several where it threatened to rain or rained part of the day, but this event was rain all day long. Despite this, a good time was had by all who had the courage to come. Read more about it in this issue.

The 2006 schedule is starting to fall into place. 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. The bad news is we have had three increases in track fees in the six years we have been doing these events. The club has absorbed the increases but can no longer do this. Look at our pre-registration forms on the web page for the new rates. Also, it is significantly more expensive to rent a track for the weekend, so those dates are even higher. Our club is still the least-expensive way you can get on a track. Do join us and make this first-ever weekend a success.

We continue to look for humorous articles for the "Bench Racing" section, so put on your thinking cap and tell us all about your exciting stories. I know they are out there. We can also use technical articles on how to maintain, repair, or modify a Ducati. Do not be bashful, because I know there are a bunch of you out there with some fairly unique bikes. Send us your story and some pictures.

One thing that I think we could use more to our advantage is the club's forum on the club web site. Our group here in the Charlotte, North Carolina, area organized a New Year's Day Ride using the forum. We have done this in the past with great success. It might be a little cold, but electric vests and good winter gear make it a lot of fun. I would recommend you check out the forum once a week as it has some interesting information and a very active classified section. ⚡



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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.

2004 Aprilia Nera

Very limited Dream edition, this one is brand new with only 39 miles, warranty until December 2006 \$29,900.

Contact Brad Powell, bradsbikes.net, LLC, Marietta, GA 678.576.4258

2002 Ducati Bostrom 998S

1417 miles, just serviced, beautiful condition. \$16,900

Brad Powell at www.bradsbikes.net
Marietta, GA 678.576.4258.

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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2006 Ducati Paul Smart 1000

Brand new with 3 miles, MSO, #1586 - \$14,500.

Brad Powell at www.bradsbikes.net
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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
205.956.6693

2002 S4 Monster, Senna edition

4700 miles. Upgrades include oval titanium LeoVinci hi-rise slipons, CycleCat handlebar risers & ventilated clutch cover, Rizoma radiator guard and mirrors, new Avon Azaros. Bike is in excellent condition. Price adjusted for pending 6000m service at \$7395.

Call Curt Spiegel at 704.289.1158 or email cspiegel@carolina.rr.com for more information and photos.

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Rainy Roebbling Road Ride

by Jim Calandro

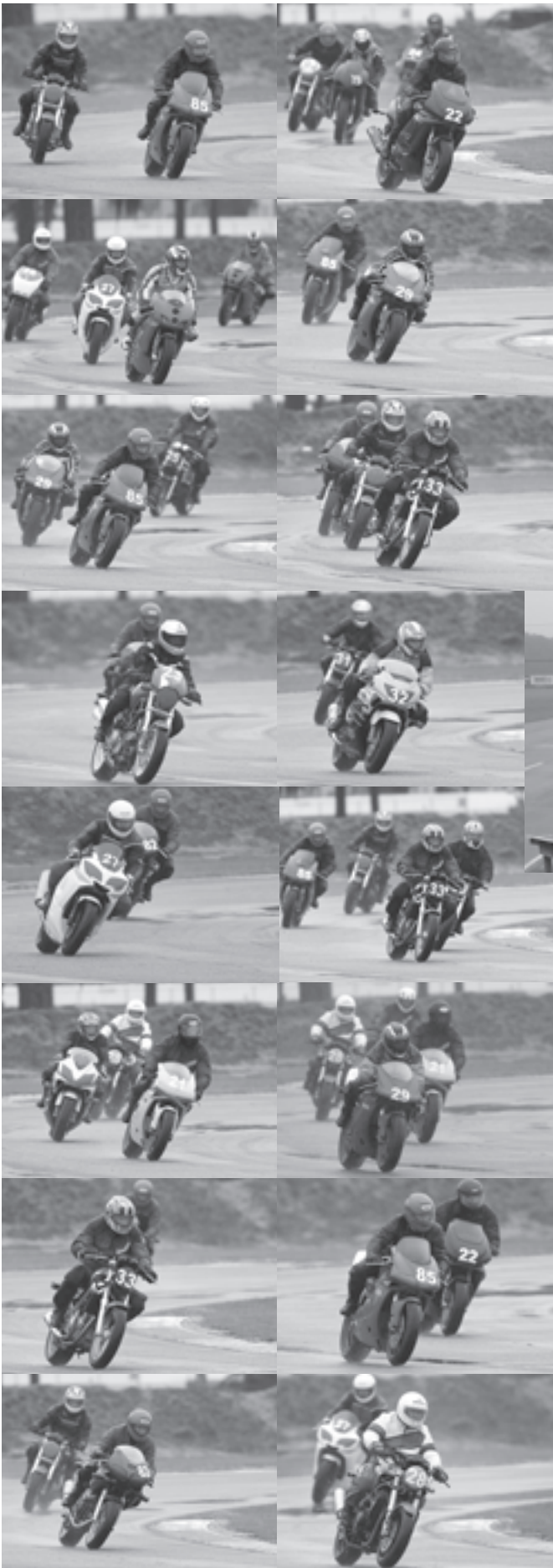
Well, after five years of track days, it had to happen. Rain! We have been lucky in that we have always had days that looked to be rainy all day long but cleared up and allowed us a dry line and a fun track day. Well, November 21, 2005, was rainy all day long. It did dry out a little after lunch and a semblance of a dry line appeared, but it did not last long.



Funny thing though, everyone who came had a good time. Something about a little adversity and friends to share the dilemma makes it not so bad after all. I have told my wife that it forces us to talk to each other, and, as wonders will never cease, we seem to want to talk about motorcycles and Ducati in particular. How could that be bad?

Of the 80 people who signed up for Roebbling Road, about 55 showed up. It was raining during technical inspection and the riders' meeting, but that did not deter everyone, and we had several bikes out on the grid to start. We were fortunate the rain was never all that heavy, but it was a constant companion in the






morning. Of course, it stopped raining while we ate lunch. J Fortunately, it did not start when we got back out on the track.

We were advised by the track personnel that a severe storm was heading our way and would get there around 4 p.m. We decided to combine the RED and GREEN groups because they were both not very full by the afternoon. That allowed everyone who had persevered to get in lots of track time. What was truly amazing is that with all the questionable track conditions, not one bike was dropped! We never stopped a session all day! The other thing that was interesting is the WHITE group had the largest numbers of riders out on the track. Congratulations novices for showing the rest of us how it is done. Just for the record, I had my brand new bike on the track with less than 1,000 miles showing on the odometer.



I did have some questions about refund policy and rainy days. One of the advantages of our club is the low cost of our events for members. We are able to do this because we are not a business looking to make a profit and pay salaries. Everyone does this on a volunteer basis. The result is there is very little profit in it for the club, and if we refunded money to those who chose at the last minute not to come, we would be non-existent after one or two rain events. If there is a problem and you cannot show up for a good reason, then contact me at least two weeks in advance and in most cases we can sell your spot and give you a refund or a credit for a future event. We are sorry if this policy seems arbitrary, but we have to look out for the club if we are to continue putting on events.

Next year is our first-ever weekend track day, so mark your calendar and come join us on October 21-22, 2006. 

Photos by Ray Hale, REH Images, 910.280.1155, REH.images@gmail.com

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Mostra Scambio de la Moto

13 November 2005 Milano, Italy

by Dan Spiegel

Picture, if you will, a football field. Now imagine that football field covered with motorcycles and motorcycle parts. Multiply that by, oh, say two. And then make sure everything deals with Italian bikes. That is the Novegro swap meet.

In southern Switzerland, mid-November was a bit chilly and breezy. Just south of Milano where the airport is located, mid-November was chillier and windier. Much too windy for a huge outdoor swap meet. I met up with Alberto Petraglio at his home in Monte, a very small village in Ticino, the Italian-speaking part of Switzerland. Just like small towns in Italy, people in Ticino are friendly and generous. Great quantities of regional wine and food abound, and most people seem more interested in enjoying a meal and a laugh than working.



Then again, that is the true nature of the Swiss, they just put up a façade to outsiders.

On a Saturday, we hopped across the border into Italy and met up with Luigi, Alberto's

long-time friend and motorcycle tuner.

"Gigi" has a bike shop in which most Americans with a passion for bikes would love to hang out. Parts and posters from the Sixties to the present, all sorts of interesting project bikes sitting in limbo (the Ducati TT2 frame waiting for its race motor was especially intriguing), polished classics waiting for service, and a cadre of regulars hanging out and talking bikes. Where did that sort of bike shop go? While waiting for Gigi to close the shop, Alberto showed me the basement where his Moto Morini 350cc race bike was nearing completion. Amongst the tires and rows

of inert motorcycles, I caught glimpses of a Benelli Sei fairing here, a Ducati Conti pipe there, a Bimota rearset there. Ah, too much to rummage through and not enough time.

After sampling some homemade pizza by Gigi's wife, we piled into two cars with some other friends and drove down to Milano. Novegro is the name of a street near the Milano airport and also the location of a large exposition park. Located therein is a huge, long, hangar-shaped building (perhaps it once actually was an airport

hangar) designed to house large events such as automobile shows. I thought this was where the swap meet would be held as we pulled up. As we walked closer, I realized that the entire



fenced-in area was packed with bikes and parts. Well, that is until I went inside the hangar. Then I realized that on the other side, outside, there was almost again as much bike stuff to ogle. Huge. Simply huge.

Some bikers braved the weather and rode, but most people drove in whatever could best hold a new purchase. That old MotoBi needs some parts, so why not buy another one just in case? And heck, there is enough room in the truck for a Laverda and maybe a few exhaust systems. Yes, the family sedan can hold an engine, all you need is a box to set it in.

At one point, our entire group stopped to talk with one particular fellow. By this time, Alberto, Gigi, and our compatriots were meeting and greeting all manner of people I did not know, so I did not pay much attention to this new person. He acted a bit odd, sort of strung-out. Slurred speech and odd affectations. After we parted (he spoke English to say “Bye” to me), I learned that I had just been in the presence of Franco Farne, the former Ducati factory team racer and tester. Oops.

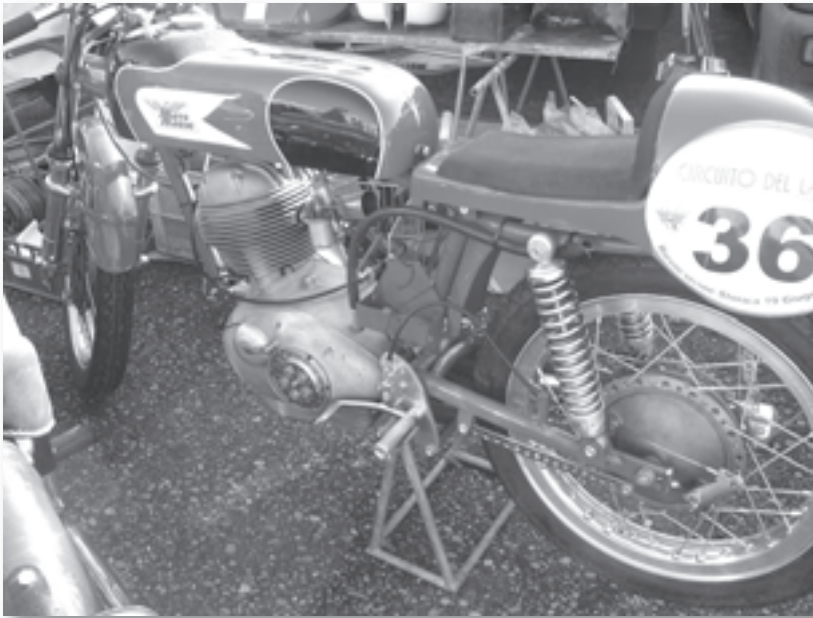
How can one explain the Italian bike overload? Everywhere I turned, there was something I needed. Well, you

know what I mean by “needing” something. I remember one fellow had about forty Dell’Orto carbs lying out on a tarp, along with unobtainum headlamp shells, CEV switches, footpegs, mounts, and whatnot. A few folks

specialized in decals; they were inexpensive, and there were some beautiful examples. A few were original. I almost bought an original old-style Morini logo just to have one, but I figured someone else might have better use for it.

Yes, you will detect a Morini bias in the photos. I have owned several Ducs and still have a 750SS, I had an Aermacchi,

and I still have two Guzzis, but Morinis hold a special place in my heart. I have never seen this many Morinis in one place, so each one I saw caught my attention. The fact that most of them were in jewel-like condition did not hurt. Most of the Morinis were singles, and I would be willing to say that the Settebello was the theme



bike for the show. Take a look at the photo to understand what I mean.

I also saw more Rumis than I have ever encountered before. And there were two lovely Mondials: a racer and a street bike. If it were not for the price and the fact that I would have absolutely no use for a Mondial in Switzerland, I would have bought the blue one.

Race bikes were out in spades. Check out the Minarelli. Just stunning. And the blue Aermacchi racer. And the Villa four cylinder, a rarity! And a tasty MotoBi four-stroke. Alberto was drooling over an Aspes two-stroke racebike just like the one he has in his garage. Sure, there were a few Gilera Saturnos, but they were almost dull compared to a beautiful old Bianchi. There was one particular double-knocker Saturno racer which I might have considered, but, well, I was too busy looking at other things to really consider it...

Have you ever seen a Berneg? CM? Ni-Val? Neither had I. In fact, I had never heard of these marques before I saw them at Novegro. Just imagine all of the wonderful Italian bikes that Americans have never seen.

Once I warmed up with an espresso inside the hangar, I got a chance to peruse the displays and parts for sale. A 125cc Rumi two-cylinder DOHC engine prototype dazzled me, and when I saw the dustbin Gilera racer, I flipped out. I have only seen dustbin bikes in old black-and-white photos, so it was a shock to see one in full color. Magnificent. Those old photos seem more intense to me now that I know what the bikes must have looked like. Just imagine the sight and sound of a red-and-white streak passing you in a street circuit at full anger. Oh, and the

dustbin fairing is small, much smaller than you might think.

If you ever wondered whether or not you can replace that old muffler or headpipe, rest assured. There must have been at least half a dozen replica exhaust manufacturers represented, and they were doing fine business. Several folks brought their old pipes in to find a match and it was neat seeing a small group form to debate and see which pipes would fit. One wizened fellow dealing with stainless accessories seemed to be the guru; he knew everything from narrow-case bevel Ducis to arcane Benelli singles pieces. Some vendors specialized in old manuals and books, many of which were original and rather inexpensive,



too. One section of the hangar was devoted to old Veglia and Smiths gauges, and not too far away were all of the original and reproduction electrical hardware items you could imagine.

On the other side of the hangar was more of the same. I must admit I was nearly tapped out by this point, and it was beginning to get dark and cold. One item that drew me toward it like the proverbial moth to a flame was a beautiful MV Ippogrifo. The Ippogrifo is the 350cc parallel twin from around 1973 but with a full fairing. I honestly would have tried to buy it if some other



lucky fellow had not already snatched it up. A gentleman sitting nearby said, "You can find more of these all over the place." Yeah, if I lived in Italy and had the time. And money.

After six or more hours of the Mostro Scambio, my friends and I were exhausted. It was simply too much to take in, especially for someone whose greatest exposure to Italian bikes on a large scale comes at Calandro-organized events. Interestingly, Ducatis were not in abundance. A ghastly yellow Paso was forgettable, and a few frames and motors (both bevels and Pantah) were scattered about, but hardly any complete Ducis were for sale. I will take that to mean that either their owners are not ready to get rid of them or that these Ducatis are still being regularly used. Either way, it seems like a good indicator for taking care of your precious Ducati and keeping it for a little longer. As for my experience with the Novegro swap meet, I am both pleased and saddened to say that the only thing I bought was lunch. ⚡







US DESMO FOURTH ANNUAL ROEBLING ROAD SPRING EURO BIKE TRACK DAY

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Italian Motorcycle Owners Club

ALL-ITALIAN RALLY

Sturbridge, Massachusetts

by Steve Rossi

On September 11, 2005, the Italian Motorcycle Owners Club (IMOC) once again held its all-Italian Rally in familiar Sturbridge, Massachusetts. And once again, attendance records were not only broken, but shattered when the cognoscenti convened along the edge of the lake at the Hamilton Rod & Gun Club.

A full show field down below, four-wheeler parking in excess up top, a packed concession inside and shot-gun fire over the hill could perhaps cause concern among the uninitiated and new recruits. But for those of us who have been down Hamilton Road before, the miles turned to smiles when the \$5 was paid at the gate to unlock the treasure trove of Italian exotica the lie ahead.



Yes, examples of anything and everything were on hand, most times, in multiples-beyond just a single sample. For those who may be new to our fraternity, it could take years to come across this vast array of machines which read like an entry from the Encyclopedia of Motorcycles.

On this given Sunday, there was enough variety to validate the fact that the IMOC Rally is the oldest, longest-running and biggest all-Italian gathering in America! This year, having been overwhelmed at the gate, we actually lost

count of what came in. But we do know that we supplied 100 more pins and registration packets than in 2004, and we breezed right through those.

So after last year's 353 Italian bikes and 600-700 participants, it appears that 2005 resulted in an easy 400 bikes on hand and certainly 700-800 people on the ground. What we do know, is this is basically what attended-though the specific quantities remain hard to pin down:

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LAVERDA

Gemini 200, SF2, Montjuic, 1200 Mirage

MOTO GUZZI

Airone, Galletto, V700, Nuovo Falcone,



Ambassador, Eldorado, 850T, T3, V50, V65C, California, LeMans, CX-100, LeMans III, LeMans 1000, LeMans 1000 SE, LeMans V, SP, SP II, T5, 1000S, Daytona, Centauro, EV of all kinds, Jackel, Even more, V11 varieties, Quota, 750 Brevia, Nevada, Chopper?!

MOTO MORINI

250, 3 1/2

MV AGUSTA

America, F4, Brutale, Tamburini

PARILLA

Wildcat

VESPA

CS, 125, ET4

If anything, what this shows is that we're going to need more help at the gate next year. So if you'd like to volunteer, please contact ye editor.

Award-wise, here's who brought home the hardware-starting with the featured marque-Aermacchi, including Harley Sprint, etc:

BEST AERMACCHI, 2 STROKE
Mike Mahan 1969 H-D Rapido

BEST AERMACCHI, 4 STROKE
Chris Frost 1965 SS 350 Sprint

BEST APRILIA
Vinny Vallars 2003 RSV

BEST BEVEL DUCATI
Rich Albee 1979 750 GT

BEST BELT DUCATI
Will Hadder 1993 888 SPO

2nd BEST BELT DUCATI
Tom Whittaker 2000 Monster

1st ETCETERINI
Louis Saif 1983 Ducati TT1

2nd ETCETERINI
John Hemling 1974 Ducati 750

BEST LAVERDA
Dave Laemmle 1982 Montjuic

BEST BIG GUZZI
John Chicole 1967 V700

2nd BEST BIG GUZZI
Scott Kegelman 1993 1000S

BEST SMALL GUZZI

John Tavalacci 1939 Airone

BEST SCOOTER

Ken Dreleus 1952 Vespa

BEST SINGLE

Harry Elliot 1970 Ducati Mark 3D

HIGH MILEAGE AWARD

Eric Eckman 1982 Laverda 1200

LONG DISTANCE

**Bob Viall 1975 Moto Guzzi 850
(from Cleveland, Ohio)**

CONCOURS CUP

Robin Lawrence 1981 MV Agusta

PEOPLE'S CHOICE

Steve Bolvari Moto Guzzi Chopper

Numerous dealers were also present as well, on their day off, and they were all extremely generous with door prize donations. Which would logically lead any sincere enthusiast to conclude: SUPPORT YOUR LOCAL ITALIAN MOTORCYCLE DEALER!

Like last year, the event also gained enough critical mass to garner good media coverage. The New England Sports Network (NESN), which carries the Boston Red Sox games, was on hand filming a segment for their RIDE.TV show. The MOTORCYCLIST's POST publication also worked the field to the delight of its readers.

The 2006 event is already booked for Sunday, September 10 at the Hamilton Rod & Gun Club in Sturbridge, MA. Watch www.imocusa.com for details, along with MOTOCICLISTA. Bimota will be the featured marque, and we've already made contact with their new importer in New York-who seems quite interested in participating.

We'll also have new IMOC parking pucks for sale at a nominal fee for the grassy area. We (or at least our side stands) just can't keep up with demand for plywood planks. And we look to improve the P.A. system.

In the interim, it's not too soon for you to start planning for next year as well. Spread the word, feel free to volunteer, help work the chat pages on the internet, pull that old

crook out of the shed and get 'er ready; there's plenty of time. The 23rd Annual IMOC Rally on Sunday, September 10, 2006 at the Hamilton Rod & Gun Club in Sturbridge, MA promises to be bigger and better than ever! ⚡





US DESMO

Ducati Owners Club

2006 Rally Registration Form

Name _____ **USD Member #** _____

Address:

Street _____

City, State Zip _____

Home phone _____ Mobile phone _____

E-mail _____

Bike: Make: _____ Model: _____ Year: _____

Shirt Size: XXL XL L M S

Event:

- May 5-7 – **Ducks Along the Blue Ridge Rally**, Mt. Airy, North Carolina
Pre-registration: \$40 USD members, \$50 non members
After April 22: \$50 USD members, \$60 non members)
- TBA – **Ducks Head West Rally**, Greeneville, Tennessee
Pre-registration: \$40 USD members, \$50 non members
After pre-registration deadline: \$50 USD members, \$60 non members)
- October 6-8 – **Ducks Fly South**, Hiawassee, Georgia
Pre-registration: \$40 USD members, \$50 non members
After September 22: \$50 USD members, \$60 non members)

Total Registration Fee enclosed: _____

Mail checks and completed forms to:

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Waxhaw, NC 28173



US DESMO

Ducati Owners Club

2006 Track Day Registration Form

Name _____ **USD Member #** _____

Address:

Street _____

City, State Zip _____

Home phone _____ Mobile phone _____

E-mail _____

Bike: Make: _____ Model: _____ Year: _____

Group: White: no passing in turns Green: passing outside only Red: passing safely

Track Day:

- April 3 – **Roebing Road**, Savannah, Georgia
Pre-registration: \$110 USD members, \$135 non members
After March 20: \$135 USD members, \$160 non members
- May 22 – **Carolina Motorsports Park**, Kershaw, South Carolina
Pre-registration: \$110 USD members, \$135 non members
After May 8: \$135 USD members, \$160 non members
- October 21-22 – **Carolina Motorsports Park**, Kershaw, South Carolina
Two day pre-registration: \$250 USD members, \$300 non members
After October 7: \$275 USD members, \$325 non members
- October 21 – **Carolina Motorsports Park**, Kershaw, South Carolina
- October 22 – **Carolina Motorsports Park**, Kershaw, South Carolina
One day pre-registration: \$135 USD members, \$160 non members
After October 7: \$160 USD members, \$185 non members
- November 6 – **Roebing Road**, Savannah, Georgia
Pre-registration: \$110 USD members, \$135 non members
After October 23: \$135 USD members, \$160 non members

Total Registration Fee enclosed: _____

Mail checks and completed forms to:

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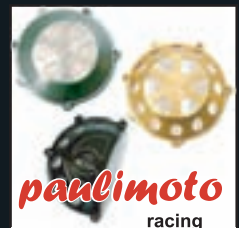
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TRACK DAY IN PARADISE

by Greg Yoder

How does this sound for the ultimate track day experience? Exotic location, sunny weather, challenging track, great bike, unlimited riding time, fabulous post-ride entertainment, and bargain price! Now multiply that by three, and you have my favorite track-day experience. Of course, having great track skills to take maximum advantage of the opportunity would be ideal, but it was my first time ever on a track. Still, it was a three-day track orgy. Pattaya Beach, Thailand, is home to Bira Circuit, a 2.4 km track with 12 turns and surrounded by sun, sky, beach, and bars. The exchange rate at the time made Yankee dollars go a long, long way.



I was living in Hong Kong in 1999 when I got the motorcycle bug after not riding for 20 years. I took the six-month government motorcycle safety course, which was taught in Chinese no less! I was twice the age of anyone else in the class and the only westerner. On the first day the instructor asked me, "Can you hear in Chinese?" I answered, "Sure, but I can't understand it." It was not a problem, and, after completing the course, I bought a 2000 Suzuki SV-650. I used it to commute and for weekend rides in the New Territories. I read every bike magazine I could find. I went to the Macau Grand Prix a couple times and to some of the World GP races around Asia. I was smitten with road racing, and I fantasized about getting on a track and getting my knee down. Somewhere along the way, I heard of this track

school in Pattaya Beach run by a crazy Brit expat. All you had to do was show up with your leathers and helmet. He supplied the bikes, instructors, and track and took care of the local arrangements.

The Thai Race School ran in coordination with the local racing series. If you had the time, you could sign up for a week. Three days on track to practice, one day off to rest, one day more of practice, followed by a weekend of qualifying and racing with the locals in the televised Thai National Championship series. It's a hop, skip and jump from Jakarta, where I was living, to Singapore to



Bangkok. The track organizers sent a driver to pick me up at the airport, and we made the 80-mile drive south to Pattaya Beach, where I was checked into the Hard Rock Hotel. My only instructions were to meet in the hotel lobby at 7:30 the following morning with my gear, ready to go ride.

Next morning, it was easy to spot my classmates with their helmets and bags. There were four Brits from Hong Kong, one Brit from Bangkok, and me. That was it, six of us for three days of riding! Two of us were track virgins, and the rest had varying levels of track experience. We piled into a mini-bus for the 15-minute ride to the track that we would come to know very well.

First, we met the owner of the school, Stuart Green, and his staff. Stuart was a Brit with some riding experience who had married a Thai woman and settled in Pattaya Beach. One of the instructors was a former British SuperSport rider and another was a former Australian GP rider. Next we met our bikes: race-prepped Honda NC-30s, otherwise known as the VFR-

400. This was the scaled-down version of Honda's awesome RC-30, with great handling and a screaming little V-4 engine that put out 60 rear-wheel horsepower. It may not sound like much, but with everyone on the same bike, it felt like plenty. There were ten bikes for the six of us to ride, and the spares came in handy.

Before we suited up and took our first lap, one of the instructors walked us around the track. This was the only time I have ever had the opportunity to walk a track before riding it, and it was a huge bonus. As we walked the line, he pointed out the bumps and the spots on the track to use for markers. It is so much easier for me to absorb these things at a walking pace than at a riding pace when I am trying to look through the turn and experiencing sensory overload. He made suggestions on where to shift and what gear to use at each point around the track. We got back to pit lane, and, after some water (it was bloody hot), we suited up for our maiden lap.

I don't think anyone would argue that Bira is a world-class track or that it is extremely technical. But for a first timer, it was challenging enough for me. Let's take a lap. Flat out down the start/finish straight gets you going 125 mph on the little bike. Come over a blind crest passing pit lane, use the billboard just outside the track grounds as your aiming point, brake downhill, and set up for left-hand combination turns 1 and 2. You want a late

apex on 2 to set up for a short uphill blast before turn 3, a tight hairpin to the right. Back downhill, you build speed and enter the long, sweeping, off-camber, right-hand combination of turns 4, 5, and 6. The instructors insisted that this combination could be entered as fast as you could, but suggested that a tap of brake before entering 4 did wonders for your nerves. After clipping the inside apex at 4, let the bike drift all the way to the outside of the track, which seemed to collect dust like no other part of the track. Lean it back to the right, get on the gas, and clip the inside of the track at turn 6 as you head up the hill and under the big tire arch. The arch serves as a useful brake marker because the chicane of turns 7 and 8 is hidden by the crest of the hill. Several of us took cross-country excursions after entering 7 too fast. Fortunately, the runoff area was flat and hard.

Next, you go downhill a bit and into the second chicane at turns 9 and 10. These can be taken pretty fast, but there is little time to set up for turn 11, which is a tight right hander and perhaps the most challenging on the track. I've forgotten the gear combinations for the rest of the track but remember this one. The barrier on the inside of 11 and the wall on the outside edge between 11 and 12 helped to focus the mind. Set up as far left as you can coming into 11, downshift to 3rd gear and lean hard right to clip the inside curb and forget about the Armco a few feet from your head. You enter turn 11 slow

US DESMO 2006 Calendar of Events

SOUTHEAST REGION EVENTS

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

May 5-7 — Eleventh Annual Ducks Along the Blue Ridge (DABR) Rally

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

June 24-26 — Ducks Head West (DHW) Rally - Greeneville, Tennessee.*

October 6-8 — Ducks Fly South (DFS) Rally - Hiawassee, Georgia

Saturday and Sunday, October 21-22 — Two Day Track Day - Carolina Motorsports Park, Kershaw, South Carolina

Monday, November 6 — Track Day - Roebing Road, Savannah, Georgia.

To register for a rally or track day, fill out the registration forms found on pages 20 or 21, or go to www.usdesmo.com and download the form, and return to US Desmo, PO Box 615, Waxhaw, NC 28173

NATIONAL EVENTS

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

July AMA Vintage Days, Ducati Online Rally, Mid Ohio Sports Car Course, Lexington, Ohio***

** Not fully confirmed*

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

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

enough to use 2nd gear, but it worked out better to run it in 3rd with the throttle pinned. This kept acceleration under control as you made the turn and drifted out to the wall that is very close to the outside edge of the track. Then the revs catch up, and you start to build speed as



you lean it back to clip the inside of 12. Ignore the Armco and concrete on the inside of 12 and shift up to 4th gear as you drift all the way to the rumble strip on the outside edge and you stand it up and accelerate down the start/finish straight.

Now repeat the above as many times as you like or as many times as your body can handle. Now do that for three days in a row. Need gas?

Sit down and have a rest. One of our Thai support staff will top off your tank and check the tires while he's at it. Crashed your bike? Take another one. We've got these others just sitting here!



Sometimes I would be the only one on the track. Sometimes it would be just me playing follow the leader with one of the instructors. I loved that. Other than the first time out each day, we seldom had all six on the track at one time. Since there was no clock saying when to go in or out, there was no pressure to stay on the track longer than you wanted to. By 5 o'clock in the evening, we were all ready to collapse. There were no complaints when it was time to return to the hotel, get cleaned up, and head out into town for a great

meal, some cold Singha beer, and all the other Thai delicacies that abound in Pattaya.

OK. So what were the problems? As you can imagine, in order to offer this level of riding experience without charging an arm and a leg,

this was a bare-bones operation. Stuart and the instructors did all of the maintenance on the bikes, including major body work. There were no corner workers, so if you crashed you were on your own until someone came by and, hopefully, didn't run into you. This happened to me on day one before lunch. Going through the 4, 5, 6 combination at about 75 mph, one of the other riders ran into me. He stayed up, I went down. Thank goodness for quality leathers and a good helmet. I came to a

stop sitting in the middle of the track. I was seeing double and could not move for a few minutes. Fortunately, no one else hit me. One of the other riders helped me off the track and a truck came to take me and the remains of my bike back to pit lane. After a bite of lunch, I was back on another bike and feeling good. There was no ambulance and no medical staff. Besides the six students, there were probably only five

other people at the track other than some security guards. Given some of the hazards around the track, this is a serious shortcoming, but we understood this from the beginning.

On the afternoon of my third day, I was feeling pretty good. I had made major improvements in my confidence and riding ability and my lap times reflected this. I was pushing myself but not being reckless, as I was 47 years old and had a wife and two kids in Jakarta. Going uphill to enter the hairpin at turn 3, I was working on my line rather than speed. My setup and speed were good going in, and something happened. I lost my concentration and stood up as I caught the apex of the hairpin. I could tell I was going off



the track, but there was ample runoff and it was just grass. I used some brake before I got off the track and entered the grass a bit faster than walking speed. But, the terrain sloped down slightly and there was a tire wall about 30 yards in front of me. So I've got my feet out to the side, sort of scraping the grass. I'm using light, light brake pressure to slow, but still coasting towards the tires. About 5 yards from the tires and going 3 to 5 mph, I must have grabbed too much front brake. The front tire went out to the left and threw the bike and me to the right so fast I didn't know what happened until I hit the ground on the point of my right shoulder and heard a loud pop. I also had a jolt of pain like I had never experienced before. I



got up off the ground and tried to pick up the bike, but that didn't work. After a few minutes, the truck came and picked up me and the bike. Back at pit lane, a new brake lever and removal of some grass from the fairing had the bike back in order. I wasn't sure what had happened to my shoulder. The instructors thought it was probably a sprain because I could still move my arm around. So after a short rest, I got back on the bike and went riding again. It was painful to ride, and I could only stay out for 5 or 6 laps at a time, but I wasn't going to let a little sprain ruin my last day at the track. So

for the remainder of the afternoon, I alternated between short, painful sessions on the track and short painful breaks in the pits. In hindsight, that was probably not the smartest decision. My wife didn't think it was.

When the riding was done and we went back to the hotel, I got a look at myself in the mirror coming out of the shower. I noticed that my right shoulder was lower than my left shoulder and had a big bump on it. A visit to the Pattaya Beach medical clinic for X-rays showed a dislocated collarbone. The doctor



suggested I see a specialist in Bangkok and made the arrangements. One last, memorable night on the town with the Brits was followed by a drive the next day to the biggest hospital in Bangkok. Medical care in Thailand is first rate, world class at these large hospitals, and it is unbelievably cheap. Europeans go there for elective surgery and save money on the combined vacation/surgery compared to the cost of surgery alone back home. The Thai orthopedic surgeon

confirmed I had a 3rd degree A-C separation. He gave me some pain killers and a sling and charged me about \$18 for the visit, X-rays, and medication. If I wanted surgery, they could do it the same day and it would cost me something like \$300. Or I could skip surgery and see a physical therapist when I got back to Jakarta or back to the States, which is what I did. I got back full motion in my right arm and shoulder, and I'm generally pain free, although I do have a nice bump on my shoulder to remind me of my three track days in paradise. 🚧



BENCH RACING

Tall tales of fact and "friction"

Keeping warm has its price.

by Jim Calandro

Back in the dark ages of motorcycling, we needed to be creative to find the right gear to make our rides more pleasurable. Winter was especially hard on us as it seemed that every place than made motorcycles was warm.


So one winter while we were out and everyone was complaining on how cold they were getting under their leathers, I mentioned that I had read an article on keeping warm and it suggested woman's panty hose as a way to keep you legs warm. Of course, the questions came around to would it work and what size would you need. "Yes, and queen size," was my reply. Of course, this led to a lot of cat-calling and hoots, but in the end it became apparent that I had made an impression, as we found out a few years later.

Tom Parrot was a good friend to all of us and since his death has been sorely missed as a riding buddy and an endless source of entertainment. You see, one weekend we had agreed to all go to the mountains for our last long ride of the year. Tom was a surgeon and could not always leave when he wanted to, so he said he would join us on the next morning. Anyone who knew Tom also knew this meant an early rising for him and a very long day for not only Tom but the rest of us. Tom never did anything half way, and when he could get away from his busy practice, he rode until we threatened his life if he did not get us home.

Tom left very early that morning, and it was

cold. He had ridden about an hour and still had another forty-five minutes to reach us when he had to stop because he was getting so cold he could not work the hand controls on his motorcycle. He remembered all our tips on how to keep warm and bought a newspaper to stuff in his jacket. Next he went to the back of the truck-stop convenience store to find some panty hose, queen size please.

Well, the problem was his choice of stores to buy such an item. It seems working ladies are more frequent customers than your average housewife! So this means there was only the mesh kind with some sort of design. "Well," Tom thought, "what the heck. Who is going to see them?" The purchase was made, and Tom headed off to the men's room to make his quick change.

Now the men's room in a truck stop is large but certainly not private. It was early in the morning and no one was there, so Tom pulled off his leather pants and started to put on the panty hose. Just then, two very large truckers came in to use the facilities. Now there are times in your life that no matter what you might say in the form of an explanation, you are better off saying nothing. Tom decided this was one of them, pulled up his leather pants as fast as he could, and made a fast getaway. His only mistake was not keeping that same policy when he reached us at the end of the ride. But then, we would not have a good story to tell. 

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 Motorsports
 210-764-9990
Waco
 Ducati of Waco (Euro Shop
 of Waco)
 254-757-2453
UTAH
Salt Lake City
 Salt Lake Motorcycles
 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
 608-222-6800
Saukville
 Ducati Milwaukee
 262-284-2725
CANADA
ALBERTA
Edmonton
 Argyll Motor Sports
 780-435-6811
Calgary
 Rivoluzione Cycle Imports
 403-269-2220
Sport Cycle
 403-276-3385
BRITISH COLUMBIA
Nanaimo
 Harbour City Motorsport
 250-754-3345
Richmond
 Richmond Motorsport
 604-276-8513
Vancouver
 John Valk Motorsports
 604-731-5505
MANNITOBIA
Winnipeg
 Wildwood Sports
 204-477-1701
ONTARIO
London
 Inglis Cycle Center
 519-455-3840
Oakville
 Peninsula Import Ducati
 905-847-0838
Ottawa
 Ottawa Goodtime Centre
 613-731-9071
Toronto
 Rev Cycles
 416-703-0808
QUEBEC
Laval
 Monette Sports
 450-668-6466
Vanier
 Le Centre de la Moto Vanier
 418-527-6907
SASKATCHEWAN
Regina
 Thunder City Power &
 Leisure
 306-352-8697
PUERTO RICO
Carolina
 Ducati de Puerto Rico
 787-791-5500



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