

# Monthly Newsletter

-Febbraio 2019-2



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## Ultime notizie

- Upcoming Rides!
- Bowling & Tooma Ride Reports
- Panigale V4 S Review
- Constitution Updates

## Il Presidente:

It's a 47°C difference in temp for Angelika and I since getting back from Germany. We had snow, ice, gluhwein, and Christmas with Angelika's family, all of which was an interesting experience. Short days and long nights and not a motorcycle to ride. I was glad to get back on the bike not so excited to get back to work.

Well we are into the new year now and still a couple of months of perfect riding weather. Craig has a full list of rides up on the website including the famous mid-week after work rides. If you want to know what where or when, just check in on the club website and the info will be there. There are three ways to see the events, on the right with what is coming up, at the top menu called events, or on the main page feed.

This is a good Segway into Auto Italia 2019. It will be held at Exhibition Park, motorcycles will have a hard surface to park on. We would really love to see as many club members there as possible displaying their bikes, and we would appreciate if you also have time to volunteer an hour or so on helping with marshalling and registrations. Murray has all the information on this

event and will go into the details at the meeting. Please put Auto Italia in your diary and make it a great club display.

I'll need to use the C word, which doesn't come out often, but the **Constitution** changes are ready to be put forward to members for their consideration. We will then vote on the change. There is absolutely nothing to be alarmed about. There isn't any hidden meaning behind the wording, and the changes just bring us into line with the model rules. **A big** thanks to Peter Yeend for all his effort in getting this over the line.

Michael

### << VP Dribble #4 >>

G'day Kiddies, this month I thought I would recap a bit of Motorcycle Roadcraft. I am not saying anyone in particular needs this however a refresh can come in handy in reminding us of things we may have forgotten.

Roadcraft is basically the skills we use to manage the risks of riding. These risks present in many forms and include such things as physical risk from other road users, wildlife, road surface, weather conditions or other distractions like a pillion. Non-physical risk can also affect your ride, such as lack of experience, mental state (i.e. tiredness, stimulants, anxiety).

To assist in managing the risk there are a few catch phrases that may prompt you to consider your ride more closely;

**Position** – Where you are positioned on the road can reduce your risk. In good conditions when everything is in your favour the best place to be is a close to the centre line as possible. In this way you have maximum space around you and you will be able to see any physical threat in plenty of time to take avoiding action. If a threat appears you can change position to maintain the maximum amount of space available to you. For example, if a vehicle approaches you from the front you would move to the left to either the centre or left of your lane away from the oncoming vehicle. Once it has passed you can move back to the centre if it is safe.

Now work with me on this one, not everyone in the club is VR. What if a vehicle approaches from behind, should you maintain position near the centre line or move left (many novice riders tend to do this)? There is no right answer but consider this, to move to the left may invite the vehicle behind to move up beside you in an attempt to overtake without giving you enough space. No space = high level of risk to you.

**Speed** – Always travel at a speed in which you can safely stop within the amount of space that you can see. In other words, if you can't see the exit of the curve back off a bit, just in case.

**Gear** – Now this should be common sense, however.....get the speed and gear right for any given circumstance, going down too many gears prior to a curve can upset the bikes balance. The same goes for going into a curve in too high a gear.

Please let me know if you want me to continue with riding hints.

Cheers

# 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 February 2019	
<b>February 3<sup>rd</sup> (Sunday)</b>	Bowling Hotel – lunch  Meet at Green Square, Kingston – 10 for 10:30 start. Via Mountain Creek Road, apparently now sealed all the way. The plan will be to return the same way, although if anyone is time poor there is always the easy way back down the highway.
<b>February 11<sup>th</sup> (Monday)</b>	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.
<b>February 17<sup>th</sup> (Sunday)</b>	Taralga via Crookwell  Meet at Sutton Bakery – 10 for a 10:30 start. Lunch at either the Argyle Inn or the café at the top of town. Return the same way. Approx 130km each way. Fuel at Crookwell.
<b>February 20<sup>th</sup> (Wednesday)</b>	Inaugural Ride for Historic/Concessional Registered Bikes? Meet at Coronation Park, Yass at 10am  Grant Fuller to confirm at meeting.
<b>February 22<sup>nd</sup> – 24<sup>th</sup> (Friday to Sunday)</b>	Phillip Island WSBK  Not really a club event, but worth noting in your diary – even if you can't make it to the island.

CDDC events in March 2019	
<b>March 3<sup>rd</sup> (Sunday)</b>	Bevels to the Bay  Meet at the Bungendore Bakery – 10 for a 10.30 start. More details to come.
<b>March 11<sup>th</sup> (Monday)</b>	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.
<b>March 23<sup>rd</sup> – 24<sup>th</sup> (Saturday &amp; Sunday)</b>	ASBK at Wakefield Park  It's definitely not a CDDC event – but well worth mentioning.

## CDDC events in March 2019

<b>March 29<sup>th</sup> – 31<sup>st</sup> (Friday to Sunday)</b>	Harrierville  Meet at the Hume Caltex – 8 for an 8.30 start. I shouldn't really need to say anymore – but I will. For those who don't know, it's probably the best ride of the year. 3 days of the best riding roads in the country. A support vehicle will be going. Make your own booking at: <ul style="list-style-type: none"><li>- The Snowline Hotel, Harrierville</li><li>- Ph. (03) 5759 2524</li></ul>
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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](mailto: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.

### Rides for Historic/Concessional Registered Bikes

Coronation Park is in the middle of town on the left when entering from Canberra. The Visitors Information centre is located there

The rides aren't restricted to only Historic/Concessional Registered bikes, any members are welcome, but the main focus will be on older bikes.

If any members are interested or have questions, please contact me on 0422677155 or [grant@beltandbevel.com.au](mailto:grant@beltandbevel.com.au)

Grant Fuller





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# 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](mailto:secretarycddc@gmail.com)

## <<. Reg King – Gentleman and Ducatista .>> 5 September 1954 – 19 January 2019

CDDC member from circa 1989. Proud owner of a MHR 900 and his pride & joy, an original tricolor 851. Both bikes put in storage while his much loved daughters grew up, but he was planning to get them out of mothballs very soon.

A party to celebrate his life has been arranged by his family on Saturday February 16th from 1 – 4pm. For catering, please email his daughter at [imogenhking@gmail.com](mailto:imogenhking@gmail.com) and she will give you the details. I believe they have requested that in lieu of flowers, donations can be made to One Girl, a charity Reg was passionate about, link:

<https://donate.onegirl.org.au/Donate/MakeADonation>



## ***“We Nearly Made it to Bowning” Ride.***

By Craig Evans

It was forecast to be a bit warm, but nothing that would melt a Ducati and when it came time to get going we had 6 riders at Green Square keen for a ride.

Chris – ST3

Dieter – 950 Strudel

Chris – 1000ss

Leigh – 750 Super Sport

Jeff – 748r

Craig – 959 Panigirlie

The plan was to miss the cricket traffic around Manuka Oval and head out towards Mountain Creek Road and enjoy the road less travelled on the way to Yass and then on to Bowning for a relaxing lunch in a nice old country pub.



As per usual for Ducati Club rides, things don't always work to a plan. At least we could never be accused of being rigid and not able to consider options – although at times it would be nice to have a little more adherence to the ride plan, but I'm getting off the plan - back to this ride. Being a small group we were able to get out of town without too much difficulty and soon past Uriarra Crossing on up through to Mountain Creek Rd.

For those who haven't been on it, this road throws up a few challenges and you need to stay alert, but it is certainly worth the effort. It has been sealed in patches over the years and can vary from nice open and flowing, good surface to bumpy tight forest sections, up hill and down dale – at times I wished I was riding the Multi Strudel.

All was going well until we stopped to regroup at the Wee Jasper turnoff. As Leigh rode past slowly on his maybe not so trusty bevel yelling under his helmet something that sounded like 'no drive' – and kept going. After we got underway again we found Leigh in Yass, parked under a tree – stuck in 3<sup>rd</sup> gear. Worried riding further might cause more damage it was

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decided to put in a mercy call to the esteemed editor at large and noted saviour of club members in distress, Mr Yeend, who put aside his sock draw priorities to come to Leigh's aid with his trusty trailer in tow. Surely this is one advantage of belonging to a club and having the misfortune of breaking down on a club ride

The rest of us meanwhile had decided that it wouldn't be the done thing to leave a fellow Ducati comrade behind alone, particularly in the wilds of Yass – so after a quick rethink of the ride plan we decided we'd have a picnic instead of a pub lunch. Not sure I've been on a club picnic before !

It didn't seem long before Ybaf was on site to pick up the ailing bevel. Initially Peter was surprised to see the bevel, as he'd figured it must have been Leigh's multi strudel spitting the dummy - as apparently bevels don't break down (although in my experience it's Strudels that don't break down – they may lay down, be hard to start, run out of rear tyre - but there you go)

Once the sick bevel was loaded up and on its way home it was time to get on with the return journey. A quick show of hands had us returning the same way we came – just minus the bevel and the 1000ss. The trip back was pretty uneventful – except I think I found just about every bump in the road, or at least it felt like it on the stiffly sprung panigirlie. Definitely a road better suited to a more relaxed style of bike.

Overall not a bad day to go for a ride through the countryside with a few like-minded Ducati riders – a nice way to spend a Sunday. Need to do it more often. And many thanks to Peter Yeend for answering the call and coming out to Leigh's aid.



## Carolyn's alpine getaway - a.k.a. The best laid plans of mice and men.

William Campbell

The idea was to ride to Tooma (near Tumbarumba) for an overnight stay, going and returning via some fantastic alpine roads. A week of temperatures near 40, and a forecast for rain on Sunday may have been a deterrent. In the end, we decided on an early Sunday departure with a ride to Gundagai via the freeway before taking the backroads to Adelong, Tumut, Tumbarumba and finally Tooma.

The idea was to beat suggested afternoon showers. A claim by local coffee chain The Coffee Pedaler - Gundagai to be the best in the local area actually appears to be true. If you are near Gundagai or Tumut, stop by.

Back on the road, Tumut was dispatched but near Wondalga the rain came down. We stopped to put on wets, and then the rain stopped. ☹️.

Onward intrepid travelers. Next stop, Tumbarumba and the bakery for lunch. Lunch was dispatched, fuel purchased just in time for the heavens to open. A stop at the Southern Cloud memorial - look it up on Wikipedia, it's a good story - and finally the last couple of kays into Tooma.

There is not a lot at Tooma, but Brigham House is a fantastic place to stay and the owner is very personable. Priced very reasonably, if you are ever near the area, stay here.

After a drink at the pub next door and a shower it was back on the bikes for a late afternoon ride to Corryong for dinner. More back roads, a Murray crossing and I'm going "We're in bloody Victoria and I haven't had my shots!", before rolling into Corryong and realising it is still too early for dinner so we turned around and headed for Khancoban and a meal at the pub.

C then decides to get into a fight with a Harley rider - well nearly 😊, ask her! - and all good for the ride back to Tooma for dessert at the pub and a nights rest. A troublesome bushfire meant one of our alternate routes home was closed.

Breakfast at 7:30 and on the bikes by 8:15, we said farewell to Brigham House, just in time for the rains... We tried a number of routes, but ended up back in Tumbarumba, and then off to Batlow and Tumut for another The Coffee Pedaler stop and then via back roads to Coolac for lunch at the Beehive.

The scenery was fantastic! Hey Multi riders, where were you? After this it was back via the freeway to Yass - Carolyn suggested via Cootamundra but rain was coming. We made it to Yass without further rain, but I was not so lucky. The DRIRIDER Nordic 2 wasn't as water proof as I'd hoped unfortunately.

Yes it was wet, and muggy, and hot at times. We didn't get to do the Elliott way or any other great roads but what a nice ride. Thank you Carolyn. For those that were undecided, you missed out.



## Articoli vari – Bits & Pieces

*Photo shows Desmo cylinder sectioned by Belt and Bevel setup in its final display location at the Zweirad Museum. It is on display next to a 350 Desmo Single.*



Photo and text courtesy of Grant Fuller

### ***There's time and there's Ducati time***

Ducati and watchmaker Locman team up to create the 2<sup>nd</sup> Ducati timepiece collection. See here:

<https://www.visordown.com/news/product-news/it%E2%80%99s-ducatti-time>

### ***Giovanni Burlando – 75yr old multiple Italian Champion***

See this 10.5 minute video (with text) of inspiring 75yr old multiple Italian champion Giovanni Burlando. Still riding like a champion. Can't believe he's riding without gloves.

<https://www.facebook.com/Motopapera/videos/842253935820365/>

***It could happen here??*** I wear much yellow in my jacket as a sight/safety measure. Perhaps I should get more active?? As we all know, yellow bikes are faster.

<https://www.bbc.com/news/world-europe-46822472>

### ***Some fast laps of the Phillip Island circuit with multiple US Superbike champion Jason Pridmore.***

There has been quite a few CDDCers attend the Jan Island Classic @ Phillip Island in the past few years. Even the then Prez tried to get there in 2017 but he was unsuccessful having to spend some time in the Omeo police station and hospital. His wayward exploits have been previously described in this newsletter and it's an ugly story full of Shakespearian drama and dimensions. Also, there's a lot of CDDCers who've done track days @ Phillip Island. Well for all those CDDCers and other non-compliant CDDCers, I urge them to see this video. It's a v/good view of what it's like to circulate @ Phillip Island, esp relevant to those who've never done it. See the vid here:

<http://www.mcnews.com.au/video-onboard-with-jason-pridmore-at-2018-island-classic/>

### ***Why we ride??***

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See here for an item written by a psychologist re about why persons who ride motorbike do such a stupid thing as ride:

[https://www.motorcycleclassics.com/store/offer/MMCEMJ15?utm\\_source=wceemail&utm\\_medium=email&utm\\_campaign=MCC%20M\\_01.18.19%20Why%20We%20Ride&utm\\_term=MCC\\_PromotionsMCC%20Merchandise&wcsid=5319EDACFF2CD1A28299DB45FEA3A0DECC0D3CD5CF1CFE32](https://www.motorcycleclassics.com/store/offer/MMCEMJ15?utm_source=wceemail&utm_medium=email&utm_campaign=MCC%20M_01.18.19%20Why%20We%20Ride&utm_term=MCC_PromotionsMCC%20Merchandise&wcsid=5319EDACFF2CD1A28299DB45FEA3A0DECC0D3CD5CF1CFE32)

Why would anyone want to do something as dangerous as motorcycling? For those who love to ride, no explanation is necessary. For everyone else, there's *Why We Ride*. Designed as both an explanation for outsiders and an anthem for those within the fold, this book presents the insights of Mark Barnes, a motorcycling clinical psychologist.

### ***Building a naked Ducati V4S***

See the vid: <https://www.visordown.com/news/new-bikes/watch-exclusive-italian-design-house-build-naked-ducati-v4s>

See also the vid on the V4S road test @ the same site.

### ***Ducati recalls Panigale V4, Monster & Supersport models***

See info on these recalls here: <https://www.visordown.com/news/general/ducati-recalls-panigale-v4-monster-and-supersport-models>

### ***Nembo – the Italian air-cooled, 3 cylinder inverted engine race bike***

Honda built 5 cyl 125cc & a 6 cyl 250cc race bikes so perhaps the Italians should be allowed to be wacky too? Sounds v/weird but it seems to be true – see vid

here: <https://www.visordown.com/news/new-bikes/watch-air-cooled-three-cylinder-inverted-engine-race-bike>

### ***Update on Ducati going electric***

See: <https://www.golem.de/news/ducati-chef-die-zukunft-des-motorrads-ist-elektrisch-1901-138844.html>

Watt?? It's shocking that Ducati would Amp up the charge to E powered bikes! OMG, I thought there would be more resistance to adding another joule to the Ducati Crown! With regard to the E bike, I know this negative post may cause some to say my current opinion is not well grounded. I am positive I will undergo a battery of resistive charges and may sadly end up in a cell with only a single electrolyte to read by. For some the news that Ducati is going down the electric pathway will be a reminder that the Ducati circle may be about to close. How so?? Well before Ducati made any motorised cycles or motorbikes they made electrical components. Hope some don't see this as a negative more a positive move and don't get electrified or too amped up over this trend.

### ***Ducati's 2019 MotoGP livery revealed →***

### ***Ducati strengthens global sales in 2018***

***and takes the lead in the superbike segment - 53,004 Ducati motorcycles delivered***



The Panigale was the world's best-seller in the superbike segment: in 2018, one in four was a Ducati Panigale. Strong sales growth in China. Borgo Panigale (Bologna, Italy), 23 January 2019 ? Ducati Motor Holding closed 2018 with no less than 53,004 motorcycles delivered to customers worldwide. That means the 50,000-bike threshold, first reached by Ducati in 2015, has now been achieved four years running.

A significant contribution to this result came from the success of the Panigale family, which accounted for the sale of 9,700 bikes (70% increase on 2017), making Ducati, for the very first time, the leader of the superbike segment with a market share of over 26%. In 2018 one superbike out of every four sold worldwide was a Ducati Panigale.

The undisputed flagship of the Panigale family is the V4, the first production Ducati motorcycle which mounts a four-cylinder engine. In just twelve months it has set a new standard for style, technology and performance, with over 6,100 motorcycles delivered across the globe.

Equally successful was the Multistrada family, that in 2018 scored 11,829 motorcycles sold. The family saw the addition of the new Multistrada 1260, thanks to which sales soared by 25% (compared to 2017), with no less than 6,569 bikes sold. Compared to data sales in 2017 (55,871 bikes), Ducati experienced a slight drop of 5% against the backdrop of an over 500 cc motorcycle market that shrank by some 3%. Yet thanks to the Panigale and Multistrada families, last year saw the Bologna-based bike manufacturer reinforce its position on the high-end market.

"While 2018 was challenging for the big motorcycles market, with slowdowns in important countries like the US, Ducati had, by the end of the year, delivered over 53,000 bikes to customers worldwide, consolidating the growth achieved in recent years", stated Claudio Domenicali, CEO of Ducati Motor Holding. "In 2018 we achieved stability and the year was positive both in terms of business and racing. We won numerous MotoGP races and developed an exceptional bike. In short, the solidity of the company remains undisputed, as does our penchant for driving ahead with innovation and product development so we can, over the coming years, continue offering customers new icons of style and technology.?"

To rise to new market challenges", adds Francesco Milicia, Global Sales Director, "we're working to make our sales network more efficient than ever. For 2019 we've also overhauled the Scrambler 800 range - which, among other things, has received a major active safety boost in the form of cornering ABS - and launched new products such as the Diavel 1260 and Hypermotard 950. The Multistrada family saw the arrival of the 1260 Enduro and 950 S, giving customers a wider choice than ever. Lastly, we've introduced the V4 R, the most powerful, highest-tech superbike ever built by Ducati to provide a foundation for renewed competitiveness in the WorldSBK championship. Needless to say, it's already proved to be a big hit with Ducatisti. In total, we're talking about nine new models that allow us to look to the future with confidence.?"

In Italy growth proved to be solid, (+4.5%) reaching 9,200 bikes and making the country go back to being Ducati's largest market. Spain also performed strongly with 2,444 motorcycles sold (+8%), with further growth observed in Japan with 1,941 bikes (+2%) and Switzerland with 1,276 bikes (+2.2%). Bike deliveries in the USA - historically Ducati's number one market - totalled 7,843, the drop in sales reflecting a 9% downturn across the US sector of motorcycles over 500 cc. On Asian markets Ducati continues to ride the upward trend,

especially in China (+29%) where a new direct branch has been established and the sales network has expanded from 19 to 23 dealerships.

**Comment:**

They list the bikes that have grown in sales I just wonder where the drop off has been. Scrambler reaching its zenith and falling? Monster failing to keep up with historical numbers? Was the SS a bust?

***Leon Haslam's 999 Ducati factory racer***



See here <http://www.mcnews.com.au/ducati-999-racer-2006-leon-haslam/> for pics & info on Leon Haslam's 2006/07 999 factory racer. The 999 certainly was a successful racebike for Ducati.

***Ducati Gran Sport 100***

See here for an excellent item on Ducati Gran Sport 100, esp the pics by the photography maestro Phil Aynsley:

<http://www.mcnews.com.au/ducati-100-gran-sport/>



## **V4 Panigale** **A motorcycle to ride or one for the pool room?**

By Grant Fuller

With new bike sales in Australia down in 2018 from the previous year how many V4 Panigales will we expect to see sold in Australia.

Ducati sales from January to June 2018 were down 15.4% when compared to the same period in 2017, and the 959 Panigale as an individual model was down 45.5% for these periods.

What is this indicating? Are people not buying Superbikes, are they not buying Ducati's. Well in general the sale of superbikes across all makes tends to be down, with the highest selling motorcycle in Australia for this period being the Honda CB125.

In the past motorcycles were considered a cheaper alternative transport method to the car, but these days this is definitely not the case. The cost of running a multi cylinder motorcycle over 600cc would be the same or more expensive than the average car.

So what future is there for the V4 Panigale based on the above?

To begin with there will be quite a few sold because of the novelty and hype around a V4 Ducati, but people must have a short memories because Ducati's last V4 (Desmosedici) ended up being a headache owners who had intended to ride them. They had many issues and faults, as well as being extremely expensive to service. A major service required removal of the engine from the chassis and was in the order of 100 hours to carryout correctly following the manufacturers guidelines.

So once again will we see a number of them simply purchased to put on display in the Pool Room! Many have never seen the road, let alone even having been fired up.

Like the Desmosedici, the Panigale will never become a collector's item or appreciate in value.

The other major issue was what could you use one for? Hopeless to commute on, and tour on. Expensive to use at track days, they tell me Panigale mirrors are quite costly??

So does the V4 Panigale face the same fate?

I'm sure it will be used and enjoyed by many owners, but what will happen come first major service. How much will it cost, will your local workshop be able to carry it out correctly. The cost of the factory tooling to carry out all service items on a V twin Panigale was in the region of \$15000.00, so how much will it be for the V4 and will your local dealer purchase the tooling if they have only sold 2 bikes?

# Panigale V4 S Review

By Rod Hood



I was in Woollongong getting the 1299 serviced so I thought I would take one of these for a ride. Most of the comparisons I make are to a 1299 S with a full Akra system and Tune boy with quick action throttle. Another factor to take into account is that I am 190cm tall so look like a Praying Mantis riding an ant on the 1299. It was a fairly hot day at 35 degrees and I did a combination of city, freeway and some 100 km backroads. As they don't fill them up when they give them to you I got about 90 km of riding in with the last 45 km with the fuel light on.

## **Look, Feel and ergonomics**

Looks very similar to 1299 although looks a bit smaller. Sitting on it felt like a very similar position and reach to bars and ground felt the same. I had concerns with the screen height being low. I think you can get a bigger screen but looking at the screen supports I am not sure it would help much. Seat was like a plank but I have a comfort seat and Airhawk on the 1299. Having said that it was hard I didn't feel it in the hour I had it but a 750 km day may be out of the question as it is. I was able to stand flat footed with both feet and have clearance from the seat so I can't say whether short legged mirror breakers will have problems touching the ground. Given it was a hot day the heat coming off the engine was mild. Whilst you could feel it, it was nowhere near the level coming off the 1299 which normally cooks your left thigh on a

hot day around town. I couldn't find the buttons to show engine Temp so not sure what it got to.

## **Engine**

Smooth as can be. I have never seen a Tacho on a Ducati climb as quickly and therefore the speedo. Took some time to get used to riding it in the proper rev range which is probably about 2000 RPM higher than the twin. They gave it to me in street mode (wet on 1299) and the power felt alright around town. What was disappointing was the lag in the throttle. Not sure if that is normal or I am comparing it to the instant throttle of the quick action on the 1299. I pushed a few buttons and found the Race mode map. That's much better but still some slight hesitation on a couple of roll ons. All I will say about the power in Race mode is you get way past where you should be on the speedo real quick. Engine and exhaust are quiet until you get up in the rev range so if you want any music you will be exceeding the speed limit by a fair bit. The other option is to replace the exhaust system which I was told does a good job of releasing the beast. If you're thinking of going with that option brace yourself for the shock once you get the price. \$5000 plus fitting costs for the slip-ons and \$7900 plus fitting for full system. Ridiculous to say the least.

## **Suspension and Handling**

This is probably the bit that impressed me the most. Without even looking at the settings I found the bike to be really settled on the road and easy to tip into corners. If you need to change line in a corner it is easy to do and doesn't upset the bike at all. Also hit a couple of big bumps mid corner and the front end just soaked them up and didn't shake at all.

## **Conclusion**

Would I buy one – certainly would. I even got mine valued as a trade in. I felt used and dirty after that and they didn't even buy me lunch so it won't be happening.

## **Conclusion One week on**

Would I buy one – Probably not. Why not – well it's just a 4-cylinder superbike. What is the point of difference being a Ducati these days? A very expensive bike and the exhausts and accessories are just ridiculously priced. As a comparison you can get an MV Augusta F4RR for \$4-5000 cheaper, A Kawasaki ZX-10 RR SE with all the fruit for \$10,000 less or a BMW S1000 RR with M pack including carbon fibre rims for \$10,000 less. Honda, Yamaha and Suzuki are even cheaper. Service price for a lot of those bikes are significantly cheaper than Ducati servicing. With price of a bike and exhaust and a few accessories you're getting up near R territory and that is probably a whole different bike. If I won lotto and had the cash I would probably buy one but otherwise no.

## CDDC constitution update & renewal

### Intro

Many CDDCers will be aware that the issue of the club constitution has come up regularly over the past several years. It's now become an infamous issue of mirth for some in the CDDC. Well why is this so? It's an issue of mirth as a certain recalcitrant member (Peter Yeend) was once given the responsibility to affect a constitution renewal and to date he's let the CDDC down. Badly!! Well having permanently blotted my book I am now seeking your assistance to finish off this task. The purpose of this note to you is to eventually ask you to vote on a new, replacement, up-dated constitution. See below.

### Background

The need to update, make legal and do some word maintenance has been with the CDDC constitution for many years. The original constitution is circa 1978, but it's now woefully out of date and also contains many spelling, grammar and punctuation errors. Why the need for change? The main culprit is a piece of ACT Legislative Assembly legislation called the *Associations Incorporation Act 1991 (AIA 1991)*. See here: <https://www.legislation.act.gov.au/a/1991-46/>.

That Act requires changes for the CDDC constitution; the main change needed being to add in the position of vice-President into the list of core Committee members. This will make the committee comprised of a core being a President, vice-President, Secretary & Treasurer. That core committee can select other eligible members to fulfil nominated tasks on the committee, like a ride co-ordinator, regalia officer etc. There are other matters in the 1978 constitution that need to be remedied or updated including:

- many spelling & punctuation errors, and
- clarification of the annual membership fee period and fee renewals amounts and periods.

Attached to the *AIA 1991* is a set of Model Rules. These rules explain in more detail what a compliant constitution should be comprised of and also provides recommended wording. See here:

<https://www.accesscanberra.act.gov.au/ci/fattach/get/46930/1435188115/redirect/1/session/L2F2LzEvdGltZS8xNTEzMTM5MzY4L2dlbi8xNTEzMTM5MzY4L3NpZC9mVvdNNGN4djhaZW53eFJLZiREb3JRQXNfYkRfeDJCak1JeiRfQV9MQndFNHo1aWthdVhuRW56Q2N6Q045MXEzM1AzeklwcnIPaVBYUEc2X1ZOTyU3RVdjaktXdnhMcHUzdUVLeEtVdTdObzI4T1F2U3BKU195M2pLdyUyMSUyMQ==/filename/Associations+model+rules.pdf>

I don't suggest you should or need to read/examine the Model Rules, or even the *AIA 1991*, I've put the links to these docs in, in case you want to examine these items.

### Suggested new CDDC Constitution up on the CDDC website

As said above, there has been a total rewrite of the 1978 CDDC constitution to make it comply with both the *AIA 1991* and also the attached Model Rules. This can be seen on the CDDC website. As a CDDC member you are urged to look at the proposed new constitution. I do not recommend you read it like a novel, leave that to something written by Jane Austin. Rather, I suggest you flick through the sections and read those that of interest/import to you.

### What do you do now?

Having read or familiarised yourself on the proposed new CDDC constitution, if you have concerns/issues then contact me on 0402225421 or on my email [ybaf748r@optusnet.com.au](mailto:ybaf748r@optusnet.com.au). I can then discuss/confer with you and update the wording where you see its required. The CDDC will then convene a special meeting in April/May 2019 that will be held along with our regular monthly meetings and the acceptance, or non-acceptance, of the proposed new constitution put to a vote. If it is voted in as our new constitution it will be then notified to the appropriate section inside the ACT govt.

**Peter Yeend**



And thirdly, the Code is more what you'd call 'guidelines' than actual rules.



## **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 **CDDC19**.

### **Desmoharmonic**

[desmoharmonic@icloud.com](mailto:desmoharmonic@icloud.com)

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! ■ ■

## THE COMMITTEE

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