

Monthly Newsletter

-Marzo 2019-



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Ultime notizie

-MEETING ON MONDAY PUBLIC

HOLIDAY!!!

-Upcoming Rides & Events!

-Taralga Ride Report

-Bevels to the Bay Ride Report

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Presidente:

Ciao Members,

We have some of the best rides and events of the year coming up within the month. Bevels to the Bay was well attended and with no dramas. 18 bikes in total, and spectacular weather. Thanks to the Lloyd's for organising this ride and running backup.

- This Monday at the general club meeting, is our guest speaker Tony Hatton. Endurance racer, racing champion and test rider. Come for dinner and drinks before the meeting, and stay for an interesting talk.
- Next ride is Harrietville. 2 nights surrounded with some of the best roads in Australia. We have a backup vehicle sorted now. Book in at the Snowline hotel, meeting at Caltex 8 for 8.30am
- Auto Italia is in April – Polish up your special Italian bike. Murray has more details he'll pass on at the meeting. If you are wanting to volunteer as a marshal or registrations tent, the \$10 display fee will be waved for you. Email autoitaliacddc@gmail.com if you want to assist.

We won't be able to run the BBQ at Autoitalia this year, so the CDDC will be running the catering at two rallies. Autumn leaf and the Apollo Rally (50 year anniversary, 7th time it's been run, 2nd year the CDDC is involved, 3rd time Sarge is running it). So, we'll be asking for volunteers again for assistance at these events - Keep an ear out.

Lastly, apologies for a **meeting on a Monday public holiday** but that's just how it went. The attendance should be better than usual as you'll have had the day to rest up, before coming out to the club meeting

Michael



Tony Hatton 1977? Suzuka 8 Hour

<< VP Dribble #5 >>

Beware the Ides of March, no idea what that is all about but it sounded good. Speaking of good, the Bevels to the Bay run on the 3rd of March was a bloody rippa, great weather, excellent turnout and the cops left us alone.

I thought I would use the Bevels to the Bay as a lead in to this month's topic and my second instalment on road craft. Negotiating the non-straight bits i.e. corners, curves, bends etc. Knowing the short attention span of our esteemed (and temporarily sidelined) editor I will keep this brief.

Continuing on from last month, one of the first things to consider is Position, Speed and Gears. Some more would be Surface, Road Camber and Weather Conditions. Let us deal with each one separately.

For this scenario I am going to talk about a Left Curve;

Position – If the road ahead is clear of oncoming traffic move as close to the centre line as practicable, stay wide until you can see the curve end and plan to exit the curve as close to the left of your lane as possible. This method enables you to see further ahead, slows your entry speed slightly, takes account of any unknowns and allows you more options on exit. For example if you have entered too fast but your intention was to exit tight you have more road to use than if you had planned to exit wide.

Speed – Adjust your speed to allow you to be able to stop within a reasonable distance if things go wrong. There is no hard and fast rule for this one, it is entirely up to you. However, get it wrong and it will hurt.

Gears – Select the right gear for the speed you are doing, too high and you may not have enough drive out of the curve, too low and it will upset the stability of the bike.

Surface, Road Camber and Weather – These will determine your decision on the big three above.

None of the above means you need to slow down, that decision is entirely yours, however, by considering the above you have made a conscious risk assessment of what you are prepared to accept. Once the decision is made you can still manage the risk by giving yourself space and time to adjust.

Enjoy and keep the rubber down.

Ciao

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 March 2019	
March 3rd (Sunday)	Bevels to the Bay
March 11th (Monday)	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. Special Guest Speaker in Tony Hatton.
March 14th – 17th (Thursday to Sunday)	International Festival of Speed. Sydney Motorsport Park, Eastern Creek
March 20th (Wednesday)	Our second ride for Historic/Concessionally Registered motorcycles. Starting point Coronation Park Yass (Where the visitors Information Centre is) All members and bikes welcome. Contact Grant Fuller 0422 677 155
March 23rd – 24th (Saturday & Sunday)	ASBK at Wakefield Park It's definitely not a CDDC event – but well worth mentioning.
March 29th – 31st (Friday to Sunday)	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: - The Snowline Hotel, Harrierville Ph. (03) 5759 2524

CDDC events in April 2019	
April 7th (Sunday)	Auto Italia New venue for this year – EPIC Arena. A must for any fan of Italian machinery, which let's face it is all of us! The club will be having a presence as usual and we'll need a few members to help out on the day. Exhibitors' entry from 7.30, you'll definitely need to be there by 10.00

CDDC events in April 2019	
April 8th (Monday)	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.
April 13th (Saturday)	Mirboo North Motorcycle Show See below flyer for more information.
April 14th (Sunday)	Jenolan Caves Meet at The Baker at Sutton 8.30 for a 9.00 am start. It'll be a full day's ride over some varying road conditions – but worth it. The intention will be to have lunch at the caves before heading back.
April 27th – 28th (Saturday & Sunday)	Autumn Leaf Rally A rally worth going to in it's own right. For the past few years the club has done the catering on the Saturday and Sunday and it looks like we will be doing it again this year. We will be looking for some helpers – it's not too strenuous and generally a fun time all round. I can organize a ride if people are interested. More details to come as we get closer to the date.

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 ridescddc@gmail.com. Aside from these planned rides, I encourage everyone to start events via the club website or Facebook page for casual short rides.





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Auto Italia 2019

SAVE THE DATE: April 7th

Hopefully by now you know that Auto Italia will be held this year on April 7th at EPIC arena. The planning for this year is being finalised now and further details will be published on the CDDC website and discussed at the March meeting.



Exhibitors' entry – 7.30 to 9.30 am (gates will be closed after that – see below)

Public entry – 10am

Entry: \$10 per bike and \$5 per spectator (children free).

Club contact: Murray Willmott (autoitaliacddc@gmail.com)

Please think seriously about bringing your bike. Auto Italia is now arguably the largest exhibition of Italian vehicles in the southern hemisphere and attracts in the order of 600 vehicles on show and 12,000 spectators passing through the gates each year. Not surprisingly, this is one of the club's signature events of the year where we are able to showcase our wonderful range of Ducati's and other Italian bikes and scooters. It also gives us fantastic exposure to the Canberra public and potential new members.

What you can do to help make this a sure-fire success.

1. First and foremost - Show up!
2. [Register online ahead of time](http://www.ticketebo.com.au/auto-italia/auto-italia-2019.html?fbclid=IwAR2MjEPwu2SahIXBrG7Rq571cZeHFsKix77bpsOaVcbKz00FT6XYwnDFLTU) (<http://www.ticketebo.com.au/auto-italia/auto-italia-2019.html?fbclid=IwAR2MjEPwu2SahIXBrG7Rq571cZeHFsKix77bpsOaVcbKz00FT6XYwnDFLTU>) - it makes life a lot easier for you and the registration staff when you arrive on the day.
3. We need people to volunteer about 2 hours of their time on the day to help with
 - a. Registration (Rosco and three other people) and
 - b. Marshalling (Sarge and two other people)
 - c. Auto Italia have asked if we could also have two or three people to help out on a 1-hour roster basis at the Auto Italia headquarters, as there's always plenty to do on the day.

Please email Murray if you can find some time to help out.

4. If you're on Facebook and haven't done so already, "like" the [AI 2019 page](https://www.facebook.com/events/693506941044181/) (<https://www.facebook.com/events/693506941044181/>) to keep up to date about the event and registration details over the coming weeks.

A few points to note – some new and some the same

1. The display area for bikes will be on the track backed against the inside railing and fanning out each direction as you view from the grandstand. As in past years, there will be marshals to direct you on arrival.



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2. Entry for bikes will ONLY be through Gate 2 on Flemington Road. You will need to be heading south (towards the city) on Flemington Road and turn left into EPIC – no right turn!
3. In the interest of public safety, the gates to the site will be closed from 10am until the completion of presentations around 2.30pm. Entry and exit between these times will not be possible except for emergencies.
4. Our usual range of vendors will be onsite again this year – not like last year!
5. We shall again be supporting [CANTEEN \(https://www.canteen.org.au\)](https://www.canteen.org.au), a great charity that supports young adults with cancer and their families.
6. If you're a member of another bike club (Ulysses, Vintage and Veterans etc), please let people know about the event and pass on the Facebook link.

Murray will have more info at the March meeting or email him with any questions.





APOLLO RALLY

Celebrate the 50th Anniversary of Man's Landing
on the Moon

When: Friday 19th to Sunday 21st July 2019

Where: Honeysuckle Campground
About 20km from Tharwa, ACT on the Apollo
Road

What: \$25.00 Camping Fee, Badge & Wood

- BYO Booze / Water – **No Glass Please**
- Fire Wood & Limited Water on site
- Catered from Lunch Saturday to Breakfast
Sunday
- Awards & Raffle
- No Dogs Allowed**

Contact: Sarge
02 6296 5561 or 0414 569 626
purbrick@inet.net.au

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



<<. The CDDC Trip to NZ .>>



The CDDC is investigating the costs/logistics of a ride trip to NZ in 2020. It would involve flying to NZ (not riding), hiring some Scramblers and touring the South Island. Can you be interested?? Well get yourself on the thought/plan list by emailing Taso Samios on my749r@bigpond.com

**“The Magnificent Seven”
Club Ride to Taralga – 17th Feb**
By Craig Evans

- 1299 – Rod
- 1100 Strudle – Doug
- 1200 Strudle – Phil
- 998 – Rod
- 748R – Jeff
- 848 – Alan
- 959 – Craig

On a near perfect February morning seven riders fronted up at ‘*The Baker at Sutton*’ for a leisurely run out to the wilds of Taralga. The bakery seemed a bit of a happening place on an otherwise quiet Sunday morning, but with dedicated bike parking and good coffee it ticks the boxes for kicking off north side rides.

After a much needed coffee, a bit of a chat and resisting the temptations of the pastries on offer, we figured there was no point waiting any longer for late comers to turn up. It was time to get on our way.

We eased into a comfortable run out to Gunning, which is pleasant enough in its own right. But as those who have been this way before know, the real fun starts after you turn off the old highway on the other side of town. A great stretch of road that follows the contours and turns of the old dirt road that it once was. This and the absence of heavy traffic makes for a great riding road, and it seemed the whole group was appreciating what it had to offer.



A notable improvement on this stretch of road is the new 'S bend' that has replaced the old bumpy blind hairpin – now a lovely flowing, smooth set of sweepers. Equally good coming or going.

Before we knew it we were having a quick stretch of the legs at Crookwell so Alan could top up the 848. It was then on to Taralga and another section of great country road, smooth open sweepers following one after the other. I don't think you could do much better on a perfect late summer Sunday morning, than to be humming along leaning one way then the other. The only thing on your mind being the next corner.

Soon enough we were in Taralga. Decision time – the up market pub or the café ? Since no one really wanted a big lunch, the café it was. After a light bite with more good coffee and everyone figuring we need to ride (good roads) more often, it was time get back on the bikes and start the return journey.

Not too much to say about the ride home other than great roads in the other direction, the corners being just as much fun as they were on the way out. Another quick stop in Crookwell for fuel for most of us, and then in what seemed like no time at all we were back in Canberra. Ride over.

A fun ride on a perfect day, although Rod did seem a little disappointed that once again it wasn't raining. About the nearest we got to rain was the spray off the water truck on the road works near Gundaroo – maybe next time!

It was great to see a few bikes that haven't been out much lately, and it was good to see a few of the more iconic models getting a run – even if they were yellow!

Bevels to the Bay 2019

By Pete Yeend

Well weather wise the Bevels to the Bay (BttB) ride of 2019 was excellent. Traffic and wallopers wise – a bit of a downer, but perhaps to be expected on a sunny Sunday in Feb on the Kings Hwy. Turnout wise it was an excellent effort by the CDDC and in particular the effort by ride convener John Lloyd accompanied by his v/pretty support car/trailer driver Alex. Where John finds/attracts these good looking young ladies is a mystery but she's v/pretty!!



43 different beans in the CDDC mix

Riders attending

John Lloyd MHR, Michael Lloyd Multistrudel, Nigel Rutley 1198, Bill Campbell Supersport, Leigh Campbell 750SS, Tim Foster 750GT, Alan Beavan 600Pantah, Jeff Piper 748R, Paul Tempestini 848, Ken Purbrick Diavel, Richard Tomastone 959, Peter Yeend Hyper, Phil Steer MTS1200, Tony Wilkinson 900Monster, Doug Bryant BMW R80S, Grant Fuller SSD Darmah, Grant Fuller Pantah TL, Angelica Neutz Pantah SL. TS. That's a v/good turnout of 18 riders plus Alex in the support car. If I got some names/bikes wrong it's because I couldn't read the writing of the rider who self-completed the participant form. Sorry.

The list of CDD riders and others is enclosed. What did I notice at the meet point in Bungendore?? I noticed Nigel's v/pretty 1198 Corse – it's the best looking Ducati in the past 10 years. I saw Tim's 1972 bevel GT. I'd like to say it's a 750 but I'm not sure – it may still be an 860 that Phil Goldacre had as it out to some time ago?? Grant Fuller was there on his Darmah all the way from remote Tumblong NSW – a good effort & great to see Grant there. Grant lives remotely in the country so it was big day for him mixing with normal, civilised urban people. He had trouble with the speed of talk and the new jargon of their fast urban banter.



As the ride title says – it's Bevels to the Bay

The ride went from Bungendore to Tarago then back to the Kings Hwy to Braidwood then Bateman's Bay. Notwithstanding an official warning to all riders that they were not allowed to pass a CDDC Committee member on the road without written permission, I'd only gone 5ks outa Bungendore and I got passed by 5 riders. Names have been taken, records updated and sanctions will be applied. Not a good start. The road from Bungendore is bumpy and ho hum. Contrasting is the road from Tarago to the Kings Hwy being varied, interesting and through attractive countryside. The Kings Hwy featured many cars and quite a few wallopers.

After lunch @ the fish & chip shop on the wharf @ BB, it was back up the Clyde Mtn to home. Some observations I made on the road are:

- **Straight & true.** I followed Leigh Campbell on his 750SS for quite a period. By jingo those bevels track straight & true. It's like an arrow on the road and the way it goes through corners like it's fixed to the road. It's almost like it's a train on a railroad track. A 60" wheelbase helps I suppose.
- **Good handler but underpowered.** I also followed Al Beavan on his 600cc Pantah up the Clyde. Those Pantahs approach & tip into corners seamlessly and so well!!! I know Alan is a very experienced rider but he carried so much corner speed on narrow tyres: it was impressive. Well I followed him ½ way, then when it came to the long haul up the hill with a passing lane I motored past. 1.078cc is a bit more than 600cc. I felt a bit of a heel and & kinda regretted it afterwards – hopefully Al will not think I'm a complete arse – only partially.
- **The missile.** I got passed by Sarge (Ken) on his Diavel. When I say passed, I really mean he was in a different dimension. I was seeing him in my mirrors for some time than he zapped past me and the acceleration from that Diavel is phenomenal!!! I don't think there's a faster Ducati in the mid-range. Wow!!! I don't think Ken was show boating given my conservative riding; he's not that sort of bloke. I think Ken is more into irony - I attended a slow riding technique course run by Ken about 18mnths ago I'm sure he was making a point to me that he too could ride quick. Yeah alright Ken, I noticed. BTW – Ken's bike is way, way too loud!!
- **Classically beautiful.** John Lloyd's MHR looks immaculate!!



CDDC @ the Bay

- **Young & pretty.** I looked @ Bill's Supersport in Braidwood. My gosh that's a really nice looking bike!! I can't fathom why Ducati has sold heaps.



Bills' Supersport



Jeff's 748R

- **Timeless class.** Once again Jeff Piper's 748R is a standout. Not only is it yellow (ybaf) but in a sea of red it looks different, looks special, looks the cream – and what's more it's all of those.
- **Bevel elite.** How come the bevel boys think their special? I noticed @ Bungendore, Braidwood and Bateman's Bay that the bevel boys seem to congregate together. They don't seem to want to park their bikes with the other great unwashed. Why? Are they elitist?? Are they special? Does my bike stink – I acknowledge it's ugly but smelly too?? Do I stink??
- **Looks pretty as a mermaid but never seen the sea.** Angelika on the Pantah had quite a day. She lives in central Germany many ks from the sea and now more recently in Canberra, so she's never seen the sea (meer) before. Angelika was amazed and perplexed – it will need Michael to explain it to her - I hope he's sensitive, understanding and gentle, like most other CDDC riders.
- **Nervous rider.** Lots of riders passed me on the run to & from BB – even Alex in the support car/trailer passed me @ one stage. I was riding quite conservatively, but it's been quite a while since my micro & laser surgery on my eyes in Nov last year that I've been on my Hyper on the highway. There was a time when I couldn't see well enough to put toothpaste on the end of my toothbrush. So I was most nervous, trepidatious about riding on the highway.

A big, big ta must go to John Lloyd and support drive Alex for org/running the best one-day ride the CDDC convenes every year. Excellent ride – great looking bikes and some of the riders are OK too.

ybaf

“A Maiden’s Voyage”

By Chris Roberts

Imagine you are a Multistrada 1260S resting quietly on a Showroom floor on a Tuesday morning. Your experience up to now has been a birth in Italy, a sea voyage inside a crate, a rebirth in a new country with azure skies, the smell of sea spray, eucalyptus and people smelling of beer and meat pies instead of vino and bruschetta and who sound like they hold their nose while talking. Then along comes a 4WD and trailer and takes you away and drives away to a shed with only a Panigale for company. Then a giant, frightening bloke wheels you out of the garage, fills up the panniers, curses the sunshine, throws his leg over you and away you go to chase a life of adventure.

Your first ever ride is back to the coast then south to Bermagui for an overnight rest. The adventure intensifies when the big fella can't open one of the panniers. The riding companion on an ST3 offers to 'go for help' and disappears into the front bar. About a schooner later he reappears with reinforcements who 'know multistradas' but he also is soon frustrated and unable to solve the problem. Then along comes a sailing stone mason - strange combination I know but we were at Bermagui. He tells us how this is his first night back in the ole home town after sailing a yacht from Bunbury that took 2 months. The story unfolded with more interesting twists than the Vatican. Turns out he never got further than Coffin Bay in SA but he was good at fixing things and his hands were strong - because he is a stone mason - so let him have a go. And have a go he did - but it never opened. We decided that when all else fails, brute force is called for. Now I must digress to point out that said Big Unit is still in his riding gear, the temperature required shorts and singlet so he is sweating like a gypsy with a mortgage. Bullets of sweat were pooling around him. But did he show signs of distress? No he did not. Despite such helpful comments as 'you never had this problem when you made your own touring kit'. Trained to hold his emotions inside it seems. It was agreed by all within earshot that we did not want to see said Big Unit angry! The 4 were up for a serious manhandling of the pannier as beer glasses were empty and said Big Unit was dying from want of having had no liquid refreshment despite having arrived an hour earlier. Grunting, pulling, and a modicum of sailor blushing adjective and verbs produced a result - abracadabra it opened with a whoosh. Celebrations were exhaustive.

Our Maiden was amongst a mixed company of Ducati Multistrada siblings, ST3 cousin, an Aunty ST2, a few BMW's and a Suzuki. Some went to the Brown Mountain, Cooma, Tumut ending up at Tintaldra. We followed the coast south to an absolute beachside cafe in Tathra for breakfast observing the early morning scantily clad locals then a lively ride along Myrtle Mountain Rd to Wyndham, Bombala, and Dalgety for liquid refreshments. On the way to Jindabyne was spotted a John Deere running and jumping across the road with resultant sucking of posterior onto the seat. Another refreshment and food stop at Wild Brumby Distillery before a measured ride along the Alpine Way. The road is in excellent condition, no road works

or loose gravel but the usual tree debris of sticks and leaves. The motorcycle traffic was heavy so sticking to ones side of the road is something I wish the oncoming riders did more of. Which reminds me why we should rate our various club rides like one green helmet for easily done for new riders, returning riders and not so confident riders; 2 orange helmets for medium difficulty because either distance or road conditions, tightish corners are a factor; and 3 red helmets (or black if you follow the ski tradition) for experienced riders only because of the long distance and or roads with a high degree of difficulty. Such grading might help some riders discover which rides suit them best. Alpine Way is definitely a 3 helmet ride.

Sadly is was not much cooler even at the Geehi stop but none of us could be bothered to undress and swim so onwards we pushed. Sometime later, the Maiden lost a prized possession - the bolt that holds the gear changer. She was stuck in 4th until we stopped at Betty's BnB. A replacement was found on the pillion setup but we needed a method to hold it in place - Loctite. Sadly the ST3 has some with a collection of nuts, bolts and washers that were taken out before the trip as unnecessary! Oops. So a trip into Corryong to hunt for Loctite. What a surprise to find it at the Hotel! The servo was closed so we regrouped at the pub to discuss tactics over a pork belly salad and liquid refreshments. As one does, we got chatting with a fellow tourer on his Harley and when we explained our need he launched into action, producing a bottle of the precious liquid. Of course a Harley rider would carry a bottle of Loctite. A small amount was borrowed and it was time to celebrate. The first real test for the Maiden. Will she be able to accommodate a large insertion? One carton of Coopers later with nothing more than a little persuasion saw the previously gay top box turn into a legend with room for ice. She'll do and did nicely.

The next event on our calendar was back at Betty's and the opening of the pannier. This time we managed it with only 3 blokes but a lot more huffing and puffing and some of the same magic incantations with the addition of a few new ones. This time the opening sound was more a 'shuuurp' vacuum sound. It seems the pannier over closes and creates an airtight seal tighter than a scared fish that not only prevents rain and dust from entering, but also the rider!

Lunch the next day was at the Jingellic pub in a very nice and cool outside setting overlooking the fast flowing Murray followed by a hot (my dash temp was up to 45!) ride back to Tintaldra stopping at Walwa for fuel (98 and 91 but \$1.70 for 98!). More celebrating with a goal of finishing the carton beyond us - I left one behind and really didn't need the last 2!

An early start on Monday, well 9, even though the Maiden and her cousin could have left by 7, paid for itself in the heat later when a major fudge factor appeared; cracks in the Aunt's front tyre. A call via the Senna coms unit while travelling to Grant of Belt and Bevel at Binalong got him a new second hand tyre that Grant even fitted. I don't know why Taso says those things about him. Grant is always there to help out club members. From there it was a hot ride down the Hume Boreway with a rest at Long Track Pantry at Jugiong. The Maiden made it home with a tight pannier and a missing bolt. The question is, is he still a maiden?

So that was the Tintaldra TT for 2018. Sadly only 3 CDDC members enjoyed it but we would have got the largest club attendance if such a thing was awarded.

Let me plug the Tintalra Store and Tea Rooms, established in 1864 (almost by the current owner, Betty, who is 93!) that has Bed and Breakfast accommodation for up to 8 (one double bed room, one with 2 singles, one with 3 singles and then there is the trundle bed). Although the pub is currently closed, there are new owners awaiting settlement. Betty has a few suitable drinks available and ice creams etc at the store and Corryong Pizza Bar will deliver for a \$20 fee (we took that option). So if you want an ace ride with digs at the end that let you relax on a veranda overlooking the Murray, contact Betty on 02 60779201, info@tintaldrastore.com.au.



“Bevels to the Bay”

The Club had 6 Historic/Concessionally Registered motorcycles on the Bevels to the Bay ride on the weekend, which was a good turnout and great to see.

The club plated bikes on the ride were:

John Lloyd - 1980 MHR
Tim Foster - 1978 750GT
Leigh Campbell - 1976 750SS
Alan Beavan - 1982 600 Pantah
Michael Fuller - 1983 600 Police
Grant Fuller - 1980 SS Darmah

If you want to know if it's worth taking your older bike along on club rides, just ask Alan Beavan how good it was on Sunday.

Angelika was also on a 1983 600 Pantah, but on full rego.

Another point was that none of the above bikes had any issues on the ride and it was in fact a fairly modern belt drive 4 valve that required attention!

Articoli vari – Bits & Pieces

Tony Hatton – *Story from Australian Motorcycle News*

Tony Hatton riding the BMW R100S in the Castrol Six Hour Race 1977.



He shared with the German ace, Helmut Dahne and finished 4th. Note that, in those days, Tony preferred riding with an open-face helmet. Photo courtesy of deejay51.com

Tony Hatton has for many years been regarded as the foremost tuner of motorcycles on the east coast. He is still actively involved in the sport as an engineer and adviser and concentrates his efforts these days in Motocross.

However, Tony was, for many years, a successful road racer and is a multiple champion. He was actively involved in the rise of the Honda works teams in Europe and was regarded as one of Honda's most valuable development and long distance riders during the late part of the 1970's and early 1980's. Tony had a strong association with Kenny Blake and he graciously made time available to record his recollections of Ken the man and the racer. I started out asking him about his association with Ken in the early 70's.

He recalled that Ken and he had ridden against each other many times during the early part of Ken's career. At the Australian TT in 1973, Ken and Tony met in the 125cc and 250cc races. "He kept me honest," Tony said. Tony also rode against Ken when Ken was riding the Ron Angel Ducati earlier on than this. During these years their paths crossed often. At the Australian TT at Warneeroo Park in 1974, Tony and Ken were two of very few eastern states riders who made the journey over the Nullabor. Ken took his 350 and Tony his 125 and 250. On race day it rained. "We cleaned up," recalls Tony. Much later both Hatton and Blake would become to be regarded as the best wet track riders in Australia. Few who saw it could forget Hatton's awesome win in the Inaugural Arai race at Bathurst, hustling the 900 Honda across the top of the mountain at barely reduced pace while the track was so shrouded in rain and mist that visibility was reduced to nothing.

I then asked Tony for his recollections about the Castrol Six Hour races. Tony rode with Ken to second place in 1976 and was due to ride with Ken in the 1979 race, but fell in practice and cracked a sternum. His place was taken by John Warran and the team eventually finished 8th. As a team mate, Tony could not speak highly enough about Ken. "He was great; easy to get on with and he didn't seem to worry about any of the changes we had to make." The BMW R90S had ground clearance problems around the tight Amaroo Park layout and it was hard to get a tyre that would perform well and lift the bike up enough so that they could corner quickly. However, the tyre choice ended up being a big compromise. The rim and tyre combination

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didn't match properly and, since there were very few modifications that could be made to the bike (it was a race for stock-standard bikes), it ended up being a poor compromise. Rocker cover clearance was better, but the bike was "wobbling its brains out." After all the effort to get it right and fast enough, this was what it had come down to. "I thought that Ken would just walk out. The setup was so bad." BMW's were VERY sensitive to tyre/rim combinations and Tony went into the race by no means confident.

In the race, Tony say, "We were robbed." Both Ken and he had long experience of riding Six Hours solo, and since the rules required two riders, both felt they could do their sessions flat out. Ken would ride the first and last stint and Tony the middle one. The bike was flying once the race settled down and looked like winning, when a clutch problem during the middle stage brought out a long pit stop. The BMW executives there for the race were worried the bike would crash if pushed to the limit and advised a cautious pace for a finish. Ken was advised of this by pit signal and settled into lapping consistent high speed laps, now running in second place. Ken rode fast but conservatively. He was so close to the leaders, Jim Budd and Roger Heyes, that he could see them on the track in front of him in the closing stages. Ken soldiered on to finish a fine second. When the lap charts were shown to him afterwards, he was shattered. "Why didn't you tell me we were that close? I could have passed them easily." he said. Ken had done exactly what the team required and they had completely underestimated his ability to push for the lead safely. Team BMW's stop watches show that they missed the win by just seconds, but, because of the odd nature of Lap Scoring at Amaroo and the fact that the race was flagged off on the short straight between Stop and Rothmans with all places frozen at the exact time when six hours had elapsed, the team was actually officially shown as one lap down on Budd and Heyes. I sensed that, while Tony was relating this incident, this fact still rankled, even after all these years.

I then asked Tony about the next time he rode with Ken which was the Bol D'Or at Paul Ricard in France in 1979. Tony was set down to ride with Michael Cole, another Australian long distance expert. (Cole had given the amazing CBX1000 six cylinder Honda its debut win in the Calder 2 Hours the year before). They were set down to ride the 1100cc Honda that had been ridden to a win by Cole in the recent Suzuka Eight Hours endurance race in Japan.

Hatton especially was the "flavour of the month" with Honda executives (my recollection, not his). Honda sensed his enormous ability as an engineer and development rider and they used him accordingly. Tony had already ridden a Bol D'Or, but it was all new to Michael. Tony spent some time explaining the track and especially pointing out a large pot-hole that was right on line in one of the stop corner chicanes. He counselled Mike to be very careful as the French did not maintain the track well. As bad luck, would have it, Michael found the pot-hole on the second lap of practice, fell off and broke his leg. The bosses from RSC (Honda's racing development arm) advised, "Ring Crosby." Tony knew Croz well and knew that he was a devastatingly fast sprint rider, but he felt that Croz did not have the mechanical sympathy to pace himself and the bike for a 24 hour race, which was the length of the Bol D'Or.

The RSC execs then suggested Kenny Blake. Tony knew that Ken was available, but was still reluctant. By this stage he had had some weeks of practice, Honda having booked the track

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for many private sessions. Tony was worried that Ken would be “thrown in at the deep end.” Kenny was in England racing TZ250 and 350’s and Tony was worried that he would find it very hard to adapt from that type of racing to an endurance race on a big, ferocious four stroke. The RSC execs insisted, however, and, by the time Kenny arrived later that week, practice was over and qualifying had begun. Ken asked Tony what the bike was like. Tony replied, “It’s a bit of a tank but it’s deadly fast.” Honda was experimenting with all sorts of tricks and Tony’s Honda was really a prototype, a rolling test rig, for the new technology. Tony went out and qualified, then Ken took it out. When he returned to the pits, Tony asked, “Is there anything that you want changed?” “Yeah,” said Ken, “Me!”

However, the very next session, Ken was out on the bike again and was right on the pace. “It just blew me away,” Tony recalls. There was a window of a couple of seconds in which all the competitive times were being set and Ken just dropped straight in there. Entered in the race were the usual four stroke factory bikes from Honda, Kawasaki and Suzuki as well as two TZ750 two strokes kitted to run with lights and endurance gear! These weapons were expected to be fast but fragile. “We wore the TZ’s down early on in the race,” Tony recalls, “and then settled into the lead.” The bike was fast but economical and it was looking good. Tony pitted and handed over to Ken who promptly got off line and dumped the bike in a sand trap! The bike was returned to the pits by a very sheepish Ken. “Nerves gone.” was the comment. The damage was repaired and the bike went back into the race, climbing up through the field like a rocket.

“Ken had the ability to go fast and still look after the bike.” At each pit stop as the race wore on, Ken would say to Tony’s wife, “Tony’s looking pretty ragged.” Tony would say the same as Ken pitted! But still they maintained their pace and the lead. Then, at the 15 hour mark, the exhaust system fell off. The team lost 15 minutes in the pits effecting repairs. Despite this they still worked their way back to the lead.

Then the bike lost third gear and they decided to just try and nurse it home for a finish. “Not having one gear makes you slow,” Tony adds. “It wears you down mentally because you have to compromise so much on what you have become used to. You either have to rev harder to make up the gap or rev less and go through third gear corners in fourth. Sometimes you’re too fast and sometimes you’re too slow.”

At the last pit stop beginning the last hour of the race, Tony handed over to Ken. “She’s shot!” was the advice. The motor was losing power and rattling alarmingly. The team was secure in third place with the fourth place bike too far behind to be a threat. Second place was too far ahead, so the decision was to soldier on for the third place.

However, Ken had only been on the bike for a few laps after the last stop when the bike stopped. Honda gave out that the bike had thrown a rod, but Tony is convinced that the gearbox seized, it stopped so suddenly. The fallen bike caught fire and burnt to the ground. There was only half an hour to go, after nearly 24 hours. The team was finally credited with eighth placing on the basis of laps completed.

“I have never seen a more disciplined rider in all my life,” is Tony’s comment concerning Ken’s performance at the Bol D’Or. “I knew the 24 hours having ridden it before. I knew the pitfalls of riding for that length of time. I knew the dangers of riding through the night and the hazards of the dawn when most riders get tired and crash. Ken, despite not having this knowledge, adapted instantly.”

On the basis of their performance, Honda offered Ken and Tony a contract for a year to compete all the European rounds of the Endurance Championship. Tony had already decided to start scaling down his racing but Ken decided to take the deal as he was purchasing a business and felt that the money earned would set him up. Honda teamed him with the Americans Dave Aldana and Mike Baldwin, but Blake was unquestionably the #1 rider.

Ken did all of the testing and development and much of the practice and qualifying, but, because Honda had a strong interest in the American market, all the publicity about this season centred on the American riders. Sadly, neither Aldana or Baldwin were as good as Ken at finishing races. Both were accomplished sprint racers, but both lacked the discipline needed to be successful at the long distance game. So the team’s results failed to live up to expectations.

“Ken never got the recognition he deserved and, in retrospect, it turned out to not be a good deal for him at all.” So he returned to England and concentrated on sprint racing with his TZ’s.

I asked Tony the circumstances of how he found out about Kenny’s death. “I was in Germany,” he said, “And I had a friend who was going to the Isle of Man and he said, ‘I’ll check up on your mate while I’m there.’ (meaning Kenny). When the week was over the friend returned and handed an English newspaper to me. He said, ‘I’m sorry, your mate’s dead’.”

I then asked Tony to comment on Ken as a man. “I never had a hard word with him in all the time I knew him. We gave each other plenty of stick on the track, especially during the early days and he always gave as well as he got. But it never caused a problem between us. We locked horns a couple of times, once it was my fault and once it was his. I remember him coming up to me in the pits after with that lop-sided grin of his as if to say ‘How did you like that?’ I can’t believe what we did to each other in those days.”

“But for all that, Ken was a man who was comfortable anywhere. He scrubbed up great when it came time to meet the Prime Minister after his Laverton victory, and yet you could take him to the seediest night club and he’d be comfortable there too.”

“As a rider he was as neat as a pin. I followed him lap after lap and his lines were always the same, apexes perfect, lines immaculate, every lap, without fail.”

I asked Tony how he’d rank Ken compared to his peers. Tony said that he was the equal of them all; Toombs, Hindle, the early Hansford. But he could be trusted more than most as well. “If you pushed him hard, you would know that he wouldn’t crack or do something silly. Not all the riders that were regarded as great riders in that day were as reliable.” I asked how he felt

that Ken ranked against the current crop of GP riders. Tony was adamant that, had Ken had the breaks that Gardner, Doohan, Beattie etc had had in the early part of his career, he would have most certainly gone on and won World Titles.

Finally I asked Tony to sum Ken up. "Crikey," he said, "How do you sum up a guy like Ken in a sentence?" Then he concluded. "A great person. He could ride anything, anytime."

My thanks to Tony Hatton, a very busy man, and a respected champ in his own right, for sparing me the time to record these reflections. I find it fascinating that everything Tony said reflects the approval and admiration that everyone else who knew Ken had for him.

Inaugural Historic/Concessionally Registered Bike Ride – By Grant Fuller

Wednesday March 20 was the first of our monthly weekday rides particularly aimed at members with bikes on historic rego.

Coronation Park in Yass was the starting point at 10.00am for the ride, departing at 10.30.

I left Tumblong just after 8.30am, with Yass only 1 hour away but I planned to fill up before the start of the ride. Unfortunately the ride up to Yass is pretty boring as it is straight up the Hume and fairly hard to stick to the speed limit. The weather on the day was perfect, cool morning with beautiful clear skies.

When I arrived at Coronation Park George Desira was waiting there, and he said he had Steve Hopkins go past earlier.

I wasn't sure how popular this event would be with members but that wasn't a problem as it was a great day out for a ride. After about 10 minutes Steve Hopkins turned up on his 1980 SS Darmah.

We stood around talking until the 10.30 departure time and it appeared that the it was only going to be Steve and myself on the inaugural ride. What was interesting was that we had both turned up on 1980 SS Darmahs. Now that may not seem that big a deal to most people, but the SS Darmah is one of the rarest Bevel Twin models, with less than 400 of these being produced. My SSD is from the first series and Steve's from the second (Different rear sets and levers)



We had decided that we would head to Harden via Binalong. An easy but enjoyable ride.

We stopped at the Harden bakery for a bite to eat and a further chat. Steve headed back home to Yass and I rode home to Tumblong via Jugiong, which is another great road for motorcycling. All up about 264 kilometre ride at a relaxed pace.

For details of the next weekday monthly ride see the calendar.

Multicultural Festival Ja!

For those members of the club that attended this year's Multicultural Festival, they may have seen 2 familiar faces on the German Club stand, as both Michael and Angelika were helping out over the 3 days.

Michael was appropriately dressed in his Lederhosen and Angelika in her Dirndl as you can see in the attached photo.

The other photo shows Angelika's R65 loaded up to deliver German sausage. Apparently BMW stands for Bratwurst Meat Wagon.



Getting your bike seat made special to make your bike special



I saw some pics on Facebook of some Ducati seats that I thought looked pretty kool. So I tracked the perpetrator down and asked to see more than is on his website. BTW – the website is here:

<http://www.polimotortrimming.com/>

There some good looking different seats there – worth adding value and unique identity to your scoot.

Petrucci testing @ Sepang in Jan on the GP19. He topped the test timing sheets



Make you ride look like Dovi's MotoGP Ducati racer

I've had a long-held desire to do some minor mods to make my Hypermotard look exactly like Dovi's Ducati MotoGP racer. It wouldn't take much and think of the street cred I'd have. I'd be the envy of every other CDDC member. See here to get the tech background re how MotoGP bike fairings are compliant: <https://www.visordown.com/news/racing/motogp/ducati-yamaha-fairing-designs-cleared-jig-working-great>. Needless to say not everyone can aspire to this, esp. those Panigirlie owners whose bikes cannot be made to look anything like Dov's. As is often said you can't polish.....*Peter Y*



A hammerhead fairing for MotoGP mocked up by Ducati but never raced

2019 950 Hypermotard road test

Here's the road test every CDDC member has been eagerly waiting for – the 2019 950 Hypermotard. Can it get any better than this?? Nup. See here: <https://www.visordown.com/reviews/motorbike/2019-ducatti-hypermotard-950-950-sp-first-ride>. Some quotes to whet your appetite:

The original 1100 Hypermotard was genuinely box-of-frogs mental, Hilarious hooligan tool, with bleeding-edge rider aids and slick chassis. Pricey, very focussed



Ducati racing in the 70s/80s – a pic from our Aussie racing desmo past



Barry "Halfsheen" Hartshorne rode Safs bevel.



Robbie Slater raced this Epicycle TL. Epicycle was run/done by Pete Smith.

New Ducati V4 makes its mark in WSB Phillip Island pre-season testing

MotoGP rider Alvaro Bautista makes his mark in WSB testing @ Phillip Is on the new Ducati V4 racer – see: <http://www.mcnews.com.au/2019-wsbk-test-pi-tues-pm/>



Bautista topped every day of testing. The new Ducati was also fastest through the speed traps by a considerable margin. So CDDCers should take a special note of Rod Hood's ride reflections on his recent stint on a V4 as set out in the January CDDC newsletter. Rod's report is v/good and insightful but is distorted as he's a Panigirlie rider, so some adjustment needs to be made recognising his background.

The future of your bike tune will be in your hands - Yamaphone

Yamaha has given us a glimpse of the future with an app that will allow you to tune your own bike using an app on your phone – see:

<https://www.motorcyclenews.com/news/2019/february/yamaha-power-tuner-app/>



You'll be able to adjust 16 different items ranging across ignition timing, injector timing, fuel delivery and more. Sounds like a recipe to get lost, confused and in a muddle to me, esp. if you're a mechanical ignoramus like me but for some it may be beneficial??

Ducati Desmosport Panigale V4R

See some nice pics of the V4R Panigale raced in WSB @ Phillip Island @ this site:

<http://www.mcnews.com.au/desmosport-ducatti-panigale-v4-r/>

Ducati special & scotch whisky

So it's no surprise that Islay single malt Scotch brand Smokehead has teamed up with a motorcycle engineer in order to create a bespoke Ducati, to be known as The Smoker. See here: <https://www.visordown.com/news/general/scottish-whisky-brand-building-bespoke-ducatti>

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Hell on earth, I believe.

A couple of MotoGP Ducati's racing in 2019



Factory team Dovizioso & Petrucci



Pramac Ducati – rider Francesco Bagnaia

John Williams on a TT2 @ Laguna Seca



Vale turns 40

One of the great motorcycle races (not the greatest), turns 40 – see here <https://www.motorcyclenews.com/sport/motogp/2019/february/motogp-valentino-rossi-turns-forty/>

Winning 9 World Championships across not only all three classes of Grand Prix racing but also taking success on two strokes and four, 125s, 250s, 500s, 990s, 800s and the current crop of 1,000cc MotoGP machines, he's lived and raced an incredible career. Is he the best ever?? In my opinion NO. But certainly in the top 5. Who else is in that top 5? With the total No of World Championships won in brackets, they are (not in any order: Giacomo Agostini (15), Phil Read (7), Mike Hailwood (9), Angel Nieto (13). Who is the best of all these?? That debate should be referred to a Royal Commission?? Such a judgment can not only refer to the facts like No of races won etc, but must also refer to subjective elements as well, like their personal circumstances, opposition, advantages etc. I know who I think is the Greatest Of All Time (GOAT) – but who do you think is/was??



Peter Yeend

DALL'IGNA OUTLINES DUCATI RIDER STRATEGY CHANGE

Gigi Dall'Igna says Ducati will have two riders working together rather than “two riders who think independently” for the 2019 MotoGP campaign



Gigi Dall'Igna has confirmed Ducati will attack the 2019 MotoGP world championship with two riders working together rather than “two riders who think independently” as the Italian targets the teams' first titles since 2007. Following two consecutive years as MotoGP runners-up with Andrea Dovizioso, Ducati looks to start afresh after dropping Jorge Lorenzo and promoting Danilo Petrucci from the Pramac Ducati squad for 2019.

Petrucci has moved close to Forlì where Dovizioso lives to work alongside his new team-mate while also training together and having the same doctor and sports psychologist. It marks a contrast to its past where Lorenzo, and to an extent Andrea Iannone before him, were often direct rivals to Dovizioso which created a combative environment rather than a collaborative and constructive situation which Ducati chief Dall'Igna is targeting this season.

“One of the things we have definitely changed is the rider strategy,” Dall'Igna said at Ducati's MotoGP team launch. “We have chosen to move from two riders who think independently of each other, acting in their own interest, regardless of the good of the team, to a system that, if possible, will attempt to optimise the overall results of the team. “I'm not talking about team orders, but I'm talking about the synergy in the development of the bike, and in the setup of the bike during the race weekend.”

Having witnessed Dovizioso's hunger for the MotoGP world title, Dall'Igna sees the backing and continuity in the 32-year-old as the team's lead rider will be key to its title challenge along with support from Petrucci.

“Andrea has been with Ducati since before my arrival, so he knows the people very well, and our way of working,” he said. “I would like to underline that the continuity is one of the most important things in our world, the racing world. “He did some great races last year, like in Doha, like in Brno, in Misano, and even in Valencia, but above all, he has finished second in the last two world championships, and he has the determination to do better. This is what we want to do all together. “Danilo has an important story with Ducati. He has been with us since 2015, he did many great races and has podiums with us. He didn't win any races, but this has to be his main target for 2019, together with the possibility to fight for the podium in all the other races.”



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

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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