

Monthly Newsletter

-Dicembre 2018-



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Ultime notizie

- Khancoban Run Report
- Trackvember report
- 40th Anniversary Dinner

Il Presidente:

Ciao Amici,

It's been a fun packed year for the CDDC, ending in a track day and the Anniversary lunch. Thank you to everybody who put effort into making club rides, and events and a big congrats for the committee managing the club. For those who weren't at the Anniversary lunch, Taso Samios was awarded the clubman of the year award and as I said at the lunch that "of the year" is an understatement, and Taso really has been the clubman of the decade, Well done Taso.

I hope that every club member and their family have a safe and happy Christmas/ New Year's break and that we see you again in 2019. I'll be away in Germany visiting the in-laws so I'll miss the January meeting, but you're in the very capable hands to Sarge.

Lastly, in typical Ducati product support, they have turned off the DCO portal, which the clubs use to communicate our rides and events. This won't be back till mid-January, so keep an eye out for normal emails regarding club rides (New Year's Day recovery ride), newsletter, and announcements. If you think you're missing something feel free to email a committee member.

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Tschüß Michael

Michael Fuller
CDDC President

<< VP Dribble #10 >>

Wow, what a great week I've had. Started with the Khancoban run followed by an overnight at Goulburn, the Trackvember day at Wakefield park and finishing with a run down to Bombala for the annual bike show. I don't think I have ridden that much in such a short period for ages.

Anyhow, here is my take on the 2 club events;

Khancoban: I had already told our out-going ride co-ord that I would meet them at the Khancoban hotel as I knew the club run would miss one of my favourite roads, Kiandra to Khancoban via Cabramurra.

So, on Saturday I had a leisurely 09:30 start with an excellent run down to Adaminaby for an early lunch at 11:30. On arrival at the local takeaway I was greeted by a large group of around 15 bikes and riders with the same thought as me, a quick lunch and back onto the road. Turned out they were a bunch of mates from Bega heading down to Jingellic hotel for the night. What impressed me was the diversity of the bikes, numerous brands and types. The run to Cabramurra was awesome as usual with a rest stop needed to dispose of the lunch beverage. To my surprise the even larger group of bikes parked outside the Cabramurra community centre was more impressive than Adaminaby. This time with multiple state number plates included in the diversity of makes and models, the riders were not as forthcoming as the last lot and I only saw two of them.

Back on the road again and it was a great blast through the twists and turns, dams and steep climbs and descents down to the sunshine of Khancoban. I pulled into the servo to be greeted by yet another huge group of bikes out for a run. The fun bit of this was waiting for the one and only 98 pump to fill up.

Now, I have stopped at the Khan Pub for a beer on numerous occasions over the years, however this was the first time I have overnighted. After grabbing a cleansing ale, I was happy to enjoy the bar atmosphere as I waited for the rest of the club to turn up. Within minutes of sitting down a rather attractive young lady approach's me, identifies me by my handle (Sarge) and proceeds to pick me up nah! just kidding. Kirsty's husband was with the club run. We did enjoy a very good conversation and many more drinks waiting for the club. Oh! and by the way, I had the audacity to leave Miss Diavel at home and rode the GTR 1400. As this is getting long winded, I am stopping there as I have more words about the....

Trackvember: Al Cory and I rode up to Goulburn on Wednesday afternoon about half an hour apart, I got through with no rain however Al caught the edge of it. We had a very pleasant evening and were out at the track early to get the admin out of the way. I shared the pit garage with Craig who kindly gave me access to his cold water and tools, very much appreciated.

The day was awesome, we had seven riders, some with multiple bikes and a really good turnout of spectators, 22 all up, I think. The Diavel was surprisingly good on the track and scarily fast down the straight, however as all the riders will attest to, I am not that fast anymore and was just enjoying the environment. In true club sledging style, I offer the following gems;



- Do not try and move your lovely replica race bike on its rear race stand out of the pit garage. It will slide off the stand and fall over when it hits the drain grate, won't it, Mr Beavan? It is amazing how many swear words AI knows.
- One should scrub brand new tyres in for more than one lap, especially when one is riding their newly finished MC for the first time, shouldn't they Angelica? Mind you it did give Michael something to do.
- When one stuffs up the gear change, missing the brake marker and running off the track one should brake to a gently stop without turning the steering whilst on the grass. Definitely do not drop the bike on your foot Joey, it breaks bones.
- And finally, I did not see this so it is only conjecture...and it's only taking the micky. During the safety brief ALL riders were told "you can overtake or undertake but remember this is not a race day. You are to leave at least two meters between MC's". Everyone knows that the bike overtaking is the responsible vehicle, not the vehicle being overtaken. Sitting in the pits between sessions and Yvette introduces a father and son duo thinking of joining the club, Lindsay and Jack Laidley. Jack relates how a blue race bike hit him in an overtaking incident and took off a mirror from his nice shiny new 959 Pani. After expressing dismay, the pair were directed to the next pit where the membership officer (Angelica) was in attendance. I am told the conversation was interesting to say the least, hey Grant?



Riding Hint: Gear Changes - Ever suffered false neutrals between gears? One cause is stabbing at the gear lever with your foot. To avoid this, try to lift/press and hold the gear lever until you have released the clutch lever. In doing this if the gear isn't fully selected as you release the clutch lever it will click in every time.

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 Craig Evans (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.

CDDC events in December 2018	
December 8th	DX2 – DOCNSW & Ducatista Track Day. 9:00am – 5:00pm Sydney Motorsport Park, Ferrers Road, Eastern Creek, NSW 2766 Australia
	Please remember there is no meeting in December!

CDDC events in January 2019	
January 1st	Recovery Ride New Year's Day Ride
January 14th	First Club Meeting for the new year! Monday night at the Kingston Hotel; 5:30pm onwards for dinner & catch-up with the meeting starting at 7:30pm.

Note: The event start times & venues are subject to change – make sure you confirm latest event info on the website @ <https://canberradistrictducaticlub.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 ridesdcdc@gmail.com. Aside from these planned rides, I encourage everyone to start events via the club website or Facebook page for casual short rides.

Altre Notizie – other news

<<. CDDC SUPPORTERS. >>

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

!! 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 secretarycddc@gmail.com

<<. CDDC MOTO GP TIPPING RESULTS. >>

With the championship decided and the mastery of Marquez beyond any doubt, all that was left was to hope Valencia could do justice to the season we'd seen in 2018. And while it may not have been the type of show the riders would have wished, it sure was spectacular.

In a race that became increasingly more dangerous at every turn, the field fell one by one with eight riders failing including Marquez, Vinales and Iannone until Dovizioso put a stop to it with 14 laps left. More riders fell in part 2 including Rossi who managed to remount after losing it when running second but was never able to compete, finishing 13th of the 15 that finally got over the line.

Dovizioso for the win, Rins second and Pol "Bradbury" Espargaro inheriting third after Rossi's fall.

Not dissimilar in the tipping - Taso confirmed winner coming into the race with somebody needing something special to dislodge Rod from second and the battle for third wide open. The crazy racing was never going to look pretty on the scoreboard and proved true - 10 of the 15 tipsters scored 1 point or less. In a rare show of wet weather form, George D cashed in a lazy 7 points tipping Dovizioso and Rins in order.

And the winner in 2018 is - Taso with Rod a clear second but 14 points behind. But the interest was for third where Craig and Jeff fought it out to the last corner with Jeff finally taking the points on a countback of first place picks over the year. Jeff 11, Craig 8.

As has been customary after the last race, I've taken a look at the tipping average per race. As might have been expected with some high profile outs over the last half of the season, only

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one person increased their average since the mid season break after Germany. Interestingly it was Tim who didn't send in any tips since Aragon on September 23rd meaning the tips he inherited from his last guess included Lorenzo! Well done Tim.

The final table for the year looks like this. Congratulations to Taso, Rod and Jeff (and almost Craig).

Tipster	Sepang	Valencia	Place
Alan Cory	63	64	7
Chris Roberts	52	56	13
Ross Burke	67	68	5
Taso Samios	86	87	1
Doug Lawrie	65	65	6
Craig Evans	70	71	3
George Step	58	58	11
Tony Yeend	56	57	12
Ian Thompson	61	62	9
Jeff Piper	70	71	3
John Lyon	61	63	8
Sarge	50	54	14
Rod	72	73	2
Tim F.	39	43	15
George D.	54	61	10

!! 40TH ANNIVERSARY DINNER !!



The beautiful cake made by Taso for the clubs 40th Anniversary dinner held at the Kingston Hotel on Saturday the 1st of December. Here's to another 40 great years!

Eventi passati – past events

A Tale of 2 Alans'

Let's call them Big Al and 'Lil Al. Now these 2 Als have known each other for many years and as it turns out, have a common interest - DUCATIS!! They were bitten by the Desmo bug from an age where it was to become an obsession rather than an interest.

On Thursday 15 November 2018; at Wakefield Park in Goulburn NSW; as luck would have it; or the Gods saw fit; or the planets aligned; or any other suitable metaphor, both Als had access to a particular type of exotic Ducati – the all-conquering TT2. Now these machines are quite rare and to see them at a midweek track day is uncommon and to see more than 1 is certainly rare. But as circumstances would have it, on this day that is exactly what happened.

Now the 2 Als have other Ducati's (of course!!) and both started the day on these. One had some minor mechanical issues that were eventually rectified. The other found it just plain hard work to ride due to the aggressive nature of the 748 and he was just about to call it a day due to lack of enthusiasm and fatigue. But then Big Al took his TT2 out on the track (after his daughters comment about not having seen it on a track yet) and came back with a second wind!?!? Lil Al took his Dads TT2 out in the same session and was trying to catch Big Al before the chequered flag came down. He too was revitalised. So a plan was hatched between the Als to take the 2 tt2's out on track together and have some fun and go a bit harder next time out.

And that's what they did! The revs were turned up and as they went down the straight together people in the pits were drawn to the wall to see this rare event. Now the 2 Als circulated lap after lap, having a great time and entertaining the masses. But as someone once said, all good things must come to an end and the 2 Als were black flagged for NOISE!?!?!?!? But what a noise!!! I heard one person comment that they sounded like a dog being murdered (but who knows what that sounds like?). So the bikes were retired back to the garages to pacify the lost souls who think the world needs to be a quiet place and this of course will mean that the sheep's wool will once again be curly instead of scared straight; and the cow's milk will no longer be sour.

But for the 2 Als, the grins on their faces and the memories of the day will live on forever and who gives a shit how much noise they make inside their own heads and no doubt the story will be told over and over again with many, many embellishments, so this day becomes legendary. And each time the story is told of the day at Wakefield Park, people will ask: "What is the TT2 and where can I go to see one in action? See, dreams do come true!!



Regards, one of the Als, AB.

Khancoban Run

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The annual Phil Goldacre memorial ride to Khancoban was held on the weekend of the 10th and 11th of November.

The gods were definitely looking over Rhys on what would be one of his last official rides as the clubs ride coordinator.

Riders were greeted with clear skies and sunshine at the meeting point of Caltex Hume. After a briefing from our leader Rhys, in which he hoped we could make it to Cooma without any stops. We hit the familiar boring stretch of road. First meeting point was to be Adaminaby for a fuel stop, breakfast in the local bakery and hopefully a catch up with George Step who would join us from there.

Continuing on through the lovely winding turns and out over Kiandra we continued on to Tumut where we stopped for lunch at the Tumut River Brewing Company. I would love to return here to try the range on offering without needing to worry about the need to stay upright.

In what was fairly new territory for me, after about 8 years since accompanying this ride, we were treated to some great roads through Pine Forest on to Tumbarumba. Then through Tim Gilly and along the Murray River to Tintaldra . Fortunately the pub at Tintaldra was not open and has been pretty unreliable for some years. In what was the only small mishap of the weekend Angelica failed to appear on the Scrambler. News was it was being loaded onto the trailer. With that news most of us then headed to Khancoban.

A well-earned beer was enjoyed on arrival after some great roads during the day.

Refuelling was a slight problem with the pumps at the Khancoban servo not wishing to co-operate, this was blamed on the late afternoon sun, so refuelling was left to the morning and all seemed to go without a hitch.

Dinner was a drawn out affair, taking about an hour and a half from the first order to the last. Not sure if the steak was good, we were all just starving.

The perfect weather continued on Sunday as we headed up the Alpine Way. The Porsche Club were out in force and plenty of corners had Porsches coming down the middle of the road.

Everyone made it to Dead Horse Gap, even Nige left the mountain climbing out this time. During our stop at Dead Horse Gap the club did the honours for a minute silence in recognition of the hundred year ending of the first World War and then it was on to the Wild Brumby for lunch, before returning on the long boring stretch from Cooma back to Canberra.

I'm sure everyone would agree great weather, great roads and great company. Definitely a ride not to miss, already looking forward to next year.

JP 748R







DUCATI RESOURCES IN THE ACT/QUEANBEYAN/YASS AREA



So you own, or are thinking of owning a Ducati in the ACT/Queanbeya/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 is offering a 10% discount on all parts to club members.

■ ■ Arrivederci! ■ ■

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