

"DUCATI TOURING"

TOURING NOTES FROM MY TRIP ON AN 860

by Susan Frederick

Dear Joel:

Just got my newsletter (late to be sure) but I haven't been here so what does it matter? It's too bad you couldn't make it to the Vincent owners club rally in Flowery Branch Georgia way back in August. Mine was the largest, newest Duck there until a dealer and his son with a Darmah showed up (everybody and their sister took rides!) Wow! the way down from Chicago town took me thru some incredible twisties especially some just into Georgia. Winding out every gear into the straight downshifting twice, braking hard, lean a little, find a line downshift again, lean a whole lot, accelerate up a little straighter over the other direction, downshift, accelerate, upshift, lean other direction.....

Switchbacks are neat, (Winnebagos shouldn't be allowed on any road with a double yellow especially when there is 30 miles of it!)

From the rally I went on to Durham, NC, stayed only a day, nice town though. From there, through a Big Apple traffic jam, to Rhode Island. Ah the seacoast is beautiful. Stayed a week in the town of Slocum with friends who are converting an old woolen mill into an artists' studio. Went from there down to the Atco Speedway in New Jersey to watch Brian Chapman drag a nitro-fueled, super-charged 500cc single cylinder Vincent Comet. From there back north through Philadelphia and the Big Apple again. By this time the novelty had worn off, so it was off to Rhode Island for a few days and then on for a very beautiful ride north to New Hampshire. Not along interstates but rather along roads that at times did not even appear on maps but that looked interesting nonetheless, a really nice cruise.

I stayed in New Hampshire a week. Spent days on 400 mile cruises through the mountains of Vermont and of New Hampshire. I spent the evenings recounting leans and double yellow lines getting closer to my ears. Ah a highlight of the trip: brushed the side of my left boot through a wonderful lovely turn in Vermont.

In New Hampshire I persuaded a friend with a 750 Sport to break it out of the pasture, out from under the tarp. The bike had four foot weeds that grew through the spokes. We both worked on it for a bit and after a few kicks the Sport started and we both went riding. He rode a lot better than I did and I followed at a good distance. Knowing the roads helps a lot. Frost on the roads made the surface unreliable, at times you didn't know what to expect. Due care was exercised at all times.

From New Hampshire I rode to Batavia New York to visit my Grandma, who loved the bike but never got her ride because it was pouring rain. From there on to West Virginia for my cousins wedding.

I rode to the affair dressed to the teeth. Have any of you tried shifting in heels? From the wedding 20 miles to the reception I rode in my skirt which is not appropriate riding apparel at all, but all the looks I got made it fun as hell.

From West Virginia I rode through Ohio and Indiana to Michigan where I visited friends in the dunes. I did some riding there with some hard core Harley Hog riders. Many of them had changed their minds about the Ducatis capabilities, when they finally caught up with me.

With a perfect summer and a lot of good riding behind me I headed back to Chicago, with all the

junk I had accumulated during the trip all packed in my saddlebags that I made myself out of canvas and a tank bag. I also packed a sleeping bag and a small tent. I stayed in a motel only for the wedding, otherwise I stayed with friends or on my own in the tent. For cooking I used a white gas stove along with some pots, and food.

Maintenance on the Duke was simple and it included three valve adjustments oil changes, chain lubing etc. During the trip I ran out of lights on a return trip from a Vermont fiddlers festival. It was on a curve as I was leaning much too far into a turn when all of a sudden "Poof" total darkness. Luckily I was following my friend's 750 Sport and I could keep my bearing. With my friend leading the way I tried to make it back until:

"Officer it, honest, yeah, just went off"
"Drinking?"
"Oh, no, no I don't drink"
"I can't talk because I'm freezing! Really! Feel my fingers. See?"
"Oh sure, I'll be able to fix it. Right here? Oh. No thanks, I can do it myself; I have all the tools right here. Thanks.-....."

As it turned out the short was caused by a cracked wire, inside the handlebar. I fixed it myself, replaced it, the fuse and tried it. Worked fine and its been that way since. I also wore out a few other things on the bike including a Renolds chain and a Metzler rear tire and about 16 face-shields.

Well thats about most of the details of my trip Joel, oh and by the way what is this stuff about Ms DIOC? Not one of those chicks owns, rides or maintains her own Duck. I think that at least this should be minimum criteria for a Miss Ducati. In addition they should have at least 12,000 miles on the odometer. Just about what I have on my bike. So of course I am willing to nominate myself, and my bike for your next contest. I guess I should get someone to take my pix? Huh? Oh well, right now I am back in school doing a surgical rotation at the University of Illinois Hospital and haven't got any spare time but will try to fit in a few rides before the snow flies. PS I am 20 years old 5'8 and 122 lbs.

HAM'S MOTORCYCLE SHOP, INC.

"The Home of Super Bikes"

introduces the

"BREMBO BREAK"

20% OFF

Current dealer list on all genuine "Brembo" components to all DIOC members.

Ducati Twin parts 10% off.

Ducati Single parts
galore (new & used)
10% and 30% off.

59 FORT POINT ST.,
NORWALK, CONN. 06885
Ph. 203-853-6727



Brakepad each w/discount
std. \$6.19 Racing \$10.01

Dealers inquire on
letterhead only.

We ship UPS - COD