

# IDOC Newsletter September 2007



September 2007  
Issue 3

IRISH DUCATI OWNERS CLUB 

## Upcoming Events

- ◆ Ducati Monthly Meet
- ◆ Ducati BBQ

## Welcome!

Welcome to the IDOC September 2007 Newsletter. This month we have reports from a trip to the Ulster GP, the recent Italian owners track day and some memories of advanced rider training.

If you would like to make a contribution to the newsletter just let us know or if you are planning a trip or a run and are looking for others to join in we are happy to publish something for you.

It is critically important to the growth of the club that we expand the number of people receiving the newsletter. **Please forward the newsletter to your friends who have an interest in Ducati.**

If you wish to receive the newsletter and be included in the regular emails which will highlight events and meetings you must let us know by sending your details to: [newsletter@irishdoc.ie](mailto:newsletter@irishdoc.ie)

If you have any comments or suggestions please tell us either through the newsletter contacts or you can meet us on the iDoc forum at [www.ducatiowner.com](http://www.ducatiowner.com) ...so drop in and say hello!

*The iDoc Committee*

## Ducati Monthly Meet

We have had two monthly Meets and both have been well attended. It's a great way to meet fellow Ducatisti and it's a place where plans for trips, runs, race days and tracks days are hatched.

The Meet takes place on the second Wednesday of every month in Days Hotel, ParkWest. The hotel is approximately half a mile from Ducati Dublin. Instead of turning off Nangor Road into Ducati Dublin, turn into Park West. Travel up the road for about a half mile and the hotel is on your right, opposite a large block of apartments, you can't miss it.

The idea of the meet is to get to know other people with an interest in Ducati. The format will be sitting in the bar having a drink and a chat!

Directions to the hotel can be found at [www.dayshotelwestdublin.com](http://www.dayshotelwestdublin.com)



## Ulster Grand Prix Run

*Eamonn Corcoran*



Although four iDoc members had contacted me to express their interest in travelling to the Ulster Grand Prix, only one brave soul ventured out into the rain to meet me at the Coachman's Inn. Jarlath Doran is a real road race fan and a drop of rain didn't dissuade him from meeting me as arranged. As for the other three, well they decided to stay in their warm dry beds (or at least 2 of them did - more anon).

you should see them racing on wet Irish country roads, especially from only 10-12 feet away. Leathamstown corner is located at the end of what is called the flying kilometre, so the bikes are travelling at some speed when they arrive. The rain stopped and the roads dried enough to allow the second race to start on slicks, but the rain started again and it was really scary seeing the riders racing on slicks in the rain. Mad, absolutely mad!

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*for a  
membership  
form*

We set off in the mist, Jarlath on his Monster 620 and me on my 749. The M1 is somewhat boring, but as we passed Dundalk on the new section of motorway, the rain got heavier and heavy mist and cloud straight ahead completely blocked the view of the Mourne Mountains and I stopped to put on my waterproofs. Jarlath later said he thought (and hoped) that I had decided to turn back, given the rain and the obvious bad weather lying in front of us. However, he said nothing to me at the time and even though it wouldn't have taken much encouragement for me to turn back at that point I didn't want to be the one to chicken out, so we carried on.

The rain didn't bother us though as Jarlath had come well prepared. He brought an umbrella. What a way to spend a Saturday morning in August. Standing in the rain, under an umbrella, watching madmen racing on slicks in the rain. Ah, the joys of motorcycling. And to think those iDoc members forsook all this for a few hours in a warm, dry, bed. Wimps!

Eventually we arrived in Lisburn one hour and 30 minutes after leaving the Coachman's Inn, where we filled up with petrol and dropped into the local McDonalds to have some breakfast. We both wore leather gloves with waterproof lining, which were saturated through, although our waterproof clothing seemed to hold out all right. A local rider on a Honda CBR600, obviously feeling sorry for the two drowned rats standing before him, insisted on paying for our breakfast.

The fourth race of the day was the first Superbike race, but after 3 laps, they called a halt and the racing was cancelled. Just as well, because it was really scary racing. So we headed home in the rain. As we travelled home, one of the missing iDoc members suddenly appeared driving a CAR. He didn't even have the decency to hide his face. Instead he actually rolled down the window and waved to us. Where was your 749S Scott? As we headed home earlier than expected we stopped off at the Hein Gericke shop in Newry where we each bought a pair of waterproof gloves. And guess what happened when we left the shop? The rain stopped and we never got to test to waterproof properties of our new gloves.

*Been anywhere  
interesting  
recently. Been on  
any nice roads. Let  
us know by sending  
an email to  
[info@irishdoc.ie](mailto:info@irishdoc.ie)*

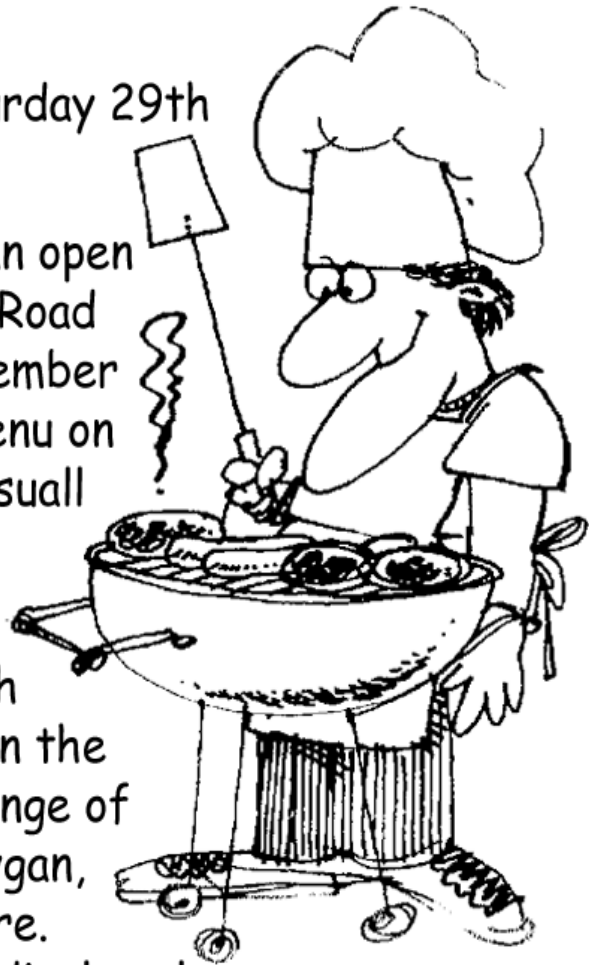
After a 45 minute break, the rain stopped, the sun shone briefly and lulled us into a false sense of security, we headed off for Dundrod, about 15 miles away. It wasn't long however, before it started to rain again. We arrived at the circuit and it was clear that the bad weather had kept the number of spectators down. We stopped at Leathamstown corner and settled down for the racing to begin. If you think that road racers are mad, racing on Irish country roads,

We arrived back in Dublin after a 210 mile round trip and although the trip could not exactly be called a great ride, there is a peculiar sense of satisfaction in completing a long journey through adverse conditions. Both bikes ran faultlessly, cruising effortlessly at 120 KPH and never missed a beat, but then that's what you expect of bikes these days and Ducatis are as reliable as any other. A big change from the Brit bike days when we always took a tool kit with us for when, not if, the bike broke down.



## Ducati Dublin BBQ Saturday 29th

Motopoint are hosting an open day in the store in Oak Road on Saturday 29th September from 10am. Full BBQ menu on the day as well as the usual drinks and goodies.



Aprilia Dublin will launch the new Aprilia Store on the day and have a great range of apparel from Arai, Furygan, Oxtar, Daytona and more. All the bikes will be on display also.

Drop in and meet up with some like minded people.

## AA Discount For iDoc Members



iDoc has arranged AA Rescue Plus for its members at a special rate of €130. Saving to paid up members is €100 (so more to spend on your bike!) Contact Kim in Ducati Dublin on 01-460 3168.

## Ducati Service Offer

Book your bike in for a service before the end of the September and Ducati Dublin will supply you with an Optimate charger worth €65 completely free!! The Optimate can be left plugged in to your bike and will keep your battery in perfect condition all year long.

To book your bike in call Ken in Ducati on 01-4603168 or by e-mail [service@motopoint.ie](mailto:service@motopoint.ie)



## Italian Owners Day

What a great day. And yes it's true, God does ride a Ducati. After all how do you explain a day of continuous sunshine in Mondello during the wettest summer on record. Over 60 riders turned up for the Italian track day, the vast majority of which were Ducatis, Monsters, 748s, 749s, 916s, 998s, 999s, 1098s, Multistradas and Sport 1000s and the balance consisting of Aprilias, a single beautiful MV Agusta and a stunning Benelli Tre although surprisingly I didn't notice a single Moto Guzzi.



One rider turned up on a Multistrada with a tasteful red and white paintjob. On closer inspection, it was apparent that this was something special. It had every conceivable extra, Ohlins forks and shocks, Brembo radial brakes, tuned engine, lots of carbon, etc, etc. Apparently the bike had £10,000 sterling in extras spent on it and had belonged to a professional footballer. That was until his manager saw him arrive on it one day, whereupon he had a blue fit and ordered him to get rid of it immediately. It seems that professional footballers and motorbikes do not go together, at least not in the eyes of a certain football manager. It was a beauty, which is saying a lot given that the Multistrada is the ugliest bike produced by Ducati for a very long time.

As usual, there were three groups, advanced, intermediate and novice. I was in the intermediate group and it soon became apparent that this group consisted of riders who were good enough to be in the advanced group, some who thought they were good enough to be in the fast group, but clearly weren't and

some who should have been in the novice group. In the second session we had two red flags when riders decided to abandon bike mid track. This resulted in a "cool it" talk from Kim and an explanation that if any rider had to be taken to Naas General Hospital, a 45 minute round trip, riding would be suspended while the ambulance was absent.

I was a bit rusty, not having done a track day for 5 months, but as the day progressed and I got more used to the bike and the track, and my confidence grew, I started to settle down and my lap times improved. I was feeling good, really good. That was until I was passed by a guy on a single cylinder Aprilia 650 Strada. Now riding a 749 on a track day has its advantages. After all, if (when) I get passed on a trackday, I can usually console myself by saying that as I am only on a 749, that the bike which passed me was probably at least a 916, a 999 or 1,000cc. But not this time, an Aprilia 650, the shame!

During the day there was an abundance of snack food, chocolate and drinks and at lunch there were enough sandwiches to feed half the population of Naas. Apart from the riding, the best part of the day was the chat with all the other Ducati owners about bikes, going faster, getting your knee down (or not), etc and a few of the Ducati forum members who regularly contribute to the forum met in person for the first time..



*We'd love to hear about trips you have made on your bike, so why don't you share your thoughts with us by sending an Email to [newsletter@irishdoc.ie](mailto:newsletter@irishdoc.ie)*

*Don't forget to include a photo*

On track the intermediate group continued to disgrace themselves. Four of their six sessions were red flagged, including one session which was red flagged twice, but thankfully no serious injuries were suffered and the ambulance stayed in position. Meanwhile the novice group and the advanced circulated without any stoppages.

Interestingly, the lap record in Mondello is 1 minute 40 second, held by Gregorio Lavilla on a Ducati. The guys in the fast group seemed to vary between 2 minutes and 2 minutes 10 seconds and it is generally accepted that only fast riders can break 2 minutes. The intermediate group seemed to vary between 2 minutes 10 seconds and 2 minutes 20 seconds.

Meanwhile, Zippy was zipping around on slicks in the low 1 minute 50s and did one lap in 1 minute 50.2 seconds. All this on a pretty stock 1098, with the only apparent tuning consisting of a set of Termi pipes. Zippy, it appears, is going racing on a 1098 next year and it should make for interesting times. He will certainly have a big following among Ducati owners.

If you have never been on a track day, then this is the ideal opportunity to try one. It is more like a club day out and you know that you will not be let loose on track with a group of headbangers. Instead you will get advice and encouragement from others and you can find the pace that suits you best without feeling that you're getting in the way or holding others up.

Thanks to Kim and the other Ducati Dublin staff for a great day out. Don't miss the next one.

## Call for Information

Eamonn Corcoran is writing articles on rain gear and luggage for Ducatis. It would be great to get some feedback from readers. Details the gear you use, cost, good points, bad points, value for money, etc. If you do not want to write then just mail us at [newsletter@irishdoc.ie](mailto:newsletter@irishdoc.ie) with your contact details and Eamonn will call you to get the details.



*Richard and Greg enjoying the day and below the lads comparing knee sliders.....???*



*A few of the shop bikes lined up on the day.....*



## Advanced Rider Training

*Richard Boyd*

*I wrote this article about 2 years ago but seeing as there's so many new Ducati riders about I thought it would be no harm to dust it off and put it out there again. I've since gone on to get a Grade 2 with Aon and will do the RoSPA, one day. Now its track days that pre-occupy my riding desires. But it all started here.*

*Organising a trip  
or rideout why  
not let other  
Ducatisti's know?  
Contact iDoc and  
we can let  
members know*

Well I've done the advanced training course and what fantastic hard work it was. Normally it's done over three days with three riders but two guys pulled out at the last minute so I got two days of one on one training with Jeremy Tilley. I know now why Kim and Claudio gave me knowing smiles as they saw me getting ready to go. I was going to be put through my paces. At about 10ish on Friday I met up with Jeremy at Ducati Dublin and had a chat over coffee (thanks Kim) about my riding experience before filling out a questionnaire, I didn't fail, so I took this to be a good sign or so I thought.

After some fiddling around with mics and ear pieces off we went, Jeremy on his Pan European following my 749 so he could see how I rode the bike. Turning left at the lights I disappeared down the bus lane leaving Jeremy behind, and learnt my first lesson of the day; bus lanes are off limits if you're going to take an advanced test, doh! Soon we were climbing toward Brittas along some lovely twisting roads. As planned we stopped in a garage to top up on fuel and get some initial feedback. Well I needed to top up on fuel, Jeremy had filled his Pan about 2 months ago so it wasn't due another fill yet.

"Interesting, very interesting" he said as he rolled a cigarette, lit up and began to analyse my riding 'style'. In summary I could ride a bike but stayed way too close to the vehicles in front, didn't use enough of the road and jumped up and down the gears like I was doing a jig!

"I'll ride in front for a while" he announced "try and follow my lines." We set off again, the roads were pretty straight at first and the traffic light so we sat just on the inside of the white line. Then the first real corner appeared a right hander with an identity crisis, one of those corners that didn't want to be

one and kept trying to straighten out. Just to make it interesting it undulated like a discarded quilt. Jeremy simply (he made it look so) placed his bike on the left side of the road just kissing the broken yellow line with his rear wheel, barreled round the corner on 'positive throttle' and disappeared. The young Padawan on his flash superbike had much to learn from the Jedi Master on the bulky tourer. But wasn't that the whole point of doing an advanced course! And so the second lesson of the day began and I tried to follow Jeremy's lines through one turn after another as he gave a running commentary about the road ahead.

It was my turn to take the front again, the running commentary continued acting as a second pair of eye's. "Further to the left, you've plenty of road" as we lined up for a right hander convinced that there must be plant life stuck in my fairing. "You turned in too soon" as I cut the apex yet again, "Keep your head up" as I dropped it on a tight left hander. All the while trying to read the road ahead, gathering information. Information was the key, gathering it, analysing it and then deciding how to deal with it. Back to the road and it was beginning to sink in my lines and approaches improving, the occasional "better" ringing in my ear piece.

Our conversation over lunch had been about riding in the wet, gravel and such things. I never like riding in the wet much and the torquey twin seemed to make it worse. So after lunch things stepped up a peg and taking the discussion about gravel as some sort of hint we soon left the nice open roads to try out some tight narrow country lanes. Here there were no road markings just high hedges and crappy surfaces, the lesson was about patience and dealing with some of those things bikers hate like the aforementioned gravel and of course farmyard muck. Overtaking was limited and the trick was to stay back and wait and so I did penance for tailgating the DHL van. We made our way back to the city my fear decreasing thanks to Jeremy's prompts as we travelled the nameless lanes. Back in Dublin we stopped for a coffee to discuss the day, my head was spinning and I was knackered but looking forward to the next day.

*If you've any ideas for events or activities, let us know & we can organise it.*

Day two arrived and I was back in Ducati Dublin, more coffee and more discussions about corners as Jeremy talked me through how to line up each type. Soon we were back on the road again heading toward Trim, no motorways today, clear of the traffic we were on the back roads again with 80 kph limits, plenty of gateways and tight turns. Reading the layout of the road, looking at the way the hedge rows ran, looking for oncoming traffic gathering and using the Information around me to adjust my riding. The corners were tight and I was being picked up on my habit of entering bends on a neutral throttle, "Drive through the bend" how could he tell, oh yes a Jedi Master, I forgot.

My lines were improving and was I really beginning to enjoy the feeling of doing it right, well most of the time. We were now on fast sweeping 100 kph (erm plus) roads the focus was on observation and riding through sequences of bends. If you like to race from corner to corner slamming on the anchors, kicking down the gears before dividing into the corner you need to do this course I guarantee you will get from A to B quicker without going faster, if you know what I mean.

It was lunchtime again, having done so many twists and turns I was totally lost be knew we were somewhere near Mullingar. As we left the small coffee shop we looked up at the sky, we'd be getting wet very soon. Ever since I got the Duke I've been nervous of it in the rain, all that torque, sparsely threaded tires and buckets of power, it always seems to twitch and get nervous. "9 times out of 10 it's the rider that makes the bike twitch" Jeremy had remarked as he got the video camera ready, "stay relaxed". And so the heavens opened but the road surface was good and I kept my lines, only allowing for the standing water and puddles, and stayed relaxed and it worked. The rain passed and we started to make our way back to Dublin. The roads were soaking but I was having a ball, Although there was one left-hander that I barreled into and halfway through I thought "mm maybe that was a little quick" "Stay relaxed" came the Obi Wan like voice in my mind. I did and kept the right line, the

bike never skipped a beat. Afterwards Jeremy admitted he thought about telling me to slow down for the turn, but as there was nothing coming he decided to see how I'd do. I've come to admire the 749 even more, its made for these types of road. The roads soon dried out and we were back near Lucan but not before hitting some back roads again making our way back to Ducati Dublin.

I was fit for nothing but thoroughly satisfied I still have work to do and much to learn but hope to do an advanced test soon. Getting this should give be a 20% discount on my insurance if all goes to plan the two days will have paid for itself. I would do it again in an instant just for the fun, if fun is the right word to use! This is a must do, €250 well spent.

*Richard's advanced rider training continues on the track....he's pictured here, at the September California Superbike School Session in Mondello Park. He was one of four Ducati owners taking part in the day.*



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