

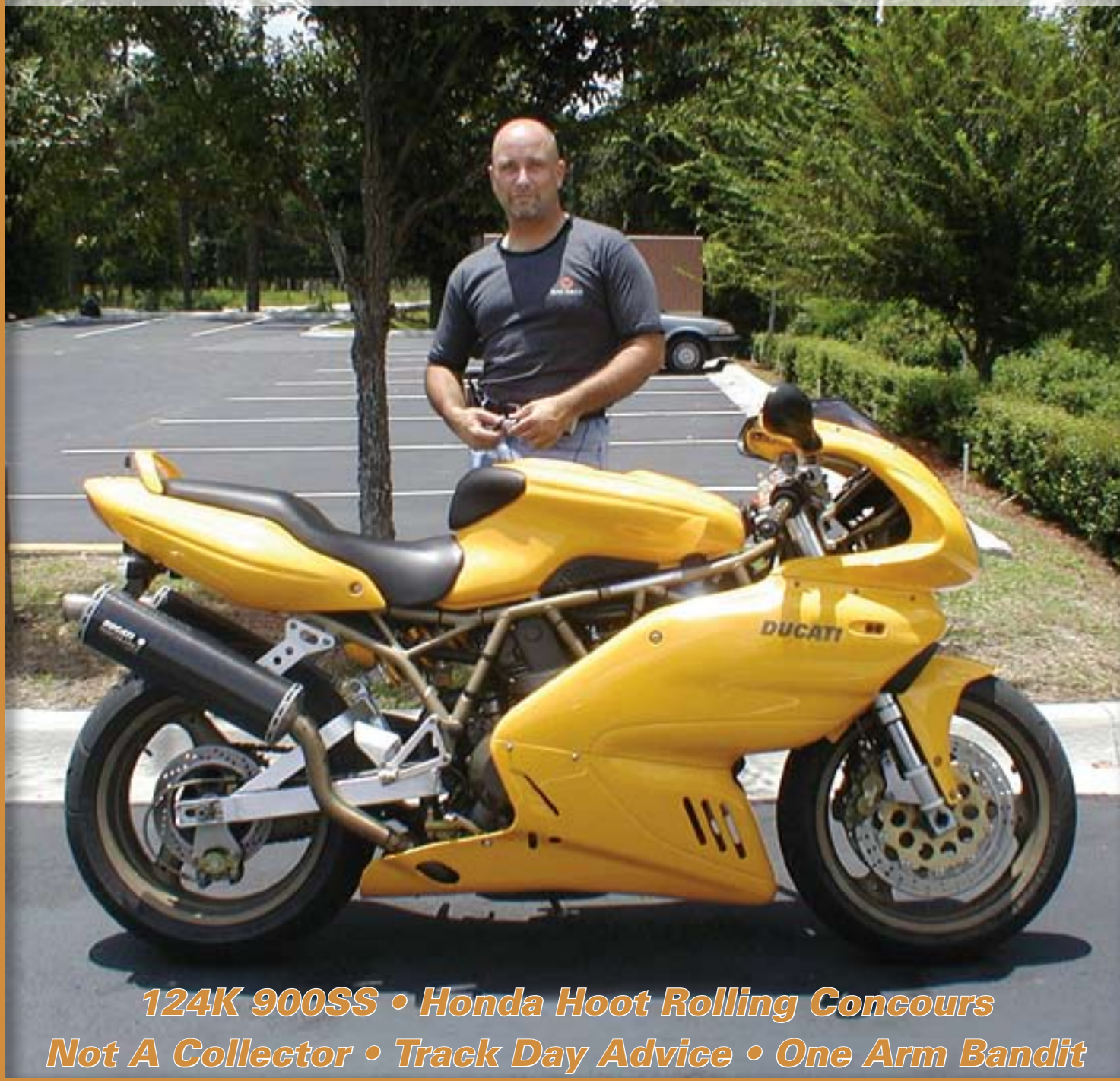
# DESMO LEANINGS



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

Volume 4 Issue 3

Fall 2006



*124K 900SS • Honda Hoot Rolling Concours  
Not A Collector • Track Day Advice • One Arm Bandit*

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*Tall tales of fact and "friction"*

## Greetings from il Capo

This past weekend was the AMA races at Virginia International Raceway and my first time there as a spectator. It is a pretty track, and Ducati had rented corner four for their hospitality tent. The Ducati trailer was not there because it was at the dealers' meeting, but Vicki Smith of Ducati on Line fame was there to host the tent. Neil finished third in the first Superbike race but crashed in the second. It did make for good spectating even if he did not win. The Ducati tent is a great way to meet and visit with fellow Ducati owners; it is amazing how many people stop by.

Water was a very welcome commodity at the hospitality area due to the hot weather. It never rained, but it was constantly threatening. The sandwiches and breakfast snacks kept the hunger demons away. The only downside was Ducati announcing they would not race AMA next year, but they did indicate they would support the clubs in their efforts to host a hospitality area at the tracks. I hope to learn more as time goes on. If you have not been to one of these, I hope you take advantage of the hospitality areas at AMA races. (See page 27 for a few photos.)

I know it has been a hot summer, but fall is just around the corner. Our annual rally in Hiawassee, Georgia, is in October, and we have our remaining two track days: Carolina Motorsports Park in October and Roebing Road in November. They are all starting to fill up, so send in your forms soon so you can join the fun.

This issue has a story about a Ducati racer in South Africa who makes me wonder why I am so slow. It is quite an inspirational story about a fellow Ducatisti. We are also continuing our series on track day tips and information. Track days are our most highly attended events, and we want everyone to understand what they are all about and how to have fun and be safe.

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 have been talking to Ducati about their participating in this event, so let's get lots of Ducatis signed up so we can show them how we run a Ducati event.

As you can see from all the articles in this issue, we  
*continued on next page...*



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# Piazza del Mercato

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## **1993 Ducati 888 SPO**

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**Jim Crews, [jcrews@wfubmc.edu](mailto:jcrews@wfubmc.edu)**

## **2006 Ducati Paul Smart 1000**

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**Craig Hunley, Charlotte NC [cchunley@bellsouth.net](mailto:cchunley@bellsouth.net) or 704.576.3447.**

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# THE 124K 900SS

*Brett Cross, Englewood, Florida*

An insight into my obsessive affair with an outstanding motorcycle:

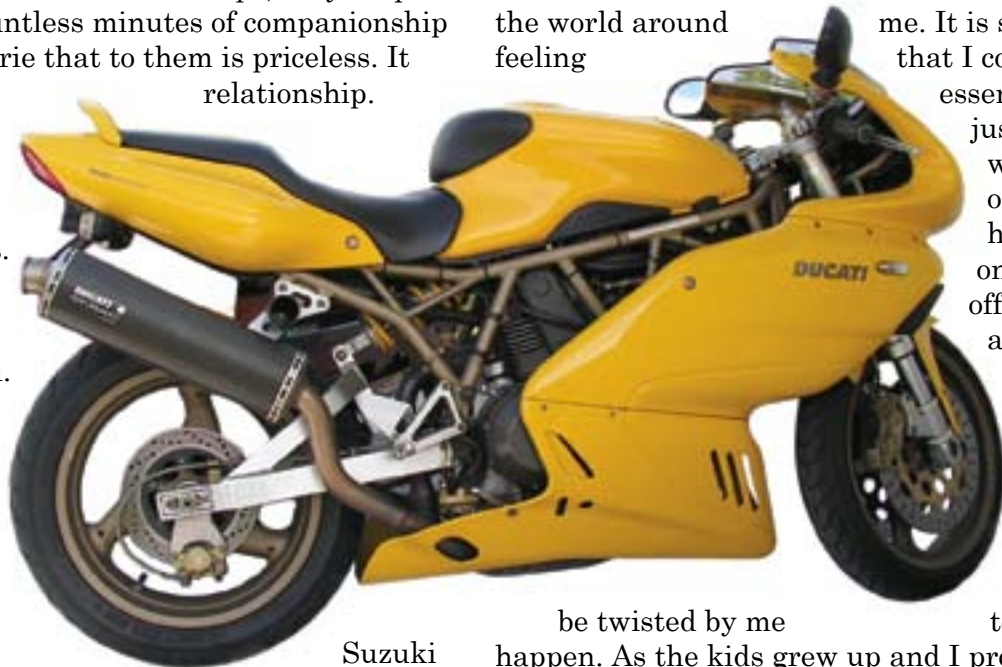
Dogs. Some people really like dogs. They form these remarkable relationships and interact with them almost intuitively. You know who they are, as I am sure you have seen them. They are the people that take their dogs with them every place they go, no matter who believes that it is a good idea or not. They intuitively know when their faithful companion needs or wants something, as they somehow seem to be able to sense it. From these relationships, they reap the rewards of countless minutes of companionship and camaraderie that to them is priceless. It is a wonderful relationship. It is a truly beautiful thing.

I prefer Ducks.

I remember the first time I saw a Ducati. I was a junior in high school, and it was 1982. I had recently gotten my first street bike, a 1982 Suzuki Katana, and I was proudly showing it off at a local restaurant's bike night. I am not even sure what model that first Ducati was, but it was so beautiful and had that clutch sound along with the wonderful kachunk-kachunk-kachunk of all the machinery as it idled into the parking lot amongst all the common-looking bikes. I was definitely hooked and hopelessly in awe. It was the strangest sounding machine I had ever heard. I was intrigued by its sound and its unique look. I had to learn more. I knew nothing about them at the time. I had been riding dirt bikes and trail bikes since I was a little kid, about 10 years old or so, but had never come across such a marvel as

this Ducati. I loved my first street bike, but the Ducati became something that I would always want to experience riding and owning. I started reading about them and checking them out whenever I saw one, and the desire just grew and grew.

As the years went by and my desire grew, so did my family, and I was forced to re-classify my Ducati dreams into the "maybe someday" category. I have always loved to ride; the feeling of being part of nature for better or worse while I travel makes me feel so connected to the world around me. It is such a feeling that I consider it



essential, not just a fun way to get outdoors. I had bikes on and off all my adult life whenever the family budget would allow itself to be twisted by me to make it happen. As the kids grew up and I proceeded to wear out a pretty good selection of Suzukis and Hondas, I knew the day would eventually come that I would be in the right place and in a position to make owning a piece of motorcycle art a reality; I just never knew when.

I first met my faithful companion as it sat on the showroom floor at our local dealer here in Sarasota, Florida. It was gorgeous in my eyes, bright yellow with matte-gold frame and wheels. I remember how I felt as I examined it the first time. All I could think was that I simply must have it. At the time, I was checking it out with a very good friend of mine who also was admiring it. I was secretly saving my

money to one day soon come back and fulfill my dream of ownership. Little did I know that my soon-to-be-ex-friend was to later that day come back and purchase my dream bike out from under my very nose!

I remember going over to visit my bike at my gloating, soon-to-be-ex-friend's house months later. I had to ride my Honda, which until then had seemed like an enjoyable thing to do. It was then that we switched bikes, and I rode her the first time. I was amazed that it had hardly any miles on it, as my friend found it uncomfortable and was quickly losing any interest in riding it. Quite the opposite of how I felt after riding it: I did not want to ride my Honda home! After pretending to agree and understand how he could have made a mistake by purchasing a Ducati, I pretended to be reluctant in my offer to take her off his hands. I struck a deal, and finally the Duck was mine.

I picked up my new friend the next day, and I have hardly been off it since. I ride it everywhere. I always want to ride, and with work I have been all over the country. I do crazy things such as when a bout of insomnia attacks, I think nothing of rolling her out of the garage in the middle of the night and taking a two- or three-hour ride, often much to the chagrin of my neighbors. The bike has been fitted with Ducati high-mount pipes made by Remus, an open airbox, and the requisite computer upgrade to match. Other than that, it is stock mechanically. The bike fits my 5'8" frame well, and yes my wrists get sore and my legs roast in summer and all the other things that non-Ducati riders seem to always ask, but my other bikes were no different; they each had their imperfections that come with trying to make a machine fit all different sizes of riders without offering any adjustments. You get used to it, and you just deal with it; no big deal in my

eyes, it is all part of the charm to me.

Prior to owning this work of art, I had always used my automobiles for the bulk of my transportation needs. My work requires constant travel, and I have racked up over

300,000 miles on each of my last three Toyotas. I realized that I could use the bike a lot too by just loading my laptop and some gear into my backpack and tail bag and hitting the road. What an amazingly fun time I have getting to my clients now!

I am a firm believer in preventive maintenance and have the bike serviced regularly for the most part, and it currently has 124,295 miles on the odometer. I have traveled from south Florida where my home is to Colorado Springs, Hollywood, Las Vegas, Chicago, Nashville, Salt Lake City, and

many points in between over and over again. I ride almost every single day. I am truly addicted, much like those crazy dog owners I spoke of at the beginning. I can feel when she is in need; I feed her nothing but the best, and she has rewarded me the same. I have been through countless sets of tires, timing belts, oil, filters, sprockets, and chains. I do most of the maintenance myself and have a good technician to do what I am not comfortable attempting such as valve adjustments. On a side note, I thought that I would share that I learned along the way that you do not have to remove the oil cooler

when you change the belts, as you can see in the pictures. That knowledge has saved much time and mess when belt-changing time comes around!

The only real sign that gives away her true mileage is the missing paint on some of the leading edges of the bodywork that has been sand blasted away and the worn paint along the rims of the wheels from changing all those sets

*continued on page 11...*



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of tires. The only real aggravation I have had is with a persistently reoccurring tank leak. I have had it repaired three times, and it keeps coming back. I am too stubborn to pay the extremely high price to replace it, so I just keep having it repaired. The mileage on the bike always amazes people. I started getting comments around 30,000, and then they really looked at me funny when it was in the 50s. Shops started writing 8,000 instead of 80,000, assuming they looked at it wrong. When it went over 100 and started registering in the 1 to 2 thousand range,



people would say that they knew it was brand new because it was in such good shape. I loved the compliment, as I do try to keep her as close to perfect as I can with as much riding as I do. I wipe her down after every single ride no matter how late or how tired I am so that nothing dries and damages the surfaces. The habit is a ritual that I have followed on all my vehicles, and it really makes a difference. Now that the odometer is showing in the twenties again, I



Photos by Brett Cross



am starting to hear comments such as “that’s getting up there” and the like. If only they knew just how far off they were!

She is just starting to seep a little bit of everything here and there, but nothing major has ever happened to her. I have had no major mechanical repairs, and I am knocking on wood as I write this. She has never been laid down



(again I am knocking), and I hope to continue to enjoy her fine companionship for quite some time yet. I do not foresee ever parting with this bike unless something beyond my control makes me. I will rebuild and refurbish when it is time and keep going on my long-distance rides. For my next trip out of state, I have tentatively planned to ride her to Deal’s Gap and get some good pictures of this beauty in action. I hope to go in the middle or end of October, so if any of you are local to that area, keep an eye out for the fanatical rider on the yellow 900SSie sporting the Florida tag “ODB.” Ask me in person about how I acquired that nickname, as it is a story for another day. ⚡

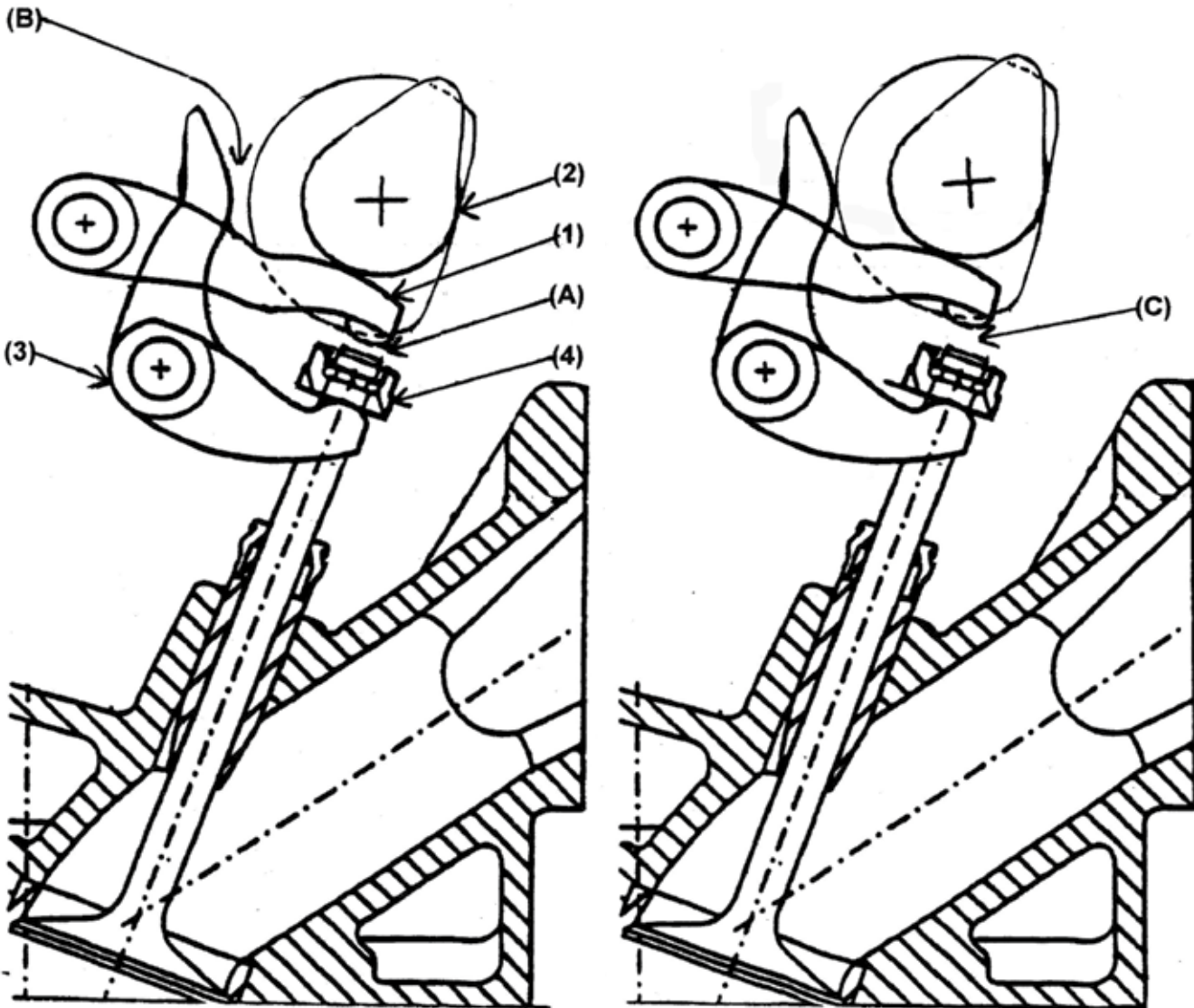


# CHECKING VALVE LASH

by Courtney Cummings, Member #00789

With the piston at TDC compression, opening rocker arm (1) is on the base circle of the opening lobe (2), allowing opening clearance to be measured at the valve tip (A). Closing spring pressure pushes the closing rocker arm (3) against the closing shim (4), creating clearance between the closing rocker arm and the closing lobe (B).

Pushing down on the closing rocker arm (overcoming the tension of the closing spring) forces the closing rocker arm up against the closing lobe, creating additional clearance between the opening rocker arm and the valve tip (C). Closing clearance is therefore calculated by the formula  $(C) - (A) = (B)$ .



# *The Cycle World* *Rolling Concours* *at the Honda Hoot*

by Sam Fowler

Because I own a few of those “Other Red Motorcycles,” I get invited to the Honda Hoot in Knoxville, Tennessee, each year. This year when my invitation arrived, I noticed that they had a new category for modern classic motorcycles built before 1985.

I mentioned this new category to Jim Lipsey and the staff at the BMW-Ducati shop in Charlotte, North Carolina. Jim and I both love the classic motorcycles. Jim’s 1980 Ducati Darmah and my 1985 BMW T80G/S both qualified for this new category, so we decided to attend the rally.

The Rolling Concours requires that bikes do an 80-mile loop to qualify. We both thought this would be a great opportunity to hear some of our favorite bikes, such as the Vincent Black Shadow, run down the road at speed. We decided to ride our bikes rather than trailering them behind a cage. Mother Nature was not kind to us that day, but we soldiered on in the rain, stopping only a few times when the lightning got our attention. We were lucky enough to find nice motel rooms in which to dry out that night, although we paid a premium price for them. Friday night in downtown Knoxville was an excellent adventure, as we got a chance to sample some of the local micro-brews.

Saturday morning arrived with beautiful blue skies, and we rode to the Knoxville Civic Center to register. We spent an hour walking around taking pictures of the beautiful old bikes. I would highly recommend this event to anyone who loves classic motorcycles. Norton Commandos were everywhere. The master of ceremonies was none other than Malcolm Smith from “On Any Sunday,” riding a red and chrome 1968 Husqvarna 360 Enduro in perfect

condition. 120 motorcycles were registered for the event. The 80-mile required run was well planned, culminating with a barbecue lunch at an old farm house. Most enjoyed the spirited pace of the run!

Once we returned, the judging was delayed for several hours by the Cycle World Magazine staff. The only Ducatis were Jim’s Darmah and one other 1968 350. I thought Jim’s bike had a good chance to win, representing a real Italian modern classic. However, almost all the awards went to Hondas and Harley Davidsons. Well, it was a Honda Hoot! The trophies were specially inscribed, hand-cut glass bottles of Jack Daniels.

I thought the trip home could not be worse than the trip to the Hoot, but it was. Jim and I were having fun dog-fighting each other with the torque of our big twins on our way back down the mountains, when the bottom fell out again on I-40. We entered a flash flood area, and the water was moving so fast it was pushing my boots off the high foot pegs. I was totally surprised how well Jim and his Darmah pushed through the deep water; I was worried that my bike would drown out any minute. Jim proved to be an exceptional rider as he demonstrated his rain riding skills. The Darmah proved to be one hell of a sport tourer, taking anything that was dished out.

I’d like to recommend that anyone with multiple bike disorder stay away from these types of classic motorcycle events. Since I attended this event, I have purchased two old classics to restore: a 1980 C70 Passport and a 1974 Yamaha RD350. The Barber Motorcycle Museum Vintage Festival on October 20-22, 2006, is already marked on my calendar...

Ride Safe. Ride Hard.

*Photos page 15...*





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# *The Cycle World Rolling Concours At The Honda Hoot*



Photos by Sam Fowler and Jim Lipsey

*More photos page 23...*

# *The Cycle World Rolling Concours At The Honda Hoot*



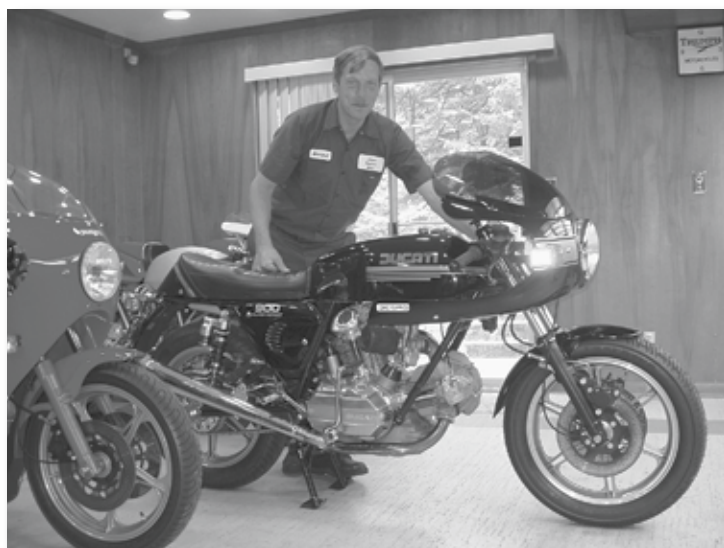
Photos by Sam Fowler and Jim Lipsey

*More photos next page...*

# *“I Am Not A Collector, I Just Never Get Around To Selling.”*

*Barney Basal's motorcycle story as told to Jim Calandro*

Bernard Basal is one of those folks you just know you are going to want to talk to. I met “Barney” at the AMA Superbike race last year when he rode up to the Ducati hospitality area on a 1986 Ducati F1B. As we began to talk, it became apparent he suffers from the dreaded disease MLI, or Moto Lust Italiana. As a carrier



of this disease, I knew I needed to go visit Barney and find out what made him tick.

As luck would have it, I was traveling through Atlanta mid-July and Barney had some free time, so I stopped by his shop to have lunch with him and then go to his house to see his collection. I would tell you where it is, but he blindfolded me and put me in the back of his van so it will remain a secret. J Seriously, the trip was well worth it, because Barney has a collection that spans every decade that Ducati has made the wonderful “L” twin.

Besides his wonderful collection of Ducatis, it turns out Barney has quite a history with bikes, and it seems our paths have crossed several times without our knowing. Barney got his first bike, a Sears Allstate, which never ran. His next bike arrived in the form of a basket-case Honda 305. Ever the intrepid young man, he rebuilt it in his parent’s basement. Successfully completing the rebuild, he headed out for a test

ride. Well, success was fleeting, as the throttle hung open and he crashed at the end of his street!

Barney’s next effort to get into the motorcycle community was a 1973 Yamaha RD 350. This bike introduced him to high performance and handling and resulted with the “racing bug.” 1982 to 1987 saw Barney on the race track with WERA and AMA CCS in the southeast. He raced at Road Atlanta, Roebling Road, Talladega Grand Prix, Rockingham, and Charlotte Motor Speedway. His racer of choice was a collection of ever-faster RD 350 and R5 Yamahas. Barney has a nice collection of trophies on his wall to show he gained speed. Unfortunately, with added speed comes the inevitable “get off.”

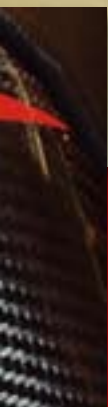
Talladega Grand Prix has a turn in the back that is banked and very high speed. It can be a lot of fun if you can remain on two wheels. Barney, a competitive racer, found the limit one day and it resulted in a separated shoulder, a broken ankle, and a broken finger. It was somewhere along this time that Barney decided collecting motorcycles would be cheaper than medical bills and started to acquire bikes to ride. As Barney put it, “I am not a collector, I just never got around to selling my bikes.” He still has his fleet of race bikes plus a trick motor that was being built for him while he was in the hospital.

Barney bought his parents’ six-bedroom house and has converted the two downstairs bedrooms into his private Ducati grotto. It is almost like a club house with a little bar section and then the workshop area. I wish I could keep my work area as neat as his. Considering he had an early bevel-drive round-case 750GT and a square-case 900SS under restoration, it is hard to imagine how he does this.

The Ducati 750GT was made from 1972 until 1975, and he has five of them. Three of them are respectively green, white, and red, so of course



photos by Jim Calandro



next to his all-carbon-fiber MHe is the real thing, a 1984 Mike Hailwood Replica in all its green, white, and red glory. His Paul Smart Replica had to do with a 1980 black and gold 900SS. When he finishes his other 900SS, it

we had to take a picture of them in the appropriate order. Parked

will be the silver and blue paint scheme, so it will look better with the Paul Smart. Some people have such serious problems.

Well, I am sorry Barney suffered a racing-career-ending injury, but it sure did put him into the position to put together a very nice collection. Thanks for sharing it with me and now the club. ⚡



# Novice Track Day Advice

*John Bullard, Member #00272*

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I'm a novice. Maybe eight track days. I'm a novice. I've studied the books, done the STT novice thing, the NESBA thing, listened to everyone I could listen to. I'm the quiet guy standing behind any group with my good ear trained on the track-related conversation. I'm a novice. I ride in the green group now, but I'm a novice. The experts tell where to turn in, to brake, to set-up for the next turn, and how to set bike sag and suspension. I'm a novice and here's my advice.

Mind games are the first and main concern.

We live and ride with maybe three voices in our head. Training gives us facts and helps determine when to apply which fact. This voice is Data. Another voice is actually silent – the Observer. This one is your best friend. It's your "Happy Place." The last voice is trouble: "Go faster!" "Pass them!" "Don't let them pass you!" "Keep face!" "Get some respect!" This voice is the Critic. It's usually the Self-Condemning Critic. It's probably got its use, but I don't like this voice much.

Johnny's ten track day rules:

First rule: Relaxed arms bode well for a good day. If a friend could ride beside you and, with a gentle nudge, bump your arm off the handlebar, you're doing fine. If he needs a pry-bar, hammer, and chisel, you are in trouble. Pull off the track next time around and start over. (You will let Data tell you "Leg out, arm up, off the line, exit properly," right?) Arms are the ultimate indicator of how you are riding.

Rule two: Be the slowest person on the track at first, maybe all morning.

Rule three: While being slowest person on the track practice rule one: keep your arms and hands loose.

Rule four: When you break rule two and try to be the fastest on the track, don't do it when you bring your daughter to track day. Sure, it was going to be so cool to be cool in front of that lovely, smart, adoring "Daddy-I-like-how-the-

twins-sound-so-much-better-than-the-fours-and-all-the-gear-heads-at-school-are-impressed-with-your-Ducati" daughter. For her to see her old man do something other than office work and fix the constantly running toilets in your house was going to be the cat's meow. Your spouse thinks you're nuts. Kids are so more open-minded.

Rule five: After you crash and hurt yourself, call her before you get back to the motel. (You did arrange to pick her up mid morning so she could sleep in, didn't you? You have a cell phone, don't you? She has a cell phone, right?) Before you pick her up, it is polite to warn her that daddy's pinky is sticking out sideways and you need to go to the hospital for a look-see. Kids rely on their parents. It's a shock to see parents hurt. Advance warning is kind and thoughtful. Do it. She'll probably have everything packed and ready to go as a bonus side effect.

Rule six: Don't ask the ambulance paramedics to put your dislocated pinky back in place so you can finish up the day. They are not allowed to do anything like that anyway. It's a good thing because your little "dislocated" finger is broken. Very badly broken. Actually it's been half twisted off even inside your glove. How this happened will perplex you for years. The bones are not doing their job at this moment. You have more bones in your finger than when you arrived that morning, but they are worthless. Several bones in the hand have "multiplied" as well.

Rule seven: If you are even a part-time, amateur musician, ask God why you have to like motorcycling. It seems so unfair. You quit for a long time. Finished school, married, worked hard, raised kids. Why couldn't God have made it stick?! God probably won't answer, nor will God take away the desire to play music or ride a bike, but it gives you something to ponder while waiting for X-rays in the emergency room.

Rule eight: When you take your daughter to your crash track day, make sure she really

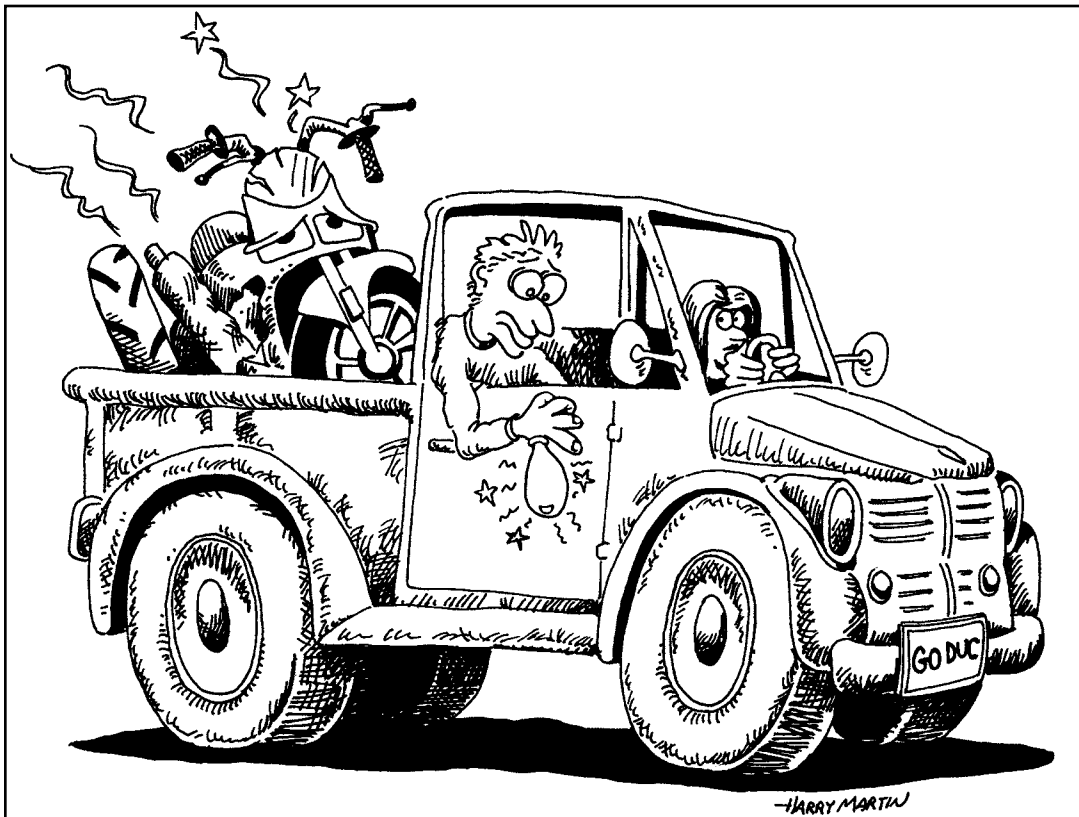
knows how to drive the stick-shift pickup truck. Sure, you taught her, let's see, a year and a half ago, how to work the clutch and shift gears (first, second, and reverse anyway) in some church's parking lot for one evening. She bitched and moaned about it (politely now, with smiles and chuckles as she is a classy kid) but did it anyway. She will NOT feel comfortable driving her busted-up daddy all the way to Atlanta from Kershaw. She's not supposed to take care of daddy. Daddy's supposed to take care of her. It's a rule somewhere.

Lastly, think of the worst thing you can worry about (Let's say explaining to your spouse what a bonehead you are, but it's all part of life's learning experience, right?/You're a better rider and human being for this./You've looked deep into your mind and soul and understand the fundamental problem within yourself./Blah blah blah...) and let your mind sour on that for 4-1/2 hours, the time it will take to drive home. Hope it's still your home.

Regardless of your conclusions and reasoning, your spouse probably already has a good idea of several fundamental problems in your life anyway and doesn't want to hear your edited, sanitized, philosophical, watered-down version of even the least of them.

Now you're ready for your track day!


Rule eight and a half: I almost forgot. It's very important to immediately take any and



Cartoon by Harry Martin, HarryMartinCartoons.com

Rule nine: Before the track day, practice driving with just your right arm. It's doable. Hold the steering wheel with a knee while shifting around a corner – everyone has done it consciously or not. Not too much trouble really. Been doing it for years. Now, take your left hand across your body and stick it in the small cooler of ice you've balanced between the seats. You want your hand, which is on its way to becoming a watermelon, to stop swelling at the size of a smallish cantaloupe. Also inject several tablespoons of saline solution in whichever cheek hurts the most to mimic the injection you'll get for pain and swelling. This will probably be the right side, as you have to lean this way to keep your left hand in the cooler.

all rings off your hand when you hurt even your pinky. Everything swells. Every one of those graceful appendages that fly across a keyboard become sausages about to burst on a grill. That would probably also go for toe rings on the damaged feet of the more decorated and bejeweled.

Rule ten: Remember rule one. Keep your arms relaxed. If someone drives by, they should be able to bump your arms off the handlebars with the slightest of effort. With relaxed arms you won't be thinking about being the best-fastest-coolest dude-daddy-old-young-fart in Kershaw. The Observer will be enjoying the day. Data will be useful and orderly. The Critic will be out of business for at least this day, hopefully longer. 

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# *The Cycle World Rolling Concours At The Honda Hoot*



Photos by Sam Fowler and Jim Lipsey

# ONE ARM BANDIT

## WAYNE PRINCE

*Written by Michele Leach (fiancé and biggest fan)*

For my hero and just about everyone else's too!

Wayne, fondly known as "ONE ARM BANDIT" to members of the biking fraternity, lost the use of his right arm and hand in a motorcycle accident some twenty years ago at the impressionable age of 17. The injury he sustained is called a brachial plexus injury; in layman's terms, the nerves that control his right arm and hand were pulled out of the spinal cord.

Wayne's handicap didn't deter him then

with his late best mate, Antonio Pereira (who tragically passed away at Wesbank Raceway last year). Not even this painful event has disillusioned Wayne – it actually seems to have made his resolution to succeed even stronger!

The "terrible twins," "breakfast boys," and "playboy boys," as they became known, took to the track like ducks to water and moved from D-class to A-class literally overnight. In the middle of 2004, Wayne purchased his first track bike – a Suzuki TL 1000 V-twin. Wayne

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*"Wayne does with one arm what other riders dream of doing with two – a life's lesson in itself for all."*

*— Peter Jovaris, Ducati Johannesburg:*

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– nor probably ever will – as he tackles every situation, including everyday simple tasks we all take for granted, such as tying his own shoe laces single-handedly, as a challenge. His incredible strong will, determination, perseverance, wonderful sense of humor, and positive attitude towards life soon saw him riding a 200cc dirt bike.

Nothing is impossible to Wayne – in fact, he does most things better than those of us with two arms and hands at our disposal could ever do, such as golf, which he plays with an 18 handicap (no pun intended).

Wayne's passion for bikes (speed and life) progressed to a 200cc Blaster quad bike and 350cc Banshee quad bike. Then, on impulse, Wayne bought himself a Suzuki SV 1000 V-twin road bike and started attending open track days

obtained his regional competition license and started racing in the Superbikes, but mostly South Africa's Battle of the Twins ("BOTTS") class. The Aprilia Mille came next, but Wayne had always had his eye on the Ducati Superbikes.

By chance, Wayne, who has always been lucky, managed to pick-up his dream bike – a Ducati 999R – at an auction for an absolute steal. Wayne was ecstatic with the handling and power of the 999R in comparison with his previous bikes, and even though a different ride for him, he showed a 3-second improvement on his first time around the track. With a bit of time in the seat, Wayne has moved from the back of the field into the top five. Wayne was presented with his first trophy at Midvaal Raceway on September 3, 2005, and his most

recent was BOTTS Championship Rookie of the Year 2005.

Wayne has a unique riding style, given his handicap of riding with the use of only one arm at his disposal. No problem! Wayne has simply converted all his bikes to “left-hand drive” himself and attached Velcro to his right-hand suit arm, which secures it firmly to his tank. This not only allows Wayne to move on and off the bike through the corners with ease, it keeps his arm out of the way at the same time.

personalities that is riding at the moment, and that is Wayne Prince. We must take our hats off to Wayne, who perseveres on the track handicapped by riding with one arm at his disposal. The controls are managed from the left handlebar, and the enormous amount of concentration and talent required to ride one-handed (and left-handed at that) is absolutely amazing. Crickey, half the field can’t even ride with both hands steering them in the right direction – can you imagine? Well done, Wayne.



This setup, as you can well imagine, attracts to Wayne’s pits many curious track-goers, who look on in wide-eyed awe.

Wayne is a modest character, who races purely for the fun and enjoyment of it (and quite possibly for the sense of accomplishment it no doubt gives him over his handicap). His friendly, good-natured, happy-go-lucky attitude and kind-hearted personality have made him many new friends and admirers at the track, and this is what some of them had to say about him:

Gilbert Parsons, Emtex Racing: This class also plays host to one of the most fascinating

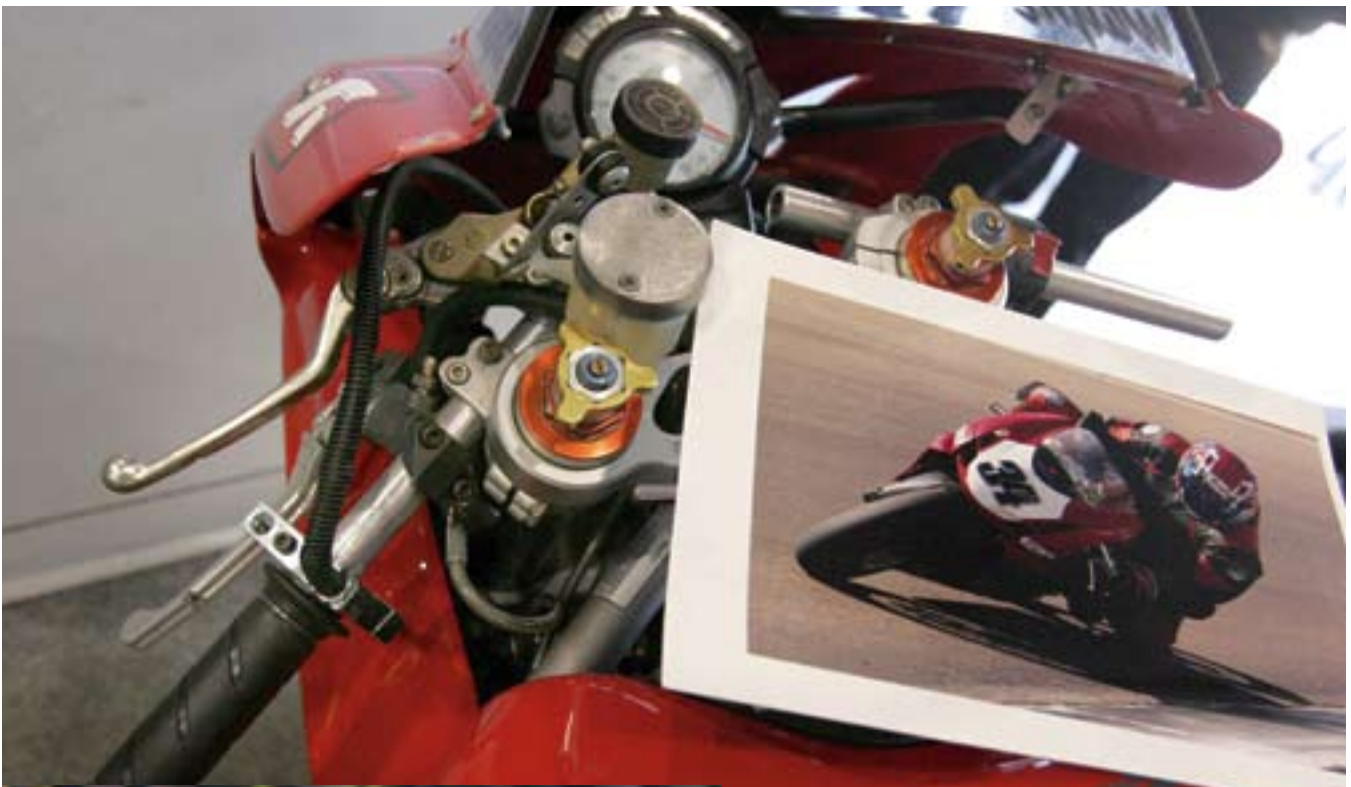
(September 7, 2005, regional race Zwartkops website report)

Peter Jovaris, Ducati Johannesburg: “Wayne does with one arm what other riders dream of doing with two – a life’s lesson in itself for all.”

Barry Scholtz, Performoto Racing: “Wayne is my hero!!”

While Wayne’s injury is not unique, the man is! He is an inspiration to many and one of the best examples of how, even with all the odds stacked against us, we can overcome life’s biggest obstacles. ♣

*more pictures next page...*



*photos by Zeitgeber*

# **DUCATI NA & US DESMO**

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Photos by Jim Calandro

# BENCH RACING

*Tall tales of fact and "friction"*

## *Donuts, Figure Eights, and Face Plants*

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

My first real motorcycle was a 1971 Yamaha DT 250 Enduro, and it taught me more about riding a motorcycle than any other bike I have ever owned. I bought it while I was in the Army stationed in Germany. I had never owned a motorcycle before, and it looked a lot less intimidating than some of the British bikes that were available then.

I rode it for several weeks on the highways of our local area near Kaiserslautern, Germany. This area is near some national forest areas and has a lot of fire roads around to ride. I tried a little of this in combination with the paved roads and found the Enduro style of bike had been a wise decision. It was just big enough for the street and not too heavy in the woods.

One day while riding it to my night classes for my Masters Degree, I ran into another soldier who owned a DT 360. We became friends and rode a lot together. Dave was more of an off-road rider than I and took me out to a deserted area where there was a sand quarry.

He proceeded to show me such talents as the "donut" and "figure eight." They looked easy but turned out to be a real learning experience in body position and throttle control. Not enough of one or too much of the other and you became acquainted with another term of dirt bike riding, the "face plant."


The "donut" is just what it sounds like. You ride the bike with the front brake on while spinning the rear tire, so the rear of the bike moves around your pivot point, in this case your left foot, to complete a circle or the "donut." The important part is getting enough power to the rear wheel that it will break loose.

The first problem is, if you get too much power, it slides out from under you and you are left

standing over the bike while it languishes on the ground. Now that you are executing the "donut," the second problem rears its ugly head: how do I stop? If you just shut off the throttle suddenly, you learn two new terms: "chop the throttle" and "face plant." What happens is you stop so suddenly that the energy sends the bike vertical and you fly over the handlebars and land face down in the sand. Just be glad this lesson is on sand, not asphalt!

The figure eight just escalated the problem of the donut with two directions of rotation. Making the transition from the first donut to the second one to make the figure eight can be very intimidating, as it results in the infamous face plant much more quickly than the donut will. The secret is keeping the throttle on during the transition from left to right. Again, too much or too little will throw you and your bike on the ground.

At the time of all this I was just having fun and learning something new but saw no real-world application for this skill. Years later, I was at a gas station filling up my 1973 RD 350, which was notorious for its sudden power delivery. I had not noticed the gas-station attendant was washing down a fuel spill with a hose in the next row of pumps.

As I left the station and turned right while applying the throttle, the rear end suddenly stepped out to the left. Without really thinking about it, I just stood up on the pegs, leaned the bike, and held the throttle steady. I just continued down the road like nothing had happened. I still think a face plant is much easier in sand than on the asphalt. Dirt bikes are an excellent tool to learn street skills without the dire consequences they would bring on the street. 

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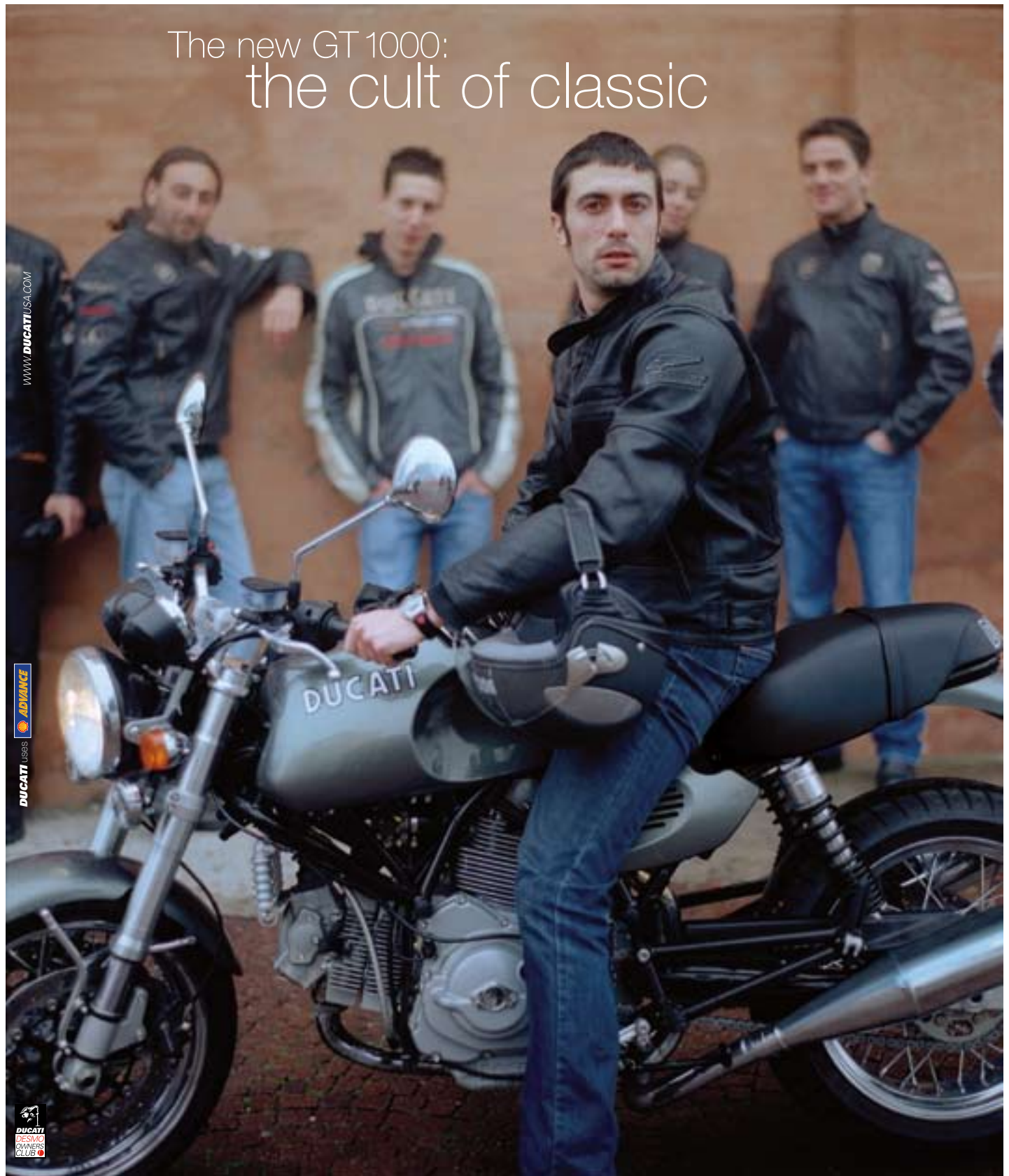
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# The new GT 1000: the cult of classic



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