

Monthly Newsletter

-Agosto - 2018-



CDDDC
CANBERRA DISTRICT DUCATI CLUB INC

Italian bikes in the ACT

Ultime notizie

MotoGP Tipping Comp round report/results

New CDDC website to commence 27 August

Sunday Funday ride report

Desmo – what's in a word?

Il Presidente



Yasou,

Rhys, our ride co-coordinator, copped a bit of flack recently regarding a lack of rides and events but he has responded like a true trooper and has been posting heaps of events and rides for members to choose from so well done Rhys!! Talking about rides Khancoban is not far away and for those that haven't been on this ride previously don't miss it as it's one of the best on our calendar.



Our new web site is nearly ready to go, thanks to Michael Fuller, and if all goes well, with some minor issues to clean up, we will be going live Mon 27/08/18. I encourage members to get on the site now and have a look

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around, canberradistrictducaticlub.org.au and give us some feedback. It's your web site so get involved and help us provide you with a web site that reflects your thoughts. See you at the meeting Monday night. **Taso**

(interruttore a specchio)

<< **VP Dribble #8** >>

Hello Heathens. This month I would like to talk about a non Italian Motorcycle subject, now don't panic – it is still about MC's. I have a rather eccentric ex-pat pom friend who's greatest hobby is to fang the daylight out of his BMW RR1000S, we call him Rick with a P. Prick is an ex-British Army Medic and PTI, ex-Canberra Fireman, rock climbing, sky and scuba diving nut case with a heart of gold. Now Prick has recently decided to do something different, at the age of 63 he has purchased a brand new Royal Enfield Pegasus 500cc single and plans to do a lap of the island via Hwy 1. Along the way he will be collecting for PTSD, something he has suffered badly from over the years. He has set up FB page where people can follow his antics and hopefully donate to his cause <https://www.gofundme.com/a-bridge-to-far> As you can see, the bike is painted to replicate the 125cc RE bikes dropped into Arnhem during WWII, there are only 1000 these being produced for the entire world. Prick will be decked out in British Army cams so he will be easily identified.

The plan at this stage is to depart around the 17th August and finish at the Bombala Bike Show in November. I heartily encourage you to support a worthy cause. **Sarge**



!! It's your responsibility to keep yourself up-to-date !!

Have you moved? Changed your email address? Changed your contact number? Remember, if your contact details change, it's your responsibility to advise the CDDC of your new address. Don't complain if you are a financial member & you are not getting notices or newsletters – you'll find in 101% of cases you've not notified of your change. Also, if you update your member details through your DOC portal, you also need to advise membership. If you have any problems with receiving information, please contact secretary@cddc.org



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Prossimi appuntamenti

- next events -

Here is the latest calendar of CDDC events. See list after the tables for other events. For further information, please contact our Ride Co-ordinator Rhys Ban (contact details at end of Newsletter). Don't forget, on all club rides TUFU applies (turn up fuelled up). If you turn up then realise you need fuel and are gonna duck off to get fuel, then tell the ride co-ordinator/captain.

CDDC events in Agosto 2018	
Sun 5th	Club Ride Sunday, Funday. Meet at the McDonalds at Majura Park att 11:00am for a short ride departing at 11:30 and lunch at Gundaroo
Mon 13th	.CDDC monthly meeting 7:30pm @ the Kingston Hotel, Canberra Ave Kingston. Meeting starts @ 7:30 – eats from 6:00 for those who want to grab a meal before the meeting & still be in time for meeting start @ 7:30pm. The CDDC \$5,000 donation to Rise Above, being some of the proceeds of the successful NDR run by the club in March, will be presented @ the meeting
Wed 15th	Mid-week meal with wheels - Parma for a farmer The Jerrabomberra Hotel will be donating a dollar for every snitty and Parma bought from 12 to 19 August to 'Buy a Bale' to help Australia's drought stricken farmers. Be out there from 6:30 pm and ready to get snitfaced for a cause!
Sun 26th	Club ride to the VVCMCCACT Annual Gluhwein Rally The Annual Gluhwein rally is on again at Casuarina Sands. Club meeting point prior to the ride out will be at Green Square Kinmgston, 8:30am

CDDC events in Septembre 2018	
Mon 10th	CDDC monthly meeting 7:30pm @ the Kingston Hotel, Canberra Ave Kingston. Meeting starts @ 7:30 – eats from 6:00 for those who want to grab a meal before the meeting & still be in time for meeting start @ 7:30pm
Sat 15th	Club Ride - Spring by the sea A day trip to Sussex inlet. meet at Majura Park McDonald's at 9:30 for a 10am departure
Wed 26th	Club dinner debacle Mid-week dinner at Debacle 24 Lonsdale St, Braddon. Meet at 6:30 for dinner and drinks

Note: The event start times & venues are subject to change – make sure you confirm latest event info on the website @ <https://www.cddc.org.au/>

The CDDC provides funds for a support vehicle & recovery trailer on sanctioned club rides like the Harrierville, Khancoban runs & Bevels to the Bay run each year. See other comments re the funding of support vehicles & trailer on CDDC club rides in this newsletter.

Ride/event ideas

If you would like to lead a ride of your choice or have a suggestion for a ride, please email rides@cddc.org.au. Aside from these planned rides, I encourage everyone to start events via the club website or Facebook page for casual short rides. I also encourage everyone to let me know if you have an idea for a day, evening, or longer ride. I will be putting a system in place to ensure that I can give everyone a little something that they want. Information on this will be shared at the Club's General Meeting on Monday 13 November 2017. Let me know if you have anything else you would like me to elaborate on.

Rhys

<< Upcoming CDDC events for your diary >>

BASED ON INTEREST ONLY: 2 Week Tassie Trip

Also, at this point it's not looking like the Tassie trip will be on as no one has made a hard commitment.

1st Saturday each month CMC ride. Meet at 10am

At the **CDDC August monthly meeting**, the CDDC \$5,000 donation to Rise Above, being some of the proceeds of the successful NDR run by the club in March, will be presented.

Sat/Sun 10 & 11 November – **Khanconban Run** (annual Phil Goldacre memorial run)

1 December 2018 – **CDDC 40th Anniversary Dinner** – see details in this newsletter

<< Upcoming non-CDDC events for your diary >>

Gluwehin Rally – run by the VVMCCACT who provide breakfast @ Casurina Sands @ the Cotter Meet at Green Square Kingston 8.30 for 9.00 am ride out to the Cotter for breakfast and a coffee.

<< AMCA Antique Bike Weekend at Bulli >>

Attention Ducati owners, racing enthusiasts and *motorcyclists* in general. Its now 40 years since the late great Mike Hailwood won the Isle Of Man TT on the 900SS Ducati. This incredible feat came about through an Australian "Jim Scaysbrook", and an Australian race, "The Castrol Six Hour". You can see the Hailwood 6-hour bike and listen to Hailwood's co-rider and motorcycle legend, Jim Scaysbrook tell how he lured Mike Hailwood out of retirement, and unwittingly, put into place the greatest motorcycle fairytale of all time. Where and when? - the **25th of August, 2018** at the **AMCA Antique Bike Weekend** at Bulli!

24th Ghost Town Rally 2018
7th, 8th & 9th September 2018
This rally is open, you do not need to be a Ulysses member to attend.

The rally will be held at **COPI HOLLOW**
100kms From Broken Hill
Bismarck road to the camp site
30kms to Menindee.

Camping on grass, beside a fresh water lake with plenty of bushes and showers with power available. Additional food, ice cream, drinks, etc. & unleaded fuel, available at the site.

Four (4) days extra camping available before or after the rally at Rally sites. Payable at the Cateran park caretakers office.

Companion dogs must be on a lead at all times and remain in allocated areas.

Follow Signs From Broken Hill
Limited commercial accommodation available at Copi Hollow & Menindee

24th, Ghost Town Rally 2018
Come and help us celebrate

Held at Copi Hollow
Near Menindee
100kms From Broken Hill

24th Ghost Town Rally 2018
7th, 8th & 9th September

Nominations Cost \$40.00
This includes entry, entertainment & camping Friday & Saturday night only.
All nominations \$40.00 each
This rally is open, you do not need to be a Ulysses member to attend.

Ulysses Membership No:
Name: _____
Address: _____
Phone: _____
E-Mail Address: _____

Polo Shirts Available, Ladies & Mens, All sizes

Number of Polo Shirts to be ordered	Size of Polo Shirts
1	
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Hosted by members of the Broken Hill branch of The ULYSSES Club Inc.

Electronic Fund Transfer is available.

Electronic Fund Transfer
Broken Hill Community Credit Union
MBS 08277 ACCOUNT 0000707
Remember to include a **validated phone no** your system will be notified

Followed by an event in ghosttown@ghosttown.com.au with your assistance team.

Or Mail Nominations to:
Ghost Town Rally
PO Box 1070, Broken Hill, NSW, 2885
Money Made Payable to "GHOST TOWN RALLY"

Catering from Friday lunch to Saturday breakfast for the Broken Hill Branch of the ULYSSES Club

For further details please phone 08 9072 1000 or visit our website www.ulysses.org.au

Contact: CHECKEN MAN 0818 962 183 or CHRIS 043 888 1804
ghosttown@ghosttown.com.au
www.ulysses.org.au/ghosttown/ghosttown

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2018 Thunder Rally
Sheba Dam, Nundle
2nd - 4th NOVEMBER

The **37th** annual DOCNSW Thunder Rally is on!
Camping on the banks of Sheba Dam - Nundle.

A great ride in from near or far . Chill with mates - make new friends. Camp onsite with a swag or tent. Win a trophy. Fish for trout . Or just hang out with fellow bike riders.

Lions club BBQ Sat night + Sun morning.

Or BYO everything - with supplies 10 mins away in Nundle.
All motorcyclists welcome No cars or dogs please.
Proudly supporting Royal Rehab Center Ryde.

Entry **\$25 prepaid** \$30 on the day includes badge + water on arrival

tshirts \$20 More info: Warren Allen 0409 163 465
Book online: DUCATIOWNERSCLUBNSW.COM.AU



Altre Notizie

- other news -

<< **WANTED** >>

Merchandise Officer

Your club requires a Merchandise Officer!! What's that you ask! Someone who can look after our little shop which at this time mainly consists of shirts. If you are looking for a way to help your club in some way this is it. What's required?

- The ability to store a few boxes
- Good customer service skills (insert smiley emoji here)
- Skills to balance a day's trading and audit stock levels
- liaise with Treasurer and committee
- Able to attend some meetings and main events.

If you are able to help please speak to someone on committee.

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<< **CDDC Discounts** >>

Canberra Motorcycle Centre

A CDDC discount has been negotiated with Canberra Motorcycle Centre for all club members. 10% discount applies to services, accessories & parts. Remember to ask for your discount as a member of CDDC and present your current membership card at point of sale. The only discount that applies at Canberra Motorcycle Centre is on spares, accessories and service. The discount is usually 10% but can vary depending on item and at the discretion of CMC. There is no discount at the Cafe.

<< **CDDC SUPPORTERS** >>

These are the businesses that support the club through donations, discounts: **Belt & Bevel, Canberra Motorcycle Centre, MotoGarage, Neweagle Signs, St John Ambulance ACT & CanPrint**. Many thanks to them and show your appreciation by patronising these businesses.

<< **Membership** >>

As at 5th July 2018 the CDDC had 122 members.

<< **2018 – CDDC 40th Anniversary** >>

The date for the dinner has been set for Sat 1 December 2018. A venue has also been identified as the probable location being the Canberra Park Resort corner of Federal Highway and Old Well Station Road Gungahlin 2912 - next to EPIC showgrounds. The CDDC will be providing a subsidy for the cost of the dinner to financial members.

We have set up a mailbox called 40th_anniversary@cddc.org.au and as requested by Gaye. (there is an underscore between 40th and anniversary). We will be putting out a DOC News item to members advising them of the mailbox and inviting them to send photos, articles, memories and stories of the past 40 years. Gaye will be the moderator of the mailbox. Emails landing in the Inbox will be automatically forwarded to the following 40th Anniversary sub-committee members.

- vice.president@cddc.org.au
- secretary@cddc.org.au
- events@cddc.org.au
- rides@cddc.org.au

So get those pics, memories, event ideas, things to do coming in!!!

<< **CDDC 40th Anniversary T-shirts** >>

The 40th anniversary t-shirts are being printed. They will be available for sale at the AGM in a wide range of sizes and two styles. We will also have t-shirts available in children sizes for Ducatisti (in training). The design chosen for the t-shirt is a homage to the 70's.



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<< ***New batch of CDDC shirts now available*** >>

The CDDC has a new batch of club shirts that might take your fancy (thanks to Steve Hopper for org). They were on sale @ Auto Italia. Colour combinations are Black/Red & White/Red for men in sizes M to XXXL & Black/Red & White/Black for women in sizes 10 to 18. Limited stock and sizes so get in early. They'd make a fantastic birthday gift for your partner or girlfriend/boyfriend. A member of the Committee will even come to your place & iron it for you. Get your order in with the regalia persons – see end of newsletter.



New CDDC T Shirts in white or black. Be cool & attractive



Wakefield Park -TRACKVEMBER 2018

CDDC and CMC present the 2018 Ride Day at Wakefield Park Raceway on Thursday 15th November

Tickets \$169.00 per rider + \$30.. M.A Licence – Available from CMC

Expressions of interest required to reserve a place NLT 15 Jul 18

Payment required to secure place NLT 15 Oct 18



CDDC-CMC Track Day

Canberra District Ducati Club and Canberra Motorcycle Centre invites you to TrackVember 2018. CMC have hired Wakefield Park for a private track day, catering to all levels of experience.

Riders: On the day we will be running four groups: Race, Fast, Fast/ Medium, Medium/ Slow. If you would like to be in the same group as a friend, please purchase tickets together at the same time. Novice riders in the Medium/ Slow group will start with a guided lap and have the opportunity to learn from our experienced track rider from Canberra Motorcycle Centre. All riders are required to wear the appropriate riding gear, as to the standards listed below

Tickets: Tickets are \$169 and can be bought in-store or over the phone. You will also need a MA Day license (unless you have a MA license) which is \$30 and available to purchase on the day. Once you have registered details and purchased your TrackVember ticket, your info pack will be emailed to you with your garage allocation.

Where: Wakefield Park is situated in Goulburn NSW, just under an hour from Canberra. Riders are asked to sign on at the circuit between 7:30am and 8:30am. Riders briefing will be conducted at 8:40am at the base of the control tower.

On the day: Our sponsors will be hosting trade displays on the day, with accessories on show. We recommend bringing along a camp/deck chair and plenty of snacks and drinks for the day. The canteen will be open.

Safety: All safety measurements will be taken and an Ambulance will be on stand-by in the case of an emergency. All motorcycles and riding gear will be scrutineered before being allowed on the track. Please ensure that your motorcycle and gear are up to the standards listed below.

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Motorcycle Requirements:

Tyres in good condition and have minimum of 2mm of tread above wear indicator including the centre of tyre. Slick tyres are allowed if weather permits. Front and rear **brakes** to operate as per standards and to have minimum thickness rotors and brake pads have minimum amount of material. **Brake lines** are secured correctly and not weep or leak fluid. **Fairings** are to be secured correctly, **Fork seals** must not show any signs of leaking or weeping fluid. **Exhaust** to be secured correctly and have no sharp edges exposed, **Throttle** must snap back to position when released. No **oil/coolant** or **fuel** leaks. Recommended that coolant is drained and replace with water with a corrosion inhibitor. All **gear racks/packs** must be removed. All **mirrors** must be removed. **Chain guard** installed as per manufacturers specification/standard

Riding Gear Requirements: Full-face **helmet** at minimum of Australian standards AS1698 or European standard and visor must be correctly secured. **Leather jacket** and **pants** that zip together securely (textile and kevlar are not allowed). Leather **motorcycle boots** that meet half way up to knee must overlap pants or under pants so that skin is completely covered - Leather **motorcycle gloves** that overlap jacket sleeves to completely cover skin. We recommended a **back protector** but is not mandatory.

Eventi passati - past events -



THE NEW CDDC WEBSITE WILL GO LIVE 27TH AUGUST



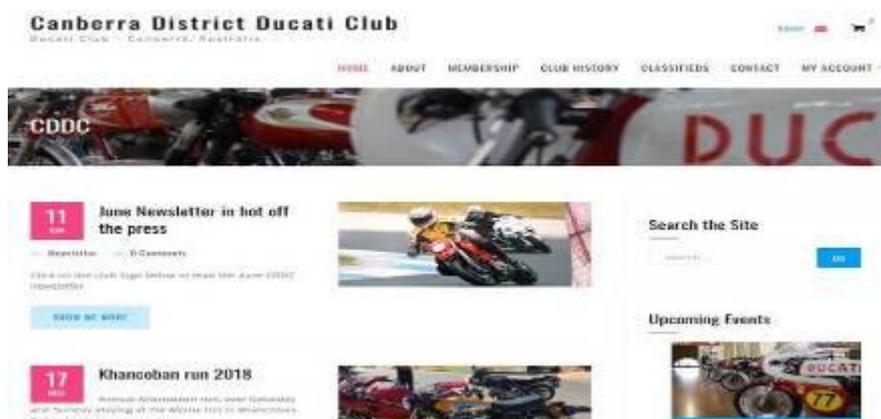
The new CDDC website is up and running, with a 'Go Live' date set for Mon 27 August.

A lot of time has been spent getting the new Canberra District Ducati Club website going. The thinking behind the new layout was an outward facing, exciting club site that attracted new and existing members alike. The information on rides coming up, the newsletter, a club shop where membership can be renewed, regalia purchased and tickets to events and dinners are all easily accessed. The general look and feel is now set and it's just waiting on the committee to get the fine details like the privacy policy set, as well as the text that describes the 'About the club'.

Time for you to look & play

We're encouraging you now to have a look and play with the site visit www.canberradistrictducaticlub.org.au and provide feedback. You can do a dry run purchasing a membership plan, and the anniversary dinner (this still isn't live – so will be deleted at the go live date) and help find any bugs or browsing issues. As you can hopefully understand; I'm creating and testing on a Windows 8 PC and a Samsung phone. But need users on Macs, iPhones, tablets, different browsers, and a Commodore 64 (Peter Yeend) as user testing for formatting. Please send feedback to webmastercddc@gmail.com and we'll take it all on board and do our best to accommodate.

Michael Fuller



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CDDC 2018 MOTOGP TIPPING COMPETITION – Rd 6 ASSEN



It's amazing just how much better this racing can get! Each race I'm writing about the best race for the year but this one's going to take some beating. As the commentators said at one stage when ten riders were in the leading pack with no more than a second between all of them - "This is like Moto3 racing!" And then Marquez decided he'd looked after his tyres for long enough and checked out big time, putting over 2 seconds on the rest of them in less than two laps to add a little more air between him and Rossi in the championship. Since Mugello when Dovi led by one point Marquez has taken a 41 point lead.



Time to sit back and watch this space. I reckon Marquez has playing a far more mature game this year and while he's still pulling off an array of amazing saves once a race, he's just got that much better than the rest. At Assen he's ahead of that pack of ten but while the others are all scrapping and fighting with some struggling to stay in touch as the race unfolds, Marquez just takes off when he feels right and nobody can go with him. And in Germany, he's won 8 races stright at this track - undefeated since his debut in 2010. But the standout for me was Rins. He said after the race that he'd "seen Marc pulling off those great passes so I thought, why not" and had a go himself. Just brilliant to watch and something I have never seen from him.

Taso's emulated Marquez in the tipping, stretching his lead over Craig race-by-race. Predictably everyone picked Marquez - well almost everyone but i wont shame them by mentioning them here. After that, it fell off badly, the exception being Taso and Georg S who somehow managed to jag Vinales for third. A reflection on how bad everyone else went was that George streaked up through the pack gaining 7 places! And even Roberts managed to salvage a modicum of pride but that won't last long.

Before the points board I must mention that this weekend will be the last race at the Sachsenring. It's a long and complicated story that leaves Germany without a clear choice for another venue. Read more by one of my favourite writers, Mat Oxley. Sad for a region that has hosted races since 1927. You can read more here - <https://www.motorsportmagazine.com/opinion/motogp/end-m-rquezs-happiest-hunting-ground>. Points table looks like this.

Contenders	Catalunya	Assen
Alan Cory	24	28
Chris Roberts	21	25
Ross Burke	28	32
Taso Samios	39	45

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Contenders	Catalunya	Assen
Doug Lawrie	28	32
Craig Evans	33	37
George Step	24	30
Tony Yeend	25	29
Ian Thompson	24	28
Jeff Piper	26	30
John Lyon	24	28
Sarge	24	25
Rod Hood	31	35
Tim F	20	21
George D	26	30



CDDC 2018 MOTOGP TIPPING COMPETITION – Rd 7 SACHSENRING



Just like Taso in the tipping, Marquez is proving to be hard to catch as we reach the halfway mark of the season. In what was likely to be the last GP race at the Sachsenring, Marquez finished with a clean sweep of 9 poles and 9 wins from 9 races across Moto3, Moto2 and MotGP. Rossi finished second to retain second place in the championship standings while the Ducati riders vanish into the sunset and not in a good way. Lorenzo flew the flag for a good while but apparently made a few bad choices about settings for his rear suspension and paid the penalty as his rear tyre gave up the ghost with a handful of laps to go. But the plaudits this week were all for Dani Pedrosa who announced his retirement at the end of this season. Only Rossi and Agostini before him have won more Grand Prix podiums and his 54 Grands Prix wins equal Doohan while he equals the Australian as the most successful Honda Grand Prix rider of all time.



As for the tipping, Taso rules supreme with Craig quietly sneaking up on him as all good assassins do. The rest of the field continues to swap places each race but is beginning to spread out a little as the gaps increase as groups are beginning to form in the middle of the field. At the tail end, Chris has gained a slightly better lead over Tim but Sarge has fallen back to join him. Watch this space as the two big boys set to battle it out for the

honour of coming second last! At the half way mark it's always interesting to compare the points per race average so I've included a table showing this, along with the usual point scores. The mid-season break is shorter this year to fit in the extra race in Thailand later in the year. Brno on August 5.

Contenders	Assen	Sachsenring	Mid-season average points per round
Alan Cory	28	35	3.89
Chris Roberts	25	29	3.22
Ross Burke	32	36	4.00
Taso Samios	45	50	5.56
Doug Lawrie	32	33	3.67
Craig Evans	37	43	4.78
George Step	30	34	3.78
Tony Yeend	29	33	3.67
Ian Thompson	28	32	3.56
Jeff Piper	30	36	4.00
John Lyon	28	34	3.78
Sarge	25	29	3.22
Rod Hood	35	40	4.44
Tim F	21	22	2.44
George D	30	33	3.67



CDDC 2018 MOTOGP TIPPING COMPETITION – Rd 8 BRNO



After losing Vinales on the first lap and a bit of juggling here and there, Brno seemed a bit boring after the last couple of races. The obvious highlight was a Ducati one/two and we'll take that every race no matter what happens but the race itself didn't do much for me I'm afraid.

However we did a few things at Brno I think. Marquez has matured over the last 12 months into what will be an inevitable force for a while to come. He's still got the passion but has lost that "crash or crash through - win at all cost" mentality. He's been doing this long enough at Honda to have worked out exactly how his race weekend best works for him. Spend Free Practice testing a few things, especially tyres and then get out early and set a time for all to beat in qualifying. No need to be out long - just a couple of laps and then bank a cracker with enough time to go out again if threatened. It works well despite the field seeming to have caught up a bit this year.

The challengers are beginning to thin out and even though there's still a heap of races to go, there's probably only about five riders left in the hunt on current form. Vinales and Zarco are not having fun - both having very public spats with people in their pit. Iannone has shown some brilliant form but can't keep it together long enough to make a difference and the other early hopefuls - Petrucci, Rins and Bautista have gone missing. That leaves Marquez, Rossi, Dovizioso and Lorenzo in with any chance of winning at the end of the year. Rossi is the Keith Richards of Moto racing. Pure and simple. Lorenzo has already given us a prelude of what we will see next year. I don't think he's racing for the Red factory any more - he's using the best bike he can get on to play out Act 1 of next year's inevitable ego war. I can't wait until he actually gets into the garage and starts spreading his poison.

As for the tipping, things are still moving around in the pack but the top and bottom few are holding firm. Taso and Craig, Rod and Rosco have held onto the first four spots for what seems ages and there are a handful

not far behind that could get into the hunt if they could find some consistent form. And so the table looks like this heading into Sunday's race in Austria. Dovi's already looking good in early practice. Here's hoping.

Tipster	Germany	Czech
Alan Cory	35	37
Chris Roberts	29	34
Ross Burke	36	41
Taso Samios	50	55
Doug Lawrie	33	35
Craig Evans	43	45
George Step	34	36
Tony Yeend	33	38
Ian Thompson	32	37
Jeff Piper	36	39
John Lyon	34	37
Sarge	29	32
Rod	40	43
Tim F.	22	24
George D.	33	38

Murray

Tipmeister



SUNDAY FUNDAY – RIDE REPORT



I arrived at the Caltex in Majura Park 10 minutes before the meet time to fill up and was pleasantly surprised when two lovely red (surprising really) Ducatis, pristine examples of the 1000SS and 848, came through and parked over at the McDonald's. Not even 5 minutes later, I was moving up to the pump and a near new 1299 pulls up next to me, the rider exclaiming "Hey Rhys!". At not even start time, Geoff and Jackson Maloney, and Aaron Clark had arrived! I fuelled up, rolled over to greet the friendly faces waiting for me. It was weird not being early. after ducking inside to grab a coffee, I returned to see an old mate, Michael Rowles, had rocked up with his BMW F700GS. Geoff, Jackson and Aaron decided he could join us because he had more red on his bike than I do on my Monster. We were eventually joined by Chris Kenna on his 696 Monster and the question was asked "Are we ready to go then?" to which I had to rein in the enthusiasm, reminding the gents that stands-up was at 11:30 and it was only 10 past.

When we did set off from the Caltex, we dawdled around to Queanbeyan. That's where things got interesting. Aaron immediately found a gap and hit the throttle, zipping past me in a flash of red. Pete Yeend might need to remind him of the first rule of riding with Committee members. The ride got more spirited as we neared Bungendore, stopping briefly to regroup before the turn off onto Bungendore Road and then spreading out again for some spirited riding towards Shingle Hill Way and into Gundaroo. I got to play a bit of cat and mouse with Aaron (a bit), and experience one of the worst 'Dips' in the local area at over 100 km/hr. We got to Gundaroo and decided to try our luck with the Cork Street Cafe. When we were advised that they might not find room for 6, Aaron suggested that maybe we book the next time and we went off to the pub.



Group after lunch at the Gundaroo Pub getting ready to leave

The food at the pub was ample and tasty and the beverages hit the spot. We sat out the front of the pub eating and chatting, and Chris compared our eating to our riding (though he was the last to get food and the most conservative eater and rider).

A small difference of opinion was had in the route home, with Aaron, Geoff and Jackson deciding to head to Murrumbateman and then back to Canberra down the Barton Highway and Chris deciding that he would call it quits at Murrumbateman (or "home" as he put it). Michael and I went exploring, heading off to Yass, then down Wee Jasper Road and back to Canberra via Mountain Creek Road and Fairlight Road. To sum up; it was a beautiful, warm day, the company was great, and with few exceptions (cars and caravans), the ride was ideal. I hope to see more of you out there as the weather warms back up.

Rhys

Articoli vari ***- bits & pieces -***



BRNO MASARYK CIRCUIT



I'm sure many members watched the recent Czech Motorcycle Grand Prix at the Masaryk Circuit at Brno in the Czech Republic, but how many know the history of the circuit. In 1929 the Czechoslovak Automobile Club created a commission whose task was to choose the course for a future race circuit close to Brno. They chose an extremely difficult track, 29.194 kilometres in length, passing through 8 villages, fast sections were swapped by difficult winding sections, steep inclines and equally demanding downhill sections.

1929 was also the year that JAWA was founded by Frantisek Janacek. JAWA was one of the great motorcycle manufactures and holds the title of being the only motorcycling manufacturer to produce motorcycles for every single form of motorcycle competition, something that no other manufacturer ever has or will ever do.

This first Masaryk Circuit at Brno was opened in 1930 and was run on these demanding open roads with 60 left hand and 68 right hand corners, it was run in an anti-clockwise direction. As these were every day roads the surfaces varies from cobblestones, dirt and tarmac. The majority of major events run on this circuit were car races attracting all the major teams of the day. Bugatti, Mercedes, Auto Union, ERA and Alfa Romeo were just some of the winning marques. This first circuit only survived until the end of 1937 due to Hitler encouraging many Germans to participate in his World Backpacking tour, that didn't require Visas, Passports or Invitations.



MotoGP supporters in traditional Czech costume

The next chapter in the Masaryk Circuit saw the original 29.194 kilometre circuit being shortened to 17.8 kilometres in 1949. The circuit still ran through 6 of the original 8 villages. The villages of Kyvalka and Ostrovacice no longer formed part of the new circuit. There were now 35 left hand corners and 38 right hand corners, with the major change now being a clockwise race direction. This format was in place from 1949 through to 1963, with motorcycle races now playing a major part in events held here. The next change took place in 1964 with another of the original villages, Zebetin being removed from the new layout which was now shortened to 13.94 kilometres. Comprising 22 left hand and 18 right hand corners, as well as staying a clockwise circuit. This layout lasted until 1974, and this period saw many international riders keen to race on this circuit as they all enjoyed travelling to Czechoslovakia, because of the beer, fans, food and just how cheap it was. Things did change after the Russians invaded on 21 August 1968, however Brno remained one of the favourite circuits of many competitors.



A Czech tram – looks like an old Melb tram in different colours

1975 was the next major change in the layout of the Masaryk Circuit. 3 more of the original villages were removed from the layout. These were Pisarky, Novy Liskovec and Kohoutovice, so the length was reduced once again to 10.925 kilometres per lap with 15 left hand and 14 right hand corners, still remaining clockwise in direction.

Like many countries throughout the world even the Czech authorities were keen to make a purpose built circuit not using public roads due to safety and insurance concerns, so 1987 saw the opening of the current circuit known as Automotodrom Brno, but it also carries the name Masaryk Circuit even though none of the

original Masaryk circuit is used. This new circuit is now 5.403 kilometres in length, with 6 left hand and 8 right hand corners retaining a clockwise direction. It is 450 metres above sea level and has an elevation change of 73.63 metres around the circuit.



As one can see some of the Czech countryside is quite pretty

Much of the infrastructure of the original Masaryk Circuit remains. When you travel from Brno out to the current circuit by road you are actually travelling along the original start/finish straight, the old control tower is still there as are the majority of the pit sheds, now used as workshops car yards and storage. Of course many of the country roads that formed the original circuit remain and can be travelled along. So where did the name Masaryk come from? Tomas Garrigue Masaryk was a Czech politician, born 7/3/1850, and is credited with gaining independence for the Czech people after World War 1. He was the first President of the newly formed Czechoslovakia.

Grant Fuller



THE (NEARLY) GUNBARREL RIDE – PART 2



This is Part 2 of Trevor's report of his WA Gunbarrel Ride. For Part 1 see the July 2018 newsletter

With a good feed under our belts we headed off. The roads were not perfect but we were able to keep both wheels down and in contact with the dirt. We took time to photograph wild flowers such as the famous Sturt Desert Pea. Even out here the country is extraordinarily beautiful especially after rain has come and gone. It was at one of the stops that I decided I was not going to eat the dust of the others as I had been for most of the ride, so went to the front and 'cracked on' a bit.

The road past Wiluna were intersected by 'humps' every several kilometres it seems. I think these were there to channel flood waters when it does rain. The others hung back to take more pictures. Heading for one of the humps I could see gravel road beyond in good condition and chose to stay left rather than centre in case the rise hid an oncoming vehicle which would necessitate heavy breaking in already difficult conditions.

I topped the hill and did not have time to do anything except think 'I'm not going to make it'. The hidden side of the hill must have had quite a lot of water at some stage. 4 wheel drive vehicles had been having some fun in it. The deep mud was now deep heavily grooved hardened clay. Gravel was piled up there as well. I felt the front dig in as I tried to accelerate to make the front ride over the gravel etc. Gravel hit my ankles and in spite of the fact that I was heavy on the pegs, it dragged my feet off the pegs throwing me over the tank. The handle bars twisted as the bike squirmed and I lost grip with my left hand. So now with one hand on the throttle and no feet on the pegs, the bike instantly did what a bike will do. Then I was drifting between blackness and pain.

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My life didn't pass in front of my eyes but by geez things happened fast! I could hear someone calling my name. It was Clayton who was first on the scene. He and Steve had arrived some 10-20 minutes after the fall. They rolled me into the recovery position. I had trouble breathing (punctured lungs) and gravel filled my helmet and dirt was in my nostrils because the visor had been ripped off. My friends carefully removed my helmet (I can hear you all say no! No! but it had to be done) and I was able to breath. Clayton decided to ride for help while Steve tried to make me comfortable. In this state I wanted to get up but he would not let me (good thing too because my back was broken). He tried to keep the sun off me. After a while a road crew happened by that had been working a short distance away. They had come to fix this very patch of road that I had hit. They kindly let us use their satellite phone. Two and a half hours later the ambulance arrived.

They were amazing. They advised me they needed to cut my jacket off. I tried to say no but the scissors ripped through my heavy jacket in maybe 3 or 4 seconds. It turns out one of the guys was also from the Flying Doctor service. The ride by ambulance to the Wiluna medical centre was smooth and on the occasions I did wake up, they apologised for the rough ride.

I was very impressed with the suspension of the ambulance soaking up the bumps as we drifted along like we were on soft white fluffy clouds. This shows how valuable really good suspension is on an emergency vehicle; that or a goodly dose of morphine!! My god morphine is good! I can see why people become addicted.

At Wiluna they wasted no time in getting me flown to Perth. In the Royal Perth I heard someone say 'get him to Multiple Trauma'. I wanted to say "no I just need some pain killers and I'll be fine". Obviously with so many broken bits in me I was not fine. As I said though morphine is great but clouds your judgement.

The Flying Doctor service is invaluable. They are angels. The Perth Royal Hospital is fantastic as is the Fiona Stanley rehab centre. After nearly two and a half months I was stable enough to fly to Canberra. At Canberra hospital I was blessed with a brilliant surgeon who worked her magic. She was quite literally a life saver. I'll be forever indebted to her and her surgical skills because I can walk and I'm alive; even if I have more metal in me than a Bunnings Hardware store. Similarly had Steve and Clayton treated my differently at the accident its likely I would not be walking now.

In between all this Steve and Clayton continued on past Carnegie to the Gun Barrel Highway. I was so upset knowing I was not riding with them. This was after all, 'my ride' and the whole point of this adventure. The Gunbarrel was on the top of my 'bucket list'.

Riding at speeds of up to 40kph Steves bike hit a patch of our famous bulldust and sand. He too lost control but was not injured. His front brake was inoperable. They decided to err on the side of safety and return home. He limped the bike to Kalgoorlie with just a back brake and engine braking. How he did that I'll never know!

In Kalgoorlie they bodgied up a workable solution. They continued across the Nullarbor in heavy wind and rain to Adelaide and fixed the bike properly, then continued to Mt Gambier's Blue lake for a break. From here Clayton and Steve headed home. Clayton to Jindabyne, Steve to Kioloa. Steve missed a turn and ended up in snow at some stage. However, he made it back home to Kioloa on the coast, tired, cold and happy to be back with his family. Both riders are justifiably proud of their achievements. On this ride they had to look after me on remote roads, ride with extra luggage from my bike and take roads we had not planned on using plus deal with everything that the adventure threw at them.

What an adventure this ride has been. Brilliant countryside, scenery and experiences only Australia has to offer. As for my bike which was not repairable, it was the most comfortable, torquey, powerful, easy to maintain and capable long distance bike I've ever known. Sadly, no more. Stelvios are no longer made. What a shame. Whoever got that motor got a barely run-in unit. I hope they bloody well appreciate it!

If you are thinking of doing a ride like the Gunbarrel or riding 'out back' I'd suggest you do it. It's worth it. If you want some info or hints, please feel free to pick my brains for information. I strongly urge you to take on the adventure but research and plan it. Why do I suggest you do a ride like this when mine went so obviously pear shaped? Well, as a friend of mine once said: "I'm afraid of dying but I'm more afraid of not living". Life is not a dress rehearsal and Australia has such beautiful and unique countryside.

Riding 'out back' is worth the effort. My advice also is not to look for hardship or risk. Adventures happen soon enough without looking for it when in less familiar countryside. So, plan the ride, train for it and do it!

Trevor Allen



DUCATI RESOURCES IN THE ACT/QUEANBEYAN/YASS AREA



So you own, or are thinking of owning a Ducati in the ACT/Queanbeyan/Yass area. What resources/support can you access if you do own a Duck or you get a Duck? Set out below is a list of the main sources of bikes, parts, servicing, advice you can call upon.

Canberra Motorcycle Centre (CMC)

<http://www.canberramcc.com.au/>

30 Ipswich St Fyshwick - 61754444

CMC is the local Ducati dealership. So for any warranty work it's the only resource. Obviously they also sell parts, official Ducati clothing as well as doing servicing. My experience is Steve in parts is really helpful.

Belt & Bevel (B&B)

<http://beltandbevel.com.au/>

Call 0408 223 069 to speak to **Michael Fuller**

B&B is the place for that hard to find part, both for new & old Ducks. B&B stocks many parts not found anywhere else. As a special exclusive for CDDC members a 10% discount can be accessed but you need to quote the discount code which is currently **CDDC18**.

Desmoharmonic

desmoharmonic@icloud.com

15/18 Whyalla St Fyshwick 0408764374

Desmoharmonic as in desmodromic is a new service studio owned and operated by **Peter Giles** who many of you may know as he has been specialising in Ducati service here in Canberra since 2001 and has over 25 years experience with Ducati working at many different dealerships including JHP Ducati Coventry UK. Desmoharmonic can cater for all your service needs on all models post warranty, a tyre service is also available. He to is offering a 10% dicount on all parts to club members.



NSU & BEVELS



For the lucky few who attended the June CDDC monthly meeting you would have heard a small report/comment by bevel guru Grant Fuller on his recent trip (with his wife Kveta) to Europe. Grant particularly enthused about the NSU museum he visisted and how many of their bikes have bevel drive.

See here for some pics by Phil Aynsley from his visit to the Hochenheim race track museum, which features many NSU bikes. <http://www.philaphoto.com/imageLibrary/thumbnails.php?album=1869>



In 1938 NSU began the development of the 350 & 500cc RK bikes. Chief designer was ex-Norton engineer Walter Moore with Albert Roder (ex-Zundapp) as his assistant. The motor was a DOHC parallel twin with bevel drives to each camshaft. A supercharger was fitted behind the cylinders. Two 350s and a 500 were raced at the 1939 IOM but none finished. After the war supercharging was still allowed in German domestic racing up until the end of 1950. NSU returned to competition with revised versions of the RKs in '49 with Heinz Fleischmann as their main rider and BMW as their principal competitor. The 500cc bike made 98hp at the start of the '49 season with a top speed of 270kph. 110hp was available for record breaking attempts in 1951 & 1956 when a RK powered streamliner achieved 330kph. In 1966 Wilhelm Herz raised the 10k speed record to 309kph. This is one of the 5 RK500s built.



Live Fast Die Old is the name of the Scottish govt motorcycle safety video @ this site:

<https://www.visordown.com/motorcycle-news-general-news/scottish-government-produces-cool-bike-safety-video>

Great mountain scenery and the sort of motorcycle safety video the tourist people in the Snowy Mountains should be doing. Worth a look.



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Men shouldn't have
motorcycles after 50



Seriously, 50 motorcycles
is plenty



DUCATI MAKING MORE \$\$, SO IT'S UP FOR SALE – AGAIN



WE WON'T pretend to be experts at high finance of course, but this one puzzles us more than most things which come out of the City pages these days. Volkswagen AG Chief Executive Officer Herbert Diess gave an interview to bloomberg TV last week, where he ratcheted up the possibilities of Ducati being sold again, as part of the VW Group's attempts to repair its finances.

The German car maker suffered from the 'Dieselgate' scandal in 2015 of course, where its diesel cars were found to be cheating engine pollution emissions tests in the US and Europe. After losing billions of Euros, the firm had planned to sell off some assets, including its 'non-core' motorcycle business - but seemed to cancel those plans last year and looked set to hold onto Ducati. Now though, Diess has raised the possibility of a Ducati sale once more, telling Bloomberg TV that VW will either expand or sell Ducati. "Either we find a way forward for Ducati, which provides some growth" and expand the brand, "or we have to look for a new ownership," he said.

The reason? Ducati apparently makes the second-best profit margin in the VW Group - second only to Porsche, and miles ahead of mega-brands like Bentley, Audi, Seat and Skoda. For the first half of this year, its return was 9.5% up from 8.2%. Now, call us simpletons, but surely you'd want to hold onto the business that's making good profits? Apparently not. "The new Volkswagen group structure aims to develop sustainable future perspectives for non-core businesses - calmly and with the necessary thoroughness," Audi said last Friday. "This can be expansions and growth strategies, but divestments are conceivable as well," it said.

There's an upside there too of course - Ducati could well make moves like Harley Davidson did earlier last week and announce plans for new small-bore bikes and a range of electric 2 wheelers for the future. So, Ducati being sold to some venture capital slags? Or, VW holding on to it and expanding the brand to make a

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massive new range of mini-Monsters for India and SE Asia and electric superbikes for the US and Europe? We know which we'd prefer...



CHAS DAVIES' WSB DUCATI RACER STRIPPED DOWN



Want to see some revealing pics of the current Ducati Panigirlie WSB racer punted by Chas Davies?? See here: <http://www.superbikeplanet.com/pain-a-golly-dismantling-chaz-davies-ducatti-superbike/>



DESMO – WHAT'S IN A WORD??



There's lots of people who have heard the word Desmo. There's lots of people who own, or have owned a Ducati and have heard/seen the word Desmo. So what the f..... is Desmo?? It's short for Desmodronic. It also signifies thatn many/most Ducati's use Desmodromic valve actuation. See here for a visual presentation of how it works: <https://jalopnik.com/here-is-how-ducatis-desmodromic-valves-work-1827954262>

See also a different visual presentation here: <http://mdesignconsulting.com/projects-ducatti-desmo.php>

Desmo history

Fully controlled valve movement was conceived during the earliest days of engine development, but devising a system that worked reliably and was not overly complex took a long time. Desmodromic valve systems are first mentioned in patents in 1896 by Gustav Mees. Austin's marine engine of 1910 produced 300hp and was installed in a speedboat called "Irene I"; its all-aluminium, twin-overhead-valve engine had twin magnetos, twin carburetors and desmodromic valves. The 1914 Grand Pri Delage and Nagant used a desmodromic valve system (quite unlike the present day Ducati system). Azzariti, a short lived Italian manufacturer from 1933 to 1934, produced 173cc and 348cc twin-cylinder engines, some of which had desmodromic valve gear, with the valve being closed by a separate camshaft. The Mercedes Benz W196 F1 racing car of 1954-1955, and the Mercedes Benz 300SLR sports racing car of 1955 both had desmodromic valve actuation.

In 1956, Fabio Taglioni, a Ducati engineer, developed a desmodromic valve system for the Ducati 125 Grand Prix, creating the Ducati 125 Desmo. He was quoted to say:

The specific purpose of the desmodromic system is to force the valves to comply with the timing diagram as consistently as possible. In this way, any lost energy is negligible, the performance curves are more uniform and dependability is better.

Why can Desmo be better?

Does Desmo valve actuation matter? Is it better? Why does Ducati do it and no one else? Desmo valve actuation is not proprietary to Ducati. It could be used by other manufacturers. When MotoGP had a 800cc limit Honda was perplexed that its spring valve motor was only reliably revving to about 16,000rpm whereas the desmo Ducati MotoGP engine was revving past 18,000rpm. Honda advocated a rev limit on all engines but this was unsuccessful. A US source reported that Honda quietly built Desmo heads for its MotoGP motor and dyno tested it and got all the extra hp and fuel economy they were chasing but decided not to go down the

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Desmo path. This then was mainly for marketing reasons but @ the same time the FIM allowed (under Honda pressure) pneumatic valve actuation as is used in F1 cars. Honda went with this path as they already had the pneumatic valve experience with their F1 car engines. That trend still applies today with Yamaha, Honda, KTM, Aprilia & Suzuki all using pneumatic valves in MotoGP except for Ducati, which uses Desmo valves.



Great artistic pic courtesy CDDC member Ross Dobson. Obviously a man of taste!!

In modern engines, valve spring failure at high RPM has been mostly remedied. The main benefit of the desmodromic system is the prevention of valve float at high rpm. In traditional sprung-valve actuation, as engine speed increases, the momentum of the valve will eventually overcome the spring's ability to close it completely before the piston reaches top dead centre (TDC). This can lead to several problems. First, and most damaging, the piston collides with the valve and both are destroyed. Second, the valve does not completely return to its seat before combustion begins. This allows combustion gases to escape prematurely, leading to a reduction in cylinder pressure which causes a major decrease in engine performance. This can also overheat the valve, possibly warping it and leading to catastrophic failure. In sprung-valve engines the traditional remedy for valve float is to stiffen the springs. This increases the seat pressure of the valve (the static pressure that holds the valve closed). This is beneficial at higher engine speeds because of a reduction in the aforementioned valve float. The big drawback of stiff valve springs is the engine has to work harder to open the valve at all engine speeds. The higher spring pressure causes greater friction (hence temperature and wear) in the valvetrain.

The desmodromic system avoids this problem, because it does not have to overcome the static energy of the spring. It only has to work against the momentum of the valve opening and closing, and that force still depends on the effective mass of the moving parts. The effective mass of a traditional valve with spring includes one-half of the valve spring mass and all of the valve spring retainer mass. However, a desmodromic system must only deal with the inertia of the two rocker arms per valve, so this advantage results in less hp loss.

While the desmodromic system is not ideal in a practical world of mechanics, it still survives and performs without problem. While it can be more expensive to maintain than traditional spring-actuated valve systems, many aftermarket precision machined components can extend the maintenance interval to that of spring actuated systems (in comparable motorcycles). While newer, high-performance pneumatic systems may follow more specific design and engineering specifications (computer-aided) they are typically limited to racing applications (Formula 1, MotoGP, etc.). Currently, there is no method of determining longevity or extended maintenance intervals of such pneumatic systems for practical, everyday use such as in street motorbikes or automobiles.

ybaf

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  **BRISBANE DUCATI SCOOTER BEAUTY**  

The CDCs highly paid and intrepid Queensland journalist Aksel Martinsen was @ a recent bike show in Capalaba in Brisbane and he spied this Ducati Brivio. It's a beauty!! Big ta to Aksel Martinsen. Aksel had his now pristine 1982 TT2 on display. In the lexicon of great Ducati models this Brivio must be up there with the other Ducati greats like the 1974 750 Sport, the 1980 900SS, the 1983 Mike Hailwood Replica, the 1994 900 Superlight, the 1997 748SP, the 2001 748R and the 2008 Hypermotard 1100S.



- Arrivederci -

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