

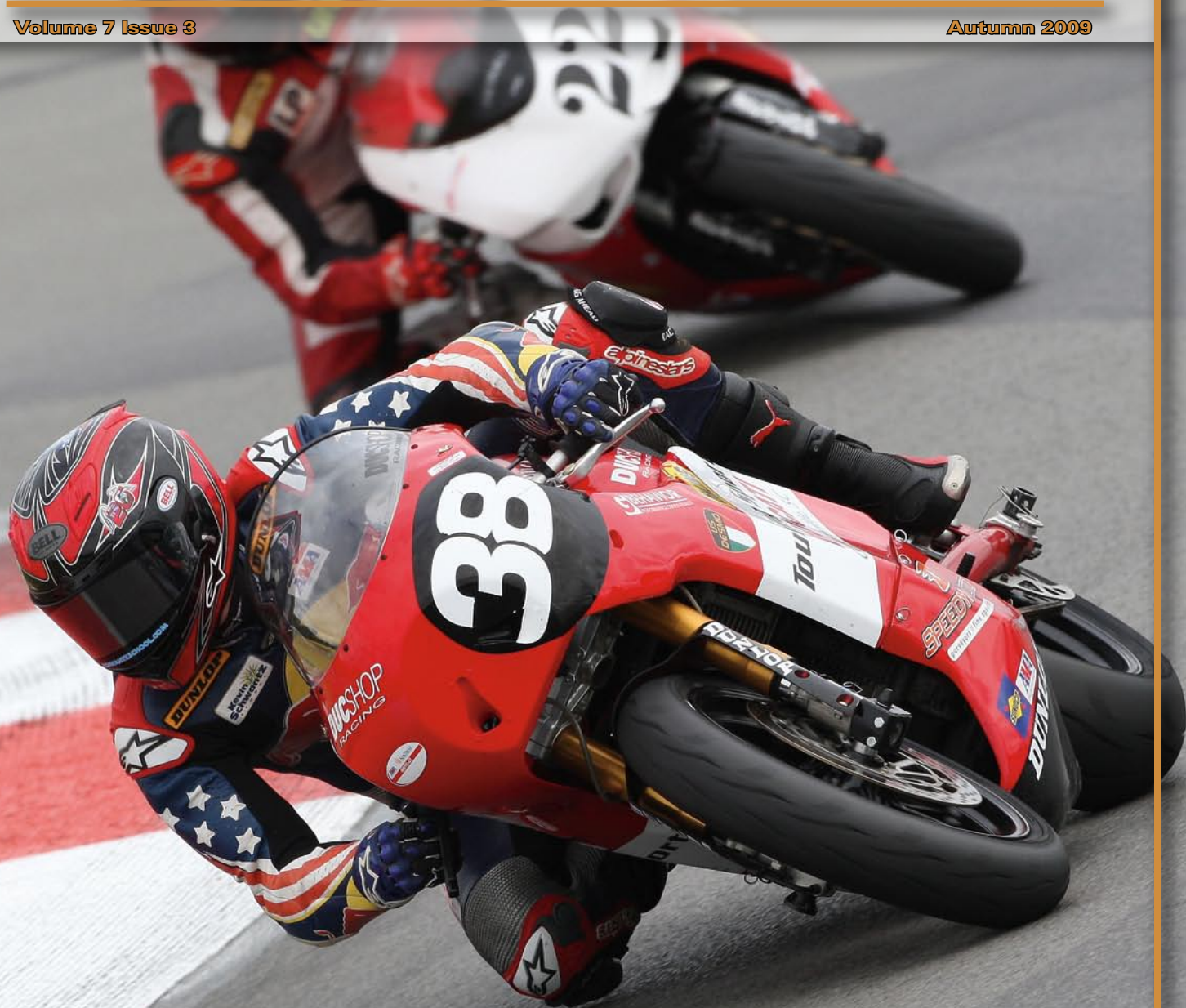
DESMO LEANINGS



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

Volume 7 Issue 3

Autumn 2009



*Tek Talk: Wheel Bearing Replacement
New Zealand Travels • Hypermotard Tank Upgrade
Touring Sport Ducshop Moto-GT Race Team Report*

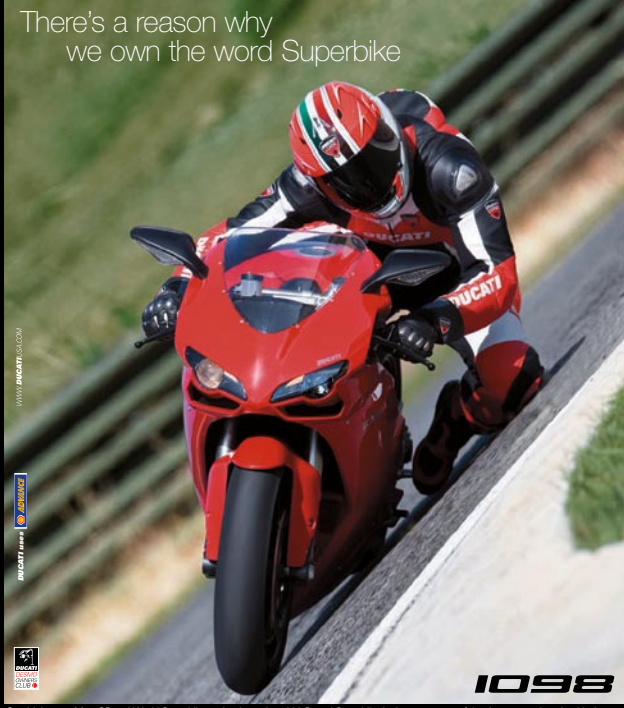
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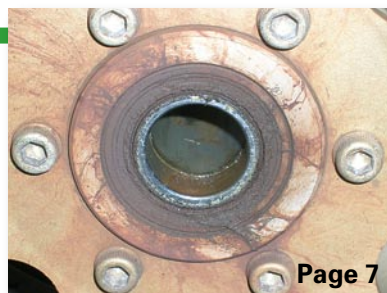
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Greetings from il Capo

When you read this, the second Indy MotoGP will be history. The club will have a booth there again this year to attract new members and showcase all that we do. Ducati put on quite a show last year, and I am looking forward to experiencing it again this year. Despite the hard economic times, Ducati has announced World Ducati Week for 2010. If you have never been, it is something to behold. I have never seen so many Ducatis in one place in my life. It is also amazing to see how far riders in Europe will travel for this event. If you can squeeze it into your budget just one time, you will not be sorry.

Times continue to be hard, and the club is still experiencing low attendance at events versus past years. Typically we are down 25%, which is affecting the club's bottom line. The club is in no danger of going the way of the dodo, but we will have to do a few things differently next year. I am evaluating discontinuing the practice of a memento item at rallies. We have to buy them many months before the event, and if the event is poorly attended, then the items go into inventory for future events or door prizes—not the best use of club funds. An example of this is the Ducks Head West rally this weekend where the advanced signup is only 16 people. We may get a few more, but we will have a lot of club items left over.

The Touring Sport race team continues on their winning ways and, as of the last race at this writing, they are again in first place this year. It is great to see club members on their Ducatis winning races. They continue to race their 2006 Paul Smart Limited Edition Sport Classic. For some races they even field two bikes and have taken both first and second more than once. Look for the US DESMO stickers on their bikes and patches on their leathers. It is nice the club has been able to offer some small sponsorship these last two years, but next year is a question. Keep your fingers crossed for improved business conditions for us all.

Due to Ducati North America's desire to have local clubs, we now have many clubs in the same geographical area that US DESMO has traditionally covered. Rather than this being a problem, it seems to be an asset to our club. Local clubs often plan outings that include our events. Now all we need is for more of you to come ride with us.

Jim



il Capo



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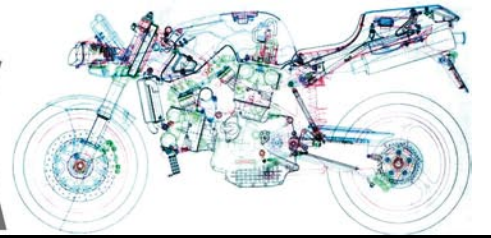
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Tek Talk

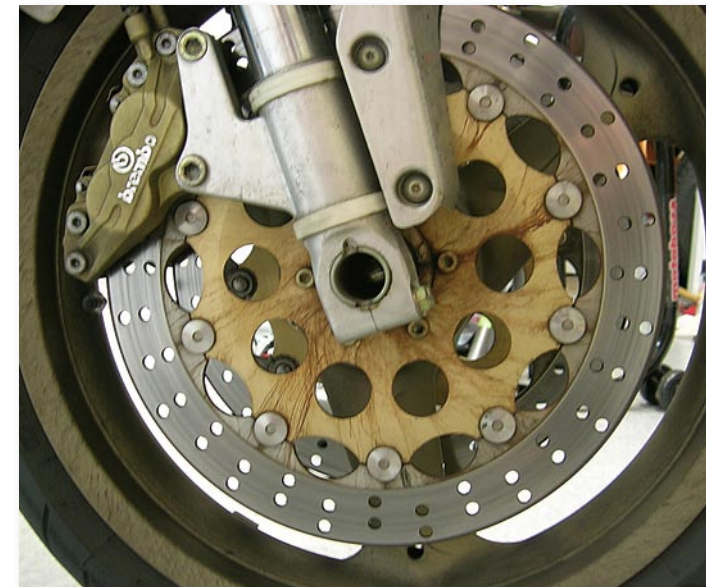


CHANGING BEARINGS

Terry Boling, Member #00297

I generally take a lot of pride in knowing that my motorcycles are fairly well maintained, and I often check items for wear or breakage—I often replace items before they have the ability to cause me grief. This is why I write this article with a tad-bit of shame, for I have done my ST2 wrong.

Every time I remove a wheel from my bikes, I always inspect the wheel bearings. This means that with tires lasting no more than 4,500 miles and my sometimes removing the wheels for other things such as a good cleaning, I check the bearings often. The last time I inspected the front wheel bearings on my ST2 was about 4000 miles ago, but in the intervening time, more than half of the miles were in the rain or on wet roads. It wasn't until a recent trip to the Erwin, Tennessee area that I noticed something dreadfully wrong. This day, we'd already ridden over 200 miles on wet roads, and at a stop my wife noticed this....



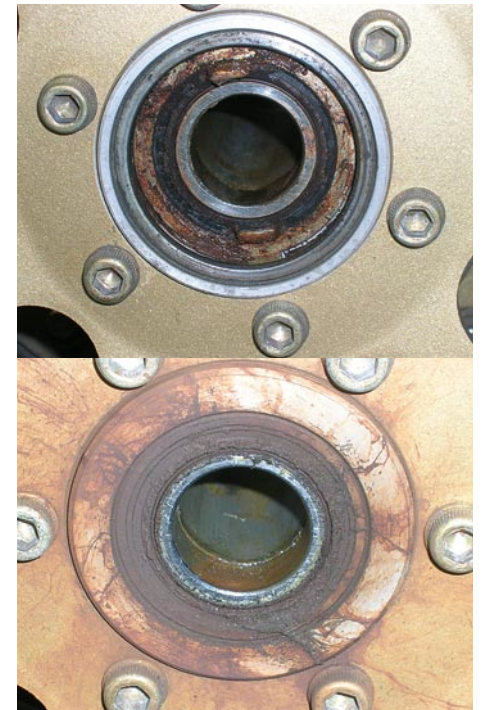
This sure didn't look good! I immediately suspected the bearings, so we put the ST on its center stand, my wife pushed on the back to raise the front off the ground, and I spun the front wheel. The wheel had no noticeable sign of drag or resistance, and there were no strange noises, so I took it easy trying to get back home.

Yes, the bearings were shot—BOTH of them were bad. Now I'm going to go through the steps of changing out the wheel bearings, but I'll try to make it a little more interesting than just a step-by-step list.

Removing the wheel from the bike is the first step, naturally. With the ST2, I only need a front stand. If you

have an ST, or other bike with a center stand, feel free to not use a rear stand. If you have a high ride-height, you may want to place a ½"-thick board under the center stand to prevent lifting the stand off the ground when raising the front. Trust me, you don't want to know how I "discovered" this terrific piece of advice.

Once the wheel is removed from the bike, I remove any bushings and seals that are in the way of getting to the bearings. With the front wheel off the ST2, I had only to remove the seal that fits around the speedometer gear housing, which also allows removal of the speedometer drive ring. To remove this seal, simply pry it out with a flat-bladed screwdriver. I prevent scratching the brake disc by resting the screwdriver on the rubber grip of another screwdriver. Once

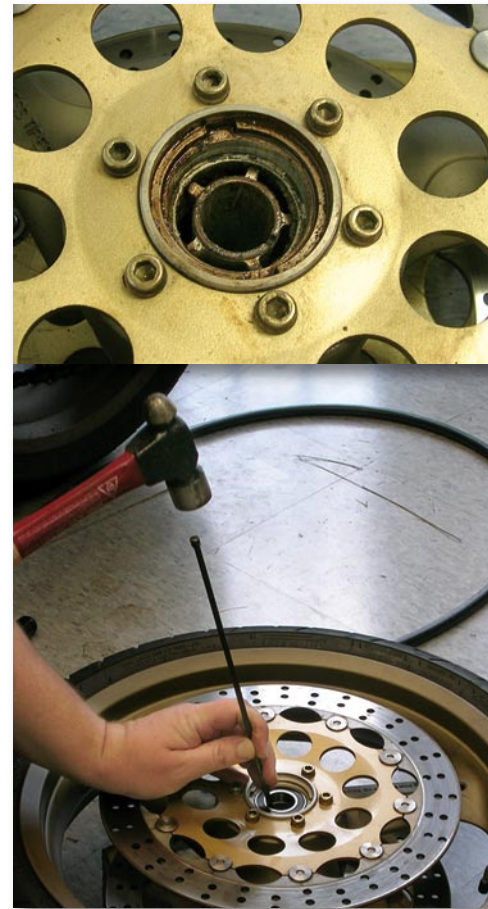




the seal is removed, just pull the drive ring straight out.

To remove the bearings, I don't have a blind-hole bearing puller or any other special tools. I just use a screwdriver, long punch, or rod and a hammer to drive out the bearing. First, you have to rest the wheel in a way that the bearing facing the ground will be free to come out. I used two small pieces of 4"x4" board with a gap just wide enough for the bearing to fall through.

Once in position, slide your punch into the hole at an angle. You can rest it on the inner race of the top bearing and lightly pry over to the opposite side while sliding the punch downward. What you are doing here is pushing the center spacer over to the side to allow contact with the bottom bearing's inner race. Once you have good contact, smack the punch with the hammer. I work the punch in opposite quadrants, such as going from the 12-o'clock



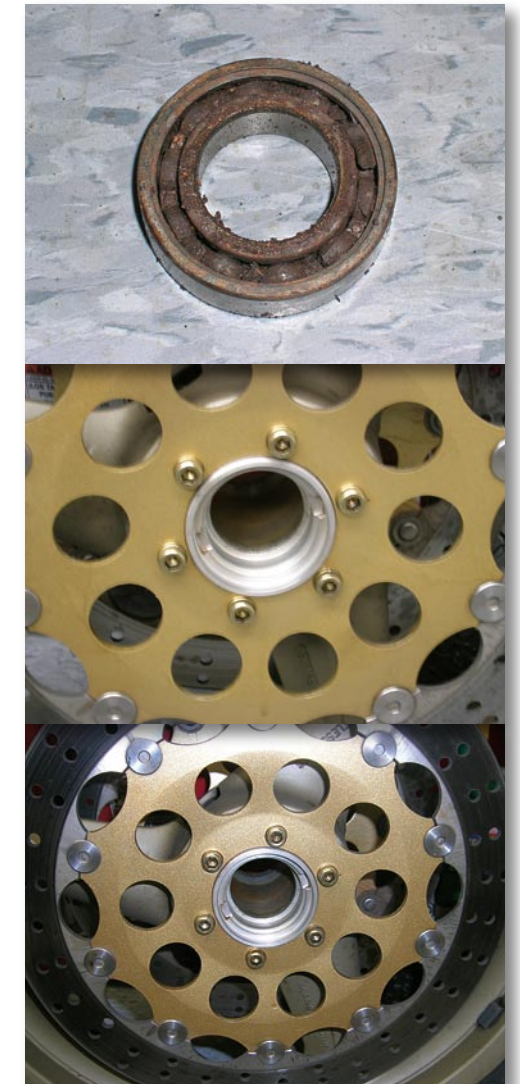
position to the 6-o'clock position, then to the 3-o'clock position and then the 9-o'clock position. This is to drive the bearing out uniformly and prevent it from getting cock-eyed and jammed into the hub of the wheel. In situations where the bearing is stubborn, you may have to soak some penetrating oil around the outer race of the bearing or even heat the hub with a heat gun to try to get it to expand away from the bearing. Ducati uses a center spacer with fins on it, so you probably won't be able to slide the spacer over far enough to get a good grip on the inner race. In Ducati's great wisdom (no, I mean this seriously), they put a little notch into the spacer.



This allows the end of the screwdriver or a small diameter punch to make better contact with the race. In my situation, I used an old AK-47 cleaning rod.

You'll need to rotate the spacer to each of the positions that I suggested so you can drive the bearing out evenly.

Are you ready to install the new bearings? To make life a little easier, I place a really thin coating of grease on the edge of the hub and on the edge of the new bearing. I don't have a press like the shops have to install the bearings with even pressure, so I have to improvise. I find a socket whose outer diameter is the same size as the outer race of the bearing. You do not want to hit the inner race when installing the bearing because you can cause damage to the ball bearings or possibly the race surface that the bearings ride on.



To start pressing the bearing into the hub, I lightly tap the socket while resting on the outer race, in alternating spots similar to the four positions used to remove the old bearings. Once the bearing starts going into the hub, you want to make sure it goes in evenly. If not, you can damage the machined surface of the hub. Now, you have a choice, and it depends a lot on luck, your mood, the alignment of the stars, and whether you had breakfast or not. You can either continue tapping in alternate spots on the socket, or you can try to hit it evenly in the center. I've done it both ways and have found both to work. For a tighter fit between bearing and hub, I've found that hitting alternating spots with a lesser force works best. For a looser fit, I've been able to drive the bearing in evenly with a few decent hits to the center of the socket. Make sure that the socket stays aligned with the outer race of the bearing, or you run the risk of damaging the bearing or potentially damaging the hub. You'll know that it is fully installed when the race bottoms out in the hub, which is usually indicated by a difference in sound when you hit the socket. Once the first bearing is installed, flip the wheel over, drop the



Once the first bearing is removed, the other bearing is simple. First, flip the wheel over and remove the spacer if it didn't fall out with the first bearing. You then have a straight shot to the opposing bearing and can drive it straight out of the hub.

Before reassembly, clean the area of any dirt, grime, debris, rust, or other foreign object. Do not sand this area, as the bearings are press-fit, and sanding will enlarge the hole and not allow the bearing to be press-fit installed as needed. Just in case you removed the bearing for some reason other than replacement, like powder-coating the wheel, it is not common practice to reuse old bearings.

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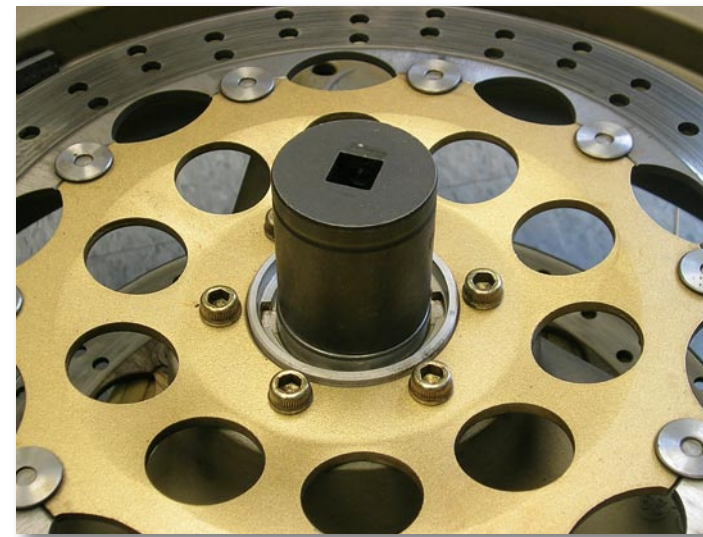
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spacer into the hub, and then drive the second bearing in as you did the first one. [Don't forget the spacer, as you would be most unhappy to discover it on the shop floor after driving in the second bearing—Ed.]

Now comes an important check. You need to make sure that you have some play between the inner race of the bearing and the spacer. Ducati calls for 0.002"-0.003" of clearance. This is to guarantee that you have not

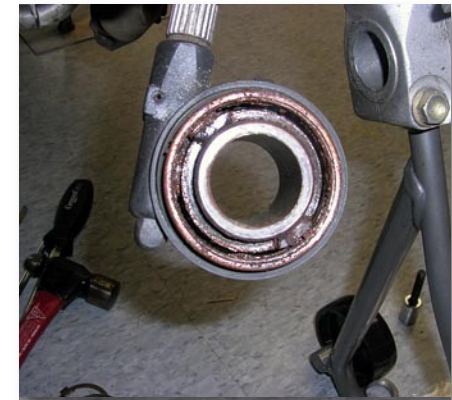


installed the bearings with the bearings in a bind, or that the same thing will not happen once you install the wheel on the bike and torque the axle. Usually I don't run into an interference problem, but in the past I have had to buy a new spacer or have a friend machine one for me.

The last thing to do with my front wheel was to place the speedometer drive ring into the hub and install a new seal. This seal is a little tricky for me to install because I don't have a socket large enough to assist in an even load. Instead, I had to lightly tap it in with a hammer to get it started. This required alternatively jumping all over the perimeter of the seal until it was started. I then had to use a wide, flat screwdriver to drive it further into the hub until it was fully seated. You have to be careful, though, as the metal portion of this seal is really soft and will deform and dent if you don't take precautions.

Congratulations! Your bearings are now replaced, and you are ready to reinstall the wheel on the bike!

Oh wait; there is one other thing. In my situation where the rusty bearing contaminated everything it came into contact with, it made a mess out of the speedometer drive unit. Most of the grease had found a way to escape, and what was left had heavy rust contamination and a consistency of jello. I had to remove the drive unit from the cable by unscrewing the cable. I also did a partial disassembly by pulling the ring gear and underlying spacer out of the housing. I was then able to clean it with a degreaser and dry it with compressed air. I opted not to completely disassemble it, which requires removing a roll pin to remove the pinion gear. Once dry, I put some grease into the housing and some on the ring gear and reassembled the unit.



TRY A US DESMO TRACK DAY!

Track days are low-key, high-fun non-competition events open to riders of European and American bikes. These are not timed events. There are 3 groups, with a maximum of 30 riders in each group. The white novice group is designed for experienced riders who have never been on a track before. Passing is only allowed on straights. The green intermediate group offers a faster pace and allows passing on the outside of turns. The red expert group is for fast riders, ex-racers and racers. Groups alternate 20 minute sessions. Experienced instructors/control riders are on track at all times. Individual evaluation and instruction are available. Ambulances, professional corner workers and starter are provided. Camping is available. Bike and rider requirements are available at www.usdesmo.com.

Track Weekend, October 10–11, Carolina Motorsports Park, Kershaw, SC
Carolina Motorsports Park is 2.3 miles long with 14 turns, 30 feet of elevation change and several hard braking zones.

Track Weekend, October 31–November 1, Roebing Road, Savannah, GA
Roebing Road is a fast, flowing 2.2 mile track with 9 turns, minimal elevation change, very little hard braking, and a half mile front straight.

Visit www.usdesmo.com for rally recaps, track day stories, pdf versions of previous *Leanings* issues, picture galleries, membership and registration forms, and the discussion forum!
Have an idea for a 2010 event? Contact Jim Calandro at capo@carolina.rr.com or 1.704.843.0429.

All Kiwis Are Not Hairy Little Green Fruits

A Biking Adventure in New Zealand

by Jim Wright, Member #00045 (With a little help from Kathy)

As the geographically schizophrenic, northernmost members of the US DESMO club, and the southernmost members of the Ducati Owners Club of Canada, your humble writer and his editor submit the following for your early fall reading. This becomes the third in the bike trilogy of “Going to See the Doctor” and “Evoking the Spell of the Troll.”

Some of you know we live in Montreal most of the time now for my work, and when it’s cold up here, you really need a break to go somewhere and get warm. With that in mind, sometime last year we accepted Reg Pridmore’s invitation for his almost-annual bike tour—this year to New Zealand, land of the Kiwi. It was, by and large, the same group that went to Norway for the “Evoking the Spell of the Troll” ride in 2007, albeit a couple of years older. A total of 22 people (14 Americans, 6 Canadians, and 2 Norwegians) and 12 bikes comprised the tour. The father and son who conducted our Norway tour joined the group.

Travel sometimes gets complex for Kathy and me—the broken leg in France, going to Norway in the middle of a big merger, etc. This year we added some

pretty serious spinal surgery for Kathy about a month before heading out. The surgery, and common sense, meant that Kathy couldn’t ride on the bike. The solution, after a bit of analysis, was the recommendation from the tour operators for her to ride in van. She received a very intensive educational guide for the entire trip and came back knowing more about the country and its people than the rest of us combined. A great solution to our dilemma!

If you haven’t looked at a world map in a while, New Zealand is about 14,400 air kilometers from Montreal. [8,950 miles for the metrically challenged—Ed.] It’s even longer

if you have to go by the house in North Carolina and pick up your wife and gear. Even leaving from Atlanta, it is a long ride in the cheap-ticket portion of the airplane, but it was better than the one suggested by the Delta Frequent Flyer desk, which recommended we fly Atlanta to Los Angeles and then back to Paris to use frequent flyer miles. Even those of us educated in Arkansas know that’s about twice as far as one need go. Atlanta to LA to Fiji to Auckland became the route. Stopovers in Fiji on each trip were nice to stretch our legs, but they also lengthened the trip by several hours each way. We also saw the airport made almost entirely of corrugated tin in Nadi. The casualness of operation in the Nadi



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airport was in stark contrast to the highly secured atmosphere in Montreal, Atlanta, and Los Angeles—the rest of the world just doesn't care that much about airline security. About 34 hours



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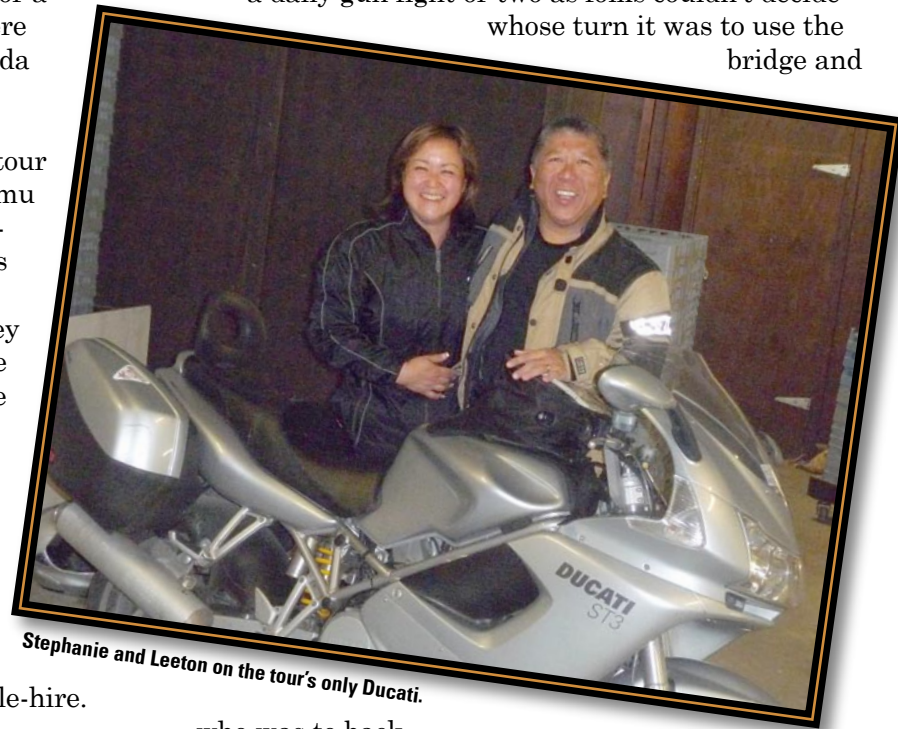
of time elapsed from Atlanta to Auckland—and then we arrived.

The bike we selected for this ride was a BMW GS. We learned in Norway how good they are for a wide variety of riding conditions. There were several GSs, a couple of new RTs, two Honda Interceptors, three Suzuki Bandits, and a Ducati S3. The Norwegians and I were the single riders. All others were two-up. Our tour operator from Christchurch, Te Waipounamu (that means South Island in Maori, the native language), has a fleet of about 80 bikes and can generally provide any bike you want. We didn't ask how many Ducatis they have. The ST3 ridden by our tour colleague was the only one we saw in two weeks. The bikes were in good shape and were well maintained during the trip. The tour company operates entire tours and does all the planning, or they will simply rent you a bike and help plan your trip and assist with reservations. They've been in operation for 22 years and are the oldest and biggest operator in New Zealand. The website for the company is: www.motorcycle-hire.co.nz.

All bikes seemed to perform well, and, more importantly, no one crashed. The GS again showed its soul was right for the job. There was some gravel every day, usually very short stretches as it was summer there and roads were being repaired. Sometimes, the con-

struction zones were watered to keep the dust under control. The combination of water, gravel, and two-up on a sport bike may not have been much fun. The day John Rains (the tour company owner) and I went to St. Bathans, we probably rode 25 kilometers of gravel. For the readers who are Canadian, their gravel roads are better than some of Quebec's freeways. Most of the highways are an asphalt-like surface that is more porous, and therefore has more grip, than we see in most of North America. There are very few stop lights, as they use lots of roundabouts to manage intersections. I still think that's a great way to design intersections.

They also use a significant number of one-lane bridges with a larger percentage of those on the South Island. The investment required to build bigger bridges is too great given the general low traffic volume, and they were pretty effective anyway. They even have a couple of one-lane bridges that have train tracks imbedded in the roadway of the bridge. Running down a bridge, thinking about having your front wheel captured by the evil rut of the track and thinking about the possibility of a train being at the other end, will get the old heart going. In the United States, we couldn't use one-lane bridges all that well as there would be a daily gun fight or two as folks couldn't decide whose turn it was to use the bridge and



Stephanie and Leeton on the tour's only Ducati.

who was to back up. In New Zealand, a simple road sign showing right of way seems to suffice. Very civilized.

Kathy says there are three freeways in the country, but I think there is only one. Only near a handful of cities did the highway become multi-laned, and that

seemed a bit shocking traffic-wise after the lightly traveled rural roads in the rest of the country. Speed limits outside of towns were generally 100 kilometers per hour. Thank goodness the 40 million sheep were generally in paddocks in New Zealand and were not "free range" like they were in Norway. We did occasionally encounter a sheep or two that had escaped the paddock. That's right, 40 million sheep and only 4 million people!

We spent a couple of days in Auckland, one getting over jet lag and seeing the city. On our second day, we checked out our bike and took an "orientation ride." One could modestly also call that ride "teaching folks who never have ridden on the left side of the road to do so without anything bad happening to them." It was actually pretty easy to learn, and only one incident was admitted all tour where someone was back to riding on the right side.

Tuesday morning began with a light rain and an interview for Reg with the Auckland morning television show. Leaving Auckland, we rode on the North Island for about four days—down to the capital of Wellington. Grossly oversimplifying the first week, two experiences are worth special mention before we got to the South Island. On the first night out of Auckland, at Rotorura, we went to a Maori culture center to eat a meal and see a performance and lecture on their culture. It was great! Maoris settled New Zealand 2,000 years ago, and the British began settling in the 1830s. Like Native Americans and First Nation Canadians, the Maori got a bad deal when the English decided to get into the great-real-estate-grab mode. Not unlike North America, some ten-



Jim and Kathy on the beach – motorcycle content – a Ducati shirt!

sions continue between the two groups.

The next night, we divided up and spent the night with farmers or ranchers in their homes. It was a great opportunity to get to see the farms and meet more of the friendly population. Kathy and I went with another couple and a tour guide to a big sheep and cattle ranch and thoroughly enjoyed ourselves. A tour of the sheep-shearing barn and of the sheep dogs' pens was great, all followed by a gourmet meal cooked by our hostess and several games of pool while we talked about their families' lives in the country over the past century. As an added bonus, our host took us the next morning to see a regional sheep-dog trial. In the timed test, three sheep were released some distance away on a rugged hillside, and the dog, responding to commands or whistles, went up the hill, circled behind the sheep, and herded them



Up on the Fox glacier

down the hill and through a gate and into a pen. Watching the dog and master work was truly beautiful. Evidently, the tradition of "home stays" is widespread and has been around for a while. Later in the trip, we saw lots of signs for farm stays for tourists.

We zig-zagged our way across the North Island until Friday the 13th, when we took the ferry from Wellington to Picton on the South Island. The inter-island ferries are big and require tying down the bikes in case of rough weather. The ferry trip was about three hours. On the ferry, I met a gentleman from the United Kingdom who had been at the Isle of Man the year the 100-mph lap was first set, and we

had a great conversation on biking in the United Kingdom and MotoGP. We made a swing for a few days down the west side of the Island and enjoyed both the jade factory at Hokitika and the great Punakaiki beach. We spent the night at the foot of the Southern Alps (and that's an apt name) at Fox Glacier. Most of the group took a helicopter tour to the glacier itself near the top of both Mt. Cook and Mt. Tasman, the two highest mountains in the country, to see Fox Glacier up close—including a landing on the glacier for a snowball fight. Flying from an area of dense tropical “jungle” to a mountain glacier within ten kilometers is a big contrast. There are two subtropical glaciers (of four glaciers) in New Zealand. It's an amazing sight, and the mountain tops get over 100 feet of snow a year. Next, we crossed over to the east side for a couple of days and went from the tropics to a more arid area that compares to southern Spain.

About halfway down the South Island, riding by ourselves, John and I took our morning coffee break in the bar of the Vulcan Hotel in St. Bathans with Mike, the combination innkeeper, bartender, barista, de facto Chamber of Commerce president, and mayor, population about 20. To our surprise, in walked a pig. Not a person, but a real, live pig—officially a piglet. Not many piglets roam the streets of Montreal or Greenville, particularly at this time of year, but I guess an Arkansan shouldn't be too alarmed. The piglet was with a rancher and his two sheep-herding dogs.

The vacation town of Queenstown, on the shore of Lake Wakatipu that stays 60° F year-round, has all manner of fun things to do from bungee jumping, hang gliding, para-sailing, steamboat tours, sky-diving, mountain-biking, and river jet-boating. It

appeared to be an epicenter of good, clean, and risky outdoor fun for those of us attuned to the risks of motorcycling—and it is a ski resort in the winter to boot. Next we crossed the center of the island and spent the night at another famous ski resort on the other side of Mt. Cook, The Hermitage—a memorial to Sir Edmund

Hillary—and we finished our tour at Christchurch. From there we flew back to Auckland and back to Atlanta—easier written than done.



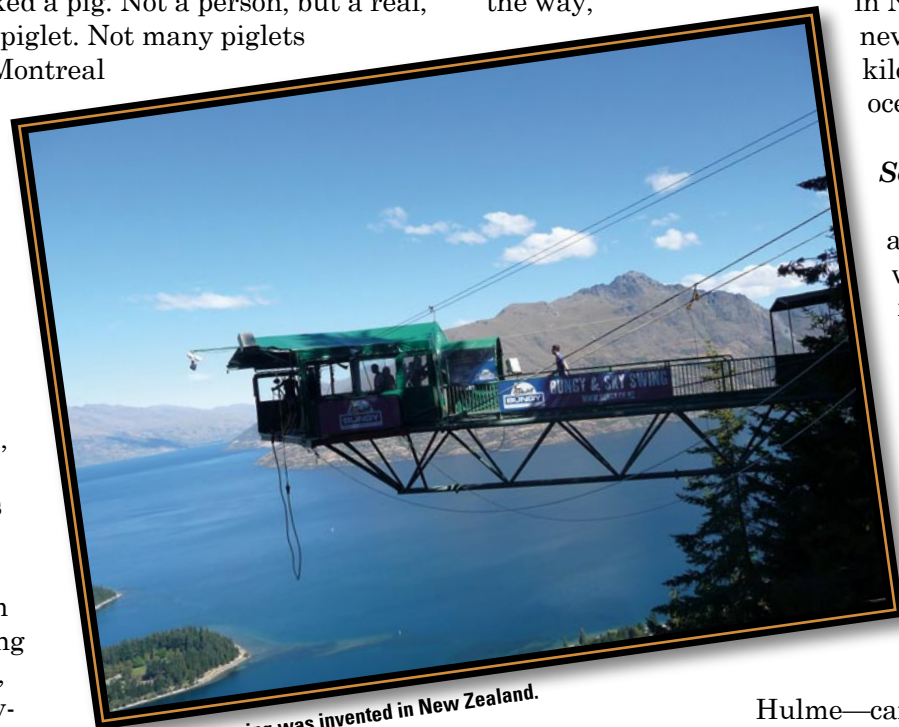
Kathy with the world's largest Kiwi

We rode about 3,400 kilometers in a country that's only 1,600 kilometers long. By the way, in New Zealand, you're never further than 120 kilometers from the ocean.

Some thoughts:

New Zealand was and is home to many well-known folks of motorsport: the late John Britten, acclaimed for designing and building the most technically advanced motorcycle of our time, and Bert Monroe of “The World's Fastest Indian.” Bruce McLaren and Denny

Hulme—car racers and builders—were also Kiwis, as were motorcycle racers Graeme Crosby (winner of the Daytona 200, Imola 200, Suzuka 8 hours, and the Isle of Man TT) and the late Kim Newcombe. There is a line of thinking that the remoteness of New Zealand leads to a society that is very self-reliant—can solve anything or fix anything—and very innovative, perhaps because, at least in the old days, help was so far away. They are rugged



Bungee jumping was invented in New Zealand.

and independent, and the late Sir Edmond Hillary is a non-motoring example. That's a pretty impressive list from a country with a population smaller than that of Atlanta or Montreal.

We saw a respectable number of preserved or restored cars and bikes, many of them still in use. Like Norway and Canada and most parts of the civilized world, small cars and trucks are the dominant vehicles. We probably saw two full-size pickup trucks and about the same number of full-size cars. They use small trailers to supplement the carrying capabilities of the cars, busses, and trucks. Lots of the farm and ranch work is done with ATVs and also using small trailers to haul the dogs, etc. Gasoline, factoring in the exchange rate, was about \$3 US to \$4 US per gallon. It costs \$50 NZ to run a GS all day (the exchange rate was about \$2 NZ to \$1 US while we were there).

New Zealand is a clean country: limited signage and billboards and very little litter. The “social systems,” such as medical care, retirement, etc., are more comprehensive than those of the United



“I met this pig in a bar” – A real pig in a real bar

States. While I am sure they, like other similar systems around the world from Canada to Norway, are not perfect for those who live there, they seem to be more people-friendly than the United States' sys-

tems. Kathy was especially impressed by the government support to help anyone who works as opposed to support only for those who do not work. It is a better way to encourage self-respect and eventually self-sufficiency.

Tourism is New Zealand's biggest industry and a hugely important part of their national economic success.

It is interesting to think about whether the friendliness of their people is part of the reason for the success of the tourist industry or whether the importance of this industry is the reason for so much friendliness. In any event, we have rarely found so many people so welcoming of us anywhere we have been. Another theory we discussed is that it isn't an old enough country to have a false aristocracy.

They are fiercely proud of what they've been able to accomplish in their country in such a short time (and rightly so), and it is a very young, modern country. In the “Evoking” article, we wrote about bike selection for these types of journeys. The majority of your luggage is on the van, so you only have rain gear, camera, alternative face shield, and maps on the bike unless you need something else. The ST series of Ducatis are good, in spite of Kathy's experience in Spain, which was largely due to the age and condition of that particular bike. The Multistrada could work, given the limited need to haul stuff. Pure sport bikes could work, but we didn't see many. Sport-touring bikes will work. Sit-up bars make viewing easier, and the leverage of wide bars helps with the gravel roads and leads to “adventure bike” popularity.

Things we learned:

- We are very good planners and use lists and notes from previous adventures along with lots of internet



This is a tourist rental van marketing scheme that may be too risqué for the mag. There were several different designs

and reading research to plan what we take. However, we continue to take too much “stuff” on these trips. On this trip, there were washers and dryers in many of the hotels and motels where we stayed. Those made all the extra jeans, shirts, and underwear unnecessary. We should learn that, if you’re short something, you can generally buy it if necessary and to check the washer/dryer availability before we go.

- We took a laptop, which was problematic because it didn’t work well, but the Blackberry worked for both phone and email.

Most hotels had computers where you could pay \$10 for an hour’s use of the internet if you needed access. Unless you need access to a lot of documents, the Blackberry or occasional use of the paid internet should work.

- As reported in the Norway article, take as much of your important riding gear—helmet, boots, jacket, etc.—in your carry-on luggage as practical. It is easy to get shaving gear or makeup, but riding gear might be a big inconvenience to get, at least for a while. As in Norway, a couple on this trip had misplaced luggage.

- It is pretty easy to learn to ride on the left side of the road.

- It is hard to see and enjoy everything you would like to on these kinds of trips. You are there to ride, and the schedule is set out for that. You have to cover your 300 or so kilometers to get to the next place. That means if you want to take four hours to tour a museum, you probably can’t.

- As we reported from the Norway trip, the people who operate the tour make a huge difference. John, Alison, Peter, and Kate have been doing this for twenty years and concentrate on just New Zealand. They know the history of the country and you get a civics and history lesson if you want it. A competing tour company in

New Zealand uses guides from Europe.

- John, Pete, Alison, and Kate really made a special effort to give Kathy as much of the real tour as they could within the confines of the van operation—always the last to depart the hotel and usually the first to arrive at the next.

- New Zealand is very “biker friendly,” and we saw large numbers of bikes throughout the tour.

- The farm stay was great and a unique experience in all of our travels.

- Hotel accommodations and food were uniformly very good.

- It’s an island country with some big elevation changes, so it may rain at almost any time, and cool weather can be expected in the higher elevations even in their summer.

Conclusions:

These adventures are not inexpensive, even if

you are lucky enough to use frequent-flyer miles. That helps us set priorities—what can we afford and how does it compare with our list of places we want to go, now fashionably known as a “bucket list.”

Motorcycling is a great combination of traveling, using physical and mental skills. I, however, believe that people and relationships are as big a factor in the enjoyment of biking. You make lifelong friends, and you hardly ever run into someone you’d consider a jerk. There is a big sorority and fraternity that has riding at its core. I, for one, believe there would be no issue with road rage if everyone rode a bike. Relationships separate those who bike from cagers.

And finally, New Zealand and its people are as beautiful as shown in the movies and pictures all of us have seen!



A section of nice twisties

Size Does Matter Or Making A Hypermotard Go The Distance

by Jim ‘il Capo’ Calandro, Member #00001, photos by Jim Calandro and California Cycleworks

I really do like my Hypermotard, and it is possibly the best street bike I have ever owned. It is a personal thing I am sure, but I love the riding position—well forward—and the quick steering. I had been warned about the gas tank, and, after a day riding with friends who revised the route and did not go past the gas station I had planned on for my 90-mile fill up, I was worried.

As it turned out, we finally found a station with 123 miles showing on the odometer. The really significant number was the 3.21 gallons of gas it took to fill my 3.3 gallon tank! “Houston, we have a problem.” =/8^]

I had read online that California Cycleworks had a new long-range tank: 6.4 gallons! I decided this was what I needed. Heck, you can spend three times the purchase price on a full exhaust system, and you really never use the extra power except for a track day. This tank would give me peace of mind on every ride. I called my local Ducati dealer and ordered the tank. When it came, it was clear this was a well-thought-out and professionally made piece of equipment.



Note the large area in front of the Cycleworks’ tank where the air box used to be. In the rear you can see the battery area on the left rear section is filled in and there is a smaller recess on the top where the battery now resides.

I could not install it right away because my new detached garage/shop was under construction, but now it is ready to move in, and this is my first project.

The instructions are the first indication this is going to be a fun project. They are full of many pages of explanation, but more importantly lots of color pictures. The best part is step one: to remove the gas from your

tank, go for a ride. Now these are instructions for the people! Well, it is now two hours later and 10.3 miles into my reserve, for a total of 103.5 miles. I am ready to start my project in earnest.

I am bad about instructions—just ask my wife—so I just began removing the items I am familiar with. I had removed a lot of the body work

for a recent track day, so off came the three tank covers. Just to keep things simple over the years, I have started to use those nylon organizer boxes you can buy at Lowe’s. I put masking tape across the bottom of each section so I can write down where the nut or bolt came from. It pays large dividends when the project is finished and the



I label each bolt and part removed so there is no doubt where it goes.



Each part has its own bin including the ones that are not to be reinstalled. This is how I knew where the left over bolt went. :-)

inevitable “extra bolt” is discovered. It also allowed me to create a place for the bolts that came out and were not being reused. That way I know they are not “extra”!

Now I was to the point where I had to read the directions, and things went a little slower. The written directions were good. My only comment is they used a black bike and it makes seeing the tank, which is black, more difficult than if the frame and other parts were red. I was happy that they told me that when I removed the rear coil, the bolts and spacers were not to be reused, and I tossed them in my extra parts location. What was confusing was being told the front coil came off in the same manner. Did that mean the bolts and spacers were also not reused? Well, they are reused, so it was good I had my little parts separator.



Despite dire warnings, the capture nuts in the tank did a fair job of aligning with the holes in the filler and the pump flanges. It did require a little finesse, but the instructions gave good guidance here. I think the author of the instructions assumed that when putting the tank back on you would know what went back on and what was left off. When I got done, I had a bolt, some wire holders, and a hose left over. The bolt was for the bottom rear of the tank to attach it to the frame. It was not specifically mentioned, so I did not install it. But when I checked the tank, sure enough there was a capture nut, so on it went. The wire holders went on the sides of the tank and were obvious, as was the hose to the over-flow at the filler. Some of the electronic parts that go under the seat were hard to see in the picture. This was only important so that you could see the orientation of said part and not have it

interfere with the seat being installed. None of this was a big deal, because I have been working on my own bikes for years, but someone more novice might have needed this information.

One suggestion I would make to anyone making this installation is to mark the new cable that comes in the kit. It had no marking on it, and when you were getting ready to install the two cables, it was hard to immediately tell which one went to the ground on the battery and which one went to the solenoid. Even though



This is the old ground cable where the old starter cable will go. Be sure to get your ground tight many electrical problems can start here.

I had not installed the rubber shields on this cable, I did a trace to make sure I had the correct one. I have been told that computers do not like to have the positive and ground reversed, and I wish to remain ignorant of what can happen. If I were doing this again, I would put a little red tape around the new cable that replaced the one that went from the solenoid to the starter. The old cable was not marked, but is now used for the ground wire, so it is fine.

I got a little spark when I reconnected the ground wire—last of course—which surprised me. I tentatively turned the key, and all the dash lights came on and the fuel pump ran merrily until it built up pressure and shut off. Contrary to what the directions said, my dash came up as USA, and all my instruments still read in miles



This is the old starter cable which will not be your ground. Be sure to tag the end of the new starter cable so when you go to hook up the cables at the battery you will not get confused and reverse them.

and degrees F. What I did lose was the clock, which took me about five tries to reset. I can never remember the sequence of button pushes to do that. With the manual being upstairs in the house, I trudged on until I got it right. I hit the starter button and, after a few revolutions, it started right up. I am proud to say there are no leaks.



I am happy that California Cycleworks decided to add filters for the two hoses that we removed from the air box. I installed them and feel better about my motor's health. I am sure they are not a big deal, but I do appreciate CCW's taking the time to



The red individual air filters in place.

send them to me unasked. I think it was a nice customer service thing. (The filters are now included with the tank; initially, tanks were shipped without them.) I do have two bolts left over that came in the kit, and I will ask if I missed where they should go, but for the life of me I cannot see what I missed. I did have to move a little plastic device from the frame right at the rear coil. It was to hold a wire tie for the wires that now went under the frame, and it was just enough to keep the tank from seating fully. I also have a problem with the seat's not

fitting fully to the frame. The front is hooked to the tank, and the rear is bolted down, but the center of the seat is held up by the battery. The rubber bumpers are not sitting on the frame like they should, and the seat will



This is the air box and where most of the new tank volume comes from

rock from side to side. Once I put my 200 pounds of road-hugging weight on the seat, I can assure you the seat is in contact and does not rock.



Even without the seat it is hard to tell the new tank is on.

Am I glad I spent the nearly \$800 it takes to buy this kit? No hesitation here; yes, I am ecstatic. You cannot tell I have changed anything except when I keep driving by gas stations. There is a manufacturer's label on the tank itself, but it is discreetly on the bottom and can only be seen when you bend over and know what you are looking for. Like anything new, I had a few moments' hesitation during the installation process, but I found the instructions to be very helpful and full of lots of great pictures to help. All of the items mentioned above were minor, and I highly recommend this tank.

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Touring Sport Ducshop Ducati MotoGT Racing News

First for Touring Sport Ducshop Ducati at Road America

by Wendy Hogg, DUCSHOP, www.ducshop.com, photos by Bryan J. Nelson, www.brianjnelson.com

Touring Sport Ducshop Ducati finished in first place in the SunTrust Moto-GT endurance race at Road America, crossing the finish line first overall and first in class, strengthening their championship lead to 19 points. Riders Ryan Elleby and Frank Shockley shared the riding on the team's #77 Ducati PS1000LE on a rain-soaked track, dominating both their class and the race. They finished 1.56 seconds ahead of second place and over a lap ahead of class rival Pair-A-Nine Kawasaki, who finished second in the GT2 class.

Shockley started the race at a disadvantage after they were disqualified from their pole position set on Friday when their dyno reading showed 0.16 horsepower over their 90-horsepower restriction. Beginning at the back of the grid, it took just ten laps for the team owner to see the leaders. The team chose to begin the race on DOT tires over wets as the track was, at that point, just damp. This strategy helped them set a fast, early pace, allowing them to gain much-needed ground. Just as the rain increased, and Shockley began rethinking his race strategy, the pace car came out, so at almost the halfway point Shockley chose to pit, change tires, and send Elleby out.

Elleby, a renowned rain rider, quickly took the lead, battling with Jimmy Felice on the TeamHurtByAccident PS1000LE. Felice crashed with just 15 minutes to go, sending out the pace car for the second time, which stayed on the track the remainder of the race, which finished on a caution flag.

"This is an excellent result under sketchy conditions," said Shockley after the podium awards. "We had to strategize the whole race, never knowing if the decisions we'd made were the right one, but in our heads we didn't believe for a moment that we couldn't win."

The team heads next to Lexington, Ohio, for the fifth round at Mid-Ohio. [See the following

article regarding the great results at Mid-Ohio—Ed.]

Ducshop proudly builds and maintains the PS1000LE engine. The team is also sponsored by Touring Sport Ducati, gBehavior, EZ-Glide 350, Öhlins USA, SpeedyMoto, Robby Byrd, US DESMO, Swatt Motorcycle, JVE Limited, and Pilot Leathers.





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First and Second for Touring Sport Ducshop Ducati at Mid-Ohio

by Wendy Hogg, DUCSHOP, www.ducshop.com, photos by Bryan J. Nelson www.brianjnelson.com

Touring Sport Ducshop Ducati finished first and second in class and third and fourth overall in the GT2 race at Mid-Ohio. Championship leaders Frank Shockley and Ryan Elleby finished in second place, while Red Bull rookie riders Huntley Nash and Corey Rech won the two-hour endurance race, leading the series race for its entirety.

Pole setters and reigning champions Frank Shockley and Ryan Elleby came away from the fifth round with an additional five-point lead on their championship rival, Pair-of-Nines Kawasaki, with four points for second and an additional point for pole, increasing their lead to 23 points with four races remaining.

The team heads next to Topeka, Kansas, for the sixth round at Heartland Park. [See the following article regarding more great results at Kansas—Ed.]

Ducshop proudly builds and maintains the



Team orders, casually set on Friday, were quickly dismissed when Corey Rech shot to the lead, setting blistering times to take the #38 bike to third overall. "I didn't have the heart to tell the boys to slow the pace so the #77 bike could win," said team owner Shockley after the race. Fast Frank, as he's referred to, was not his usual fast self at the Lexington circuit, starting the stint on the championship-leading #77 Ducati and handing it to Elleby in fourth position. It didn't take long for Elleby to get the bike back into second place, where he remained until the checkered flag.

The team was thrilled with the performance of the two Red Bull rookies, both new to the bike and new to endurance racing. Huntley Nash competed in the AMA Supersport race the following day on a Yamaha.



PS1000LE engine. The team is also sponsored by Touring Sport Ducati, gBehavior, EZ-Glide 350, Öhlins USA, SpeedyMoto, Robby Byrd, US DESMO, Swatt Motorcycle, JVE Limited, and Pilot Leathers.

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Visit www.usdesmo.com for rally recaps, track day stories, pdf versions of previous Leanings issues, picture galleries, membership and registration forms, and the discussion forum! Have an idea for a 2010 event? contact Jim Calandro at capo@carolina.rr.com or 1.704.843.0429.

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Touring Sport Ducshop Ducati Takes Topeka

by Wendy Hogg, DUCSHOP, www.ducshop.com, photos by Bryan J. Nelson, www.brianjnelson.com

Touring Sport Ducshop Ducati won today's two hour MotoGT2 endurance race at Heartlake Park Topeka Raceway, finishing the race fourth overall. Rider's Huntley Nash and Corey Rech piloted the Ducati PS1000LE to the team's fourth win this season, broadening their championship point's lead another seven points, with two additional points awarded for lap leader and best qualifier.

Torrential rains ripped through the paddock last night making the track too hazardous for morning practice, but it made little difference. Rech began the first stint battling neck-to-neck with the rival PS1000LE of Hurt By Accident. Each time he was passed Rech was able to instantly regain the lead. The battle proved too much for the Hurt By Accident team who crashed mid-race, making it smooth sailing for duo after that who had already pulled well away from their next closest race rival, Pair-A-Nines who are currently running runner-up in the championship points.

Acting as crew chief, covering for an injured Mark

Sutton, team owner Frank Shockley was thrilled with the result of his former Red Bull rookie riders and stand in crew. "Though I like being crew chief I far prefer riding," said Shockley. "I was more nervous this race than I've ever been as a rider. But Corey and Huntley made it look easy and the crew, despite the pre-race scramble fixing a fuel leak, were flawless. I'd like to especially thank my step son for stepping in as fuel man."

You can also see more images at www.facebook.com/ducshop

Ducshop proudly builds and maintains the PS1000LE engine. The team is also sponsored by Touring Sport Ducati, gBehavior,

EZ- Glide 350, Öhlins USA, Speedy Moto, Robby Byrd, Nemesis, USDESMO, Swatt Motorcycle, JVE Limited and Pilot Leathers.

Touring Sport, 1431 Laurens Rd, Greenville, SC 29607, 864.232.2BMW, www.touringsportbmw.com

DUCSHOP, 963 Industrial Park Drive NE, Marietta, GA 30062, 678.594.7717, www.ducshop.com



Race info			Results	
Circuit	State	Date	#77 Bike	#38 Bike
Daytona International Speedway	Daytona Beach, FL	March 6	2nd	DNR
Road Atlanta	Braselton, GA	April 4	1st	5th
Barber Motorsports Park	Birmingham, AL	May 2	2nd	DNF
Road America	Elkhart Lake, WI	June 6	1st	DNR
Mid-Ohio Sports Car Course	Lexington, OH	July 18	2nd	1st
Heartland Park Topeka	Topeka, KS	August 1	1st	DNR
Virginia International Raceway	Alton, VA	August 15		
New Jersey Motorsports Park	Millville, NJ	September 5		
Daytona International Speedway	Daytona Beach, FL	October 17		

DNR = Did not race DNF = Did not finish

BENCH RACING

Tall tales of fact and "friction"

Darmah Healing

by Jim 'il Capo' Calandro, Member #00001

For some reason, my friends have come to believe I have special powers with electricity. I think it started when Craig Hunley had a problem with blowing fuses on his 1973 Ducati 750 Sport. He had looked at it for some time and had others do so, including some highly paid specialists, with no solution. I found the source in a light on the headlight shell that would turn slightly when you tightened it down and one of the electrical leads would contact the bolts used to mount

test light said power was reaching the solenoid, both from the battery and the starter button, so it looked like the problem was found.

You have to understand that Craig and I have been good friends for about thirty years, and we are not above a little practical joke now and then. Well, at least I am not above that. I had a feeling that a light tap might free up the rod that runs through the electro-magnet that closes the circuit for the main battery cable running to the

"I told Craig I had no idea what was wrong and I was going to use my last desperate act of healing to fix it."

it. Like many things in life, it was more likely luck that found it, but who wants to look a gift horse in the mouth?

A few years later, Craig was having trouble getting his 1978 Darmah to start. It has what the British so poetically call the "electric foot," but pushing the required button yielded no running motor. Craig had gone through the normal problem areas with no luck, so he called me, and off I went with my meter, alligator clip leads, and test light.

After checking the usual items—battery, kill switch, ground, etc.—we were heading up a blind alley. Everything seemed to be in order, but no sound from the starter. I knew I had been here before but just could not remember what it was that was wrong. Then it occurred to me that I had not heard the tell-tail sound of the click of the starter solenoid. Was it not getting power or, worse, was it DOA? I had Craig push the starter button, and my

starter motor. I took the heel of the screwdriver I had and gave it a few taps. Then, standing next to the bike, I told Craig I had no idea what was wrong and I was going to use my last desperate act of healing to fix it. I had Craig lay his hands on the tank, and I did the same and then said, "Oh Great God of Ducati, heal this beast!" Craig gave me a strange look like he suspected something was "afoot," but he was not sure what.

Standing back from the bike, I said hit the starter button and it will run. I am not sure who was more surprised when the motor roared to life. Craig just stood there with his mouth open and insisted I tell him what I had done. My response was, "You were standing right there and saw me do it." No, he did not buy that, but he did go to the NAPA store and buy a starter solenoid for an early Ford Mustang, and his bike has started ever since.



Ducati Meccanica Collection

Introduced in 1954, the Ducati Meccanica logo with its distinctive wing and laurel design pays homage to Ducati's Bologna home and proud heritage. The Ducati Meccanica apparel collection, completely redesigned for 2009, combines vintage details and contemporary styling in both technical riding gear and fashion garments for men and women. Visit www.ducati.com to experience Ducati's complete apparel line.



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