

DESMO LEANINGS



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

Volume 5 Issue 2

Summer 2007



*Remembering John Hoffman • Meet The Member
Moto ST Race Report • Tech Talk • DABR Recap*

**BMW-Ducati-Triumph-MV Agusta
Motorcycles of Charlotte**

**12999 E. Independence Blvd.
Matthews, NC 28105
704-882-6106
www.bmw-ducatti.com**

**Full Service Dealer
Sales - Parts - Service
Accessories - Apparel**

Hours

**Tuesday – Friday 9:00AM – 6:00PM
Saturday 9:00AM – 4:00PM
Sunday – Monday Closed**



There's a reason why
we own the word Superbike

www.ducati.com
DUCATI RACING
DUCATI MOTORCYCLES

1098

Combining our MotoGP and World Superbike technology, the 1098 Ducati Superbike is the most powerful twin ever produced, with the highest torque to weight ratio of any sport bike in the world. There's a reason why we own the word Superbike.
The new 1098 boasts the latest technology throughout, including first of its kind on-board data acquisition USB port and radial mount Brembo monoblock brake calipers gripping 330mm rotors. At 381 lbs. dry, with 160 hp, 90 ft lbs. of torque, the broad and accessible power band of a twin, the \$14,995 Ducati 1098 speaks for itself. Find your local Ducati dealer at www.ducatiusa.com.

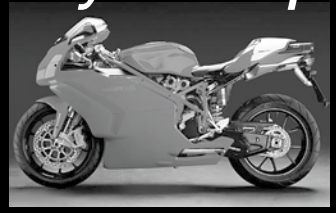


MYERS
MOTORCYCLES.COM
ASHEVILLE, NC EST. 1990

The Carolina's Premier European Motorcycle Shop



**Tuesday thru Friday 9am-6pm
Saturday 9am-4pm
Closed Sunday and Monday
Sales, Service, Parts, Accessories**



DUCATI  **TRIUMPH**

www.myersmotorcycles.com

From 1-40, Exit 51, Turn Left, 1 Mile On The Right

**One mile from the Blue Ridge Parkway. Exit milepost 388.8, Hwy 25N, 2nd light
turn right, next light turn left on Sweeten Creek Rd., 2/10 mile on left.**

**1125 Sweeten Creek Road, Asheville, North Carolina 28803
Toll Free 866-475-7986 • 828-274-4271**

SMC INC

*Engine Performance Upgrades and Tuning
Suspension Upgrades and Tuning
Machine Shop Services
Fabrication*

**Specializing in European Motorcycles
& Machining Services**

SMC Inc.

Andy Rounds 408 Plaza Drive Harrisburg, NC 28075
(704) 455-2434 cell: (704) 309-6298 info@smcspec.com
www.smcspec.com

Ohlins Authorized Service Center



**Dynojet Power Commander
Certified Tuner**



PERFORMANCE CENTER



DynaJet



**PISTAL
RACING**

1000 Cobb Pkwy N, Ste C - Marietta GA 30062 - 678-594-7717 - www.ducshop.com

Contenuto

Features

7 Remembering John Hoffman

by Paul Bunde

11 Touring Sport Moto ST Report

by Pete Friedland

13 Book Review

by John Rossi

17 Ducks Along The Blue Ridge

by Jim Calandro

19 Tech Talk: Clutch Maintenance

by Jim Calandro

24 Meet The Member: Christie Frick

by Christie Frick

26 The Hard Road

by Chris Tritschler

The USual Suspects

4 Piazza Del Mercato

Classifieds

28 Bench Racing

Tall tales of fact and "friction"

Page 7



Page 11



Page 13



Page 17



Page 19



Page 24



Greetings from il Capo

Each year of the club seems to bring its series of landmark events, and 2007 has turned out to keep the tradition going. So far, it has been a mixture of good news and bad news. The good news is the club is well past the 1,000-member mark and still growing. I have started to keep statistics on the club membership numbers, and they are very interesting and from what I have been told atypical. After our first year, 266 members – over 70% – renewed the following year! Most clubs consider a 20% renewal rate an achievement, so we must be doing something right. The second year we dropped to 56% renewal rate, but the third year we topped out at 76%. It is too early to determine how we are doing for 2007, but, based on the amount of renewals so far, we should continue the trend.

Now for the bad news. The Ducati community has lost an icon and a certifiable character. For those of you who don't already know, John Hoffman died this spring and will be missed by all who hold Ducati dear to them. You can read about him in the article in this issue, but here are my thoughts.

John was never much for modern things like computers, so I doubt he was on any list. He was the quintessential old-school motorcycle-shop owner. He would not sell you a bike if you were not worthy. He had beer in the coke machine and other things we will not talk about. He put me on my first Ducati in 1990 and kept all my old bikes running. You could call him for a bevel part, and he would know if he had it and the part number without even looking. He sold all the orphaned Italian brands and never made a fortune but made a lot of friends. He was an icon if I ever met one.

He was battling a skin cancer on his head that eventually spread to his liver and pancreas. He flew back to the United States from the Philippines where he has been living the last seven years or so. He died at the hospital from what I have been told was a blood clot.

I have lost a true friend, and he will be missed.

On a more cheerful note, Ducati seems to have turned a corner both from an aesthetic and a financial point of view. The 1098 and the Hypermotard are each a landmark bike if I have ever seen one.

Come ride with us.



Jim



Jim Calandroil Capo
capo@carolina.rr.com

Clyde Romero Consigliere
clyderomero@worldnet.att.net

Bob Lattanzi Consigliere
schoolbusbob@att.net

Terry Wyse Consigliere
tlwyse@carolina.rr.com

Larry Haber Consigliere
LarryH@Qmarketing.biz

David Grogan . . . Revisore di Bozze
dgrogan@slk-law.com

Tom Truskolaski . . Redattore Technico
LVN4LG@aol.com

John Rossi . . Northeast Representative
johnmrossi@comcast.net

Lewis Kirk Curatore del Sito Web
ducati@dmzgraphics.com

Advertisement Rates

Size	B&W	4/C Process
Back Cover, Full Page	N/A	\$350
Inside Cover, Full Page	\$250	\$300
1/2 Inside Cover	\$150	\$200
Full Page	\$200	\$250
2/3 Page Horizontal	\$150	\$200
1/2 Page Horizontal	\$125	\$175
1/3 Page Horizontal	\$100	\$150

The print run is 1500 copies.

Contact us for ad specifications

Ad rate is for four issues

Advertise on the US Desmo web site with a banner ad for only \$75 per year.

US Desmo Incorporated

P.O. Box 615
Waxhaw, NC 28173
www.usdesmo.com

The use of information in the Desmo Leanings is entirely the responsibility of the reader. No liability is accepted by the Editors, USDESMO Committee, USDESMO members or contributors to Desmo Leanings for the loss, damage or injury resulting from the direct or indirect use of information in Desmo Leanings and any errors or omissions therein. The views in Desmo Leanings are not necessarily those of the Editor or the Committee of the US DESMO INC. Any reproduction of articles, photos or other such material without the written permission of the Editor or creator is liable to copyright infringement.

Piazza Del Mercato

1998 Ducati Supersport Special Edition Yellow CR Show bike, second lady owner, professionally maintained just had complete service, needs nothing, many mods but all original parts come with the bike. Only around 100 of these special edition yellow CR's made, original final edition motor. billet vented clutch, carbon fiber high pipes, etc. Call for more info. **\$4500 to good Ducati home. Call Pam 386.427.9023 or 386.527.2042.**



2003 Ducati 999R #171 2800m. Excellent condition, MSO, Cycle Cat clutch cover, STM clutch mastercylinder, Radial Brembo front brake assembly, billet reverse shift rearsets (can convert to original) . Comes with the original cover, plaque and all receipts. **\$19,500. May trade. Ducatierv@aol.com or 678.779.4999.**



2000 Bimota DB4 1,400 miles, bimota performance kit, (flat slide 39 mm Keihen Carbs, K&N filters, and FBF exhaust), Marchesini magnesium wheels. Perfect condition the bike is almost new. **\$9,500. Contact Bill Birchfield at cell 704.617.1835 or billb@qmarketing.biz.**



2001 Ducati 748E low mileage, monoposto, yellow with white race plates, bright silver frame and matching wheels. Carbon clutch cover, Forza slipons, performance chip, frame plugs, carbon chainguard, new Sportec tires. Immaculate condition **\$7995. Ducatierv@aol.com or 678.779.4999.**



Moto Guzzi 125 believed to be 1965, restored to excellent condition, slight seat tear. Has been in storage for a 3 years. **\$2750 OBO. Ducatierv@aol.com 678.779.4999.**



Motorcycle Trailer Used three rail motorcycle trailer with storage boxes. The boxes have locking tops and are compartmentalized. 10 inch wheels replaced with 8 inch wheels for loading street bikes. Both sets of wheels and a spare 8 inch wheel. It is light weight and can be easily pulled by a car with a four cylinder motor. The rails are a little narrow for a modern sports bike rear tire but has worked for me for the last twelve years. **\$300 OBO. Call Jim at 704-843-0429 or capo@carolina.rr.com**



US DESMO 2007 Calendar of Events

DHW (Ducks Head West) — August 10-12, Erwin, Tennessee

DFS (Ducks Fly South) — October 5-7, Hiawassee, Georgia

Track Weekend — October 20-21, Carolina Motorsports Park, Kershaw, South Carolina

Track Day — Monday, November 5, Roebling Road, Savannah, Georgia



**Quality Paint &
Body Repair for
Motorcycles**

**Factory or
Custom Colors
& Designs**

RESTORATION AND PAINT

**GREG PETTIGREW
Monroe, North Carolina**

**704.989.0696
GCLJgrew@aol.com**

REFERENCES ON REQUEST

Buckles by Tom Rolland



Tom Rolland • 2808 Prenda de Oro NW • Albuquerque, New Mexico 87120
email: trolland@webtv.net • <http://www.webgrafex.com/ducatibeltbuckles/>

Master Technician On Staff
Parts & Accessories,
The **Largest** Selection
Of Apparel In The
Southeast!



SHOP ONLINE AT
www.bogartsmotorsports.com

**We Ship Anywhere
In The US!**

DUCATI BIRMINGHAM 

5350 Grantswood Road * Birmingham, AL 35210 * (205) 956-6693
Tuesday-Friday 9am-6pm * Saturday 9am-5pm * Closed Sunday & Monday



LEAN HARDER... with Swatt Rear Sets.

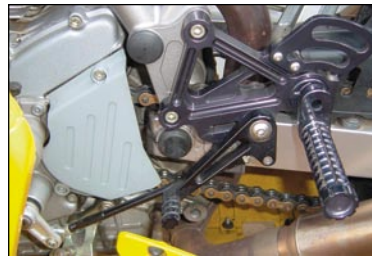
Position your pegs and adopt a riding style that's perfect for you.



NEW!

Ducati Super Sport Rear Sets

All parts available individually



Designed for adjustability.
Built for comfort.
Replacement parts available separately.



NEW!

Ducati Superbike Rear Sets

*(viewed from back face)
All parts available individually*

NEW!

New Rear Sets now available for Ducati Sport Classics

- Serrated pegs for positive foot placement

- Serrated peg ends feature a raised boss, identify foot placement, and provide the ideal foot pivot when cornering
- Serrated peg ends are of the screw-in-type and are available separately
- Quick adjusting pivots attach with countersunk fasteners and provide optimum positions for street or track riding or extreme competition
- Internal adjustment eccentrics provide linear motion when used in conjunction with adjusting pivots. Simply arrange them for optimum comfort
- Shifter mechanism features needle roller bearings for the smoothest action

Manufacturers of quality billet products exclusively for fine Italian motorcycles.

SWATT MOTORCYCLE PRODUCTS

WWW.SWATTMOTORCYCLE.COM

John Hoffman Remembered

Paul Bunde, Member #00118

I met John in 1987 when I moved to Athens, Georgia. Athens was and is a college town more known for a lively night life and the rock bands REM and the B-52's than for being the center of Eurobiking in the South. Yet for over twenty years, a little shop called Cycle Specialties of Athens was the heart of things for Ducati, Moto Guzzi, and the other lesser known marques like Laverda, Moto Morini, Cagiva, MV

Agusta, and the Britbikes. I ended up working for him in the latter years and then maintaining our friendship after he retired and moved to the Philippines. Four motor-head eurobike fans had started Cycle Specialties of Athens in the early seventies in a tiny, decrepit service station a few blocks from the university campus

on the cheaper side of town. Various members came and went, but most people seem to remember John Hoffman as the face of the shop that he was to own for over 20 years. Most of us remember the later building that he built on Commerce Boulevard with the treasure trove of used parts in the back.

John was involved with most of the Italian brands at one time or another, and was pretty expert in Airhead-speak as well as being conversant in Britbikes and Harleys. Just about everything non-Japanese. There was a Japanese sticker on the lid of the toilet. It wasn't rabid xenophobia like you see in some H-D shops, more of a solid pride in European product and in believing in what you sell.

John was an accomplished racer, having brought

literally dozens of us into the sport, and with partner David McClure was National Endurance Champion in the wild, early days of endurance racing. Although John's legacy is that of an Italian bike guru, they actually won the championship on a BMW. John raced everything from dirt bikes like his Greeves in the 60's to Morinis, Laverdas, Guzzis, BMW's, and of course Ducatis in the 70's and 80's.



I didn't know any of this when I walked into his shop in the late eighties and discovered a kind of European motorcycle mecca. He certainly wasn't boastful about any of it, but he also wasn't shy about pointing out when someone was full of it. John wasn't a natural storyteller, he preferred

to live and let his actions and accomplishments speak for themselves. But his shop was a nexus for storytellers, racers, lifelong riders of every stripe, hangers-on and all the rest.

The Coke vending machine in the back was well-stocked with beer, normally Budweiser in cans—no glass in the shop—and you helped yourself during the latter hours of the day or on Saturdays. If you were one of those types that always helped yourself without contributing to the kitty, you could count on hearing about it as well! At the same time, if you were in the shop at lunchtime, you were invited to eat with the crew. Saturdays were gathering times, and it was a rare day when there weren't at least a clutch of riders there, swapping stories and

WWW.DUNBAREUROSPORTS.COM

Phone: 508-583-4380

Fax: 508-583-3083

Email: INFO@DUNBAREUROSPORTS.COM

DUNBAR EURO-SPORTS

1600 Main St
Brockton, MA 02301

HOME OF FB4 RACING—SUPERTWIN RACING CHAMPIONS

CHECK OUR NEWLY DESIGNED WEBSITE

SIGN UP FOR E-NEWSLETTER AND STAY INFORMED

TRACK DAYS AT NHIS 08-27-07 AND 10-01-07



Ducati Performance Accessories and Apparel

Performance upgrades
Machine shop on site • Ducati Trained Technicians

Ducati Apparel - Helmets - Riding Gear



Legendary Service
Since 1955

Sidi • Dianese • Arai • Held • Michelin • Metzler • Renthal • Vanson • Scorpion

• Marchisini • Motul • Ferodo • Shuberth •

Performance ■ Quality ■ Value



M o t o r s p o r t D i v i s i o n

www.motocd.com



Custom Suspension ■ Driveline ■ Brakes ■ Feel It!

Cogent Dynamics Inc.

Fletcher, NC

(828) 628 9025



benchracing. Sometimes it got pretty boisterous.

All this in a tin building with no sign—a couple neon signs artfully shaped by a friend of his were the only giveaway that it was a motorcycle shop.

John was like that. Just as he didn't put a sign outside his shop, he didn't wear his heart on his sleeve.

People exposed to his gruffness used to ask me what it was like to work for him. Looking back, I can say he was about the best boss I ever had. He worked us hard, paid us well, taught us well, and accepted our shortcomings with little complaint. He could be a bastard when you screwed up, but as McClure says, when John was yelling there was usually a reason and he was usually right. He didn't suffer fools gladly.



There are some great stories about him throwing some city slicker out of his shop or refusing to sell the newest kickass Ducati to someone with more money than sense, but those are stories outside the scope of this article. He also didn't care to argue



with people and more than once the line went dead on those that wanted to tell him his business. Debate was fine, but argument for

the sake of argument was a non-starter.

I can't help but notice the irony of John passing away in this, what promises to be Ducati's biggest year on record. He was a stalwart supporter of the brand in the days when they couldn't provide bikes and the arrival of backordered parts was like manna from heaven.

John was a good resource for parts and advice, if it was listened to. In the 70's and 80's he had a large stock of parts when most dealers were



lucky to stay in business, much less provide a high level of service. John had more lifetime customers than anyone I know in the business, and he worked hard to keep them happy. It wasn't cheap in the short run to be a customer at Cycle Specialties, but the meticulously prepared bikes sure ran as well as they were going to and as long as the owners cared to ride them.

I now run my own shop, and my partners

and I hope to have the same kind of atmosphere in our shop that kept John's business a destination for all those years. I look back on those times with pride and fondness, and hope I can measure up to the standards he espoused.

John died on Easter Sunday this year, a few months before his 60th birthday, as a result of cancer caused by melanoma. We celebrated his life with a party, as he would have wished. Some people made reminiscences and told some good tales. Anyone that would like a copy of the DVD we made that day, or to make a donation to the Hoffman Fund as well as further info can contact me at 706.310.0002 or paul@NPRDucati.com.





Eastern Cycle

EasternCycleDucati.com



*“The Finest in Italian Style
and Engineering”*



87 Park Street
Beverly, MA 01915

Phone: 978.922.3707
Fax: 978.927.4868



MOTO GIZMO

Specialized Motorcycle Repair

Specialized motorcycle service, repair and restoration including performance tuning, track day and race prep.

**Factory trained technicians for
Ducati, Moto Guzzi, and Aprilia.**

Factory and aftermarket parts and performance parts for suspensions, exhaust systems, engine internals,

engine management, wheels and tires, comfort enhancements, and more.



Now offering valve and valve seat reconditioning using Neway valve seat tools.

Also offering service for all European and Japanese bikes, and older and vintage motorcycles including Ducati singles and twins, BMW, BSA, Norton, Triumph and Laverda.



Mark P. Gilotte
Owner

803.333.9679



Hours: 9am to 5pm Monday thru Saturday. Sunday by appointment only.

www.moto-gizmo.com

1700 Alta Vista Drive, Suite 200, Columbia, South Carolina 29223 ■ GPS: 34.03.205N 080.58.995W



Touring Sport Ducati Racing Team Report

*Homestead-Miami Speedway – Homestead, Florida
April 14, 2007*

The #77 Touring Sport Ducati Racing Team had another successful weekend, posting another second-place podium win at the Homestead 500k round of the 2007 SunTrust MOTO-ST Endurance Roadracing Series. This puts the Greenville, SC based team, made up of Frank Shockley (Greenville, SC), Brad Phillips (Greer, SC) and Pete Friedland (Columbia, SC) within one point of the championship points lead for the Grand Sport Twins class of the MOTO-ST endurance series.

Grid positions were assigned by points, which put Touring Sport Ducati on the outside of the first row alongside the #8 Buell XB12R of Shawn Higbee and Dan Bilansky. The race start was one that showed spectators an all-out fight for the lead position within the GST class. Seemingly more like a sprint race than an endurance event, there were seven lead changes within the first ten laps, with the Touring Sport Ducati team out front on laps 4 and 9. On lap 10, after coming off the back straight under heavy braking onto the infield section, John Linder, aboard the #89 Rights for Bikers' Ducati PS1000LE, came across Friedland's front tire causing him to cross the steering up a bit and run wide, losing three positions. However, Friedland kept pushing to put the Touring Sport Ducati team back to the lead by lap 20. "We eventually lost the lead on lap 30 to the #31 machine of Keese and Keese, also aboard

a Ducati Supersport 1000, and I was not able to get them back within distance to make a pass." Friedland later commented after the race.

Phillips took over the racing duties and blasted out of the pit-box after a quick fuel stop and rider change on lap 32. Brad was up to full pace by the next lap, clicking off a handful of consistent '38s. Knowing the lead bike still needed to pit, he kept his head down, making no mistakes, to bring the leading #31 machine back into sight. After the leaders pitted on lap 36 and came back out on track, Phillips had the #31 machine within 6 seconds, but slowly the gap widened as the day went on. Friedland jumped

back on the bike after the second fuel stop at lap 61 and ran as long as possible. But after the fuel light was lit for 6 laps and still 15 minutes left in the race, he had to pit. After a quick splash of fuel, Shockley jumped on the bike and took the team home to another



second-place finish, which now brings Touring Sport Ducati to 64 points in the MOTO-ST point standings after two rounds.

After the race, Shockley responded, "I am very proud of our team this weekend. Our lead rider, 'Pistol Pete,' was, for the second time in a row, the fastest rider on the track in GST practice. We are really working well as a team, and it shows. We do still have some fine tuning to do to get the maximum



laps from a tank of fuel, and I believe we will have it down pat when we arrive at VIR in two weeks' time."

Friedland adds, "We are very happy with our results down here at Homestead. With four rounds left, we really need to focus on that top position, and the pace is there for us to do it. We need to squeeze every bit from our Ducati and will be making small adjustments to our fuel strategy and pit-stops."



Brad Phillips, Member #00559; Peter Friedland, Member #00233; and Frank Shockley, Member #00181



A Special Thank You to the Touring Sport Ducati Racing Sponsors:

- Touring Sport Ducati*
- Duc Shop Performance Center*
- Robby Byrd*
- US Desmo*
- Swatt Motorcycle Products*
- Pirelli Tires*
- Sunoco Race Fuels*



A Book Review:

DUCATI: Design in the Sign of Emotion

by John M. Rossi, Member #00262

DUCATI: Design in the Sign of Emotion
Authors: Decio Guilio and Riccardo Carugati
MPI Publishing Company, 2001
Hardcover / color / 157 pages
Price: \$39.95

Review by: John M. Rossi
Chief Brainiac and Founder
www.BikesontheBrain.com

With the introduction of the new Ducati 1098 Superbike, I find it helpful to pause and reflect on Ducati's successful design history and evolution as a company. Having been immersed in the recent decade of design methodology by Pierre Tereblanche, Director of Ducati Design, in creating the Super-Mono, Multi-Strada, MH900, the 999 Superbike, ST-Models, Sport Classics, and Hyper Motard, this retrospective deepens my foundation of Ducati as my design critique and opinions form around the new 1098 as the successor to the 999 – a story and test ride for another day.

This lovely hardcover book *DUCATI: Design in the Sign of Emotion* is one of several Ducati books in my library. This is a wonderful pictorial history of the Ducati Company from its humble beginning in 1926 through 2000. The language is a bit choppy having been translated by Richard Sadleir

from its Italian by authors Decio Guilio and Riccardo Carugati, but it is easier to follow than many translated shop manuals I have used.

My few nit-picky points with this book are poor chronology of company management and design leadership, complete oversight of specific Ducati models, and too much emphasis on American pop culture of the 1960s, although influential to our sport.

Lastly, there are far too many quotes from Melissa Holbrook Pierson's 1997 book *The Perfect Vehicle* – an insightful piece of motoring prose through a poetic female rider's perspective. However, the recorded annals of Ducati is a monumental

story that stands on its own merits – with all due respect to Melissa.

DUCATI: Design in the Sign of Emotion does a particularly good job of covering the early history of Ducati through the 1980s. Here's just a snapshot of the book's story, which begins in October 1926 when brothers Antonio and Adriano Cavalieri Ducati and colleagues set up their budding radio-electric factory called Societa Scientifica Radio Brevetti Ducati in three rooms on Via Collegio di Spagna 9, Bologna, Italy. Adriano Cavalieri Ducati, at twenty years old, established the first bilateral short-wave radio link between Italy and the United States – an advancement that would



enabled a ship to maintain communications with five continents simultaneously. This coincided with acclaimed Nobel-Prize recipient Guglielmo Marconi's return to his birthplace, Bologna, Italy, to receive an honorary doctorate from the university for his scientific discovery in radio communications. It was

and allied bombing raids found the factories empty, unlike BMW's fate where both its factories and equipment were completely destroyed. With great drama and intrigue, the Brothers Ducati were acquitted on charges of collaborating with the enemy.

The diversified product line of the 1940s included precision radios, film projectors, cameras, calculators, and shavers. Ducati's entry into motorized, two-wheeled transportation occurred with the post-war production of the Cucciolo (coo-chi-low – Italian for puppy or cub) in 1946. The Cucciolo was a 50cc, two-stroke engine that retrofitted to any bicycle, creating an early hybrid of the most common form of transportation at the time. This was not an isolated invention, but a knowledge transfer of the many micro-engines developed during wartime use, such as for starting airplanes. From a network of Italian inventors, designers, and entrepreneurs was born the Ducati Cucciolo, Vespa, Lambretta, Piaggio, and the Isetta.

Ducati brought a high degree of standardization and precision compared to other manufacturers at the time. And thanks to the little Cucciolo, a half a million Italians between 1946 and 1950 learned to love and use an engine/human powered, two-wheeled machine. Cucciolo customers were common folks – store clerks, women, priests, and older people whose knees were too stiff to pedal. Big-bore motorcycles of the day were seen as a purely work-oriented vehicles. Most were noisy, dirty, and dangerous – A mode of transportation reserved for farmers or laborers who could show up to work, dirty, oily, and poorly dressed. The Ducati Cucciolo motorized-bicycle hybrid was a clean, efficient mode of transportation embraced by the masses of Italy and in some ways fueled the negative stigma of bigger motorcycles.

By the 1950s, Ducati's little motorized bicycle shed its pedals, and the consumer moped was born. Ducati now offered several models in 5cc increments from 50cc to 65cc. The need for speed, competition, and self-expression emerged with street races being

held in nearly every Italian city as well as grueling 1000-kilometer endurance races. Leather jackets like ones used by Allied aviators adorned with helmets and goggles became the fashion of those in pursuit of two-wheeled speed, while most citizens



an exciting time when electronic communication began to change the world.

By 1943, Ducati grew to 4,500 workers and was navigating the turbulent era of World War II. The Brothers Ducati were sympathetic to the Allied



forces and faked compliance with German High Command to dismantle their factory and transfer its irreplaceable equipment and entire workforce to Germany and Austria. Ducati's equipment was secretly moved to seventy underground locations,

commuted cleanly wearing everyday street clothes.

The acclaimed Italian engineer and designer, Fabio Taglioni, was being courted by Ford Motor Company as well as Ducati around 1953. He was recognized for the successful race bike he created for Mondail. Luckily for Ducatisti around the world, Taglioni chose the Ducati challenge to build winning race bikes over mass-produced, Detroit-built Ford automobiles. The result was the birth of the Taglioni-designed, bevel-head single and the creation of the Ducati GS100 – a motorcycle that won everything from 1954 to 1957 including setting a new world speed record at Monza.

The success of Taglioni's 100cc motor was the foundation for subsequent 200, 250, 350, and 450cc machines through the 1960s. The iconic American Imagery of the "Wild Ones" and "Rebel without a Cause" had its influence on Ducati design in the development of the Elite, a street dress motorcycle, and particularly the Scrambler dual-sport.

With Italy's self-imposed restrictions on machines greater than 500cc mainly benefiting FIAT, Ducati saw beyond these confines to an American market and world racing scene. Thus came Ducati's first big-bore L-twin, the 750GT in 1971. This was their first bike to sport a fiberglass fuel tank and disk brake. This brute of a machine was smooth, powerful, and stable. Its success as a street bike was complemented by its wins against many factory race machines on circuits around the world by racers such as Mike Hailwood.

Taglioni not only built the machines that strengthened Ducati's international credibility, but he helped to plan and build the Ducati factory and guide racers on the intricacies of gear ratios and power delivery of the bikes he designed as applied to a particular race course. He was courted by most major Japanese manufacturers as well as by Ferrari and Maserati, yet his loyalty remained with Ducati.

Into the 1980s, Ducati management changed as did its machines. The Pantha sported race-inspired bodywork and was the halfway generation between Taglioni's L-twin bevel-drive and the new belt-driven, single-cam, desmodromic valve system used in today's Ducati motorcycles. By 1987, Ducati fans the world over would see the new 851 Superbike emerge from the hands of Massimo Bordi. This L-twin went on to win the World Superbike title among a field

traditionally dominated by 4-cylinder Japanese manufacturers.

While at its peak of race technology with fully faired machines such as the 851, Ducati brought the naked Monster to market in 1993, reflecting the simplicity of the Elite and Scrambler of 30

ne, straight from Buenos Aires, on
in the graves of his ancestors.



of credit.' Adriano and I were staggered, but also a bit worried, because if he had asked, as was natural given the size o



years prior with its air-cooled engine. The Monster, with its shamelessly explicit architecture, was a pure plaything for adults. The same year, Pierre Tereblanche designed the Supermono exclusively for racing – one of the finest, most competitive



applied to bicycles at the Paris Motor Show he ended by commenting 'qu'on ne fait pas mal de bêtises.' In fact the problem is not to seek, by various shifts, to turn a bicycle into a motorbike but—as a rigorous presupposition—to preserve

at Ducati the motor-bicycle was a transitional stage design and production that developed through the motorcycle, a step forward, into the motorcycle pro What better describes the Ducati's evolutionary pro

single-cylinder bikes ever built – and perhaps complementing Massimo Tamburini's inspiration for the 916. The 916 was recognized as the motorcycle of the decade, taking its place at the top of the Guggenheim spiral for design achievement

and proving its ferocity by winning World Superbike championships in 1994, '95, '96, and '98 in the capable hands of such racing greats as Carl Fogarty.

As my review of *DUCATI: Design in the Sign of Emotion* began with a reflection on the past, that is where the book draws to an end in 2000 with Pierre Tereblanche's inspiration from Ducati's own museum collection. Pierre's successful effort to combine memory with modern technology was the basis for conceiving, designing, and producing the MH900e, the Mike Hailwood evolution. A limited-



edition, collector bike that was pre-sold on the internet by Ducati before a single one arrived throughout their worldwide dealer network. The MH900e is the last production model covered in the book.

Desmo Leanings readers and USDESMO Club members can order their own copy of *DUCATI: Design in the Sign of Emotion* for \$39.95. Go to www.BikesontheBrain.com to order this title under the Brain Food, Ducati section of the web site and to view hundreds of other motorcycling-related books, videos, and DVDs.



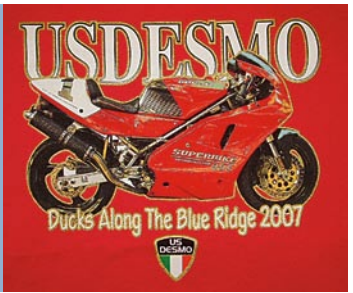
NPR DUCATI
 THE SOUTHEAST'S NEWEST DUCATI DEALER

SOUTH'S LARGEST DUCATI PERFORMANCE INVENTORY
ONE DAY SHIPPING TO MOST OF THE SOUTHEAST
KNOWLEDGABLE & ENTHUSIASTIC STAFF
SAME DAY SERVICING WITH APPOINTMENT
CURRENT MODEL CERTIFIED TECHS
PREMIUM USED BIKE INVENTORY
TRADE-INS WELCOME
RACE AND TRACK SUPPORT
NO ADDED FEES ON NEW BIKE PURCHASES

ASK ABOUT OUR US DESMO DISCOUNTS AND SPECIALS!

NPR DUCATI GRAND OPENING EXTRAVAGANZA **MARCH 16, 17, 18, 2007**
 Come for the inaugural NPR Ducati weekend party! Ducati Apparel Fashion show. Demo rides courtesy of Ducati North America and the DucTruck. Vintage Bike show. Italian Food and more! See www.NPRDucati.com for details or phone 706.310.0002.
 NPR Ducati, 1461 Greensboro Hwy, Watkinsville GA 30677

DUCKS ALONG THE BLUE RIDGE 2007



story and photos by Jim Calandro, Member #000001

Ducks Along the Blue Ridge has been a traditional event for our club and predates the club by seven years. In that time we have had all sorts of weather, but the last two years have been rainy. The weather forecast had been for only 10% chance of rain all week. Later in the week, it started to get revised, and the percentage kept rising. Friday started out with a forecast of 60% rain, and everyone who rode in reported getting rain

We got in about 190 miles total on Saturday and only had a few damp roads once we got off the mountains of the BRP. We had a nice meal at a small restaurant at Tuggle's Gap where Route 8 goes under the Parkway. Not gourmet food, but after riding in the rain and cold for the first part of the ride, it tasted pretty good and they had a grand selection. We headed back down Route 8 and did a little detour on Route 40. This is a fun road but does have a few decreasing radius turns that will punish you if you are riding too close to your personal limit.

Dinner was at the Mt. Airy Country Club as usual, and the food was grand. Or at least that is



Photo by John Parmer, Member #00735

at least part of the trip. Saturday was forecast for more of the same.

Waking up Saturday morning and looking out the window did not tell us much. The weather channel showed us lots of front, and it was not moving much but was oriented from the northwest to the southeast. Do we run the planned route or not? We started out about nine in the morning and headed up Piper Gap Road. As we started to climb, the fog, or was it clouds, started to engulf us. The route heads generally northwest for the morning, which is right into the front, and we were already experiencing rain. The command decision was made to head northeast on the Blue Ridge Parkway, south on Route 52 back to Mt. Airy, and ride the northeast route from five years ago.

I would like to say the basically nice ride we had was due to skill, but I am sure y'all know better.





what I heard as we ran out of food for the first time in five years of going there. What happened is we normally book a lot more people than show up. They get lost, have an agricultural experience, or just do not make the rally. This year everyone who said they were going to eat did, and the fact we had more XXL shirts ordered than

any other rally seemed to play a part in this too. No one went hungry as we just ordered off the menu.

Time for door prizes, and we had a bunch. Ducati North America, Charlotte BMW-Ducati, NPR Ducati, Touring Sport, Myers Ducati, Barnette Suzuki-Ducati, Cogent Dynamics, Jensen Studios, R.C. Cole, and Jim Rigdon all donated items for the event's drawing. The highlight of the night was when we drew the first ticket for the door prizes. I asked R.C. and Rhonda Cole's little son, Matthew, to draw the ticket. He was a little shy, and the crowd was not helping by saying the fix was in so R.C. would win the very nice leather jacket donated by NPR Ducati. Well, for the first time I can remember. I was speechless when he in fact did draw his father's number. If I could have figured out a way to make that happen, I would not have had the nerve to do it. R.C. was a little shocked, but not so shocked that he did not spring up and grab the jacket before we could regain our senses.

The next item on our agenda was our awards, but seeing as how no one went off the road, we had no bent-fork award. We did announce that Daryl Bohning, one of our charter members, would be the Member of the Year for 2006. Unfortunately, a miscommunication did not have the actual award at the event. Daryl is moving up north, and we wanted to make sure he was recognized for his support of the club. He is the only member that sends in one check at the beginning of the year for all club events and then makes them all.

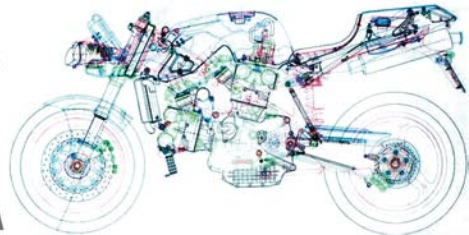
Sunday, of course, was perfect riding weather. Sometimes life is just not fair. One thing I have found at these events where we have a lot of rain is that we tend to get to know each other better and some long-term friendships are formed. I think everyone will remember this ride best.



Photo by Rhonda Cole



Tek Talk



CLUTCH MAINTENANCE

by Jim Calandro, Member #00001, Photos by Craig Hunley, Member #00009

A question that comes up often is, “Why does the clutch fluid get so dark on a Ducati?” Some say it is the heat that does it, and that may be partially true, but the brakes get very hot and they do not seem to do this as fast or as much. I think the culprit is the chain lube. The front sprocket is right up against the clutch slave cylinder, and Ducati has added a little rubber bellows that is supposed to protect the piston and the rod that goes through the motor to move the clutch pressure plate. My experience is that the little bellows always has a hole in it and does not do much good.

The ramification of this change in color is the fluid is getting dirty, and that is not good for hydraulic parts. I can attest to the fact that, left to its own, the seal on the slave cylinder will leak and eventually leave you stranded without a clutch. Thank goodness for the wide power band of a big twin that allowed me to ride it home, but it was no fun.

What I have done to remedy this situation is to change out the slave cylinder piston seal about every two years. It is less than a \$5 part and takes about a half hour to do. I just added it to my routine maintenance list. There are replacement piston kits, and kits to replace the whole slave cylinder, but this inexpensive fix is not very time-consuming and not all that difficult to do.

First, I remove the sprocket cover and then the slave cylinder. Both are held on by 5 mm socket-head bolts, so be sure to have a good allen wrench so you do not strip them out. If they have been on the motor a long time and are hard to turn, a small hand-held impact driver can break them loose. What I do next is clean all the nasty grunge around this area. If you have not cleaned it before, you might want to use some paper shop towels to get the large mess out and then a cleaner like WD-40 to get it really clean. I have even started riding without the sprocket cover so I can monitor how dirty it is getting and clean it out on a regular basis.

Now the real fun begins. To remove the piston from the slave cylinder I just pump the clutch handle until it pops out. I have a big catch pan, a recycled Cool Whip container, to collect all the brake fluid that will come out with it. I keep a spray bottle of Simple Green handy should I get some errant brake fluid on delicate parts. Use a dental pick to remove the old seal and be sure to look at how the old one is oriented so you can get the new one in properly. There is a difference! Next I take some very fine steel wool and clean off the piston and the cylinder's bore. You are not trying to change the dimensions on these parts so go easy here. I use spray brake cleaner





**Euro toys
for
big boys.**

Ducati - Triumph - MV Agusta - Husqvarna - Moto Guzzi

Ask about US Desmo discounts.

**1907-B Piedmont Rd NE
Atlanta, GA 30324
678.904.1414**

www.atlantatriumphducati.com

**DUCATI
CORSE**



here to get the fine particles out of the system. If either is excessively pitted, you may want to look at replacing them. Now install the new piston seal. You may need a little brake fluid to lube the part. Again be sure you put it in the correct orientation. You want the pressure of the fluid to expand the seal to get it to seal properly.

Next reinstall the little spring that goes in first and then the piston. Again, use some brake fluid to lubricate the seal so it slides in easily. Almost every time I do this maintenance, I have found that the little bellows has a hole in it, so plan on replacing it too. It is not very expensive, \$.71, and it is cheap insurance. All that is left to do is reinstall the slave cylinder and bleed the clutch.

Some find it very hard to get the fluid down into the system when it is almost empty like this. There are several tricks like a power bleeder, but what I do is a little different from what you have always heard is the proper way to bleed brakes and clutches, so pay close attention. I have some clear hose that I install over the outlet of the bleeder nipple so I can see when fluid is flowing and if there are bubbles. I fill the master cylinder reservoir, open the bleed nipple, pull in the clutch lever, and hold it. I then close the nipple and let the lever out. I know this sound backwards, but it works. I repeat this method several times until I get clutch fluid coming out the clear hose, or the reservoir gets low and needs a refill. When I start getting fluid in my clear hose I go to the more conventional

bleeding method of pumping the clutch lever a few times and then opening the bleed nipple while it is under pressure and looking for bubbles in the clear tube. The reason I do the other method first is that I do not want to try and compress the air in the system. I feel the fluid will flow better without that.

Be sure to clean everything with soap and water when you are done because brake fluid is a great part stripper and you do not want it on anodized items either. After doing

this and keeping the sprocket area clean, I have found my clutch fluid still gets a little dark but not like it used to, and I have never had to stop in a convenience store to buy brake fluid so I could make my ride home. I have also stopped using commercial chain lubes and just clean my chain with WD-40. My theory is that they are "O" ring chains and are permanently lubed, and keeping them free of sticky materials prevents dirt on the chain from turning into a grinding compound. I know there are many who would disagree with this, but I get good chain and sprocket life, have relatively clear clutch fluid, and my rear wheel is a lot cleaner.

Bellows 67210061A \$.71

Seal 93040091A \$4.39



Touring Sport

BMW • aprilia • DUCATI • Vespa

1431 Laurens Road, Greenville, SC

(864)232-2269

touringsportbmw.com

You don't just want a Ducati... you **Lust** for it. And we have your fix!



DUCATI



BIKES • SERVICE • GEAR • ACCESSORIES • PASSION

MEET THE MEMBER

Christie Frick

by Christie Frick, Member # 00736

Hi, my name is Christie Frick, and I am an addict. As an Inspector for the Bureau of Drug Control in the state of South Carolina, I deal with addicts every day. So I should have noticed the warning signs: trouble sleeping, lack of appetite, insatiable cravings, and obsessive thoughts.

Truthfully, it seemed to start innocently enough:

It all began when I was three years old. My father kept a friend's motorcycle at our house for the summer. Thinking to share the new adventure with me, he tucked me on the seat in front of him, and we were off exploring the dirt roads around home. Little did he realize, which is often the case in these events, that it wouldn't take much to get me hooked. At the age of six, you could find me sneaking rides on my cousin's Yamaha 50cc dirt bike. My parents wondered if they were crazy putting a six-year-old on a motorized bike. But I was the youngest of three,

and they had "loosened up" a lot by the time I came around. Naturally, I wanted a bike of my very own so that I could ride every day to satisfy the cravings. That year for Christmas, the only thing on my list to Santa was a motorcycle. Fortunately, my cousins had outgrown the little yellow Yamaha, and my uncle gave me their motorcycle. I spent many hours on the trails through the woods behind our house and on adjoining dirt roads. I even had great fun dodging cow patties in my grandparents' pasture next door. I'm not sure what year the Yamaha was, but it got to the point where we spent more time trying to fix it than riding it. I had worn it out!

After periods of time with a nonfunctioning motorcycle, I began to beg and plead for a new machine. I was a good kid, and my parents didn't realize the extent of my addiction. As very goal-oriented people, they believe in rewarding hard



work. After what seemed like endless hours of begging for a new motorcycle, an opportunity to supply my addiction presented itself. My parents promised that if I made the high school All State Cross-Country team, they would buy me a new motorcycle. I was a freshman in high school at the time, and I began to run like I was possessed. After an amazing rookie season, I earned All State Honors. One afternoon the following week, Dad picked me up from school, and we headed to the Honda dealer. We left that evening with a brand-new 1986 Honda XR80R dirt bike. It was dark when we got home, but I was so excited I had to ride around the front yard before calling it a night. That was the beginning of many happy years with “Gus.” We were inseparable for the next four years, feeding

Within the following year, both my father and brother purchased motorcycles after riding Pearl. It is so easy to see now, looking back, how the addiction permeated our family. Keith got a BMW 1150 Rockster and my dad a Yamaha Road Star. The bikes became the focal point for our yearly



off of each other. I would supply the fuel, and he would supply the fun. Then it was off to college, with only the occasional chance to ride when I was home for a visit. Too bad Gus didn't have an odometer; it would be interesting to see how many miles I logged on him over the years.

Eventually the emptiness of not having a bike began to wear on me. I was now employed and began dreaming about a “real” motorcycle for the street. I was a little hesitant about the thought of riding with traffic, but in the winter of 2001 another innocent event occurred. An acquaintance purchased a Harley Davidson Sportster and allowed me to take it for a spin in my neighborhood. One-half mile later, I was again hooked and became consumed with the desire to have a bike. It was only a couple of weeks before I found “Pearl,” a 2002 Sportster 883, sitting in my front driveway beckoning me toward my wonderful adventures. My first ride on the road was a combination of sheer terror and total excitement. It didn't take long before I was totally comfortable cruising around on two wheels again.

family vacations, finding us discovering the roads of western North Carolina. During one of our weeks exploring the Blue Ridge Parkway, Keith convinced me to take his Rockster for a spin. I was a bundle of nerves as my toes barely reached the ground on such a tall bike, but he assured me I would be fine, so off I went. That ride changed me as I realized how much fun a sport bike can be. So I began a search for a BMW. Much to my surprise at the dealer, it wasn't the BMW that caught my eye and stole my heart, but a Ducati. I was mesmerized by their beauty. It was the beginning of an indescribable passion. Before I knew it, I was test riding an '01 Monster 750. When I returned, the dealer had to wipe the drool off the tank. I was in love! I left the dealership still dreamy from my first Italian motorcycle experience. For the next two weeks, that Ducati was all I could think about. I couldn't eat, sleep, or think clearly; the addiction rearing its head once again. The only fix was to put the motorcycle in my garage. Thus, I became the proud owner of





“Duc” (very creatively named, I should add).

Duc and I had some great times. Before long, Keith started mentioning track days. An innocent comment inserted here and there in our bike conversations; the planting on fertile ground. Certainly he was losing his mind, as only people who are interested in hurting themselves do track days, right? He did a little research, and the next thing I know, we’re doing an orientation day at the track. I can’t honestly say I enjoyed the day as much as he did. I was a bundle of nerves all day, but Duc and I survived without incident. And like everything else, a lapse of time makes things seem better. After a couple of weeks he convinced me that we had a blast and should now take the next step and attend a track school. Of course, Santa’s little helper soon added to the growing addiction. I opened my Christmas present to find a certificate for Cornerspeed Track School at VIR. I was at once terrified and ecstatic all at the same time. I’ve found that happens often when it comes to motorcycling. Track school was fun; I picked



up some pointers and decided this track thing wasn’t so terrifying after all.

After doing a couple more track days, I decided I wanted a more “aggressively” styled bike for the track. Ducati had stolen my heart, so I started looking for a superbike. I ran across a special Senna Edition 748S and fell in love once again. After putting “Gray Duc” (I’m really getting creative with the names now) on the track, I figured I better start looking for a second job to finance this expensive addiction. With three bikes in the stable, I began to wonder if I was suffering from a motorcycle-related illness. That is when I met Jim Calandro, soon to be known to me as “il Capo,” who introduced me to US DESMO. A club for Ducati owners? Where do I sign up? It’s then that I realized I suffer from MBD, multiple-bike disorder, which seems to worsen over time.

After several months though, I decided the Monster was

The Poets' Corner

The Hard Road

*I've been chasin' you down
Waiting for curves to abound
I've been lost, now I'm found
I'm takin' the hard road*

*I'm in the rhythm now
I can feel it more and more
You're takin' the hard road
Skimmin' down easy*

*Have some faith in the front
Blowin' through windows in time
Seasons will change
I've never felt so alive*

*Takin' the hard road
You never love just one
Let it come down easy
This could be the one*

*You've got one love on your mind
Try to get to heaven if you got the time
I've got somethin' I can't deny
Listen to the sound
Of my knee on the ground*

*Takin' the hard road
You never love just one
Let me down easy
Let me be reborn
This could be the one*

by Chris Tritschler

Adapted from a song by The Shore called Take the Hard Road



The Arizona Motorcycle Experience[®]



being neglected and must find a new home. I was getting more and more comfortable on the track with the 748 every time I rode. Just when I thought it would be me and Gray Duc forever, I made the mistake of sitting on a 999S. The smaller tank fit me like a glove. And in black, it was one of the sexiest things I've ever laid my eyes on. Yes, the cravings were intense, and I had to have this bike. I would make room in the garage once again. The 999S, affectionately named Piki Piki, which means motorcycle in Swahili, has been a dream bike. It handles so great, and I really feel like we are one on

the track. We won't miss a US DESMO track day. What a great group of riders!

As I mentioned earlier, I figured I might better find a second job. Of course, it needed to be motorcycle related. So I became an instructor with the Motorcycle Safety Foundation. I've really enjoyed sharing my love of motorcycling with so many different people. It is very satisfying to see the glow in students' eyes as they begin to ride. Some will probably one day become addicted to the sport as I have.

Addiction, or just true love? Whichever it is, I don't see it ending anytime in the near future.



BENCH RACING

Tall tales of fact and "friction"

How To Ride A Catapult

by Jim Calandro, il Capo, Member #00001

When I got my first bike, a Yamaha DT250, I bought an enduro so I could learn to ride on the street and the dirt. After a few rides on the street to familiarize myself with the bike, I headed off to the woods. I was stationed in Germany at the time, and there were lots of walking trails in the woods. But they were fairly densely populated with walkers, so I headed off on a path of my own. I found an area that was fairly clear of

I sat there and thought a while, as I really did not want to try and back all the way down the hill because I had succeeded in getting quite far up. Well, I thought if I had been turning it around with the motor, why not without? I would just let it start to roll backwards, then turn and get perpendicular to the slope of the hill, and then start the bike. What seemed like a good idea at the time quickly turned ugly. The bike started to pick up speed and even

Now I had seen hill climbs on television and in the movies and thought "that was cool, I could do that."

underbrush but off the walking trails where I could practice my dirt skills.

Now I had seen hill climbs on television and in the movies and thought "that was cool, I could do that." I found a fairly steep hill that did not look like it would be too difficult, and I tried to head to the top. Well, I learned all about a thing called momentum, and I lost it and did not make it to the top. As a matter of fact, I did not make it very far up the hill. Undaunted, I just turned around and rode back down to try again. I spent the better part of the afternoon turning around and riding back down, as I never really made it to the top.

In frustration, I tried one last time but this time carrying a much greater amount of speed and made it to within a few feet of the top. Now the last few feet of the hill was considerably steeper than the part I had been on before. The motor had stalled, and I applied the foot brake and the front brake. When I tried to raise my right foot to kick start the bike, it started to slide down the hill backwards, as the front brake could not provide enough traction to hold the bike in position. This proved to be the case for the next three tries to get the bike started.

both brakes did not stop it. My quick decision was to turn the bike and get it stopped.

Well, as they often say, the best plans of mice and men often go astray. As the bike got perpendicular to the hill, the momentum I had built up had to go somewhere. The bike rotated around the contact patch of the tire with the hill and acted like a catapult. I was not familiar with the term "high side" at the time, but that is what essentially happened. Only difference is the ground was not level, and the fall was a lot longer than a normal "high side." The only good news is the hill had been softened up by all my trips up and down, and, outside of knocking the wind out of myself, I was none the worse for wear.

Now the original problem of getting the bike off the hill was even more complicated. It was now upside down with the throttle grip buried in the dirt. I had to get a stick to use as an entrenching tool to free up the grip and push the bike over so the wheels were now on the downhill side. A slow lift to get it vertical, and then ride the silent bike down the hill, was all that was left to get on flat ground. I rode home a lot slower.



apparel2007



Ducati thanks the Italian Desmo Owners Clubs, the lead actors in the Ducati People 2007 campaign, for their support.



the 80's jacket

The 80's Jacket celebrates the historic Ducati race victories of the late 70's & early 80's. Whether you're onboard your classic Ducati or hanging around the city this jacket will go the distance. This jacket functions as well as it looks with competition-weight leather & CE armor. And for the bella, they're available in women's sizing. MSRP \$414. Find your local Ducati dealer at ducatiusa.com.

DUCATI



HYPERMOTARD



WWW.DUCATIUSA.COM

DUCATI uses ADVANCE



Believe
the Hype

The Hypermotard 1100 attacks urban canyons and mountain curves with total abandon. Its purpose is single-minded – to thrill. Bring on the curves, the bumps, and the unexpected – the amazingly slim and compact Hypermotard is ready to roll with big-bore Desmo power.

Reduced to the essentials, the Hypermotard offers what no supermotard can – speeds over 125mph on the race track, 90 horsepower and track-honed Ducati road-holding. And when too much is not enough, the Hypermotard 1100 S version offers even more. Believe the Hype. See ducatiusa.com for details.



50% less maintenance cost on every 2007/08 Ducati

DUCATI

