

DESMO LEANINGS



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

Volume 4 Issue 4

Winter 2006



*A 70's MV at Grattan • Roebbling Road and DFS Reports
Ducati Endurance Racing • Tech Talk • 1098*

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Photo © Doug Barnette
Photography Chattanooga TN

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Greetings from il Capo

As I sit at my desk and watch the rain outside, I am inclined to daydream about this past year. 2006 was a big year for the club. We had our first-ever track weekend, and it was a success by any measure. The weather was good, the attendance was close to our maximum, and we had only three people go down the entire weekend. Another milestone for the club was our issuing member number 912! This year has been a great year for new members, and lots of existing members have renewed. Four years old and we are one of the biggest Ducati clubs around.

In this issue, we have a feature story written by our own club member Pete Friedland. He and fellow club members Frank Shockley and Brad Phillips had a very successful season racing and won the WERA Grand Nationals Four-Hour Endurance race. It is nice to see an air-cooled, two-valve twin do so well. I will let Pete tell you the story.

Roebing Road had new pavement this year, and for the first time in a long time we got to ride on it with the sun shining. Well, at least for most of the day.

The schedule for 2007 is listed in this issue, so you can start planning your vacation time to attend events. For the first time, we have gotten organized enough to get the winter issue out to you before Daytona. We hope to keep this schedule up so you can continue to get the issues on a timely basis.

Ducati North America has announced they will not race Superbike for 2007. The hospitality area was a great place for Ducatisti to meet and watch the race. Maybe we can continue this as a club, but it will take some effort.

The big news is the new 1098 Superbike. It is a cross among the 916, 999, and the desmosedici and is stunning to look at. It is also a lot lighter than previous Superbikes, and the power is up. What is not to like? Look at the pictures and specs and drool.

As you can see from all the articles in this issue, we have a great membership that supports us both by attending events and sending us great articles. We are especially looking for article for Bench Racing. Despite what my wife says, I am starting to run out of stories

continued on next page...



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about dumb things I have done. You do not have to be a published author to write something we can use. This magazine is about the people in the club and should tell a story that would be interesting to all. Have fun and try to write something. 

Come ride with us.



Jim

US DESMO 2007 Calendar of Events

Updated November 8, 2006

Track Day — Monday, April 2, Roebling Road, Savannah, Georgia

DABR (Ducks Along the Blue Ridge) — May 4–6, Mt Airy, North Carolina

Track Day — Monday, May 21, Carolina Motorsports Park, Kershaw, South Carolina

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

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A 1970's MV Agusta at Grattan Raceway



by Mike Cecchini, Member #00013

"It's a pig," was my immediate thought as I turn the heavy clip-ons and enter the track at Grattan Raceway in Belding, Michigan, between turns 4 and 5, aka "deer's leap" and renowned for its wheelies in proper race direction and its stoppies in the reverse. In no more than 20 yards, I ask the bike to go through

work," is my next thought as she hauled down respectably, but certainly not the real test of an all-out brake exam that was soon to come. I pull the hill in second, then third, and into my favorite Grattan corner, a blind over-the-top right hander that leads into the last (left-hand) corner before the unusually long Grattan front straight.



I pick her up from the left hander and point her down that very long straight for the first time. I wonder if the clutch would hold past 6500 rpm, as it had been slipping back in Maryland when I took her for a Sunday ride several months ago. With my summer travel plans, I hadn't been able to find the time since then to see what the problem was, and it was now scheduled as a fall/winter project with Albert.

Third to 8000 at 3/4 throttle and the clutch is still holding, fourth to 8500 and still

a rapid succession of left/right turns that enter into "the bowl," where first gear is too low and second is lugging the motor. But it's smooth power at the bottom of this (now) 912cc Albert Bold-built engine, so there's lots of electric-motor torque to just pull through these corners. Up and out of the bowl onto a mild 50 to 60 mph right-hand sweeper toward the hairpin, aka "bus stop," where I have to haul her down to 20 mph. "Damn, these 30-year-old brakes actually

holding, and I finally snick it into fifth and open her all the way with no clutch slippage. Life is good. She starts to pull like a freight train as I pass the start/finish line half way down the straight. The faster she goes, the harder she pulls, and "it gathers considerable speed towards the end of the straight," as John Hackett comments after his ride on this 1977 912S America. I most heartedly agree. She's got leggggs, just like ZZ Top.

-----pause-----

Sorry, what I've failed to mention up to this point is that my United Kingdom friend John Hackett (UK's answer to Eraldo Ferracci and owner of Ducati Coventry http://www.nxgn-ltd.com/ezweblite/PUBLIC/STYLES/ducati_coventry/default.asp and JHP Performance http://www.nxgn-ltd.com/ezweblite/PUBLIC/STYLES/ducati_coventry/jhp.htm) was nearly giddy with anticipation when I offered him a ride on the MV. And being the hard-core ex-851/888 racer he is, he convinced me to remove the baffles from the Magni GP pipes this bike wears, so this is the first time I've ever heard my bike, or any four-cylinder MV for that matter, with an open Magni exhaust.

Therefore, the start of the front straight and getting the engine past the previous 6500 rpm was totally new auditory territory for my senses. All I can say is that you have to hear it to believe it. It was pure joy to run her down the front straight at the 8500 redline and sounding like a full-song 1970s GP MV and nothing I've ever ridden before.

-----end pause-----

Back to the front straight.

Approaching turn 1 at Grattan is like doing a U-turn in a local school's parking lot. Sure, there's lots of room, but you're coming in a bit faster than dropping off the kids. Now I ask these 30-year-old twin-piston Brembo calipers for all they have to haul this 540-pound locomotive down from circa 125 mph to enter turn 1 at a tip-toeing 50 mph. So far, I haven't a clue what this bike is going to do here on my very first lap, so all my senses are on red alert for the faintest input of something amiss. I brake hard, and Albert Bold's Philadelphia-man-hole-cover

cast-iron rotors (Albert says they are the perfect material to make rotors) give me surprising deceleration as long or as hard as I keep pulling on the lever. Good call, Albert.


I prep my lean-off early, downshift to second, tip her in, and counter-steer, all in a very controlled, methodical manner just like Keith Code. In she goes without a wiggle or squiggle to be felt. "Solid," "on rails," "without issue" are the terms, thank God. Yes, it took some "heft" and body mass relocation to make this happen, but not so much that it's an issue when you consider I've been riding a nicely prepared Ducati 900 Monster for the previous two days on this track. The difference is still considerable – like 30 years and 150 lbs. worth – but she does it with style and grace. Impressive.



After a few laps, I begin to get used to the heft and the mass of it, and things became more familiar and predictable. I begin to realize that it is much more composed than I thought it would be, and I can now trust it more and more. Grattan is a short, technical track and at the other

end of the spectrum from what I think this bike was designed for; hence my surprise with her manners and style.

The session ends and I come in to my garage, lift her up on the center stand (it never touched, nor did the side-stand), and pull off my gloves and helmet. That's when it hits me: "Damn that was a lot of work," and I'm sweating profusely and need to stand in front of the blower I had brought with me but hadn't used in two days and many track sessions with the Monster.

Yes, it was work, and, like all good workouts, you feel good when it's over and you immediately know it's something you should do more often, much more often. 

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Roebling Road Raceway Autumn Track Day

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

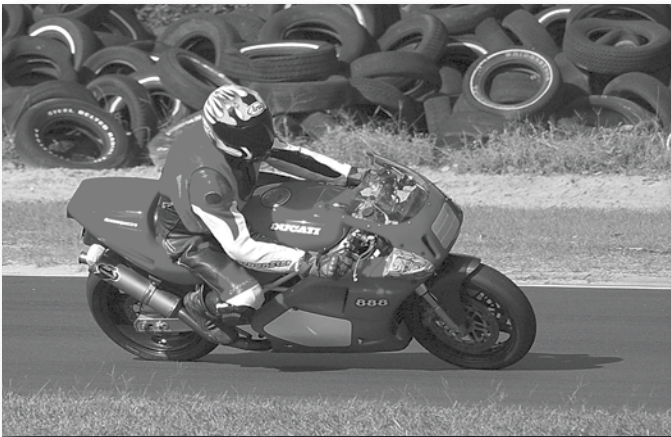
Roebling Road is one of those events that seem to have a black cloud over them. Almost every track day our club has held there has been started in the rain. Sometimes it rains on and off all day, and other times it is just part of the day. Well, November 2006 was no exception. The day started gray and gloomy, and a light

rain was falling. There was no joy in Mudville tonight.

Nevertheless, 75 intrepid souls braved the elements and made the trip to Bloomingdale to try one more time to get it right. It rained all during registration and the rider's meeting, and when it came time for the first group to



Photos by Mark Herron



Photos by Mark Herron

go out and ride, there were not many who entered the track. As the morning wore on, there was a small patch of blue sky showing through the heavy clouds, and a “dry line” started to appear on the track. I was out in the Novice session when a bike went by me on the front straight and hit me with road spray. Well, it seemed odd seeing as how the line was drying, and then I saw it – blue smoke. I touched my visor and soon realized it was OIL!

Six corners later, a corner worker was able to get the offending rider to stop. It seems his drain plug had come out, and his rear tire was spraying the oil all over the track and any hapless person following. I held out my arm and no one behind me tried to pass, so we were fortunate to not have anyone fall. That was the good news; the bad news was it was going to take almost two hours to clean up the track. An early lunch was declared, and we all went off to think about something else while the track crew cleaned up all that oil.



It was all worth it in the end as the sun came out and the track was both clean and dry by about two in the afternoon. Everyone who had been sitting around got a chance to blow out the cobwebs for one last time before winter set in and we no longer had any track day to enjoy. ⚡



Photos by John Buchanan

Ducks Fly South 2006

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

Ducks Fly South is one of the longest-running events for US DESMO. It started eleven years ago when the club was the Southeast Region of the Ducati Owner's Club of Canada. It has been hosted at four different locations in that eleven-year period and has seen all sorts of weather extremes, including a hurricane. Attendance has ranged from 17 on the inaugural event to the new record this year of 92 riders. It was only fitting that the weather was perfect for riding in leathers this year.

The Ramada Inn at Lake Chatuge was our rally headquarters for the second year in a row, and we will return. It is in Hiawassee, Georgia, right on the wonderful lake that gives it its name. The hotel staff is very biker friendly and did a great job for us.

We tried a new lunch venue and were rewarded with great food and atmosphere. It was quite a sight to see so many red bikes parked in a row along the sidewalk. The Motor Company Grill will be a definite stop on next year's route.

I could try to paint a word picture of the scenery but will follow the old adage: a picture is worth a thousand words! Our thanks must be extended to the many sponsors of this even who donated door prizes. The DucShop, Atlanta Triumph Ducati, Moto Gizmo, PPR Cycles, Sam West, Jay Moser, The Ducati Owner's Club of Canada, Myers Ducati, and Cogent Dynamics all stepped up to the plate to make it a success one more time. Make sure to mark your calendar for next year.



Photos by Lewis Kirk

More pictures on page 15...



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Ducks Fly South 2006 continued...



More pictures on page 16...

Photos by Lewis Kirk & Jim Calandro

Ducks Fly South 2006 continued...



More pictures on page 24...

Photos by Lewis Kirk

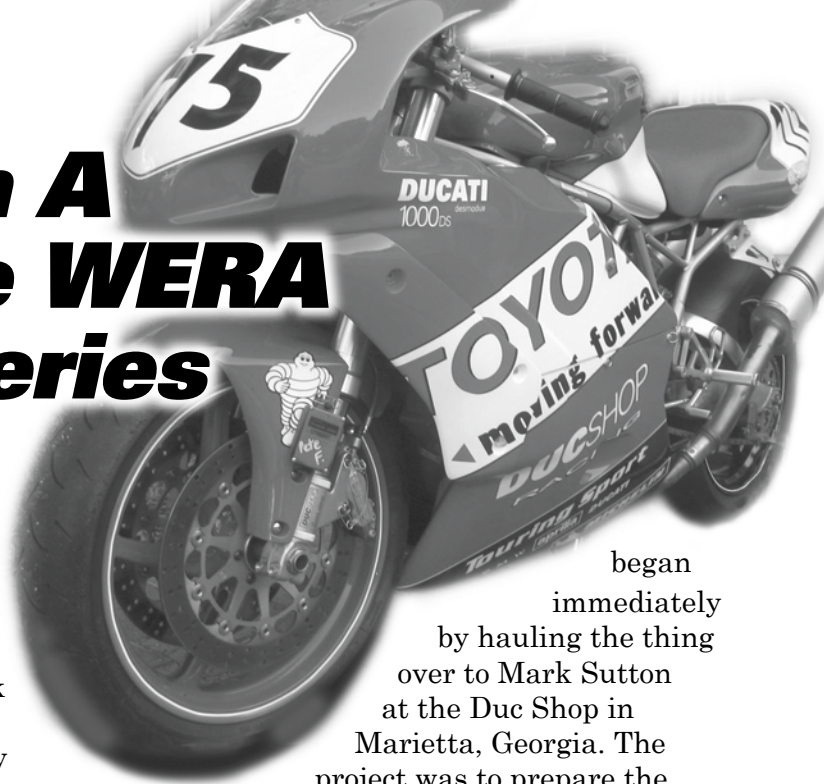
Winning With A Ducati In The WERA Endurance Series

by Pete Friedland, Member #00233

I am just going to assume that if you are reading this, you are a fan of Italian motorcycles and may have spent a lot of time and money (not always in that order) trying to come up with the best possible track-day bike or race machine that would be capable of running up front without spending a chunk of your 401(k). If you want to do this on a Ducati, the choices are narrowed considerably – unless you are okay with buying something very used, which is not what this article is about. It is about what I (and others) consider to be the best bang for your Ducati buck if you want to ride newer machinery.

I have to thank Ducati North America for offering the stripped-down SS800 and SS1000 “track only” machines early this past year. These were delivered with no lights or associated wiring harnesses and were not DOT legal, so they were offered for a lesser price and are the perfect starting point for us racers and track-day aficionados to build into the perfect track-only Duc. Oh yeah, and no warranty. They did come with all of the normal stock bodywork, so, if you are like me, figure in about \$1,500 you will get back selling off all of the stock bodywork, fairing supports, rearsets, etc. to current street-legal owners who have laid one down. However, I immediately noticed how many other guys were doing the same thing this past summer, as shown by the multiple listings of SS body pieces on eBay. The stuff still sold in a matter of about two weeks.

This past season, Ducati North America posted factory contingency payouts for podium finishes by Ducati riders. As a result, a handful of riders showed up on Supersports, 999s, and 749s at the grid this year. Bravo! The WERA rulebook allowed for the SS1000 Double Spark to run in Lightweight Twins Superbike, but they must not be modified past Superstock rules. So in April, I bought this SS1000 from my friends at Touring Sport Ducati. The transformation



began immediately by hauling the thing over to Mark Sutton at the Duc Shop in Marietta, Georgia. The project was to prepare the bike and make it as competitive as possible while keeping it WERA-Superstock legal.

Since the Ducati two-valve engine does not have the “lungs” of a four-valve, there is no need to upgrade the entire exhaust system (unless you were to do some serious head work or install high-compression pistons, which would be beyond Superstock rules), so the stock ones remained. We did upgrade from the stock cans with some relatively inexpensive aluminum slip-ons by Termignoni. As I have done with other race bikes, the engine and transmission received a full blueprint to factory specifications. This is not as expensive as it sounds, especially considering that it will usually enhance durability. Once the blueprinting was done, we added a Dynojet USB III Power Commander and tuned the bike with a custom map for VP U4 fuel with the Duc Shop’s in-house dyno. The bike put down about 83 rear-wheel horsepower before they began the work, and now it measured 93.

The only major suspension modifications were changes to the forks and the addition of





a steering damper. Ducati enlarged the fork diameter on '05 models allowing us to install an Ohlins internal cartridge kit. The steering damper was also an Ohlins unit. We left the rear shock alone since the bike was stock with an Ohlins unit – impressive for an \$8,000 bike. We did, however, install a heavier spring. For some reason, every Ducati I have seen comes with a stock spring that is way too soft for a proper handling setup, and you've got to dial in a handful of preload to get the rear static sag where it should be. Better to change the spring for \$60 and do it right.

For bodywork, I fitted up a 999 Sharkskinz without much cutting. This was just personal preference over the look of the SS replacement bodywork, and it also appears to reduce drag by punching a smaller hole through the air. Finally, we chose a set of Woodcraft rearsets and set them up with a GP shift pattern. The last modification needed was an assortment of AFAM gears and lightweight 520 ERV2 chain.



Now how does it ride?

I'll be the first one to tell you that I did not ride it before the conversion and I do not have any prior experience with two-valve air-cooled track bikes, but I was thoroughly impressed with its performance. I can only compare it to my past '01 748S and '05 999R, which were both fully prepared to Superbike spec by the Duc Shop. These other two bikes took years off my life from a mental and financial viewpoint, but not this one. I always try to apply a "smiles-per-dollar" formula when buying a machine or undertaking a racing project, and most times fail to follow what it tells me – but not this time. The SS definitely exhibits a more subdued nature from the Superbikes, but the manner in which it accelerates out of corners is inspiring. From full lean at the apex, you can begin to twist the grip while having it at full throttle well before the bike is stood up – such a nice characteristic of a sub-100 hp bike that has the torque output not far from a 996's. An easy bike to get a good drive off the corner will make up for the lack of top-end – but you also need to dive deep on the brakes at the other end, which I am happy to say the bike does well too. However, if I were allowed to run Superbike rules in WERA with this machine, a cost-effective upgrade to four-pad Brembo calipers would be superb. Corner speed is on par with any other bike I have ridden, as it should be with good tires and suspension setup.



I think actual results can better tell the story about the 1000 DS. So I will wrap this article up with a press release that made it onto Ducati North America's website involving our successful result from the WERA Grand



National Finals. This occurred about two weeks prior to my sitting down to write this article:



Photos by Pete Friedland
Background photo by Vicki Sulpy

Road Atlanta – Braselton, Georgia October 13, 2006

Touring Sport Racing's Frank Shockley, Pete Friedland, and Brad Phillips teamed up to take the Lightweight Superbike class win aboard a Ducati Supersport 1000 Dual Spark at the final Four-Hour Endurance round of the 2006 WERA/Bridgestone National Endurance season. The endurance race of the WERA Grand National Finals (GNF) was held on Friday, October 13th, at Road Atlanta in Braselton, Georgia, and is the culmination of the 2006 WERA Motorcycle Roadracing season. The team, which is owned by Frank Shockley of Touring Sport Ducati, is based out of Greenville, South Carolina, and, although they are regular competitors of both sprint and endurance racing, this was their first time running a Ducati in a four-hour endurance event. Friedland and Shockley both run an SS1000 in WERA regional and national sprint races, but along with Phillips, they decided to compete in the season finale with Pete's Ducati Supersport 1000 Dual Spark. Their usual Suzuki SV650 used for the previous endurance rounds remained parked.

The Ducati, not being truly prepared for endurance racing, was also a quasi-test to see what result would be possible. They had to run the full four hours with only one set of tires, while most other teams have quick-change setups and extra-capacity fuel tanks (6.5 gallons) to limit scheduled fuel stops and quicken lap times.

For the race start, Touring Sport was gridded on the middle of row 11 (row 1 of the second wave). With a good launch, this would give a clear shot into the right-hand turn 1 and up the hill toward the chicane. The green flag dropped, but Friedland did not get the start he needed for a clean first lap. However, a red flag on the second lap caused by a crash in the turn 3-4 chicane brought everyone back to the grid. At the restart, Friedland got a great launch and got through turn 1 ahead of his wave while building up a 17-second lead in class during the first 45 minutes. On lap 24, a multi-bike crash underneath the Suzuki Bridge, caused by a high-side out of turn 10-B, brought out the red flag and everyone came into the pits for a 22-minute delay. While the track is being cleared of oil and motorcycle parts during a



red flag, race teams are not allowed to perform any fueling or maintenance of any kind. After the grid marshals signaled for the restart, a quick look inside the tank after the engine was fired revealed less than two gallons remained. Friedland signaled for the pit crew to be ready for a pit stop and rider change within the next 15 minutes. In practice testing, the fuel light illuminates with 1.2 gallons remaining, which was estimated to be good for 6-7 laps at Road Atlanta. Fuel strategy called for the rider to signal the pits after the second lap with the light on, then pit two laps later, leaving a small reserve in case of mistake.

On lap 30, Friedland tapped his helmet on the way past the pit wall on the front straight as Brad Phillips prepared to take the second leg of the race. Two laps later, Pete came into the pits, stopped the engine with the clutch, and jumped off the bike. Fuel went in and topped off in about 12 seconds while another crewmember inspected the tires. With the bike full of fuel, Brad pulled the clutch and hit the starter, and immediately another red flag came out on track. The bike was



rolled to the far wall of pit lane and put on its stand, and Phillips got off – another 15-minute delay. At this point, the team knew the red flags were going to work in their favor because now they were able to finish the race with only two scheduled fuel stops, like the other machines with the larger-capacity tanks. However, if there continued to be more red flags before race end, the other guys may have to pit only once, putting the Touring Sport Team back at a disadvantage.

With the track cleaned up again, Phillips took the restart one lap up from the second-place team and ran the Ducati from lap 33 to lap 60. He was able to find a strong pace and maintained Touring Sport Racing's lead. From lap 33 to lap 42, the second-place team, Ghetto Customs, aboard their Superbike-spec Suzuki SV650, was able to gain back 18 seconds (now on the same lap), but then had to pit for fuel and gave back 32 seconds to Touring Sport on the Ducati. Phillips picked up the pace after his first 15 minutes on-track and found another 3-4 seconds per lap, again stretching out their lead before coming in.

With 1:05 left in the race, Phillips pitted for their second fuel stop and a rider change. Frank Shockley left the pits with the front tire in the air and looking to bring the team home to victory. Shockley immediately started clicking off 1.38s and -.39s and was able to pull out the fastest lap of the team at a 1:38.1 on lap 93 on worn-out tires. On lap 94, Frank tapped his helmet as he came by the front straight to indicate



that the fuel light was lit, but with only 7 minutes left in the race, the team signaled for him to stay out on the track. They took the checkered flag, completing 97 laps and finishing in first place in class, almost two laps up from the second place team. Shockley came into the pit yelling, "Did we win?" The first-place result was obvious amidst all of the yelling, and Frank let loose the ubiquitous victory

burnout. During testing, the team measured fuel consumption of the SS1000 to be about one gallon per 15 minutes, which would leave a small cushion to finish the race. After the

race, Frank admitted he was unsure of his running order in the final stages and, although the fuel light was on for numerous laps, kept pushing as hard as he could until seeing the checker. Needless to say, there was nothing left inside the tank.



The SS1000 Dual Spark may just be the ticket to run for the entire endurance season in 2007. A larger tank and chassis modifications for quick tire changes, if needed, would

be the only items on the "to-do" list.

A special thank-you to the Touring Sport Racing sponsors:

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Charles "Buddy" Turner

A Remembrance by Scott Cloninger, Member #00563

The passing of a friend often rouses melancholy humor and reflective thought, and so, with the passing of my friend Bud Turner (US Desmo member # 00016), has it come to me to ponder the question "What is the measure of a man?" I have often considered this question while looking at a reflection of my life, and I've only found more questions. Should I be measured by the things that I do? Am I made up of the things that I have? Am I the sum of the things that I leave behind? I never found an answer to my question through examining myself, but looking at Buddy through the same prism yielded a brighter, more definite answer.

Many of you knew Buddy Turner, but for those of you who didn't, let me paint you a picture. Imagine a man with boundless reserves of energy and an inquisitive nature that led him to become the master of many pursuits. Such a man might have been a photographer, a philosopher, a traveler, an inventor, an historian, a mechanic, a car enthusiast, or a restorer; such a man might have been all of these things! Imagine that such a man was warm and friendly and had a natural charisma that allowed him to make instant friends with nearly everyone he met. Now, imagine that such a man preached the gospel of motorcycles and speed and chose to practice what he preached with the utmost zeal and reverence for nearly seventy years! The man I've described is Buddy Turner, and I feel richer for having known him.

Buddy was a man known for making "instant" friendships that lasted a lifetime. Since his hospitalization and subsequent passing, I've had many conversations with others who knew Buddy, and they've all told me stories, some short – others not so short, about how Buddy affected their lives, and how they were honored to have made his acquaintance. Vicki Smith

told me how Buddy made the organizers of the MotoGP D'Italia laugh and how they still inquire about him each year. Doug Barnette told me how he sneaked into the WSB Paddock twice, at two different European events, on the pretense that he was a press photographer, and how he got to meet King Carl Fogarty, Frankie Chili, Reuben Xaus, and a host of other riders

in an atmosphere most of us will never know. I heard about Buddy's first race on a bevel-drive Super Sport, and about the support he gave his two boys in their racing careers. I learned that everyone he touched felt, somehow, better for the meeting.

The consideration of my question, through my friend Buddy Turner, has led me to an answer that I should have known all along. I have discovered that a man should simply be measured by the sum of the opinions that others hold of him. The day I met him, Buddy gave me the "rules of the ICR," which basically say "ride your own pace," "hold your line," "trust your tires,"

and "if you're going wide, lean harder!" I follow his advice to this day, but the lesson he taught me in death might just be the most valuable gift he ever gave me.


Early on the afternoon of Sunday, November 26, 2006, a group of five riders was traveling north on East Valley Road near Powell's Crossroads, Tennessee, when one member of the group, Charles "Buddy" Turner, lost control of his 1995 Ducati 900 SS at approximately 80 mph and crashed into a drainage ditch. Buddy was airlifted to Erlanger Hospital in Chattanooga, where he was found to be paralyzed below the neck. Charles "Buddy" Turner passed away, as a result of complications stemming from his accident, on the morning of November 28, 2006. He died peacefully, and without pain, surrounded by friends and family. 



Photo © Doug Barnette Photography Chattanooga TN

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ST2 CHARGING BLUES

by Terry Boling, Member #00297



Have you ever owned a vehicle that had “one-off” items or systems that made repairs or replacement parts difficult? If you have a 1998 Ducati ST2, you definitely do when it comes to the charging system! This is the only year for the 420-watt, single-phase charging system, and it is notorious for failing. I’ve read that Ducati upgraded the system in 1999, and then again in 2000 to its current 520-watt, 3-phase charging system.

I was hit with my first regulator failure at 10,500 miles when I’d just gotten home from a long ride. I parked the bike and it simply didn’t start again. The dim lights and coughing and backfiring just before I got to the house were telltale signs of low voltage. Fortunately, the bike was just two-weeks away from running out of warranty. I had the regulator and the stator replaced under warranty and the recall, but further research told me to continue to expect problems.

One of the largest issues with the 1998 ST2 is that the voltage regulator is tucked into a pocket in the headlight fairing where it sees virtually no air flow. The regulator is actually designed without any cooling fins, so this wasn’t a design oversight. In 1999, Ducati relocated the regulator to allow airflow for cooling, and people with ’98 models were starting to relocate their 98’s to the same location with aftermarket brackets. I researched this for a while with the expectation that I’ll have to do something similar. Then it hit... I had another regulator fail just 4200 miles later!

This time, my wife and I were about 100 miles from the house on a gorgeous Saturday afternoon in Waynesville, NC. The rest of our day was spent getting a friend to pick us up and trailer the bike back to the house. To say I was a little ticked would be an understatement. I was furious. To have a brand new voltage regulator last for so few miles, and only a few months, just rubbed me wrong. I’ve had chronic regulator issues with another one of

my bikes, and didn't want this bike to share the same disease. I knew I had to relocate my regulator if I wanted it to survive.

After stripping the bike down, I looked into relocating the regulator to the underside of the bottom triple, but I'm too cheap and didn't want to spend \$50-\$75 on the aftermarket bracket. I figured I could make a bracket but decided against it. I looked at the intake duct, but didn't want to try to snake the wires through the headlight bracket. I looked into moving it down near the battery box, like on my 748, but there wasn't enough room. Then I was struck with an idea of an unorthodox location... the air-box!

Previously, I'd performed the popular air-box modification to my bike. It simply involves cutting the complete top of the air-box lid off to allow more airflow. I held the new, after-market regulator in the air-box, over the filter, and checked for clearance. I went with the after-market regulator because it had cooling fins and

was about half the price of the OEM unit. This new location looked like it would work.

I obtained a small piece of sheet metal from a friend who owns a steel-supply company and took my measurements. Two little bends and this would work as a heat-sink and mounting plate for the regulator. After drilling some holes in the plate and in the air-box lid, the regulator mounted very nicely on the air-box and cleared the gas tank with lots of room to spare. I figured, if nothing else, I'll always have air flowing over the regulator as long as the engine is running.

So far it's been 10,000 miles with no issues from the regulator, and hopefully it'll continue to stay cool and comfy under the gas tank. I did do one other modification by having the charging lines from the regulator go straight to the battery instead of through the wiring harness, as the original voltage did, but I'll save that for another time. ⚡

Ducks Fly South 2006 continued...



The Poets' Corner

the journey itself

I walk to the bike with Mission Focus
but
anticipation
often loses
the journey itself.

Charging up the mountain
the next curve
the rise
the serpent black with grip and shine
traction competing with speed
the journey
which is the rush
gets lost.

The top
the overlook
is less than a denouement
much less a climax
almost a disappointment.

Stop and visit
pose for self
look around
count my blessings.

Later
talk and laugh
tell the tale of a ride no greater than most
just part of a day
on the bike.

So where was the journey?
Was it lost in the shift
the plunge up the mountain?

The approach without conscious end
will stop and dwell
on things that would normally be missed.

How to love the journey itself
without seeking it,
find the zen
unexpected,
allow to happen
without asking,
know when it comes

without recognition.

Ride the surface of the bubble
without it bursting. Watch the colors whirl
make a wish but
don't look to see
if it comes true.

Presence. Where am I?

– *Bob Hancock*

a poem for rattle

Contesting the rattle
is for amateurs. The metallics
clang like twenty tiny gongs
set to go off at random.
The Santa jingle of coins in a tambourine
cement mixer special
rattle snake on steroids
that only a mother could love.

People react differently to this signature;
some smile
some shake their head
some back away wondering when it will
explode.

Better get off that thing
the pin's been pulled
and I ain't pickin' you up.
Maybe the leather pants will help.
You have children?

The chink of tab against slot
ready to rub
undecided by each revolution
brings the Ducatisti to Bologna each year.
Wander through the alley
drink a vino
practice your greetings.

Until they soak it in oil
and close up the cover for good
I'll have one.

– *Bob Hancock*

2007 DUCATI SUPERBIKE 1098

ENGINEERED BY THE STOPWATCH

The priority in every step of the 1098 development has been performance first. Every system, every detail and every component has been studied and pared down to its essence and performance increased to the maximum. If it didn't make the 1098 lighter, faster or deliver

quicker lap times, it wasn't considered.

The result: the 1098 is the most powerful twin-cylinder motorcycle in the world with the highest torque-to-weight ratio of any sport bike. The 1098 is the lightest, fastest stopping, quickest lapping Ducati in history. For the first time Ducati MotoGP and World Superbike



Photos provided by Ducati SPA



technology have been combined to create a premier street bike. The results are stunning.

DESIGNED BY THE RACETRACK

The look and stance of the 1098 were designed by the combination of race track technology, track-derived components and Ducati heritage. The 1098's striking aerodynamic shape naturally embraces its riding position, configured by our racers and test riders for optimum speed and agility. The racing spirit takes form.

2007 RANGE MODELS

The Superbike is available in three versions: the awesome 1098; the 1098 S, for those who demand the ultimate in performance with the very best suspension, lightweight wheels and components; and the special 'Tricolore' in green white and red - the colours of the Italian national flag - with "Racing Gold" frame and wheels, plus Termignoni racing muffler kit with dedicated ECU.

CHASSIS

Frame	Tubular steel Trellis frame in ALS 450
Wheelbase	1430 mm / 56.3 in
Rake	24°30' / 24,5°
Front suspension	Öhlins 43mm fully adjustable upside-down fork with TiN
Front wheel travel	120 mm / 4.7 in
Front brake	2 x 330 mm semi-floating discs, radially mounted Brembo Monobloc calipers 4-piston, 2-pad.
Front wheel	5-spoke in light alloy 3.50 x 17
Front tyre	120/70 ZR 17
Rear suspension	Progressive linkage with fully adjustable Öhlins monoshock with top-out spring. Aluminium single-sided swingarm
Rear wheel travel	127 mm / 5 in
Rear brake	245 mm disc, 2-piston caliper
Rear wheel	5-spoke forged light alloy 6.00 x 17
Rear tyre	190/55 ZR 17
Fuel tank capacity	15.5 L (of which 4L reserve) / 4.1 US gal (of which 1 US gal reserve)
Weight *	171 kg / 377 lbs
Seat height	820 mm / 32.2 in
Instruments	Digital MotoGP derived unit displaying: Speedometer, rev counter, clock, scheduled maintenance warning, warning light for low oil pressure, fuel level, oil temperature, fuel reserve, trip fuel, neutral, turn signals, average speed, average fuel consumption, remaining fuel metre, immobilizer. DDA system enabled.
Warranty	2 years unlimited mileage
Versions	Dual seat

* = The weight excludes battery, lubricants and, where applicable, cooling liquid.

ENGINE

Type	L-Twin cylinder, 4 valve per cylinder Desmodromic, liquid cooled
Displacement	1099 cc
Bore x Stroke	104 x 64.7 mm
Compression Ratio	12.5:1
Power*	119.3 kw - 160 hp @ 9750rpm
Torque*	90.4 lb-ft - 12.5 kgm @ 8000rpm
Fuel injection	Marelli electronic fuel injection, elliptical throttle bodies
Exhaust	Lightweight 2-1-2 system with catalytic converter and lambda probe. Twin stainless steel mufflers

TRANSMISSION

Gearbox	6 speed
Ratios	1st 37/15, 2nd 30/17, 3rd 28/20, 4th 26/22, 5th 24/23, 6th 23/24
Primary drive	Straight cut gears; Ratio 1.84:1
Final drive	Chain; Front sprocket 15; Rear sprocket 38
Clutch	Dry multiplate with hydraulic control

* = Data calculated using an inertia dynamometer

BENCH RACING

Tall tales of fact and "friction"

Rainy Day Blues

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

While stationed in Germany serving in the Army, I had a 1971 Yamaha DT 250 Enduro that taught me many lessons about riding a motorcycle. Each adventure on that bike taught me something, whether it was on a paved road, a dirt fire road, or out in the woods. Many of those lessons were learned the hard way, and this one was no exception.

One day I was out with a group of friends riding in a sand quarry, a subject of other tales of woe. We were having a good time with figure eights and donuts when we realized it had gotten a lot darker. A thunderstorm was on its way in, we were out in an exposed area, and it was way past time to leave.


We flew down the dirt road leading out of the quarry, and visibility was going from poor to nonexistent. As we neared the highway, we crossed a set of railroad tracks. Just down the path on the other side of the tracks was one of those three-sided shelters for passengers to wait for the train, so we turned left and headed toward it. Well that was as far as I got, as suddenly the bike stopped with a bang and I was almost thrown over the handle bars. Something was holding onto my left leg, and that is what kept me on the bike.

Thankfully, we were not going too fast when all this happened, and the sudden and complete stop did not really hurt me so much as scare me. It turns out the railroad did not want people to drive their cars down the path and had installed

steel angle-iron posts a good depth into the ground. One of these posts had just missed the left fork leg and proceeded down the left side of the bike. It made contact with the shift lever and the left foot peg and brought the bike to a sudden stop. It put a little dent in the left side of the tank and took a little chunk out of the inside of my leg.

At the time it was not amusing, but I am sure it was a funny sight to see me traveling at a fair rate of speed and then come to a complete stop and not fall down, despite the fact both feet were still on the pegs. I was able to get off the bike and push it to the shelter, but it would not come out of first gear. One of my friends towed me home with a rope while I held in the clutch.

The next day I removed the motor from the frame and brought it into my apartment. I used the stock tool kit to begin to pull the motor apart without the luxury of a service manual. I was lucky: a small spring had popped off the shifter fork, and I just had to reattach it to the fork to make it work. I put the motor back in the next day and never had another problem with it!

What did I learn that day? One, if you cannot see, it would be advisable to slow down. Two, a service manual is invaluable when working on a bike. Three, and the most important lesson, the stock tool kit on a Japanese bike is junk and should be thrown into a river! 

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