DESMODESMO LEANINGS

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

Volume 2 Issue 1

Spring 2004

THIS ISSUE...

- TRI-COLOR EXPERIENCE: DUCATIF1B
- DUCATI DAYTONA 2004
- AMERICADE RALLY



FIRST ANNIVERSARY ISSUE



BMW • Ducati • Triumph Motorcycles of Charlotte

Sales • Parts • Service • Accessories

12999 East Independence Blvd. Matthews, NC 28105 704.882.6106

Hours

Tue-Wed-Thur. 9:00 - 7:00 9:00 - 5:00 **Friday** 9:00 - 4:00 Saturday **Sunday-Monday** Closed



DUCATI









Specializing in European Motorcycles & Machining Services

SMC Inc.

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



A Division of the Malachi Group

75 Ponce De Leon, Suite 102 Atlanta, GA 30308

1-877-419-4360

PERFORMANCE CENTER



PERFORMANCE

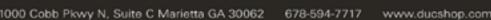
ENGINE BUILDING CYLINDER PORTING

CHASSIS

MACHINE SHOP DYNO ROOM **FABRICATION**

SUSPENSION

IN-HOUSE SERVICE OHLINS CERTIFIED



WE USE AND PRODUCE ONLY THE BEST PRODUCTS FOR YOUR DUCATI AND ALL PERFORMANCE WORK IS DONE BY MARK SUTTON, EX-AMA DUCATI FACTORY SUPERBIKE TECHNICIAN.

Contenuto

Feature Stories

The Tri-Color Experience: Ducati F1B

by Jim Calandro

8 US Desmo Schedule of Events

9 US Desmo Invades Americade by John M. Rossi

11
DucatiDayDaytona 2004
by Vikki Smith

Other

Saluti dal capo
Greetings from il Capo

4
Piazza Del Mercato
Classifieds





Greetings from il Capo

As I type this, I am getting ready for Daytona and Ducati Daytona Day on March 5, 2004. Ducati on Line has planned another gala event for the Ducatisti. US DESMO will have a booth there, so stop by and introduce yourself and meet the other members. Remember, the featured bike for this event is the Super Sport, so bring yours and enter the bike show.

This year's emphasis has been on track days, but we have not forgotten you rally goers. If you have a good location for a rally, please contact me and see if we can get it started for next year. Things we would need help with are rally central (i.e., a good location for a ride), a hotel to base our operations from, a good Italian restaurant for dinner, and a good ride route with lunch destination. This all involves scouting, and if the location is a great distance from where I live, that becomes difficult. Your help will make this possible.

Our spring cover features a classic belt-drive tricolor Ducati F1B. Our club staff photographer, Terry Wyse, has again taken these outstanding photos. We are fortunate to be located near a very photogenic town. Again, if you have a nice set of shots, please contact us so we can try and use them. Remember, we want something artistic and high resolution.

We have about 60% of our old members who have renewed their membership. Remember, all memberships are for the calendar year. If your information from the original membership form has remained the same, you only need to send a check for \$20 and indicate your member number. Keep up with our web site, www.usdesmo.com, for additions and changes to events, as this is all a work in progress.

With our new affiliation with STT, we now have a complete package of track days. STT will provide moderate-cost track days with quality instruction. US DESMO provides low-cost track days to relax and practice what you have learned. Roebling Road track day is coming up fast, and the spots are filling up, so send in your registration.

Jim il Capo



Jim Calandro	il Capo
Clyde Romero	•
Bob Lattanzi	Consigliere
Terry Wyse	Consigliere
John M. Rossi N	E Regional Rep.

Advertisement Rates

	Size	B&W	4/C	Process
Ba	ck Cover, Full page	\$250		\$300
Ins	side Cover, Full page	\$200		\$250
Fu	II page	\$150		\$200
2/3	page Horizontal	\$100		\$150
1/2	page Horizontal	\$75		\$125
1/2	page Vertical	\$75		\$125
1/3	page Horizontal	\$50		\$100
1/3	page Vertical	\$50		\$100

Contact us for ad specificiations

Ad rate is for four issues

P.O. Box 615
Waxhaw, NC 28173
http://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.

2 www.USDESMO.com SPRING 2004 SPRING 2004 www.USDESMO.com



www.bogartsmotorsports.com

Parts • Service • Apparel New and Used Motorcycles

DUCATIBIRMINGHAM



toll free 877.797.2952 • phone 205.956.6693 • 5350 Grantswood Rd, Birmingham, AL 35210

Piazza del Mercato

1997 DUCATI 900SS/CR

w\ HR lowers; D&D exhaust; euro jetting; Corbin seat; Heli bars; Yellow; SS brake lines; includes original seat & exhaust.& body work;12K Fully maintained excellant condition. \$6.500 OBO.

Barbara Nowell (919) 967-7637

2002 Ducati S4 "Foggy Replica" Monster

The Ultimate Monster. #62 of 300 worldwide. S4R Monsters look common next to this Foggy. This bike was the Cover Girl on the US DESMO winter news letter. Too many upgrades and options to list. Better than new condition w/approx. 4K miles. \$13,900 OBO Contact Bill Birchfield for pictures and complete listing of extra's. All stock equipment included. (704) 617-1835

bill@qppionline.com

2001 Moto Guzzi V11 Sport Rosso Mandello

80th Anniversary model limited edition #110 of 300 made. Must see to appreciate, lots of factory carbon fiber parts. Excellent condition 10K miles \$9,000 Firm. **John Busbin**

(704) 560-4458

1975 Laverda SF2

Dressed to look like the legendary SFC. Fairing, seat, rear sets, clip-ons and of course bright orange paint. Borrani rims, twin front disc and Laverda dual leading shoe rear brake. Bike is in good shape and is a daily rider.

Jim Calandro capo@carolina.rr.com (704) 843-0429

DUCATI F1E



Somehow during my motorcycle life I had managed to ignore Italian bikes. Most of it was out of fear and ignorance generated by the mainstream motorcycle magazines. Stories of flies in the fiberglass and big end failures were enough to make a weak man run. I stayed with Japanese bikes, even though both a 1976 Le Mans and a 900 SS tempted me. Too expensive and too little confidence in their reliability kept me at bay once more.

The 80s arrived and Ducati had all but disappeared from the scene. Then in 1985 Cagiva bought Ducati and started their own line of bikes with Ducati motors. The bike they continued to make, the F1, was the last of the old school and had that tricolor paint job. I was smitten, but the high price of admission and the old bugaboo about reliability kept me without a Ducati. As the decade started to wind down,

Cagiva realized that the Ducati name had a real market value and started to invest in modernizing the brand. Now they had my interest piqued, and I started to look at the Paso as the bike that would bring me to the Church of Ducati.

I started to research Ducati in general and the Paso in particular. This led me to one of the icons of Ducati in the Atlanta area, John Hoffman. John is one of those old-style dealers with a small showroom and a large spare-parts area. He knows most of his part numbers by heart and is willing to share his wisdom with the "unwashed." Being a new pilgrim and ripe for conversion to the Church of Ducati, I soon learned that there was a cost for this advice. You had to actually listen and retain. John does not suffer fools well, and he is especially harsh on those who ask for his free advice and then want to argue with him. I also learned that John knew what he was talking about, and you were better off ninety nine out of a hundred times to follow his advice.

Every time I would stop by John's shop I would look at the five F1s he had on the floor, two Bs, one S, and two Laguna Secas, although these last two, more limited in

production, just did not look as good as the tricolors. I drooled, but did not take one seriously, as my first venture into the fabled Ducati was not going to be a no-warranty bike. About this time Ducati started to talk about a street version of the spectacular 851 race bike. 1990 saw the 851, the 750 Sport, and the 906 Paso show up at dealers, and I was ready to become a new convert. The Sport was an updated version of the F1 with a full year's warranty. I went over to Athens, Georgia, with my checkbook and the fullest of intentions to buy the Sport. What I did not reckon on was the 851 being there, looking me in the face. A very big check later I had ordered the last 851 to come into Georgia in 1990

Despite all my fears, this bike turned out to be wonderful and gave me little trouble for the first year



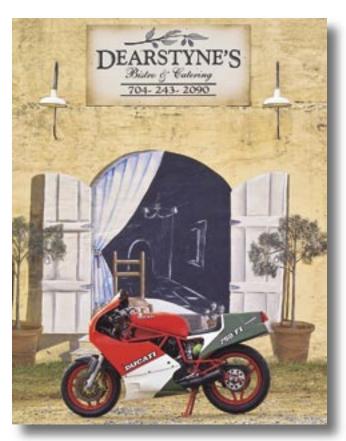
I had it. The only things that did happen were either owner-induced or some poor workmanship by a mechanic that John no longer employs. This gave me confidence to buy an F1, but in the two years it took me to actually make this decision, all five in John's shop had been sold. I gave John a call and told him if he heard of one going up for sale to let me know. His response was, "Do you have a pencil and paper?" He gave me a phone number of someone who had purchased one of the F1Bs I had been looking at. He had modified it some, raced it for one season (about four races), and had decided to move up to a 900 SS.

To make a long story short, I bought the bike complete with braided stainless-steel brake lines, 40-mm carbs, lightened crank, and the degreed race cams from a Laguna Seca. It had several holes drilled into the fairing to accommodate number plates, and the plates' rubbing on the fairing during races had removed some paint. He had installed a reverse cone megaphone exhaust that was very loud and was so close to the fairing lower it had burned some of it. His solution was to cut the offending part of the fairing away. It looked good and ran even better. I installed a horn, turn signals, brake light switches, and a baffle in the exhaust system.

continued on next page....



\$ www.USDESMO.com SPRING 2004 SPRING 2004 www.USDESMO.com



This bike was a blast to ride and was easier to ride fast than the 851. It had no socially redeeming values, and that was part of the charm. I found out that it was not the best touring bike but could be used for 250- to 300-mile days. I bought a tapered tank bag that would clear my chest, and it was a bike I rode all the time. Several years later I was using it at a Guzzi rally and had a close encounter of the four-wheeled kind. I panicked when a car crossed the double yellow while coming toward me and grabbed too much front brake. This resulted in the pavement slapping me in the face and, more importantly, filing down my fairing, while simultaneously removing my front brake master cylinder and rear brake pedal. My knee put a dent in the left side of the gas tank. Needless to say, the ride home was more than interesting. Thank goodness I religiously wear leathers, and I had no damage to my "body parts." I replaced the broken brake parts, repaired the damage to the fairing, and repainted the white portion. I tried the fix-a-dent people, but they said the tank had a much heavier gauge of metal than the cars they usually worked on and bent their tools. I rode the bike this way for a few more seasons until the "O" ring in the clutch slave cylinder failed and let brake fluid leak out the weep hole. I discovered this failure when I spotted the rear brake caliper turning white and a big strip of red paint was hanging from the swing arm. A good friend who paints helmets had been trying to convince me to repaint the bike, and now looked as good a time as any.

He shipped the bodywork off to his body man, who repaired the dent in the tank and started to bead-blast the fairing and seat section. This fiberglass proved to be of the poor quality that the magazines had warned me about years ago. You could event see a hand print in the gel coat. The lack of quality in the fiberglass meant the body man had to hand lay a new layer of fiberglass over all the bodywork. This extra work plus the cost of official Ducati decals made the project go over budget very fast. While the bodywork was off being repaired, I pulled the bike completely apart and sent the frame, swing arm, center stand, and both wheels off to be sandblasted and powder-coated. The meant that for the first time the wheels and the frame would be the same color, a novel idea.

With the frame off being powder-coated, I put the motor on the bench and proceeded to fix all the things it needed. I put on new belts and adjusted the valves. I found one of the opening rockers had lost the hardened chrome surface, and I ordered a new one. Fortunately, I was able to reuse some of the shims from one valve to another. This is a good thing as closing shims are very expensive. I replaced all the split rings when I found a full one-third of them broken. I had to repaint both the rear caliper and the clutch cover and learned a new technique. The highlights on the cover that are the natural aluminum color can be readily made visible through the black paint with a flat piece of wood and some fine sand paper.

With so much of the motor apart and easy to clean, I worked hard at making all the black surfaces look shiny black. I then invested a few dollars in a gold-anodized bolt kit. The gold color really shows up well on the black motor and gives the bike a little touch of class. That left the exhaust pipe with its black paint having a shade of gray to white at the bends. Off to the hardware store and back with some high-temperature paint. I sprayed the head pipe with the high-temperature paint and the muffler section with motor paint. I have learned that the mufflers do not get hot enough to cure the high temperature paint, and it will rub off on your leg.

The frame returned from the powder-coaters, and I started to do the reassembly of the bike. This all went well as I had put all the nuts and bolts in a nylon egg-crate type of box. I had marked each section with where the fasteners had come from, and it made the reassembly very smooth. I had also taken pictures of the bike as I took it apart and found this was very helpful when it came to finding the right routing of cables and hoses. Everything started to look fantastic, but I came to a stopping point as the bodywork was still at the painters. This is one of the problems of having "a friend in the business" do a job for you.

As I waited for the painting to be done, things really started to get expensive. First, I found a "good deal" on a carbon-

fiber front fender that a local shop was closing out. It was for a Kawasaki ZX7 but looked like it would fit with no modification. I had decided I would do any performance or cosmetic modification that I liked and was not reversible. No cutting or welding was the golden rule. I got the fender home and drilled four holes, and it looks like an original part.



Next month I found a pair of 916 fourpiston calipers for a very reasonable cost, and I knew that the special F1s had similar set ups and had an adapter plate. A call to John Hoffman revealed that, yes, the adapted plates were still available. Now of course with these much better calipers, I would need a comparable master cylinder. An 888 donated the necessary part at the obligatory

reasonable price. As another month passed, the curse of the Internet struck in the guise of valuable information. Did you know that the Showa shock from the

pay him! A few calls for help,

916 and 748 would fit the F1? Well, after the expenditure of the

customary reasonable amount and a little work with a file on the "top hats," it slipped right in. Only problem is the breather box would not clear the remote reservoir, and I had to replace it with a length of hose and a K&N filter.It became clear that if my painter friend did not hurry and finish the painting, I would be too poor to

and he showed up with the most beautiful bodywork a Ducati has ever seen. I had a few problems like the taillights not working--just a loose bulb--and a horn that would not blow. I never did figure out why the horn would not blow because, as I ran an extra ground wire to ensure it would work, it mysteriously resumed functioning. I have left the extra wire on just in case it starts to act up at a later date. I put some gas into the tank, tickled the carbs, pushed the button, and was rewarded with a booming exhaust note. The pipes started to smoke as the high temperature paint started to cure, so I shut it down to let the cure take place at a slow rate. I started it twice more and followed the same practice of shutting it off when the smoke started. Each time took a little longer, and I think two more will set the paint.



A few test rides and everything started to come together. The brakes worked great and the rear suspension was going up and down, something the old shock never seemed to do. The only problem I had now was gas leaking around the filler. It appears the paper gasket between the filler and the tank was not reusable. I went to the local Ducati shop but they could not find the piece still listed in the Ducati parts list. I ordered the one from an early 851 which looked to be the same but turned out the bolt holes were on a larger radius. As I was leaving the shop I noticed a Buel sitting outside and looked at the gas cap. Would you believe the gasket lined up perfectly? Off to the local HD shop to order the necessary part. When it came in not only did it fit but the rubber gasket also has a baffle that goes down into the tank to help prevent splashing when you fill or use the brakes hard.

Now comes the real dilemma. The bike looks better than the first day I saw it eleven years ago sitting on John Hoffman's showroom floor. It used to be the bike I took to track days, but now I will be fearful of doing that again. I will need to ride it around my favorite local roads to set up the new rear shock and try out all the newfound braking power. It took ten months to do and looks better than I planned. It also took more of my money than I had budgeted, but what else is new?



6 www.USDESMO.com SPRING 2004 SPRING 2004 www.USDESMO.com

Schedule of Events for 2004

SouthEast Events

April 30-May 2	Ninth Annual Ducks	Along the Blue Ric	ige (DABR) Rally	Mount Airy, NC
Monday, May 24	Track Day		Carolina Motorspo	rts Park, Kershaw, SC
June 21-22 This is a MAD-spnos	Track Day red event.	V	irginia International	Raceway, Danville, VA
June 25-27	Ducks Head West (D	HW) Rally		Greeneville, TN
September 17-19	Ducks Fly South (DE	'S) Rally		Hiawassee, GA
Monday, October 4	Track Day		Carolina Motorspo	rts Park, Kershaw, SC
NorthE ast	Events			
•	Track Day erville, MA and US Desm			
US Desmo and Ducati	2004 Americade Ral of North America host th f the Americade events is	e Adirondack Mount		
	Track Day conia, NH and US Desmo			
	Track Day erville, MA and US Desm			
	Track Day Scranton, PA and US Desi			,
SouthWest	t Events			
	•			Pahrump, Nevada Springs race Track in

As always, visit **www.usdesmo.com** for the latest information



This seemingly rag-tag group, often howling laughing around a campfire, are among the most seasoned and serious motorcyclesty volume for a group of riders, humorously called Chooch MC, are bonded by big laughs, long fast rides, and exceptional meals. This seemingly rag-tag group, often howling laughing around a campfire, are among the most seasoned and serious motorcyclists you will meet — all without pretentious pomp or inflated egos. Along with the other 100,000 motorcyclists visiting the region during Americade week, we meet there because of motorcycles and to ride.

Americade's founder Bill Dutcher, a former road racer himself, has expanded the event's touring roots to become an all-brand, motorcycle gathering. There are plenty of activities and events for those of you who choose to join. For nearly two decades, our group has attended Americade more for its characteristics as a communal retreat over the organized activities. It is the freedom of motorcycling that draws us to upstate New York to blend in among the broad cross-section of motorcyclists from the United States, Canada, and from Europe. Being amidst thousands of different motorcycles and the people who ride them is endlessly entertaining. But, the real draw is the serpentine roads that wind through a lush, mountainous region of U.S. that is worth experiencing.

US Desmo's northeast regional members are proud to lead the Adirondack Mountain Ride on Friday, June 11th. With support from Ducati of North America, the tour heads north through the Adirondacks to Lake Placid, site of the 1932 and 1980 Winter Olympics. The itinerary for the 280-mile +/-, rain or shine ride involves:

8:30 a.m. Rider's meeting at Wild Waters Outdoor Center on Rt. 28, at the Hudson River, 8-miles outside of the Town of Lake George. For exact directions visit www.wildwaters.net or call 1.800.867.2335. Please arrive gassed-up and fed.

12:30 p.m. Lunch at The Pines of Lake Placid, formerly the Hotel Saint Moritz. Visit http://www.thepinesoflakeplacid.com

1:45 p.m. Optional tour to top of White Face Mountain or Lake Placid Village

6:00 p.m. Riders return to the Town of Lake George

It's a full day. Please try to be physically and mechanically prepared. Non-Ducati riding guests are welcome, we just hope you like glimpses red and the smell of Klotz.

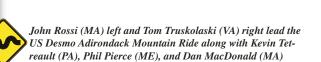
For information on the Americade Rally and links to overnight accommodations visit www.tourexpo.com. The Town of Lake George typically sells out a year in advance, so it is not unreasonable to consider staying in one of the many outlying villages or towns. In fact, if you want to get any rest at night, the further out, the better. There is so much to see at Americade's Tour Expo, or you may want to extend your stay at Americade or plan to travel across Lake Champlain into Burlington and the Green Mountains of Vermont or continue North to Montreal.

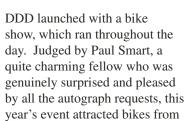
The US Desmo Adirondack Mountain Ride is pay as you go. RSVP via e-mail would be courteous to johnmrossi@comcast.net but, is not necessary. If you're there, we'll ride. If you miss it, you'll read about it in Desmo Leanings.

8 www.USDESMO.com SPRING 2004 SPRING 2004 www.USDESMO.com



Ducati leads the pack toward Lake Placid and White Face Mountain, site of the 1932 and 1980 Olympics..



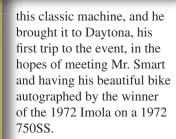


all across the United States. This year's show featured quite a line up of perhaps the best collection of Ducatis (all rare, special, or highly modified) ever seen in the United States. Those that went home with a CycleCat trophy truly deserved them, the judges having felt pressure at the difficulty of the decisions based on the quality of the entrants. Top award went to Robert Bennett's perfect 1974 "greenframe" 750 SuperSport, which is often referred to as the "original superbike." Mr. Bennett is the original owner of

Tust perfect. On the heels of Eric Bostrom's Ducati **J** 999 Daytona 200 perfect pole position and all-time best lap record, DucatiDayDaytona, held in perfect 80degree sunshine weather at Daytona SpeedPark, truly the perfect location, was nothing if not the perfect way for Ducatisti to celebrate the passion of Ducati. On Friday, March 5th, over 1,000 Ducati owners and fans came together at Daytona SpeedPark for a full day of nothing but Ducati. This year's event, organized by official Ducati owners' club Ducati On Line (at Ducati

DUCATI DAY DAYTONA

net) and sponsored by Ducati North America, was the biggest yet and included a Ducati-only bike show, tech classes, a charity auction to benefit the Tiffany Weirbach Foundation, the Ducati Idol bestsounding Ducati contest, a fashion show, and a vendor and club row. Headlining this year's event was factory rider Eric Bostrom, who made two appearances, three time Daytona 200 pole winner Paul Smart, and Ducati fan and host of OLN's Dirt Rider Adventures, former VIP star Molly Culver. And while they all proved pretty popular, the most popular guest might have been Michelin's "Bib," who could be found shaking hands and posing for pictures often throughout the day.



Next on the schedule was the fashion show, hosted by Ducati North America. The lovely ladies of UmbrellaGirls USA as well as members of Ducati On Line and Ducati SpA modeled fashions flown in from Italy just for the event. The models and fashions were quite a hit, with many items being displayed for the first time in the United States.

www.USDESMO.com SPRING 2004 SPRING 2004



During the day, there were a number of classroom sessions hosted by experts, including international moto-journalist Neil Spalding on MotoGP, Denby Smith from Michelin, Doug Lofgren on fuel injection, and Van Singley of Ducati North America. These "universities" are always popular, and this year's speakers were no exception.

For the second year, DDD hosted the Ducati Idol, Let Your Ducati Sing best-sounding Ducati contest judged by the Desomodromiclub of Rome, Ducati On Line's "sister" club in Italy. Twenty-six Ducatis roared for the title, which was won by Dennis Liebrecht's 1974 Conti-clad 1978 silver and blue 900SS. This event is always a crowd pleaser, and this year's award presentation included Ms. Culver as well as the Desmodromiclub's "boys in black."

DDD 2004 included something new: the origination of the first annual CycleCat Award, given to the person deemed to enhance the world of motorcycling in general and Ducatis in particular. This year's award was presented to DDD event promoter, party host, and Ducati On Line president Vicki Smith as a surprise from CycleCat. Also new this year was the formation of vendor and club row, where partygoers could check out top-of-the-line upgrade parts, buy Ducati gear, or introduce themselves to the smiling duo of Jim Calandro and Bob Lattanzi from US DESMO.

The favorite charity was the Tiffany Weirbach Foundation for the Prevention of Melanoma, which received over 50 unique and valuable items to be auctioned, including a custom-painted gas tank suitable for wall hanging donated by Ducati North America as well as a one-off quilt of Ducati MotoGP rider Ruben Xaus and a digital illustration of Eric Bostrom done for the event by General Motors designer Pierre-Paul Andriani (a copy of which was presented as a gift from Ducati On Line and Mr. Andriani to a pleased Eric Bostrom at the event). E-Boz stopped by twice during the day to sign autographs and greet fans eager to wish him luck in the next day's Daytona 200.

Add to all this the t-shirt tossing UmbrellaGirls, free Italian ices in a dozen flavors, an Enzo Ferrari supercar, some gocarts, dragsters, and a whole lot of smiling faces, and it really was the perfect Ducati Day.

See you next year!

2004 DucatiDayDaytona Bike Show Entrants

Robert Bennett (74 750SS) **Steve Hatfield** (66 Mach One) **Drew Ehehalt** (77 900SS) Ian Brand (78 GTS) Rich Lambrechts (63 125 Sport) Ray Tubach (81 Darmah) **Robb Kunkle** (76 900SS) Kim Barnes (02 MS4 Foggy) Virgil Kreepov (02 MHE) Marc Conti (02 Bostrom Replica)

Lew Murphy (95 916) **Paul Korman** (02 748)

Nelson Cambatta (03 999SP)

Merlin Elliot (90 906) John Estill (99 ST4)

T. Schultz (03 999)

Byron Kauffman (00 M900)

Allen Dent (03 M1000)

Burt Emerson (95 900SP)

Ron Barnaba (95 900SP) Roger Sears (99 900SS)

Perry Kotlowski (93 900SL)

Bike Show Winners

Best Bevel Drive Single - 1966 Mach One

Owner: Steve Hatfield

Best 750-900cc Twin (Bevel and Belt) - 1977 900SS

Owner: Drew Ehehalt

Best 900cc Belt-Drive Supersport (Feature Category) -

1995 900SS-SP - Owner: Burt Emerson

Best Monster - 2000 M900 Owner: Byron Kauffman Best Tourer - 1990 906 Paso **Owner: Merlin Elliott**

Best Limited Production - 2000 Monster S4 Foggy

Replica – Owner: Kim Barnes

Best Hyperbike - 2002 998 Bostrom Replica

Owner: Marc Conti Best of Show - 1974 750SS **Owner: Robert Bennett**

www.USDESMO.com



UNITED STATES

ALABAMA

Big #1 Yamaha/ Ducat 051 942-3313 Ducati Birmingham

ALASKA

Honda of Anchorage (907) 279-9478 The Motorcycle Shop, Inc.

ARIZONA

<u>Cycle-Moto</u> (480) 898-0559

Phoenix (602) 864-1437

CALIFORNIA

Capitola Moto Italiano of Santa Cruz

(831) 476-3663

Yamaha of Chico (530) 343-2192 Covina

Bert's Motorcycle Mal

Fresno Vilson's Motorcycles

Garden Grove

Glendale <u>Pro-Italia Motors</u> (818) 249-5707 Irvine

Spectrum Ducati Los Angeles

Modesto Modesto Ducat (209) 578-1330

Oceanside

Redondo Beach Del Amo Motorsport (310) 372-8891

Sacramento Good Times Kaw/Suz/Ducati (916) 344-2141

San Diego <u>GP Motorcycles</u> 619) 233-4762

San Francisco

San Rafael

(415) 456-3345

Santa Rosa Moto Meccanica 707) 578-6686

Seaside Aonterey Peninsula (831) 899-7433 Sunnyvale

COLORADO

Colorado Springs (791) 591-9700

Greenwood Village

Fay Myers Motorcycle (303) 744-6632 Loveland

Colorado BMW/ Ducati

CONNETICUT New Haven

Libby's Motoworld (203) 772-1112

Norwalk



FLORIDA

Boynton Beach

Jacksonville

Longwood

GEORGIA

Atlanta

Augusta

(706) 650-9995

Woodstock

HAWAII

Honolulu

IDAHO

Post Falls

HILIMOIS

Chicago

Palatine

Springfield

Villa Park

INDIANA

Evansville

Indianapolis

Flat-Out (317) 890-9110

<u>Lake Cycle</u> (219) 769-7184

<u>Moto Sports</u> (515) 285-8014

Merrillville

Des Moines

Dubuque

KANSAS

Kansas City

K&N Motorcycles

Letko Competition Cycles (913) 334-2410

Elkhart

Big Twin BMW Ducati

Beaudry Motorsports (208) 777-2453

Power Motor Sports

Motor Cycle Cente.

North End Cycle (574) 264-0618

West Side Honda Ducati (812) 425-7799

today or visit

KENTUCKY Lexinaton

tranSPORT Motosports (859) 253-0322 Palm Beach Ducati (561) 638-8411 Cocoa Beach Louisville

> LOUISIANA Metairie Moto Euro- Ducati New Orleans

Cycle Riders, Inc. (407) 695-4900 MAINE Windham

Miami Moto Miland <u>Ducati Miami</u> (305) 571-2453 (207) 892-5420 MARYLAND

Camp Springs Clinton Cycle and Salvage Pensacola (301) 449-5900 D&D Cycles (850) 456-0354 Elkridge

Sarasota Gaithersburg Battley Cycle.

Florida Sports Cycle MASSACHUSETTS Tallahassee Eastern Cycle Ducat

Florida Motorsports (850) 575-0305 Brockton

<u>Ducati Tampa USA</u> (813) 972-9400 Northampton (413) 584-7303 Somerville

Riverside M/C Sales (617) 628-6400 Augusta Triumph Ducati Worcester

Moto Italia (508) 757-3293 MICHIGAN

Great Lake Powersports Commerce Township

(248) 669-6633 Dearborn Heights

Rosenau Powersports (313) 278-5000 **Grand Rapids**

Gar's Sports Center (616) 452-6951 Michigan Center

Mid Michigan Honda (517) 764-0900 Roseville Classic Cycle (586) 447-1340

MINNESOTA Burnsville (952) 894-9666

> Delano Delano Sport Center (763) 972-2677

Minneapolis Motoprimo Motorsports (612) 729-7200 MISSOURI

Chesterfield Valley Power (636) 449-1500

Jones Powersports (573) 875-4445 St. Ann Donelson Cycles (314) 427-1204

MONTANA Montana Ducat NEBRASKA

PowerSport Pro NEVADA

Big Valley Motorsports

NEW HAMPSHIRE

(603) 524-4898

Nault Enterprise North Hampton

Great Bay Motorcycles (603) 964-4450 **NEW JERSEY**

Cycle World of Cherry Hill (856) 795-7001 AMOL Motorcycles (201) 384-1103

Freehold Freehold Honda Triumph

<u>Ducati</u> (732) 462-4881 Jack Trebour Motorcycles (973) 584-0810

Cycle Connection (201) 587-9392 Middlesex Rizzon Cycles (732) 271-1616

NEW MEXICO R&S Yamaha Ducat.

> NEW YORK Phibbs Motorsports (518) 459-7231

Bay Shore Formula 1 Motorsports (631) 969-9480

Fort Montgomery Rockwell Auto & Cycle (845) 446-3834 Holland

Williamsville Welding (716) 537-2309 Touring Sport New Hyde Park North Charleston

Gold Coast Motorsports (516) 352-7474 Spencerport Hollink Motorsports (585) 452-1930

Lenoir City Destination Motorcycles (865) 988-4420 St. James <u>SuperMoto Italia</u> (631) 584-4340

Ducati of Nashville (615) 353-1919 Svracuse Fred's Sport Motors TEXAS

Alvarado NORTH CAROLINA Advanced Motorsports (817) 790-0200 Myer's Ducati Husqvarna

<u>Motorcycles</u> (828) 274-4271 Ducati Austi Hickory Extreme Motorcycles (828) 324-9876 Dallas <u>Ducati Dallas Motosports</u> (972) 241-0381

Matthews BMW/Ducati Charlotte (704) 882-6106 Barnett Suzuki Ducati Center

OHIO

Hilliard

Lewis Center

Springfield

Uniontown Midwest Motorsport

Hinds Motorsports (740) 548-5448

Oakwood Village

Cleveland Akron Honda- The

Competition Accessories (800) 543-8100

Houston Cincinnati Eximport Cycles Northwest Honda (281) 447-3476

Honda Northwest BMW Ducati (614) 771-0771 European Cycle Sports (972) 881-0774 San Antonio

El Paso

(915) 779-8500

Fort Worth

Ducati San Antonio (210) 764-9990

UTAH

Salt Lake City Salt Lake Motorsports (801) 478-4000

Springville White Knuckle Motor Sport

www.ducatiusa.com

ΟΚΙ ΔΗΟΜΑ Oklahoma City

Portland

State College

Tarentum

Kissell Motorsports (814) 861-7890

Gatto Cycle Shop

RHODE ISLAND

N. Kingstown Razee Motorcycle Center

SOUTH CAROLINA

Willow Grove

(401) 295-883

TENNESSEE

Atlas Cycle Sales OREGON

Motorsports (757) 989-5000 Hansen's BMW Ducati WASHINGTON

Bellevue Eastside MotoSports <u>Motocorsa</u> (503) 292-7488 (425) 882-4300 Bremerton Salem Honda/BMW/Ducati (503) 364-6784

Burlington Skagit Powersports (360) 757-7999 PENNSYLVANIA Harrisburg Koup's Cycle Shop (717) 939-7182 Seattle

North East Uncommon Motorcycles, Inc.

(814) 725-0916 Paxinos Etowah Motor Co. (304) 201-2065 Mikmar Motor Service (570-672-9110

WISCONSIN Scranton North American Warhorse Madison <u>Bob Barr Kaw</u>asaki

> Saukville Ducati Milwaukee (262) 284-2725

<u>Ducati Seattle</u>

WEST VIRGINIA

VERMONT

VIRGINIA

Clearbrook

Falls Church

Richmond

Woodbridge

Ducati Richmond

Coleman Powersports (703) 237-3400

Coleman Powersports (703) 497-1500

Redline Performance

<u>Service</u> (802) 878-3930

rank's Motorcycle Sales &

Waukesha Lake Country Powersports (262) 547-3088

CANADA

ALBERTA Calgary Revoluzione Cycle Imports (403) 269-2220

Sport Cycle (403) 276-3385 Edmonton

Champion Ho.Ya.BMW Ducati (843) 554-4600 BRITISH COLUMBIA Richmond

Richmond Motorsport (604) 276-8513

John Valk Motorsports (604) 731-5505 MANITOBA Winnipeg

ONTARIO Brampton

London Inglis Cycle Center

Ottawa Ottawa Goodtime Centre, LTE (613) 731-9071 Port Perry

Terminal Velocity (905) 985-8487 Toronto QUEBEC

Monette Sport (450) 668-6466

Le Centre de la Moto Vanier (418) 527-6907 PUERTO RICO Ducati San Juan

Contact your local dealer

DUCATI

