

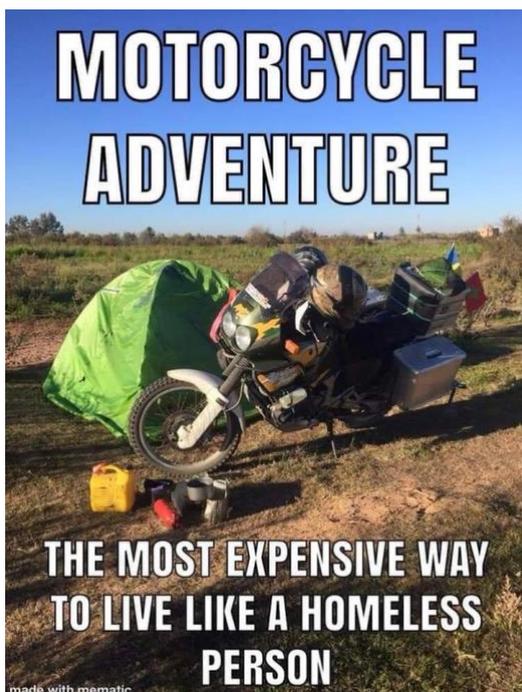
# Monthly Newsletter

**-Aprile 2019-**



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## Ultime notizie

- Auto Italia
- Harrietville Ride Report
- Upcoming Rallies
- Tipping Comp is back

||

## Presidente:

Dear Members,

Club activities have been run well lately, and with good attendance. What I think we're missing now from our club is shared experience. From this I am from the point of view of your personal learning through new product purchases, places to ride and be, bike failures, and over coming and resolving these - shared to other members to enlarge the pool of knowledge. In the age of social media and endless forums that are spilling over with nothingness I'd like to see the newsletter become a stronger base for members to learn from members.

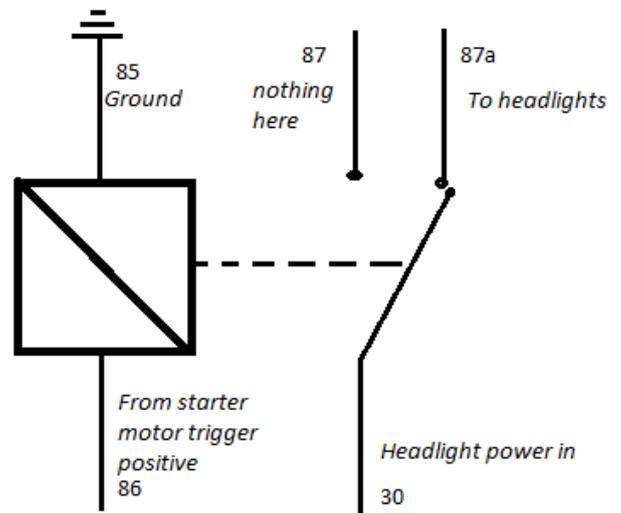
A couple of real-world examples. Nigel has had an ongoing issue where his clutch fluid was heating up fast, pressurising the hydraulic clutch system, over filing the reservoir and eventually disabling the clutch. But why was this happening? There was enough free play, and fresh fluid. Answer, was that the bearing in the clutch pressure plate was seized. This bearing works in a thrust operation, allowing the clutch pressure plate to spin freely when the clutch lever is pulled, but not to let the clutch pushrod move as it should stay stationary and takes its movement off the clutch slave piston. With the bearing seized the push rod essentially became a blunt drill bit boring its way through the clutch slave piston, making the piston and fluid hot and causing the above symptoms. Moral of the story. The bearing is only worth a few dollars,

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takes 6 cap screws to get at and could essential even be changed by anyone it's that easy. But only if you know what to look for. Most members ride bikes with this bearing, and this little bit of knowledge should go a long way.

Something from my bike that might spark an idea for you. My Cagiva Elefant headlights (2x 55w lights) are on when the ignition is on, normal right? Yes. But when I press the starter button to crank her over, the headlights shut off to let all the current to go direct to the starter motor. How is this done? Pretty simple actually. I have used MS Paint to draw the relay out and it should show how it works. Find the power into the headlight (low beam power). Snip and intercept this wire, Connect the power for the headlight to terminal 30 on the relay, the other part of the wire you snipped going to the headlight goes onto terminal 87a ( ensure you have bought a relay with 87a as a terminal, as some are just 87 or 87 + 87). On the relay now ground the 85 terminal, and jump a lead off the starter solenoid positive trigger onto number 86.

How it works. When this relay is **not** powered current freely travels through terminal 30 to 87a (Headlights on). Now you press the starter button which energises the coil in the relay, pulling the switch inside to break contact between 30 and 87a and now makes contact between 30 and 87. This means that no power (in my case another 110 watts) is now going to the headlights till you release the starter button, dropping the coil in the relay, and letting the relay restore power again between 30 and 87a. This makes a big difference to starting.



Please consider sharing your knowledge and experiences with members, It's what makes the club at its core. Write an article for the newsletter.

See you at Auto Italia, and the club meeting on Monday night for the constitution vote.

Thanks,

Michael

### << VP Dribble #5 >>

As was directly relayed to myself by club member Alan Beavan, Vice President Ken "Sarge" Purbrick simply didn't have time to write a report this month, and has instead asked me to put in a "big apology". As there were no guidelines expressed for this, I take creative license:

# APOLOGY

# 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 April 2019	
<b>April 7<sup>th</sup> (Sunday)</b>	<p>Auto Italia</p> <p>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</p>
<b>April 8<sup>th</sup> (Monday)</b>	<p>CDDC Monthly Meeting</p> <p>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 &amp; still be in time.</p>
<b>April 13<sup>th</sup> (Saturday)</b>	<p>Mirboo North Motorcycle Show</p> <p>See below flyer for more information.</p>
<b>April 14<sup>th</sup> (Sunday)</b>	<p>Jenolan Caves</p> <p>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.</p>
<b>April 27<sup>th</sup> – 28<sup>th</sup> (Saturday &amp; Sunday)</b>	<p>Autumn Leaf Rally</p> <p>A rally worth going to in its 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.</p>

CDDC events in May 2019	
<b>Sun 5th</b>	<p>Jugiong</p> <p>Meet at Green Square Kingston 9.30 for a 10 am start</p> <p>Lunch at the Long Track Pantry or the Sir George pub next door. Don't worry this won't be a ride down the highway, there are some nice back roads we'll be taking. Various options for getting home as well.</p>

## CDDC events in May 2019

<b>Mon 13<sup>th</sup></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>Sun 19th</b>	Marulan  Meet at Bungendore Bakery, 10 for 10.30  Lunch at the Meridian Café and no we won't be going down the highway on this ride either – there are a few interesting back roads there and back.

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 Harrietville, 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 [ridesyddc@gmail.com](mailto:ridesyddc@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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# APOLLO RALLY

Celebrate the 50<sup>th</sup> 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](mailto:purbrick@inet.net.au)

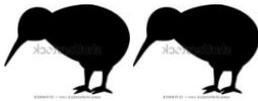
# Altre Notizie – other news

## <<. CDDC SUPPORTERS .>>

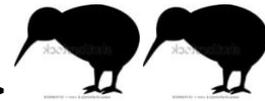
These are the businesses that support the club through donations, discounts: **Belt & Bevel, Canberra Motorcycle Centre, MotoGarage, New Eagle Signs, St John Ambulance ACT & CanPrint**. Many thanks to them and show your appreciation by patronising these businesses.

## **!! 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](mailto: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](mailto:my749r@bigpond.com)

## ***And they're off!!***

An exciting start to the season in Qatar even though the outcome seemed to have been predetermined according to our esteemed group of punters. More on that later. I have been holding off on sending this in the hope that the appeals against Ducati might have been resolved but I read the other day that the Appeals Court "will make their judgment before the Argentinian race" which is next weekend. If you haven't heard about this, there's heaps on the MotoGP website.



The race proved that we are in for a tight year of racing with the top 15 at the finish split by the smallest margin in MotoGP history. Matt Oxley, a very insightful MotoGP writer put it this way. "The main takeaway from the first race of the season is simple: basically, nothing has changed since last year, which is a good thing if you like close, unpredictable racing. Andrea Dovizioso and Marc Márquez are the cleverest of the fastest riders, the Ducati and Honda are the best bikes and the Suzuki is better than the Yamaha, as it was through much of last season." But the outstanding performance of the night would have to be Doug's mate Crutchlow on only his 9th day of riding since shattering his right ankle at Phillip Island last year. He only has 70% movement in his ankle now and has to physically lift his whole leg off the footpeg to reach the brake lever. Imaging doing that at 300kph!

At the other end of the scale is Lorenzo whose debut for Honda was too ugly to watch. With all his other injuries, what I didn't know until after the race was he rode with a broken rib after a monster off in FP4. And finally, the best prang of all was lannonne's off on the warm down lap - The Maniac reigns supreme! As for the tipping (and assuming Ducati survives the appeals), there are 5 leaders at the moment which is to be expected with all punters picking Dovi and Marquez in their top two and most with Vinales for third. Amongst the leaders is Tim who has decided to continue his successful formula this year by nominating the same tips for the whole year and has bagged a lazy 7 points after round 1! What a legend. Taso, on the other hand, has given everyone a head start by picking Dovi and Marquez in the wrong order to collect only two points. He's a cunning critter and it's far too early to start cheering just yet, Mr. Yeend. The table includes Dovi as the winner. If the appeal is lost, Alex Rins will move up to third - I'll publish the amended scores in the Argentina wrap-up. I'm looking forward to Argentina already.

<b>Points After This Round</b>	
<b>Tipster</b>	
Alan Cory	7
Chris Roberts	7
Ross Bourke	7
Taso Samios	2
Doug Lawrie	5
Craig Evans	2
Tony Yeend	7
Ian Thompson	2
Jeff Piper	2
John Lyon	2
Sarge	2
Rod	2
Tim F.	7
George D.	4

***Murray Willmott***  
***(Tipmeister extraordinaire)***

## **Argentina - Was Crutchlow robbed?**

I'm flat out getting ready for Auto Italia this week which no doubt you have already registered for online, right?

It seems like Marquez has been watching the Super Bikes and how Bautista has won both races by over 12 seconds. Not to be outdone, Marquez decided to show the world that nobody does that stuff better than him and smoked the field as soon as the lights went out and was never seen again.

But that's not the end of the story. Poor old Crutchlow got done again, this time by a ride through penalty for jumping the start. It's true that he did, but only by millimetres but sadly the rules don't leave any room for discretion and unless the rider comes to a complete halt before the lights go out, he's done - whether he jumps a by a mile or an inch. And so, Carl took a ride through which by most estimates' costs around 30 seconds. The irony is that at the finish, he was only 31 seconds behind Marquez! What might have been. It seems he cops an unfair share of the bad luck around the paddock. As Barry Sheen once said of someone else, "If he had a duck, it would drown".

And then there was Rossi.

Everyone tipped Dovi and Marquez for the first two places and most had Rossi for third. And it looked like that was how it was going to be until Rossi poked his nose in to pinch second place. Seems they've done a bit of work on the bike since the dismal showing in race 1. Let's see how he goes in America.

Alan and Tim have "done a Miller", dropping six places after lap 1 while the northern neighbours, Roberts and Craig are left out in front by default with others around them falling back. Doug, Rosco and George made up 2 places each and everyone else stayed put.

So, this is how I see it after Round 2. I've done this in a hurry this week and no doubt I'll be advised if I've done anyone an injustice!!

**Murray Willmott**  
**(Tipmeister extraordinaire)**

Points			
Tipster	Qatar	Argentina	Place
Alan Cory	7	9	7
Chris Roberts	7	13	1
Ross Burke	5	11	4
Taso Samios	2	7	13
Doug Lawrie	5	11	4
Craig Evans	7	13	1
Tony Yeend	7	12	3
Ian Thompson	2	8	9
Jeff Piper	2	8	9
John Lyon	2	8	9
Sarge	2	8	9
Rod	2	7	13
Tim F.	7	9	7
George D.	4	10	6

## **Concessional/Historic Registration Schemes**

By Grant Fuller

The Canberra District Ducati Club is able to offer both ACT and NSW concessional registration to members owning vehicles older than 30 years or more.

The spirit of these schemes is to provide members who have older vehicles the option to have them registered at a much reduced cost to allow them to be used on both club events, club invitational events and provide the ability to maintain the vehicle. It is common for the owners to have more than one vehicle within their collection and the reduce cost encourages them to be maintained in a roadworthy condition.

Unfortunately there have been incidences in various clubs where the spirit of the scheme has been taken advantage of and vehicles have been used for commuting and/or daily use and use outside the guidelines.

As mentioned above the intended use of these vehicles is to be in conjunction with club events, club invitational events, and restricted use to maintain the vehicle in a roadworthy condition. Any use outside of the general guidelines is not permitted unless the Club registrar has been contacted and approval granted.

Club members can attend any club event listed on the club calendar (these include club meetings, monthly rides, the new weekday rides for older bikes, other clubs events that we have been invited to) plus maintenance rides within a 40 kilometre radius of the garaging address.

If you wish to attend an event that is not listed in the CDDC calendar but is of interest or related to your vehicle, the Club Registrar must be contacted to gain approval for this use. For example you may wish to attend an Italian motorcycle event in Adelaide.

What is clearly outside the approved use under the scheme is commuting, daily use, going for a ride with friends on a non-club event, and riding to an interstate event without seeking the Registrars approval. Another concern is that we have members who do not attend any club events throughout the year but use their vehicle for personal rides. Unfortunately some of these types of rides are being undertaken by some members of the club.

Log books are required by both ACT and NSW schemes.

ACT owners are required to complete a logbook entry for every trip taken with the vehicle. The minimum details to be recorded are date, start mileage, type of trip and finish mileage.

For example:

3/3/19	78913k	Club ride to Gunning	79106k
10/3/19	79106k	Maintenance ride	79174k
16/3/19	79174k	Attend club meeting	79236k

Failure to complete a logbook entry attracts a fine of \$1048.00 in the ACT, and higher in NSW. In the ACT owners are to provide their own logbook.

NSW owners have a different system of use and logbook recording. Under the NSW requirements any club event does not require entry into your logbook, however proof of the club event is to be made available (I personally carry a copy of the relevant club newsletter showing the details of the club event in case I am stopped by Police). A major difference with

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the NSW scheme is that 60 days of personal use is allowed outside of club events but must be recorded in the logbook provided to the owner by the RMS. The logbook had provision for 60 entries, is for a 12 month period and remains the property of the RMS.

Access to the scheme is available to any financial member who has a vehicle 30 years or older, however it is a privilege and not just a right to have access to the scheme. We have had members in the past that have done 3000 to 4000 kilometres a year on concessional registration but not attended one club event within that year, this will not be tolerated. They have not had their concessional registration renewal approved and been advised that the use requires full registration.

We do understand that some vehicles are not used due to possibly illness or the vehicle undergoing repair or the owner having a number of vehicles. This is understandable.

Owners are not expected to attend every single event on your concessionally registered vehicle but the major percentage of its use must be on club events.

Abuse of the scheme will not only impact on the individual owner but could jeopardise the whole club.

If there are any questions, enquiries or members wishing to apply for concessional registration contact:

[historicscddc@gmail.com](mailto:historicscddc@gmail.com)

Grant Fuller 0422 677 155



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## ***Mid-week Run to the Round House***

By Peter Yeend

Wed 20<sup>th</sup> March saw some adventurous CDDCers do a mid-week run to the Roundhouse @ Junee. Riders were Marilyn Starick – big 2016 Multistrudel, Leigh Campbell – 1976 Ducati 750SS, Chris Roberts - 1977 BMW R100S, Grant Fuller – 1980 Ducati SS Darmah Peter Y - 2008 Hypermotard (super).



### ***A mixed bag of lollies***

The intention/purpose of the trip was to visit the Roundhouse Museum @ Junee. Don't know what the Roundhouse is?? See this:

[https://en.wikipedia.org/wiki/Junee\\_Roundhouse\\_Railway\\_Museum](https://en.wikipedia.org/wiki/Junee_Roundhouse_Railway_Museum)

Grant Fuller had been urging me to go to the Roundhouse for several years, knowing my interest in railways & history. So I was hoping the others in the run would also enjoy it. I think they did?? After meeting in Yass it was out via Bowning, Harden Murrumburrah, Cootamundra and Bethungra to Junee – a distance of about 200ks from Canb. Leigh said we did a round trip of 260ks so a good day's run. Some comments/observations on the run.

We went through Bowning where Flash Jonny Gilbert's grave is located next to the road. He was the bushranger who shot the copper @ Collector. He did time with the Clarke bros around Braidwood and the Clarkes were genuinely nasty & bad. He hid with his grandfather @ Bowning after shooting the copper but his grandfather disabled his guns (with soap), notified the coppers who raided next morning chasing him down the paddock to shoot him 30+ times. He was dead.

### **Unacknowledged beauty**

No, I'm not talking about the run participants (apart from Marilyn), but the NSW countryside. The run encompasses some of the most picturesque countryside in Australia. A real delight to see but now in the grip of a drought it's now as dry as a dead dingo's donga; which is v/sad!!

### **Birthplace of the famous & the good**

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The run goes through the edge of Cootamundra, which is the birthplace of both Donald Bradman and my 98yr old mother. Lorna (my mum) was born there in 1921, so I do feel some affinity to the place, esp as she's still alive & fighting fit. Like Bradman, she'll do 100 easily.

### **Railways – the magic key opening up NSW**

The run follows railway tracks for quite some distance and obviously leads to the railway town of Junee. The Roundhouse was a major railway repair/maintenance facility. The other like places was @ Goulburn & the Clyde workshops in Auburn Sydney. We take good roads for granted now but before there were good roads for farmers in NSW the only way to get goods/agriculture production in or out was by horse drawn or bullock drawn wagons. Slow, unable to operate in winter months, expensive etc. Railways opened up NSW. See here: <http://www.visitsydneyaustralia.com.au/history-railways.html>.

Post the 1850s gold provided the NSW colonial govt the \$s to build railways and revealed to them far greater revenues in terms of agriculture production being able to get to port to be exported in Australia & esp overseas. With the railways came the telegraph and far better/quicker postal services. Prior to railways, the most used goods & person transport in NSW was by ship up & down the coast. For the Riverina, they were compelled to use paddle wheelers up & down the Murray River but it didn't operate all year, only after the spring melt. Ask the cotton growers in the Riverina now if they'd like a decent rail-freight line between Brisbane & Melbourne.

### **Superman came with us**

The roads to & from Junee are typical NSW country roads and quite bumpy/rough in places. I had a girlfriend who often said the same about me. Well Leigh was on his '76 750SS bevel and with its stiff, sporty suspension it woulda been a physical trial to do 260ks. Well done superman.

### **Bethungra- hotel & spiral**

The road goes through Bethungra with its great looking hotel. Worth considering as an overnight run me thinks??



***Bethungra hotel***

Equally important is the Bethungra Spiral across the road from the hotel – see here: [https://en.wikipedia.org/wiki/Bethungra\\_Spiral](https://en.wikipedia.org/wiki/Bethungra_Spiral). Now for those who have nil interest in railways,

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don't look. For those who may benefit from some erudition – have a look. Grant had been urging me to attend the spiral for some years. I will admit, being a Victorian, I thought he was talking about Bethanga, which is in Vic on the Murray River near Albury. So when I looked at the map and saw there isn't a railway line near it, I thought Grant was yanking my chain (again). Well I was wrong (a rare comment for a CDDC Committee member). Sorry Grant!!! I'm quite dumb. The spiral was built by the Yanks during WWII.



***Lunch parking for the pretty & the ugly***

### **It's sweet in Junee with no discrimination**

We had an excellent lunch feed @ the Junee chocolate & licorice factory in an old flour mill in Junee. See here: [https://www.tripadvisor.com.au/Attraction\\_Review-g528973-d1548639-Reviews-Junee\\_Licorice\\_Chocolate\\_Factory-Junee\\_New\\_South\\_Wales.html](https://www.tripadvisor.com.au/Attraction_Review-g528973-d1548639-Reviews-Junee_Licorice_Chocolate_Factory-Junee_New_South_Wales.html). I was v/trepidatious about gaining entry to such a place as I'm a Type 1 diabetic and I thought I would be banned from entry. It was not the case, I was allowed in so long as I bought nothing. They're broad minded in country NSW.

### **Bevel music**

One of the other ride pleasures I had was being passed by Grant on his SS Darmah & Leigh on his 750SS. Contis still have it and sound 10xs better than any Panigirlie I've heard. The sound of Chris's BMW is awful and it reminds me of the old lady neighbour who lived in my street in Essendon and her Triumph Herald gasping up the street. Awful, notwithstanding the inappropriate BMW eulogising we've had at the last 2 monthly meetings with guest speakers Doug Bryant & Tony Hatton. Again, as I said, awful even with Staintunes.



***Grant's SS Darmah lunch parking***

**Great all rounder with the right sort of power**

I was on my super Hyper recently fettled by Peter Giles (Desmoharmonics) featuring rebuilt forks & rear shock, a lightened flywheel fitted, new brake pads, shims, new head-stem bearings, tune up and more. As said, the road is quite bumpy but also like all NSW country roads it goes up and around every rabbit hole and gum tree. So if you get stuck behind a slow truck you have v/limited opportunities to pass, even on a motorcycle. Well the super Hyper with its upright riding position and mega grunt motor is a joy in these conditions. I know Panigirlies put out close to 200hp, but can you use it on public roads? Mostly not – it's wasted. The Hyper lopes along in 5<sup>th</sup> gear @ 100kph, but if you wanna pass or accelerate the torque from the big 1078cc 2 valve motor is so much fun (and safe). No need to drop down 2 gears like on a Panigirlie. Lazy, relaxed riding.



***Good looking scenery & riders, except for the BMW***

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All-in-all one of the best runs I've done for a while. I really enjoyed every minute and even every bump. Why enjoy the bumps? I couldn't actually see in Nov '18 until I had laser & microsurgery on both eyes, so for me to be on my Hyper and riding with nice people and also a person on a BMW was a joy!!

**YBAF**



***Parked @ the Roundhouse***



***Locos inside the Roundhouse***



***CDDC engineer in control of a loco***

## **2019 CDDC Harrierville Run report**

By Peter Yeend

**Wet Wet Wet** was a Scottish soft rock band formed in 1982. They scored a number of hits in the UK charts and around the world in the 1980s and 1990s. Well they are still playing and were allegedly booked to play @ the Snowline in Harrierville on Fri 29/3 & Sat 30/3. They failed to appear but the wet didn't as it fair pissed down over the 3 days of the 2019 CDDC annual Harrierville Run. For me it was the worst Harrierville I've ever attended, and I've been going every year since about 1996. It was fine & sunny on the Thurs before the run and on the Mon after the run. It started drizzling when we met @ the Hume Servo on Fri morning. The trip was cursed by a Honda rider. The country is in a head scratching drought and the CDDC chooses to go on a 3-day run and we get drought breaking rains. Who/what caused this calamity?? The consensus was it was the fault of the CDDC Ride Co-coordinator Craig Evans. I think certainly he's to blame. The only happy rider was Rod (wet) Hood. The mad, silly other run participants were:

Taso Samios 2015 Ducati - 1299S, Rod Hood - 2019 959 Corse, Craig Evans - 2016 959, Chris Roberts - 2008 ST3 (in disguise as an 848 Evo), Doug Lawrie – 2008 1100 Multistrudel, Phillip Steer - 2016 Multistrudel, Rod McGregor - 2012 800 Triumph. Peter Yeend - 2008 Hyper, Ross Burke - 2009 Hyper, Keith White - 2017 1200 Multistrudel, Nigel Rutley – 2010 1198 Corse, Tim Foster - 2003 GT 1,000, Murray Willmott - 2012 Aurion, Angelika Neutz & Michael Fuller - 1993 600 Pantah, Grant Fuller - 1980 SS Darmah, George Step - 2015 1299R, John Lyon & Caroline = 2014 Multistrudel, Leigh Campbell - 2013 Multistrudel, Mark Armor - 2015 BMW 1200RS, Alan Cory - 2012 848.

The other vital and ever friendly member of the run was Nigel's partner Debbie driving the support vehicle & trailer. A big, big ta must go to Debbie (and Nigel) for providing the support vehicle and for carrying bags, defibrillator, first-aid kit, petrol, tools spares; which was a great convenience & comfort. Debbie did a great job!! I followed her for the last 15ks up Craig's Rd in the Kiewa Valley on Sun morning and she's an excellent driver. Nigel says she's a better driver than he is – I can confirm this.



***CDDC bikes & Belt & Bevel van @ Snowline Harrierville***

Rather than relate a chronology of who, what, when, where, how we did, I've set out below some observations & reflections on the sodden, frustrating 3 day run. In the broad we did the

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Canb, Cooma, Adaminaby thing then due to the wet/cold we did the Elliot Way to Corryong for lunch via Tooma, then Tallangatta, Happy Valley Way to Bright & Harrietteville. Again, due to the wet/cold we did same return trip in reverse. It was a necessary evil.

### **Is it wet or is it dry?**

It need not be said that riding a motorbike is entirely conditioned by the grip on the road. If it's dry – it's great. If it's wet – it's awful and a matter of self-preservation. But what do you view/consider when it's not raining but everything is wet due to mist, cloud, fog and also, in part, snow on the ground? I personally had great difficulty determining how much grip there was at times on the roads we were travelling on. I actually don't like falling off my motorbike, which I've done many times in the past, so I was conservative. Did I get passed? Yep. Did I care? Nup. Why? I prefer riding to my limits, not someone else's. What should be said was a comment I heard from Rod Hood (the wet maestro). He said riding in the wet was most mentally taxing due to the intense concentration required. You constantly think you're riding on the edge. I think this is v/true!!



***Fri lunch @ Corryong Hotel***

### **Are Strudels the future?**

Quite a few CDDC punters on the run were steering some form of Strudel. I have long thought they're a great bike configured for Australian rough country roads. Doug's 2 valve Strudel has always been the model I've most regarded. However, on this run there were four 4 valve Strudels. I got the chance to have a close look @ Keith White's 2017 Strudel (looks new) and I counted 11 separate buttons on the left & right handle bars for different functions. I'd hate to see the owner/user's manual that described all the attached functions – it must be longer than Tolstoy's War & Peace?? Notwithstanding its initial look of complexity, the riders say they are a great bike. Perhaps the perfect bike for the conditions we endured on this run with their heated grips.

I was followed by Phillip Steer on his '16 Strudel for some period and the intensity of his white LED headlights was certainly a stand out. V/bright (unlike me) and probably a real safety feature. I like the simplicity of my Hyper – just a frame, motor, tank & wheels, but are Strudels the future?? Ducati may have lucked on a big selling model?? The French have always liked the road/trail genre buying heaps of Yamaha Teneres. This liking by the French of road/trail bikes I've never really understood given that any real off- road riding you can do in western Europe is v/limited. Clearly the GS BMW has been a long-term big seller, but I've seen an item recently that detailed Multistrudels are taking big chunks outa GS sales in Europe and it's mainly in recognition of price, the superior motor and a much. much better electronics package.

## Riding on a Saturday

The Sat is usually a mixed riding day. Some go up Hotham to Omeo then Angler's Rest for lunch, then on to Falls Creek, Mount Beauty to do the Tawonga Gap Rd then back to Harrietville. Some go to Bright and chill out and some to the Gapstead Winery north of Myrtleford on the Ovens Valley Rd. What happened this year? None of that. Why?? It was wet – what a surprise. Ex-Pres Taso showed some initiative and arranged a taxi to take us to the Bright Brewery in Bright. What a bummer!! Yeah it was OK, but we all hoped to do some riding and it was really frustrating.



***CDDC @ the Snowline Harrietville – a pretty sight***

## Home to sunny Canberra

The heading for this part will confound many - sunny Canberra?? What a load of tosh, but in the context of this year's run it's true. As detailed above, we returned on Sun the same way we went due to the route being considered the least problematic given the wet roads and the threat of snow. As said we saw snow. To my dismay once we crested the top of the range @ about Kiandra, the blue sky appeared and the road was dry. Coming over the top before Kiandra there was quite a lot of snow on the ground, none on the road but it looked foreboding. I'd forgotten that riding a bike on a dry road is a lot of fun; certainly better than the pain-in-the arse riding in the wet. Was the 2019 Harrietville Run great? No!! It was awful and I hope not to be repeated. Doing the v/boring drone from Cooma to Canb on the way home I was thinking that had I known the run was gonna be so wet before I left I'd not have gone. I hate riding in the wet!! I also asked myself if this is my last Harrietville Run. Time will tell.

***YBAF***

## Articoli vari – Bits & Pieces



Interesting pic featuring Fabio Taglioni, Rino Caracchi and G. Nepiotti (NCR). Dr T. Is with one of the few chassis that he did not design. The Cobas designed 750F1 was the chassis design catalyst that was the inspiration for the water cooled 4 valve 748ie/851 Ducati of Bordi.

### ***Ducati's new spoiler may be a spoiler??***



Ducati ran a rear wheel spoiler @ the 1<sup>st</sup> MotoGP race in Qatar and nearly every other competitor factory have protested. See here:

<https://www.motorcyclenews.com/sport/motogp/2019/march/motogp-qatar-result-to-be-decided-in-court/>

### **\$\$\$ Good earnings for Ducati in 2018 \$\$\$**

Ducati might be one of the hardest hit brands in regards to sales volume in Australia, but globally, Ducati has confirmed a significant 7% operating margin for calendar year 2018. 53,004 (2017: 55,871) motorcycles were delivered globally; a result which remains over the 50,000 level for the fourth consecutive year, despite a 2.7% decrease in the global market for motorcycles over 500cc. Conditions proved to be challenging in the United States as Ducati's number one market, declining by nearly 9 per cent, while here in Australia the Bologna brand was down a hefty 23.2%. The end of 2018 revenue reached a figure of € 699 million (2017: € 736 million) and the operating profit was € 49 million (2017: € 51 million), with an

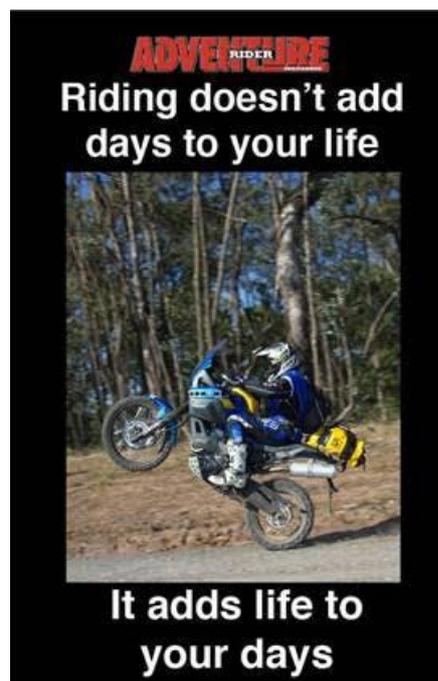
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operating margin of 7%, which is the same percentage registered in 2017. The Bologna-based company managed to compensate the reduction in the volume of sales, resulting from a decline in the market, thanks to the success of models with higher margins, such as the Panigale, which made it possible to maintain the operating profit at the same level as the previous year.

The financial data relating to the 2018 fiscal year for the Audi Group, for which Ducati represents the motorcycle segment, were communicated during the annual press conference held at the AUDI AG headquarters in Ingolstadt. 2018 was challenging from many points of view, but we are satisfied with our financial performance throughout a difficult year. The company is generating the resources to continue funding the development of new products which is very positive for the future.” Ducati Motor Holding currently has a total of 1,591 employees. The sales network of the Bologna-based motorcycle manufacturer includes 720 dealers in over 90 countries.

***Alvaro Bautista winning (again) on the Panigirlie V4 in Thailand WSB***



While riding my Ducati, I swerved to avoid hitting a roo, lost control and landed in a ditch, severely banging my head.

Dazed and confused I crawled out of the ditch to the edge of the road when a shiny new convertible pulled up with a very beautiful woman who asked, "Are you okay?" As I looked up, I noticed she was long and lean, she could have been a model. "I'm okay I think," I replied as I pulled myself up to the side of the car to get a closer look. She said, "Get in and I'll take you home so I can clean and bandage that nasty scrape on your head." "That's nice of you," I answered, "but I don't think my wife will like me doing that!" "Oh, come now, I'm a nurse," she insisted. "I need to see if you have any more scrapes and then treat them properly." Well, she was really pretty and very persuasive. Being sort of shaken and weak, I agreed, but repeated, "I'm sure my wife won't like this."

We arrived at her place which was just few miles away and, after a couple of cold beers and the bandaging, I thanked her and said, "I feel a lot better, but I know my wife is going to be really upset so I'd better go now." "Don't be silly!" she said with a smile. "Stay for a while. I don't mind. By the way, where is she?" "Still in the ditch with the Ducati, I guess."

### ***Ducati Panigirlie V4 v's Audi R8 V10***

See the vid here: <https://www.visordown.com/news/viral/ducati-panigale-v4-vs-audi-r8>

### ***Brand New 2019 Diavel S***



See a test & specs of the new 2019 Diavel S here <https://www.visordown.com/news/new-bikes/ducati-diavel-s-2019-first-look>

It's v/different, with 1262 testastretta engine, more torque, TFT dash off the XDiavel, riding modes, DNS multimedia. The cruiser Ducati riders will need one!!

### ***Dall'Inga CEO of Ducati Corse calls out Honda***

The Ducati race bike that Dovi won the 1<sup>st</sup> race for MotoGP @ Qatar this year is under an all-manufacturer challenge. CEO of Ducati Corse Gigi Dall'Inga reckons Honda is playing sneaky, smart games. Again!! See here:

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<https://www.visordown.com/news/racing/motogp/ducati%E2%80%99s-dall%E2%80%99igna-responds-appeal-questions-honda>

### ***It's tit for tat – Ducati protest Honda's wings***

It's getting terse & tense in MotoGP. Ducati are gonna protest the wings on the Honda. See <https://www.visordown.com/news/racing/motogp/motogp-gossip-ducati-protest-against-honda-wings>

Is this tit-for-tat as Ducati thinks Honda is behind the appeal against the Ducati MotoGP bike's rear spoiler?? Ducati is correct of course.

### ***Bautista makes it 6 outa 6 in Thailand in WSB***



You can back it in that the Jap manufacturers won't like this dominance by Ducati at all and will dream up/connive some protest or rule change to noble the Ducat V4.

### ***2019 WSB - Bautista 6 outa 6, Davies – nuffin***

Wondered why there's such a vast gap in the performance of the 2 new V4 Panigirilies in WSB. Well it's explained here by Chas

Davies: <https://www.motorcyclenews.com/sport/world-superbikes/2019/april/chaz-davies-aragon-wsb/>. In short, he stuffed it all up.

### ***Motorcyclist rider survey – do your survey***

Riders are urged to take part in a major survey on attitudes to road safety strategies which has so far only received responses from four motorcyclists. See here:

[https://motorbikewriter.com/riders-road-safety-survey/?fbclid=IwAR3VhConDRk\\_3KWQ5xVYAKM8\\_Gs07Vm3PQMbN75dZWKaYlqgaBNGJKdXuFY](https://motorbikewriter.com/riders-road-safety-survey/?fbclid=IwAR3VhConDRk_3KWQ5xVYAKM8_Gs07Vm3PQMbN75dZWKaYlqgaBNGJKdXuFY)

### ***Great news for Ducati riders - the future is speed limiting for motorbikes***

The European Union plans to require speed-limiting and emergency braking technology in all new vehicle models starting in 2022, along with dozens of other technical features to improve road safety, its Parliament announced Tuesday. See here:

<https://www.nytimes.com/2019/03/27/world/europe/eu-cars-speeding-technology.html>

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The speed-limiting technology, called intelligent speed assistance, uses video cameras, satellite location data or both to detect when drivers/riders go over the speed limit, and curbs their ability to speed up further by restricting engine power. The rules have been approved at the committee stage. To become official, they require confirmation from both the full European Parliament and ministers from all member states.

### ***Rear wheel airfoil protest against Ducati instigated by Honda – not a surprise***

The appeal against the Ducati rear wheel spoiler by all the other competing MotoGP manufacturers was initiated by Honda. See here:

<https://www.motorcyclenews.com/sport/motogp/2019/march/motogp-teams-pushing-limits-on-spoiler-ruling/>

Well Honda was doing MotoGP a service, according to them. They, of course, will be miffed the protest was rejected. Honda also once wanted a 16,000rpm rev limit imposed when MotoGP was 800cc, as they knew Ducati, with its desmo valves, was able to rev their motors to 18,000rpm, but Honda, with its spring valves couldn't exceed 16,000rpm and retain reliability. That request was then rejected. Honda – always a stickler for the rules, so long as they suit or advantage Honda.

### ***6cyl 500cc MV racer***

I knew Honda built a 5cyl 125cc racer and also a 6cyl 250cc racer but I didn't know MV Agusta built a 6cyl 500cc racer. What a beauty!! See here: <https://www.mcnews.com.au/the-six-cylinder-mv-agusta-500-grand-prix-racer-of-1957/> When most people think of the multi-cylinder MV racers of the '60s they think of the 4cyl MVs. Well many of the 37 world championships won by MV were on 3cyl bikes, not 4cyl bikes. This article also says MV built a 6cyl 350cc version as well, BTW – see below the list of world championships won by MV. Impressive to say the least.

- **500 cc class**  
1956, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1967, 1968, 1969, 1970, 1971, 1972, 1973
- **350 cc class**  
1958, 1959, 1960, 1961, 1968, 1969, 1970, 1971, 1972
- **250 cc class**  
1955, 1956, 1958, 1959, 1960
- **125 cc class**  
1952, 1953, 1955, 1956, 1958, 1959, 1960



### ***Aussie & 4<sup>th</sup> place getter in Argentina Jack Miller on the Pramac Ducati***



***Dovi says the Ducati is slowest in corners – so be careful with your tips***

MotoGP Ducati racer Andrea Dovizioso says his view from the Qatar MotoGP race was his Ducati was the slowest bike in the corners. See:

<https://www.visordown.com/news/racing/motogp/dovi-two-more-strange-tracks-ducatti-slowest-mid-corner>



***Dovi looking real slow in a corner***

So, for the experts involved in the hotly contested 2019 CDDC Tipping Competition, they'll need to be mindful of the composition of each circuit for each race. Is it a track of corners or straights and are they fast or slow corners? There will be some circuits that do or do not suit the slow cornering Ducati. This may be the secret to champion Taso's success over the past 2 seasons?? He may be taking a holistic approach to his tipping and considering all elements, rather than just tipping with his heart?? Perhaps other tipsters need to be more mercenary in their tipping (like Taso) if they want to match it with the maestro?? Food for thought.

**YBAF**

***Car driver gets jail for blocking motorcyclist***

A car driver who intentionally blocked a passing motorcyclist causing injury get jail.

See: <https://www.motorcyclenews.com/news/2010/april/apr0910-driver-who-blocked-overtaking-biker-jailed/>

I had done same to me by a bloke in a 4WD on the Elliott Way once riding by myself. He used the whole road to deliberately block me from passing. It was most annoying & frustrating at the time. I actually stopped on the side of the road and let him go. I waited 10 mins then rode on not to see him again. Stupid!!

***Ducati wins prestigious design award***

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The winners of the [Red Dot Design](#) awards have been announced and, for the third time in history, Ducati takes home “Best of the Best,” this time with the 2019 Diavel 1260. Previously, Ducati earned the prestigious award in 2013 for the 1199 Panigale and in 2016 for the XDiavel S. See details here; <https://gearpatrol.com/2019/03/26/ducati-won-most-prestigious-design-award/>

### ***Ducati allowed to keep its wings***

The protests by every other manufacturer in the MotoGP competition have been dismissed with the FIM appeal committee deciding the Ducati rear wheel wing is kosher. See: <https://www.mcnews.com.au/ducati-can-keep-their-swingarm-aero-cooling-winglet-things/>.



Honda, the sinister, dark trouble maker will be sad. Good. This is a huge relief to me as I've already prepped the Hyper with same wing thingy for the Harrietville run and I was concerned ex-Pres Taso would kick me off the run if I turned up with the rear wing thingy fitted. It was a risk.

### ***2019 Ducati Diavel 1260S***

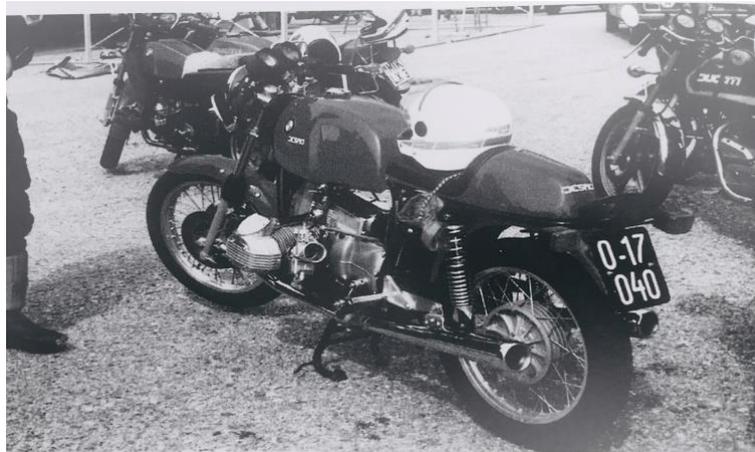
See road test vid of the new 2019 Diavel 1260S here: <https://www.motorcyclenews.com/bike-reviews/ducati/diavel-1260/2019/> More beef, more brawn & better handling.



***Alex Sinclair Ducati @ the International Festival of Speed @ Eastern Creek***



### **DesmoBMW – by Chris Roberts**



*ABOVE Desmo-BMW owned by Austrian enthusiast at Salzburgring, July 1986. Besides the 'Desmo' valve gear it had also been converted to ohc. Other features included clip-ons, and a single seat and Conti silencers from a Ducati 900SS*

What do you get when you cross a Ducati with a BMW? A BMW Desmo! Complete with Desmo valve gear, ohc and contis. This bike is a result of strange goings on in Tumblong during the mountain storms when Grant rigged up lightening conductors on his shed where he breathed life into a Frankenstein creation after Angelika left her BMW there. Thus the BEEMSMO or DESMOBMW was born.



## **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! ■ ■

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