

# DESMO LEANINGS



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

Volume 4 Issue 1

Spring 2006



*Hypermotard • Ducati Day Daytona  
A Single Love Story • Accessory Connection*



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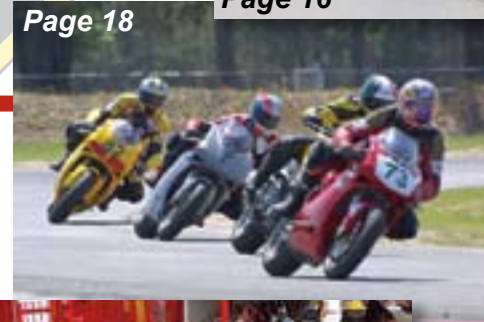
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## Greetings from il Capo

I am sitting at my computer freshly back from Daytona. I rode down this year on my Ducati ST2 and carried 45 pounds of club magazines in my saddle bags! Jim Lipsey rode with me on his 900SS, and we rode the entire way down from Charlotte on back roads. As Jim put it, "This was the longest I have ever been on a motorcycle." Notice he did not say the greatest miles. We got lost, had to go around a military base you used to be able to ride through, and killed more bugs than I knew ever existed. It was shorter in miles, about 25, but much longer in time, about three and a half hours. Would I do it again? Yes! I would scout out a few more roads, but over all it was a relaxed and relatively traffic-free ride. We rode the interstate home, and it was fast and crowded and not nearly as much fun.

What did I think of Daytona this year? Well it is hard to get excited about a race NASCAR made up just so Harley Davidson, aka Buell, could be competitive. I understand the concept. What they are trying to do is bring the large crowds to the track, but I think it is a waste of time. Most of the cruiser crowd is not at Daytona to watch a race of any kind. They are there for a celebration of spring with the elixir of beer. The October races at Daytona used to be a small affair, but now that it is October Fest, it has grown substantially. The only thing it did for the race crowd was cause the hotel prices to go up.

What we did do was go to Orlando and see the Art of the Motorcycle exhibit at the Orlando Museum of Art. I am glad we went; even though I had seen most of these motorcycles, I had just not seen them all together. Well worth the \$15 cost of admission. They did have an extra \$3.50 charge to bring in a camera! Next we went to the Woods Auction. I always go on a day the auction is not taking place so I will not spend my money. Quite a few Italian bikes were there for auction, but it

*Continued on page 4...*



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# Piazza del Mercato

## 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](mailto:cspiegel@carolina.rr.com) for more information and photos.**

## 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](mailto:bryson@bogartsmotorsports.com)  
205.956.6693

## 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](mailto:jcrews@wfubmc.edu)

## 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](http://bradsbikes.net), LLC, Marietta, GA 678.576.4258**

## 2006 Ducati Paul Smart 1000

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

**Brad Powell at [www.bradsbikes.net](http://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.**  
[cchunley@bellsouth.net](mailto:cchunley@bellsouth.net) or 704.576.3447.

## 2002 Ducati Bostrom 998S

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

**Brad Powell at [www.bradsbikes.net](http://www.bradsbikes.net) Marietta, GA 678.576.4258.**

is still mostly British bikes. We also attended the flat-track races, which is quite a change from road racing.


The big event from the club point of view was Vicki Smith's DucatiDayDaytona. I enjoy it because of the number of Ducatis I get to see that are not commonly on the road, both old bikes and newer customs. Some people have spent a life's savings on making their bikes special, and it is wonderful to see them. See the article and pictures inside this issue.

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. 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. We have a club forum on the web site, and I would recommend you check it out once a week as it has some interesting information and a very active classified section. 💰

Come ride with us.

  
Jim

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# THE DUCATI HYPERMOTARD

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Taking advantage of the compactness and agility of a traditional supermotard, Ducati has upped the ante with potent street power thanks to a new air-cooled twin engine. The front of the bike is as slim and compact as a single cylinder, in part thanks to the engine layout, but also due to the absence of weighty cooling radiators.

The Ducati Hypermotard takes-on urban canyons and attacks mountain curves with total abandon. High performance starts with attitude. Pared down to its essentials, the Ducati Hypermotard is an extreme performance, over-the-top motorcycle. Its purpose is single minded – to thrill.

Incredibly slim, compact and exceptionally light, with riding position to dominate, it's ready to rock every road with big-bore acceleration.

Supermotard styling makes the blood boil. This bike offers what no Supermotard can: speeds exceeding 220KPH on the race track, fuel injection and 100 horsepower on only 175 kg of dry weight.

The Ducati Hypermotard – the most extreme mountain conquering, urban assaulting machine ever from Ducati.

*On the Road – Bring on the curves, the bumps, the unexpected.*

A rigidly triangulated tubing Trellis frame and track tested chassis geometry is matched with state-of-the-art suspension. Start off with the road-holding of huge 50mm Marzocchi R.A.C. forks,



gripped by a triple screw lower fork crown, then add an Ohlins remote reservoir shock that mounts to a stout single-sided swingarm. Ultra light forged and machined Marchesini racing wheels are paired with a single radial mounted Brembo four piston, four pad calliper gripping a 320mm disc up front and a 240mm disc at the rear.





**Making power – 1000cc's of DESMO power**

The 1000 Dual Spark engine pumps out torque and horsepower that is smooth and linear, because the roads that the Ducati Hypermotard seeks are neither smooth nor linear. A Slipper type racing clutch makes aggressive downshifting and heavy braking more exciting and by damping the abrupt engagement of lower gears while entering a turn. Magnesium engine covers subtract more weight for a feathery feel and athletic manoeuvres.

**Pilot controls – A ride on the Ducati Hypermotard is road domination.**

The wide tapered section handlebars transfer control of the tarmac to the rider. A wide full



length seat design lets the pilot move fore and aft, up-front entering the turns, back for maximum traction on exit.

**Ducati Hypermotard – two wheels, one purpose – to thrill.** 



Photos by DucatiPress

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# A Singles Affair

by Steve Richmond

A little background first. I have always enjoyed the stories of folks and how they came to develop a love for Ducati and the beautiful machines they have produced and raced. My story, and I'm sticking to it, is as follows. It

Italian motorcycles in paper warehouses (after all, it was California), he agreed to sell it to me for the exorbitant price of \$75. I was outraged but agreed to pay (I didn't know a thing about Ducatis or their value). I trucked the orphaned Scrambler home and put it where I could easily work on it — in the living room.



My first attempt to start the bike began with a curiously loud backfire and ended seconds later with my lying on the living room floor, the dog licking my face, and a shattered ankle bone. Six months later, I tried again, got it running, rode it some, got married, and (you know what's next) sold it. That was about it for Ducatis and me until I moved to Waxhaw, North Carolina (near Charlotte), in 1993. Realizing such modern conveniences like cable television had not reached Waxhaw, I had a dish installed, and lo and behold there was a channel that has nothing but racing. And a lot of it (more than now) was motorcycle racing. Furthermore, there some guy named Foggy that was winning everything on one of those Ducatis! Well, that led to my first sport bike, a '96 900 SS/SP.

This of course brought back fond memories of the Scrambler, and I decided no garage could be complete without a good representation

started in Pasadena, California, in the summer of 1988. I was a manager for a small printing company, and once a week I would go to a local paper warehouse for supplies. On my visits, I would always notice a covered motorcycle off to the side and out of the way. I had owned a few bikes already (whose inferior marques shall not be named), but at the moment I was bikeless.

I made an inquiry with the kindly old purveyor of paper and was told that someone from the company that had previously owned the facility had left it. The bike was a '69 or '70 450 Scrambler and in nearly perfect condition. Convincing him that there was probably some kind of state law that prohibits the storage of







a brand new set of tools in the homeowner's repair kit I bought at Wal-Mart. I basically managed to get the seat and tank on and stick on the decals.

Time for professionals! With generous help from several, including Carl von Schummer at Charlotte Ducati, the little bike came to life. I loved the bike; it was fun to ride and the original brakes always offered the unwelcome thrill that makes one appreciate good health. That was in '97. The bike was in my living room for the next few years, was rarely ridden, and, due to circumstances beyond my control, was eventually sold. I knew I would miss the bike and asked the new owner to please give me first chance at buying it back if he ever decided to sell it.

The call came in July or August of 2004: I was offered a chance to buy the bike back. I thanked the current owner for remembering to check with me. It was then that I found out that little 350 had done some traveling after it left my ownership.

The bike first went to Ft. Mill, South Carolina. After some electrical work that got the bike starting and running better, the new owner, Scott, had taken it to Daytona for bike week. It was displayed at the US DESMO booth, where an enthusiast from Tennessee noticed it and made an offer to buy it. Scott decided that he would sell,

of Ducati's evolution. And, I reasoned, once my neighbors got tired of telling me about every motorcycle crash they have ever seen or heard of, they would be impressed with my collection. I went to the magazine store, purchased my first Walneck's, opened it up, and there it was — a 1965 (or '66, still not sure) Ducati 350 Sebring. And it was in North Carolina. Angier to be exact, a mere 3-½ hours away. The seller worked at Moto Guzzi North America and just had too many projects going on to finish this one. The bike was freshly painted and polished but still needed some assembly. No problem, I thought. Heck, I've got



All this sounded good, but as I was buying a house within three weeks, this kind of purchase made absolutely no sense at all. He reminded me of a note he found in the side compartment that my son had placed there when he was six or seven that I had forgotten all about. It read: "The owner of this bike is to give it to the son of the owner." Bastard! This was pure coercion!

When he delivered the bike later that week, I started to make plans for performance upgrades right away. The bike was soon on its way to Andy Round's shop, SMC Inc. in Harrisburg, North Carolina. Andy went through the entire engine and transmission. Upgrades included PHF 32 DD carburetor, custom intake manifold, billet cam, new valves and springs, new piston, bearings, Conti exhaust, 12-volt conversion, twin-leading-shoe front brake, clip-ons, rear sets, fairing, etc., etc.

All that is left to do now is pay the bill and ride it! ⚡

and the bike was on its way to Tennessee, where, ironically, the title from 1966 shows that the bike was originally purchased.

That gentleman had the bike for close to a year and then decided to sell it back to Scott. That almost didn't happen, because on the way through the North Carolina mountains to pick the bike up, his truck caught on fire. It was a small fire, but with no fire extinguisher on board and no water available, my fast-thinking friend decided to use what the good Lord gave him for just such an emergency. Thank goodness for 48-ounce sodas at the convenience store! Although I'm glad I did not witness this scene on the side of the highway, I do wish I could have seen the faces of those driving by!

The fire was out, there was no major damage to the truck, and so off to Tennessee. The bike was soon back in Ft. Mill and, not too long after that, on its way back to my garage.





# *A Singles Affair*



Photos by Jim Calandro





## ACCESSORY CONNECTIONS

By Al Egert

While installing a StarCom intercom system on my 2004 ST4s, I wanted to tie into the bike's 12-volt system. The StarCom came with connectors allowing you to splice into the wiring, but I try to avoid all types of splicing connectors because they actually cut through the insulation and can weaken the wire. When I looked under the seat, I was pleasantly surprised to find that Ducati has provided a convenient socket for connecting accessories. On top of that, the AMP



connectors used are of very high quality and are equipped with elastomer seals to protect the connections from the elements. The socket is shown with the cap removed in the lower left corner of the photo. The fuse for this connector is labeled "SOCKET" just above it.

For a clean installation, using the AMP connector is the best way to go. Considering that these are AMP brand connectors, you would think that it would be easy to pick up the necessary parts to complete the plug half of the connector. I have to admit that I went my own way on this project and did not consult with my dealer. For all I know, they might have the parts on the shelf, but I really doubt it. I just thought that since it is AMP, I should be

able to get it with no problem, but it was not quite that easy. The first problem was finding the correct part numbers. And then, when you do have the part numbers, the big electrical suppliers like Newark or Mouser expect you to buy 5000. All of the answers were found on the internet at "http://www.sport-touring.net/forums". Many thanks go out to the user "MisterEd," who provided the information. The required parts are as follows:

### AMP SuperSeal Connector Parts

- |          |                                              |
|----------|----------------------------------------------|
| 282104-1 | 2-Position Plug Housing                      |
| 281934-2 | Yellow Wire Seals (for 1.8-2.4mm insulation) |
| 281934-3 | Red Wire Seals (for 2.6-3.3mm insulation)    |
| 183024-1 | Male Pins for Plug                           |
| 282080-1 | 2-Position Socket Housing                    |
| 183025-1 | Female Pins for Socket                       |

I took MisterEd's advice and ordered my parts

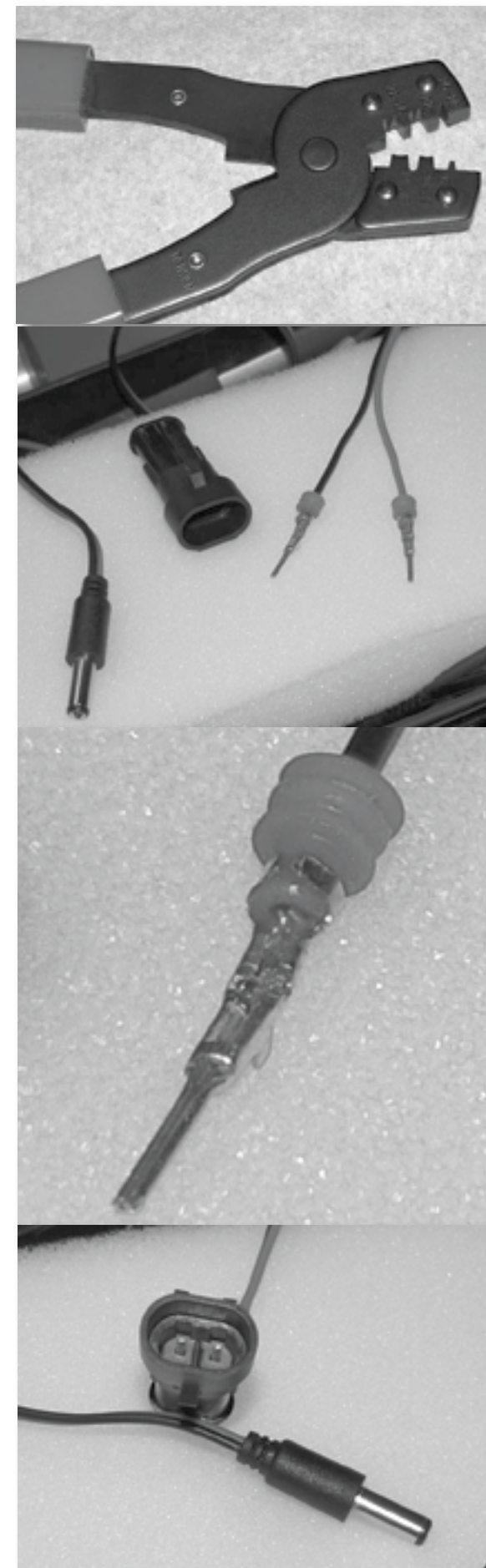
from "onlinecomponents.com". They provided excellent service but the \$25 minimum order could be a problem for some. I ended up buying several extra component sets including some socket parts (in case I need to wire both halves sometime). The installation of the terminals is simple if you have the right set of crimpers. I have this set of Radio Shack crimpers that did the job.

I improvised a little by using a needle-nose to form the small connector ears around the elastomer seal. Note that the red elastomer boot is supposed to seal on the wire insulation. The larger ribbed portion seals inside of the hole in the plug, making it watertight.

The parts are shown ready to be assembled. The extra round connector in the photo is the end that plugs into my StarCom.

Prior to assembly, find out which side is +12 volts on the mating socket, and then you must carefully insert the pins into the correct holes in the back of the plug. It was a little tricky getting the pins fully inserted into the housing. Pushing them in by hand, they were about 1/8" short of being fully seated. I am sure that AMP has just the right tool for pushing the pins into the connector. Being tool-less, I cheated by gripping the tip of the pin on the inside of the plug with a needle-nose. Then, I pulled the pin in until I heard a slight click. Try to keep the needle-nose pressure as light as possible to avoid damaging the pin. Once the pin clicks into place, you will not be able to get it back out without a special tool. If you make a mistake and you do not have the extractor tool, you will need to start over with a new set of parts. For that reason alone, you should order more than one set.

The entire job took me only about 30 minutes. Be aware that this socket is "alive" even with the key off. Therefore, you need to make sure that the connected device can be switched off to prevent running the battery down. Also, the fuse provided in the SOCKET holder was sized for a large amperage load. For my intercom, I changed it out to a smaller 2-amp fuse, which is what the StarCom manual calls for. I could have left the stock fuse in the SOCKET holder and installed a 2-amp line fuse on the connecting cable, which would be a good choice if you plan to interchange devices. You could then make power cords with line fuses for a variety of devices and not have to worry about changing the SOCKET fuse. ⚡





# A Dry Roebling Road Track Day! MONDAY, APRIL 3



Photos by Jami Worley  
[www.fastbikephoto.photorelect.com](http://www.fastbikephoto.photorelect.com)







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**BENCH RACING**

*Continued from page 28...*

end up with two-stroke oil. I was not sure the oil I bought was right, but at the moment I did not care.

I went into the restaurant, drank some hot chocolate, and sat around trying to get warm. It was just not happening. I headed into the men's room where I sat on top of an old steam radiator. Several Germans came and went with some unusual looks, but no one said a word. One man did put two and two together. After observing my bike in the lot and me on the radiator, he approached me. His English was only marginally better than my German, but he must have been a biker and wanted to help. When he found out I was trying to get back to Kaiserslautern—about another hour away—he felt very sorry for me. It was getting dark, and I ran the risk of either snow or ice, not to mention hypothermia!

He left the men's room and came back a few minutes later with a newspaper. Now I was not sure what he wanted; maybe he was telling me I should buy a car! Through a few pantomimes, I got the message and started to stuff my winter mechanic's coveralls with the paper. My shins, thighs, torso, and the tops of my arms were all armored in newspaper. Between all the hot liquids and that old steam radiator, I was beginning at last to feel warm. I walked out to my bike, which started first kick again, and headed out on the road. I did look back as I hit the Autobahn to observe half the restaurant's patrons standing there, watching me go. Good thing I do not understand German very well; that way I could imagine they were all wishing me well and giving me a hearty send off on my adventure.


I made the rest of the trip on the Autobahn with a little more comfort than the first part, but it was still bone-chilling cold. My first realization of how cold I was getting was when I went to signal my turn off the Autobahn. For some reason, the command left my brain but never reached the finger on my left hand. I tried again and there was a twitch down there, but the message was not sufficient to signal the turn. If you have ever ridden on an Autobahn, you know how important a signal is! There I was on a semi dirt bike that could not run much over 70 mph on a unlimited speed limit highway, the Autobahn. Signaling is very important. By sheer will, I got the offending digit to move the switch and exited the highway.

I thought that was the end of the drama, but was I wrong! It seems my left leg had taken the same vacation from my authority that my left finger had. I had to stop for the halt sign at the bottom of the ramp. Even though new to motorcycling, I knew it

was essential to put my foot down when I stopped. Fortunately, my right leg was not on sabbatical and came to my aid. It took a while for the left leg to find first gear before I finally started the final mile ride to the apartment I was renting. My fingers were not working the clutch and brake too well. I had to anticipate every move so I could summon the necessary appendage well in advance of its required movement. At every traffic light, I would notice people in their cars pointing and engaging in animated conversations. I think I was what you might call a conversation "ice breaker." This thought would make me smile later. Much later!

I turned down the dirt road that led to the little farmhouse where I rented an attic apartment. If I ran off the road into a ditch here, I would not be found until the spring thaw. I made it to the farmhouse and turned into the driveway. I was having trouble making the brake work as my fingers were stiff as a board, but I did have the presence of mind to push down the side stand. I bumped into the steps of the house and came to a stop, tipped over, and the bike stopped on the side stand. I was home and could relax at last. At least that had been my plan. Problem was, I could not let go of the bars. I managed to loosen my grip enough to allow me to slide them past the ends of the bars. I swung my leg off the bike and headed for the front door.

I could not get the keys out of my pocket, so I had to bang on the front door to be let in. I headed up the stairs with eyes staring through my back and a very active conversation in German going on below me. My landlords both spoke English, so I am sure they were not saying anything they wanted to share with me about my sanity. In Germany, they are much more conscientious about conserving energy, so each shower has its own heater that must be turned on prior to use. I turned on the heater, got undressed and took what could only be called a warm shower. When the water ran out (and there was only a 5-liter tank), I headed to bed and piled on every cover I owned. I slept for 14 hours straight!

I kept that bike for several years and even brought it back to the United States in my household goods. I had to disassemble it for shipping. This bike taught me how to ride, to fall, to climb hills, to fall back down said hills, to jump small hills, to do figure eights and donuts, and to do face plants. I even learned how to tour and cross a river on a small ferry. I learned that young women are drawn to brightly colored motorcycles and like to go for rides. That little Enduro was a great first bike and taught me a lot more than just how to ride; it taught me how to have fun. Not a bad relationship considering our less than auspicious beginning. 



# Touring Sport

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Our name may be Touring Sport but we have **RACING** in our blood!



by Vicki Smith

When you think of Daytona Bike Week traditions, what comes to mind? Harley Davidsons? Of course. Coleslaw wrestling? Unfortunately, maybe. Hundreds of Italian sport bikes glistening in the sun? Absolutely, if you happen to be one of the 3000 Ducati owners and fans that made the trip this year to attend DucatiDayDaytona, the Ducati.net DOC club

celebration of all things Ducati. That's right, one of Daytona's longest-running traditions, a red gem in that swollen sea of black and orange, is DucatiDayDaytona, a tribute to the famous Italian marque and the longest running Ducati owners club event in the USA. In 2006, DDD, as it's known to "Ducatisti" (the term affectionately applied to the folks passionate



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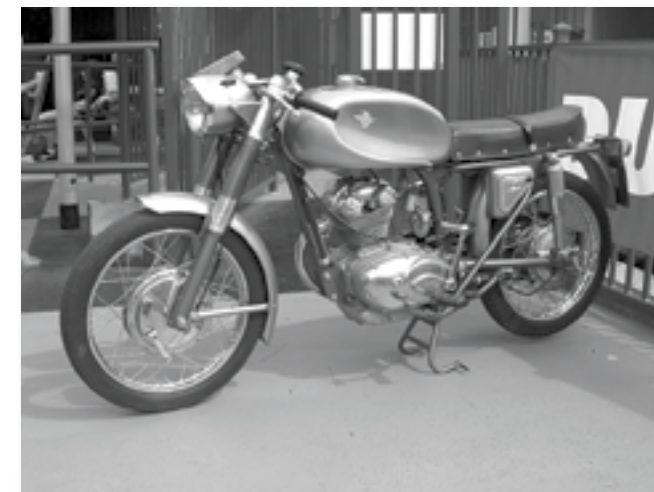
about the Italian L-twins), enjoyed what Dave Despain in a report for Speed television called, "the best bike week weather EVER." It was perfect for enjoying an Italian ice and a stroll among the sleek machines. Held at Speed Park Daytona, a go-cart park and game arcade across from the historic Daytona Speedway, it's a

great location for the festivities, which include Concorso DucatiDayDaytona (the Ducati-only bike show), American Ducati Idol (a motor sound contest judged by the Ducati club of Rome, Italy), a series of tech talks in "Ducati University," a Ducati apparel show put on by event sponsor Ducati North America, and a host of other smaller events that go on all day long. It's a destination in itself for some, including Federico Minoli, CEO of the company, who flew in from Italy for the event and the AMA superbike race. Joining him was Mike and Vicki Menard, Ducati.net members who traveled from Gurnee, Illinois, to attend the party and were the winners of the gorgeous Cycle Cat trophy for the two-valve class in the Ducati Idol contest when Vicki's 2005 Ducati Monster S2R with Arrow pipes proved a favorite of the Roman judges. "We come every year, but this is the first time we have brought my bike," she said. "We always bring Mike's, so this is great!" Vicki has a new Monster S4Rs on order and plans to bring it back to defend her title in 2007.



For some, DDD is the highlight of Bike Week. Mark and Vicki, from Deland, Florida, don't own a Ducati, but in a way, their 8 year old son Alex does. "He worked all week to build a Ducati model. Now some friends have bought him a 999 1/6th scale replica so he could bring it to the party and have it signed. He's very excited to meet the factory racers." said Mark. "It's all he's talked about."

Tradition takes a harder core form in Jim Wilde, who makes his trip to Daytona each year specifically for the event. "Wildeman," as he is known to his friends, lives in Gardner, Kansas, but came to Daytona this year via California. No, he wasn't lost, he was breaking an "Iron Butt" long distance record on his ST4s. Jim's ride of 5079 miles in 4 days, 18 hours earned him the coveted "Iron Butt Saddlesore 5000," which better the "Bunburner Gold" award he earned last year by riding 1,851 miles in 23 hours and 33 minutes to DDD. Jim's very proud that he does this on a Ducati instead of a BMW or Honda Goldwing as do most of the

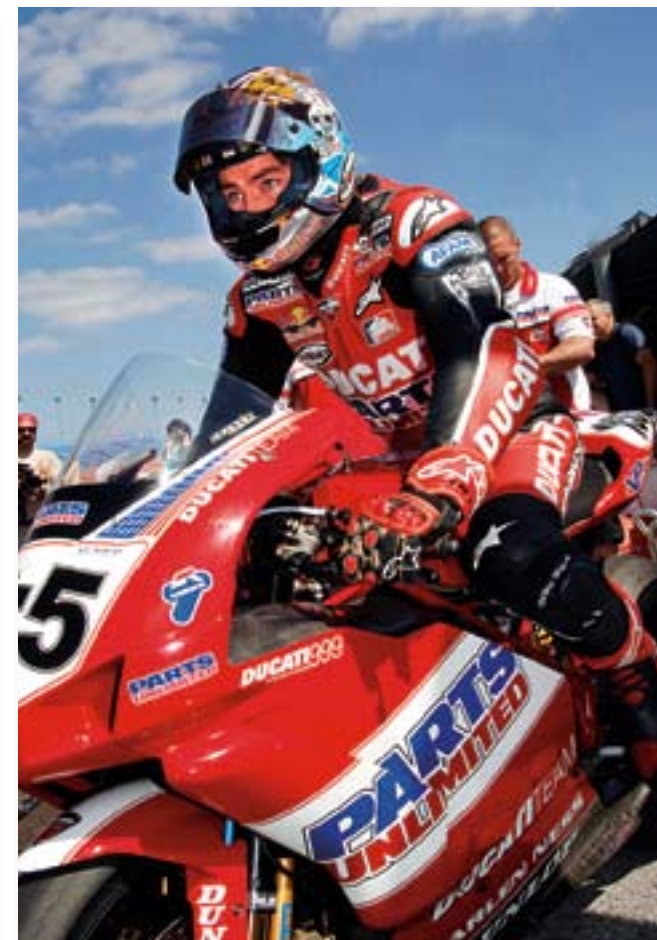


other contestants. The 94,000 miles on the odometer of his Ducati is his badge of honor and reliability. As in the past, Jim tirelessly spent the day as a volunteer, directing the Ducati parking in the front lot with his wife Lauren, who drove her car from Kansas City to join him, towing her 2006 Ducati Monster 620. Jim's hard-ridden 2001 ST4s was still grimy from the ride, but it must have impressed the judges, as the highly modified red machine with custom paint and a quaking-duck horn took home the Cycle Cat Concorso trophy for "Best Tourer."

This year, the hands-down crowd favorite had to be the Ducati North America fashion show. Shelby Smith, from Fort Lauderdale, Florida, swore this year the umbrella girls "were the best-looking ones yet." Qualified to know, Shelby was attending his 15th straight DDD, and has no plans to miss one any time soon. Shelby drove up for the weekend but hopes to rent a motor home next year and take off a full week. Umbrella girls aside, he wasn't immune to the fashion side of the show and went home







with a pair of Ducati Corse crew pants he saw worn at the event and found at the Euro Cycles of Tampa Bay Ducati dealer display, where crowds lined up all day for event shirts and Ducati apparel.

Around the corner, the Riders for Health charity auction and DOC club displays attracted a steady crowd as well. Jim Calandro, president of USDESMO DOC, attends every year and sets up a club display: "It's going really well, a great place to meet new owners. We've signed up quite a few new members and had lots of renewals as well."

Tradition: the dictionary defines it as "an inherited or established way of thinking, feeling, or doing." In Daytona during Bike Week, that inherited way of thinking is bent to the limit at DucatiDayDaytona, where passion and tradition go hand in hand. 🏏

All photos on this spread by Steve Leukanech.





# BENCH RACING

Tall tales of fact and "friction"

My First Motorcycle, or Can You Spell "Hypothermia?"

by Jim Calandro

Back in the dark ages, I was still young, inexperienced, and invulnerable. I was in the Army, off to Europe on my first assignment, and most importantly far away from my father. I loved my father, but he had always tried to control every decision I made and certainly limited my exposure to fun. Now I decided was the right time to buy a motorcycle. The Canadian PX (Post Exchange), or department store to you "civvies," sold motorcycles. The American PX did not for some reason, but who was I to turn down our friends from the north's offer of a "good deal?"

I had driven my 65 VW Bug down there to look at their choices, BSA and Yamaha. This was early 1971. BSA was on the way out and thus could be had at a tremendous savings. Yamaha on the other hand was something I did not know too much about. Their DT-1 250 Enduro looked less threatening than the BSA 650 Firebird Scrambler. What did I know from two-stroke and four-stroke? I just remembered the soldier at our missile battery putting 90-weight gear oil in his BSA to keep it from overheating! I was not sure he knew what he was doing, but I did know he worked on the bike a lot more than he rode it. The Yamaha started to look better and better.

The decision thus made, I started to put together my plan. First, I had to save the money, as the PX did not finance bikes and I never liked to buy toys on time. After I had saved the money and called the PX to order a bike, I needed a ride down to pick it up. A friend with an Opel volunteered to drive me down. On the appointed day it was raining and cold, so we decided I could not ride back and that the bike would most likely fit in the trunk if we pulled off the front wheel. Just in case, we packed a helicopter helmet, a set of winter army mechanic coveralls, my army boots, and some work gloves. It was not raining too hard and looked like it might stop, so this was just the backup plan.

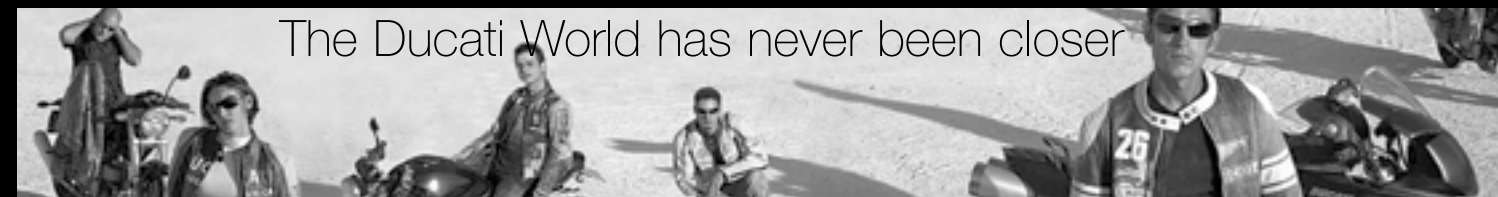
We arrived at Baden Baden, Germany, and the Canadian PX in the late morning. Cash exchanged hands, some paperwork was filled out, and the shop foreman went outside to show me how to start the

bike. The only thing close to a motorcycle I had ever ridden was a little 50cc moped. I had lots to learn. I guess this was going to be on-the-job training—we did a lot of that in the Army. That is when I found out I had a separate oil tank that required two-stroke oil. The shop did not have any to sell me and the PX did not carry it. I was told to just stop on the Autobahn at a gas station and ask for "zwei takt oile," or something like that!

We decided this was getting too difficult and I needed to learn to ride after I got home, not on the Autobahn. We removed the front wheel according to plan, but the rest of the plan quickly went south. No matter how we tried, the 250 Yamaha was not going to fit into that Opel's trunk. It was not too cold and the rain had stopped, so I suited up and bid my friends goodbye. I can only imagine what my father would have said if he had known about this! The bike started first kick, and I headed out to the Autobahn. The first half-hour was a little chilly, but I was doing fine and thought I would be home in two more hours and in fine shape. Then the rain started—a light drizzle at first that soon picked up steam. The rain was bad enough, but within minutes the temperature started to drop rapidly. Not enough to make snow, but enough to read just a little above zero Centigrade! I did not need to calculate what that meant in my more familiar Fahrenheit temperatures; I was cold!

First, it was just the kind of cold that makes your fingers hurt. Then it was the cold that reaches down inside your body and shakes you to the core. Not the little shivers that you get when a cold wind blows down your back, but the cold that rocks you to your soul. I could actually feel the shaking moving the bars in my hands. I was well and truly cold. I saw a "restplatz" sign up ahead and decided this would be a good time to get gas, the "zwei takt oile," and something warm. I was able to buy the gas with no trouble, but my skill with German has always been on the "Gasthouse" level, meaning I could order off a menu. I hoped that by pointing to the oil on the shelf and then my gas tank with shaking motions, I would

Continued on page 21...



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# Urban Legend. The new Monster S2R 1000

The Monster S2R 1000 is the newest addition to the world-famous Monster range. Powerful, aggressive, original and extreme, the new Monster S2R 1000 boasts outstanding rideability and scintillating performance thanks to the reliable and powerful 1000 Dual Spark engine, the latest evolution of the air-cooled L-twin made in Borgo Panigale, and the unique tubular aluminum single-sided swingarm, 20% lighter

than the conventional version. With its clean, pared-down lines, new color combinations and carbon fiber panels, the Monster S2R 1000 maintains all the styling and functional features of the high-performance SR line-up. Available in silver/black stripe, red/white stripe, and black/white stripe. MSRP \$9,995. Ready for that test ride? Find your local Ducati dealer at [www.ducatiusa.com](http://www.ducatiusa.com).

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