

# Monthly Newsletter

**-Giugno 2019-**



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## Ultime notizie

- **TUESDAY MEETING DUE TO PUBLIC HOLIDAY!!**
- **Tipping Comp**
- **Upcoming Events**
- **Ride / Event Reports a plenty!**

## Il Presidente:

Ciao amici,

I wanted to start typing up my President's report earlier this month to get some thoughts down on paper. The kind of thoughts you have when you are commuting in on your bike, no one to talk to, just concentration on the traffic. The thoughts like the cold Canberra air in the mornings, damp and heavy with fog being drawn through a set of DellOrtos. The high airspeed, at freezing point rushing through the venturi. Everybody else sitting in their cars with heaters on full and being totally content, cold, sitting at the red light on a Pantah.

A tiny contingent of the CDDC made its way up to the DOCNSW Italian bike swap beet in mid-May, was great day, perfect weather, plenty of nice people to talk to, and some bargains to be had. One of my goals for the CDDC over the next year is to get more collaboration between DOCNSW and CDDC. We should be including them on our events like Autoitalia and our runs to Khancoban and Harrierville, remembering that we are riding through areas that DOCNSW members reside in. They are more than happy with us to head along to their rides and events, such as Ride them, don't hide them which will be in Wollongong next - really an easy distance for us to catch them at lunch.

Another point that may have been missed by my members at this year's Auto Italia were the guest judges who flew in from Italy for the event. Valentino Balboni, former chief test driver for Lamborghini 40 years, and Adolfo Orsi Jr, son of the Italian Industrialist and owner of Maserati. The event is getting bigger and more prestigious, with links now to Motorclassica in Melbourne. If you have input for the 2020 Autoitalia, and even guest speakers or judges we would love to know. A feather for Angelika's cap is that Adolfo Orsi owns a genuine Ducati TT2 in Italy. After Autoitalia this year, came back over to the motorcycles as the club was packing up to specifically take a closer look at her Pantah project, commenting that he had never seen a Pantah of that style and was impressed with how well it was put together.

Photos – Can you please, if you have photos from club events get one or two through to a committee member. It's not the committee's responsibility to also be the photographers, but we know you guys get snaps along the way. We will resize the image and get it into the newsletter and website. Your club is what you make it.

We are taking a slightly different direction in the committee this year for how money that was raised by the club is used. The approach will be to look after our own backyard first and that it's good for the club to have assets that help members and benefit the club. The following items were raised as potential purchases at the last club meeting. *Half-length trestle tables, stacking storage tubs for equipment, general fasteners and some more tools in the club tool box, new club marquee, club trailer, bike tie down straps, and BBQ catering utensils.* An urn has already been purchased to assist with the club catering division. Want to see anything else in the club kit, let a committee member know.

Free advice - Check your free play on your bike's controls. As nice as it is having instant pressure and no movement on your throttle and brakes, it's needed to allow for expansion, movement and wear. You need free play in your throttle cables so when you turn the bars left or right full lock, the revs don't increase possibly causing you to drop the bike in a tight U-turn. Same goes for a small amount of free play on brake levers. If there is constant light pressure on the brake master cylinder then the fluid warms up and needs to relieve back to the reservoir. If it cannot get back into the reservoir then the pressure keeps increasing to the point of locking up, and on rear brakes bursting the brake line or calliper seals. Free play is important.

The ~~Kings Hand~~ Vice President and I have been working to try get assistance from the dealer (CMC) and Desmo harmonic. The dealer after some persuasion ( I didn't ask Sarge what he did to them) have agreed to hold the meeting for June at CMC (6.30 to 9pm). We would have liked to have the June club meeting at the Ducati dealership, and then the following weekend or so run a service maintenance day at Pete's place. We'll persist, but may just bite the bullet (Desmo Harmonic is a slow moving wheel) and run the service day in house at the Kingston hotel, or Chris Roberts' place (he did make a passing offer – Thanks Chris).

Michael

## << VP Dribble #7 >>

Hello Campers and welcome to the Jun 2019 Newsletter. Well, what a month May has been. The Slow Speed Riding Course was well attended and all seemed to enjoy themselves. I certainly hope so. As I told one of the participants when he thanked me, I have an ulterior motive for running these activities, now that I don't teach formally I really miss it and this is one way of getting my own fix.

Big news on the Apollo Rally, I had a meeting with the Namadgi National Park folk and got the bad news that the Honeysuckle Creek camping area has been closed for the Sat 20 Jul 19. Not surprising really. Apparently, there are something like 30 or more activities being run around the Canberra region leading up to the 50th anniversary and on the 20th July the plaque unveiling at the top of the hill has grown a life of its own. So much so that the parks controllers became concerned about numbers.

The good news is they are allowing us to use the Old Orroral Valley Tracking Station Site as an alternative venue. This is actually good news as this is the original location of the very first Apollo Rally held in 1989 to celebrate the 20th anniversary, and this site is not normally open for camping. The facilities are better than Honeysuckle Creek in that at OV there are four flush toilets as opposed to only two and there are more picnic tables. The down side is there are no fire pits. But I have that covered with a dozen fire bins being loaned to us by TVR.

By the time this newsletter hits the stand a couple of us will have attended the Alpine Rally up in the Snowy Mountains but you will have to wait until next month for that story. We will tell you about it at the meeting.

Gratuitous motorcycle pic, Here is Sarge when he was only a Corporal back in 1980.



# 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 June 2019	
<b>Sun 9<sup>th</sup></b>	<p>Bungendore for Coffee Café Woodworks meet at 10.30</p> <p>An easy Sunday morning to ease into winter. A simple meet up at the Café Woodworks in Bungendore for a coffee. Depending on the mood and the weather maybe a ride afterwards.</p>
<b>Tues 11<sup>th</sup></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>Wed 19<sup>th</sup></b>	<p>Weekday Ride to Yass Usual meeting point, Coronation Park Yass, but at 11:00am instead of the usual 10:00am.</p>
<b>Sun 23<sup>rd</sup></b>	<p>Crookwell - Boorowa loop Meet at The Baker at Sutton 10 for 10.30</p> <p>A nice ride for the shortest day of the year. We'll do the loop through Crookwell and Boorowa, stopping for lunch at the Boorowa Hotel (recently product tested for your convenience).</p>

CDDC events in July 2019	
<b>Sun 7th</b>	<p>Moon Rock Café</p> <p>A short ride for the middle of winter. Meet at Green Square, Kingston 10 for 10.30 for a coffee run out to the Moon Rock Café at Tidbinbilla.</p>
<b>Mon 8th</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>Fri-Sun 19th /21st</b>	<p>Apollo Rally – VENUE UPDATED</p> <p>See the Club Website, and below flyer for rally details.</p>
<b>Sun 28th</b>	<p>Batemans Bay</p> <p>Meet at Bungendore Bakery, 10 for a 10.30 start A mid-winter run down to the coast for Lunch at the Boatshed in Batemans Bay.</p>



## 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: **Orroral Valley Tracking Station Site**  
About 40km from Tharwa, ACT on the Orroral  
Valley 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)

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](mailto: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.

### June Weekday Ride to Yass

With the weather getting colder I thought for June we could just meet in Yass and get together for lunch at a venue to be decided on the day. Your more than welcome to bring partners along. Dependant on the weather on the day you may wish to ride to Yass or sit in the comfort of your car (Or Panigale E).

Usual meeting point, Coronation Park Yass, but at 11.00 instead of the usual 10.00.

# 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 N.Z .>>



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

## **!! NEWSLETTER CONTENT !!**

The CDDC has a proud history of having a splendidly well put together newsletter that circulates the “*reading rooms*” of many a club member on a monthly basis. This just a reminder that the club newsletter is a whole club effort and any contributions, from any club member are welcome and encouraged. If you find a helpful website or funny article or a fact you didn't know before, please share it with us through the newsletter. Email all contributions to the Editor at [editorcddc@gmail.com](mailto:editorcddc@gmail.com) preferably before the Thursday prior to meetings. Thank you! 😊

## **Marquez Marches On**

Another doubleheader this week to cover Jerez and Le Mans. In simple terms, Marquez continues to own the rest of the grid through superior riding, masterly tactics and not forgetting a much better bike. Ducati is still faster but not by as much as it was last year and doesn't handle long, sweeping, fast corners as well as the Honda. The only question about the Honda garage is what the hell Lorenzo is doing! The bikes can't be THAT different.

Jerez turned up a few lesser commented highlights like Bradl who gets a wild card ride after 6 months off the MotoGP bikes and finishes 10th, Crutchlow continues as the foremost privateer despite his injuries, leaving everyone to wonder (Doug included) yet again how good he could really be if he got a clear run.

But the highlight has to be the Petronas team. With just four races under their belt, they wowed everyone, especially Quatararo running second, only to be defeated by a faulty gear shift lever.

And the Petrucci/Miller shootout continues to demonstrate the difference between indecently fast and not so fast but better controlled riding.

Le Mans on the other hand was a little more predictable. Viñales reverted to his poor form in qualifying and then not finishing the race, Miller showed he can race with the best before cooking his tyres in sight of home and the Petronas riders both finished in the top ten.

Almost all tipsters went for Marquez with most choosing Dovi for second. And so it was, meaning choices for third was crucial to holding or improving the standings.

Tipster	Placings		
	Jerez	Le Mans	Move
Alan Cory	12	8	4
Chris Roberts	1	2	-1
Ross Burke	5	8	-3
Taso Samios	8	6	2
Doug Lawrie	5	13	-8
Craig Evans	2	4	-2
Tony Yeend	2	1	1
Ian Thompson	5	4	1
Jeff Piper	8	11	-3
John Lyon	8	6	2
Sarge	8	8	0
Rod	13	11	2
Tim F.	14	14	0
George D.	4	2	2

Alan was the big mover, improving 4 places and a handful making slightly less ground. Roberts lost the lead to none else but the Yeend boy who will no doubt be giving it to Taso in his texts until the next race! But the big loser was Doug who definitely missed a gear and lost 8 spots.

And after a frantic few races, Tim has settled comfortably into his usual spot.

I'm loving the fight for next year's Ducati factory ride. Definitely a race inside a race with both out to prove a point.

Hopefully Ducati can pull one out of the hat on their home track next weekend.

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

## ***Low Speed Riding Techniques***

By Bill Campbell

Low speed riding techniques – there's good news and there's bad news. The bad news is that unless you have been practicing regularly, you are not as good as you think you are. The good news is that Sarge was here to help on Sunday the 26th of May in a secret location known only by the initiated. The bad news was that Sarge was there to help...

The good news was no broken mirrors, bar-ends, plastic or Ducati's (oh, and a couple of ring-ins, looking at you Doug and Tim). No Kangaroos were harmed in the running of this course. Quite the opposite, the local deliciousness (mmm, kangaroo) that also appear on the coat of arms were totally disinterested for the entire two-hours.

We had a couple of "cheer" leaders on the sidelines offering encouragement – Yvette "ve haf vays" was quick to offer "advice" but it was noticed she had "forgotten" her motorcycle ;-)

Al was very quick to steal Joey's steed at every opportunity – I'm not showing off! While the rest of us mere mortals were struggling under Sarge's lash. Coupled with Al's penchant for "stealin" motorcycles – ahem, borrow – and the ridiculous price he "paid" for his lathe, you have to wonder if her is a burglar. Or pirate...

The course was a great success – just look at the comments on the club's Facebook page, everybody got something out of it - and a big thank you must go to Sarge for running the course and for Al and Janine for their hospitality, a BBQ afterwards. These techniques will help you keep the rubber side down.

Attendees: Ken, Al –red bikes are faster, Rhys Monster 1200S, Joey Monster 620ie, Leigh Multistrada 1200S Touring, Phil Multistrada 1200, Andre 750 Supersport, Bill Supersport S 939, Tim on his SWF and Phil, BMW – I feel so dirty - R 1200 GS. Apologies if I got your bikes wrong, the fault is all mine.





## **DOC NSW Swapmeet**

By Grant Fuller

The Team from Belt and Bevel were invited once again to exhibit a trade stand at this year's Swapmeet in the grounds of the Royal Rehab Hospital Ryde on Saturday 18 May.

The weather on the day was perfect with 24 degrees and lots of sun. The start time of 8.00am meant that we had all travelled up the day before. Michael and Angelika to Sydney and myself to Bowral.

There wasn't a huge number of stall holders but there was a good range of Ducati items for sale both new and old.



I purchased a couple of new old stock chrome Aprillia indicator switches for \$15. Excellent value for an extremely rare item off 1972/73 750 GT's. I use them as on/off switches on my track bikes.

This year we had our new marquee to utilise and provide protection to all of the stock of new parts that we had taken along on the day. This along with the Belt and Bevel van and NCR F1 certainly made a great display on the day.

Sales were double that of last year's Swapmeet, and this along with many enquiries and confirmed orders for parts made the day definitely worthwhile.

Alan Beavan and Janine also had a stall there and I believe they also enjoyed the day.



## ***Ride to Young***

By Leigh Campbell

Wednesday 22 May was a wonderful day for riding. The weather was perfect, the roads were less than busy and a few of us old codgers were feeling like a ride.

Peter Yeend (YBAF on the still filthy Hyper) and Leigh Campbell (750SS) met up with Grant Fuller (900 SSD) met up in Yass to plot a day ride to Young. We were joined by Hippo (Hoppo is walking wounded and is unable to get his leg over a bike comfortably until after his planned hip replacement) at Coronation Park for some bench racing and tall tales before the 3 riders set off for the highway out of town.

The route was Yass – Bowning – Binalong – Harden – Wombat – Young. The Burly Griffin Way route was very familiar having been used on some of the recent old farts Wednesday runs and remains a good touring ride. Several patrol cars were spotted but all going the other way – irrelevant as we were behaving ourselves. After Harden we turned right towards Wombat (on the Wombat Road) to get us to Young. This is a great stretch of road with some excellent rolling hills and sweepers – ideal bevel territory – and great fun. Some rough tar but nothing dangerous.

We arrived in Young in time for lunch and tossed up whether to brave the Services Club or search for a café. The Club was convenient and proved to be a winner. The Club almost did not admit YBAF as his license crashed one of the scanning machines (too many outstanding warrants we imagined) but eventually we were admitted. The Club is spacious, clean and not all that busy on a Wednesday lunchtime. The menu was good pub food and service was fast and polite. The meals were huge and cheap! We enjoyed a relaxing lunch and beverage before deciding to take the same route home.

Grant led us out of town and split off at Wombat to return to Tumblong. YBAF and Leigh continued on enjoying the Wombat Road on the return before eventually joining the Doom and Feral highways home. A great day out was had although YBAF and I remarked that we were less ride-fit than we would like.

If you are able to get free mid-week keep your eyes open (these rides are usually mentioned in the newsletter) for Grant's next ride for those on concessional rego (and others who might like to tag along). Winter may mean a few coffee runs rather than longer trips.

Thanks go to Grant for this great idea - Leigh

## ***May Weekday ride to Young***

By Grant Fuller

The May week day ride was to the country town of Young approximately 2 hours north west from Canberra.

The weather was forecast to be a pleasant sunny day with a maximum of about 22 degrees, but when I left Tumblong at 8.30 in the morning it was cooler and the fog at Jugiong was extremely thick with visibility only about 50 metres which made the ride to Yass interesting, but by the time I arrived at Coronation Park the weather was looking perfect for a ride on the SS Darmah.

Not long after arriving at the meeting point both Peter Yeend (Hypermotard) and Leigh Campbell (1976 Supersport) turned up from Canberra, and soon after Steve Hopkins (Jeep) turned up for a chat. The departure time of 10.30 came, and with no further takers we decided to head off to Young via Bowning, Binalong, Harden, Demondrille and Wombat.

It must have been good weather for owners of classic vehicles, because at Yass we saw approximately 8 to 9 old cars on club plates heading off for a drive, and again another 2 groups of club plated vehicles were spotted on the way to Harden and again just before Wombat. Peter Yeend got quite excited at the site of the Austin Freeway coming towards us from the opposite direction.

The ride was enjoyable with very little traffic, being a week day and the roads we used were good with plenty of corners, rolling hills and a good surface.

We decided to go to the Young Services Club for lunch, as I had been there before and new that the meals were pretty good. Signing in was quite amusing as Peter made a number comments to the receptionist about checking on outstanding warrants and false license etc? The amusing thing was that Leigh and myself signed in without problem, but the machine refused to spit Peter's license, I had thoughts of it getting shredded!

We managed to get through reception and headed for lunch. Leigh and myself both ordered a large lemonade to drink, but Peter being a scooter rider ordered a Cabernet Merlot, even though on the way into Young we spotted an RBT Unit.

Whilst enjoying lunch the Austin Freeway was mentioned again with Peter telling us stories of his younger life when he was a service station attendant in Melbourne. Apparently he fancied a young woman by the name of Muriel who owned and Austin Freeway. He then went on to tell us about another young woman who had a Triumph Herald (I think her name was Maude) who complained that her car was so cold. Peter advised her that if she pulled a certain knob it would provide heat.

The remainder of the conversation was then about aircraft, NSW rural RAAF training bases and topics of interest to the 3 of us.

For the trip home I didn't turn off at Wombat with Peter and Leigh as they headed back to Harden, but I continued on to Cootamundra, Coolac and home. It was a great day out on the bikes.

I have no photos as I couldn't download them from my Box Brownie to the computer.

## ***Only the Lonley***

By Chris Roberts

I know some of you can read otherwise we wouldn't bother with this dribble and have to answer a predictable quiz every fkn meeting from Mr Yeend asking for a show of hands from those who have read the newsletter. By now he must have worked out that it's more fun for us to deny reading this than to admit it and polish his ego. Given Mr Y's (I'm leaving the BAF out - Yellow Bikes Are not Faster!!) recent medical issues I am pleased that one of the youngest members of our tribe has taken the bull by the horns and is wrangling said newsletter. However, Miss Joey needs help. Not the same form as people with 'issues' like Craig need help but more of a practical nature - with content. So I decided to dust off the ole electric typewriter (aka my iPad), clean the golf ball, refresh the ribbon and chuck some paper into the carriage and away we go (Joey by this stage has no idea what I'm talking about and maybe no-one who's below about 60 would either). Some may remember the regular Dribble spewing forth from my fingers some years back. I used to take the time, like now (sitting with the sun on my back post breakie before I launch into the shed on 'my project' thus ignoring the list of 'things to do' on the fridge door - not in my handwriting), to knock some random thoughts out for the Newsletter. Back then I received such little feedback that I decided it was a waste of time and effort because I thought (like the Editor) that no-one ever read this stuff. I was wrong. There is a silent group (minority/majority??) somewhere that does read this shite. I found this out visiting my late and great mate Peter Morrissey in hospital fighting cancer back into its box. He mentioned in passing how much he was looking forward to tomorrow (Friday) because the club rag was coming out and he loved reading it, especially the crap I used to write since it made him laugh. Well I can tell you, it still brings an irritation to a tear duct to remember that humbling remark. I never knew. There are people who have no voice at a meeting who might just enjoy the content.

Before I finish this long intro, I think help for Miss Joey should continue to be from the Editor et large, Mr Yeend who should continue to scan the internetty thingy for interesting items as well as other contributions like photos and stories from rides and basically act as Yoda with Miss J as his pupil. Call it Editor in Chief or don't call it anything but from years as Editor the man has some skills, whether we like him or not, and best they be passed on. But as has been said and written often so start listening people, YOU need to throw something in every now and then. Don't worry if ewe don't right so goot, most of us carnt read proper anyhow so have a Winfield.

So why 'Only the Lonley' and that long intro? Because one recurring annoying theme the committee and the club in general wrestles with is 'what can the club do for its members'? Let me wade in - nothing. If you don't like it then this club is not for you. If you have an attitude of expectation, it's not for you. Why should 'the club' 'do' anything? A club by definition is a body of persons associated for social or other purposes. A more better question is what are we doing for our club? This occurred to me recently while I was reading Mr Smith's 'A sharp mind in a blunt body'. I know some of you have this great collection of yarns from the Two Wheels contributor from 1985 - 1988. One story, the title of this blurb, got me to thinking about all manner of things. Like our club and what it has given me - unsolicited and unexpected.

'He rides fastest who rides alone', Mr Smith learned from Taurus Bulba and Other Stories by Nicolai Gogol. I learnt from Australian history and the man who stole cattle in Queensland and

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drove them to Kapunda to sell in South Australia thus creating The Birdsville Track that 'travel light and ride a good horse' is the key. Well I adopted both of those principles and rode my trusty BMW R100S around parts of Australia that 99.9% of Aussies would never visit like, all of Highway 1, Birdsville, Big Red, Dalhousie, Purni Bore, Oodnadatta, Stuart 'Hwy' when it was still dirt from Port Augusta to Alice, Croydon to Normanton (shit dirt), The Bogong High Plains in winter before it is now (dirt tracks) and the Omeo 'Hwy' to Mitta Mitta again, before it is now, (and really shitty corrugated dirt) then there was the Gunbarrell Hwy (sandy rocky shitty gravel but fabulous country). I just love the irony us Aussies have calling dirt goat tracks 'Highways'. So have you got the atlas out yet to find some of those joints? I did most of that solo because 'he rides fastest who rides alone' and besides, I got sick of waiting for someone who was as stupid or adventurous as me to join in. So I invented the Nike saying and just did it. Although I did most of my touring alone, I don't remember being lonely. After a respectable number of decades and tumblers falling on my odometer, I ended up in Canberra in 2004 with my BMW R100S and my dog, no friends but more money in my pay packet. Literally, I didn't know a soul. I was lucky to find that I had some old mates here I had lost contact with like Murray, Morrissey and Slim - all Ducati owners.

Mr Smith goes onto to mention The Mint by TE Lawrence 'the story of a bloke who believes in his heart that he's totally alone and detached from the rest of the world. He's in the airforce in the days before the airforce was considered a valid arm of the services and, as a result, the lower ranks were treated much lower than the lowest of the low in the other arms of the service.' (Has that changed?)

Lawrence wanted it like that which is why he changed his name and entered at the bottom rank after he turned his back on his commission as Colonel and knighthood following the disgusting way the old men came out of the shadows after the Great War and broke all the promises made to the Arab states and to Lawrence.

The Mint is a brilliant commentary on institutionalised life and how power and the abuse of same engenders in the wrong sort of person. Just think of some pleez, magistrates, politicians and priests who almost have a sexual (almost?) desire to physically abuse those whose lives are within their power.

'This, of course, had a rather laxative effect on Our Hero and, in order to escape from the oppression of his masters, Lawrence used to go for a spin on his bike. And because Lawrence had a quid, he rode the fastest bike of the day', a v twin of course, the Brough Superior SS100 hailed as the Rolls Royce of motor bikes and guaranteed to do 100mph (160 k for the kiddies). Remember what gears your first pushie had? (mine didn't have any but mates did) Sturmey-Archer 3 speed which is also what the Brough used. The Brough was also described as having an engine that vastly exceeded the handling and brakes.

Lawrence used to often go for a 200 mile spin to clear his head and would race the RAAF planes to his favourite village. 'The extravagance in which my surplus emotion expressed itself lay on the road. So long as roads were tarred blue and straight; not hedged; and empty and dry, so long was I rich' Lawrence wrote. He also wrote that 'a skittish motorbike with a touch of blood in it is better than all the riding animals on earth.' LJK Setright (a dude who knew a

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thing or three about tuning for speed) put it thus: 'motorcycling demands emotional involvement as well as physical; it puts more premium on spirit than on substance; it is a means to heighten one's awareness of the environment while yet escaping from its pressures.'

Hitting any apexes in your mind yet? It did in mine and got me thinking about when I became a 'motorcyclist'. It was along the lines of being part of the environment while escaping its pressures. Christmas New Year break when I had an XL 250 Honda and a Volvo 142s. I had done thousands of miles 'in' the Volvo but decided to take time out for a few days riding and camping 'on' the bike. It dawned on me that trip, my first ever camping off a bike, that I was part of where I travelled instead of travelling through it. If the sun ducked behind a cloud I got cool, when it rained I got wet, when I passed a dead roo I could smell it. This was a revelation from travelling inside a box and looking out.

Smithy explained why he decided to drag out Mr Lawrence: and there is a plausible reason for both he and I. When *The Mint* was written, Lawrence tried to prevent its publication but relented and only agreed to general publication on the grounds it be published after the turn of the century or thereabouts. 'After some argument, an expurgated (aka bowdlerised or all the good bits taken out) version was printed by Panther in order to cash in on the massive publicity surrounding the film *Lawrence of Arabia* which starred the 6 feet 3 inches tall Peter O'Toole as the 5 feet 3 inch tall Lawrence.

'Since that time I have been scouring the shops searching for a copy of the Panther paperback...I was in a bookshop the other day where I was informed that an unexpurgated version of *The Mint* was now available in Penguin paperback form.' Even though the book only has a couple of chapters about his bike and it bears as much relation to motorcycling and the type of people who are attracted to same as does Robert Persig's classic *Zen And The Art of Motorcycle Maintenance*, it is worth a read.

Now we can get to the point of this story and any relevance to you: I have been searching for a copy of *The Mint* for years. I am a bit of a Lawrence groupie and have read his classic *Seven Pillars of Wisdom*, (A revolt in the desert) about how he united the Arab tribes in WW1 to fight their common enemy the Turks in order to regain their spiritual home Mecca but more importantly their capital, Damascus, only to find that, against the plan, the Aussies had already taken Damascus. After the war the Allies went against their promises and created Syria and gave it to the French. Hence why the Arabs are still pissed off. But could I find *The Mint* anywhere? No. Then one day Peter Yeend turned up with a copy of it for me he found in a book shop in Tenterfield on his way to or from visiting Axel in that far north east Liberal country that values a few hundred jobs over the greater good of the Australian health system and the future of the planet. Peter and I had spoken often about Lawrence and one of the Arab leaders, Ayeda (?) who, like Peter, was a 'river to his people'. What a thoughtful and generous thing for Peter to remember me and act on it. So what have I got out of the club? More than I have put in: friendship. And yes I have contributed to the club with my shoulder to the wheel a few times over the last 13 years in various committee positions etc.

Now to the penultimate reason for this story. Smithy's daddy told him that 'a motorcycle is the transportational device for the selfish and lonely.' Smithy's reply is 'if its selfish to want to enjoy oneself along some deserted road with only the wind and the sun for company while, as Omar Khayyam once said, the speed 'clears your mind of past regrets and future fears', then I suppose I am selfish.'

'And if the faster I go the clearer my mind becomes, then I must be lonely since 'he rides fastest who rides alone'. On some days I ride, as Lawrence rode, very fast indeed. Maybe that's why my head is empty.

Smithy finished with 'sometimes I think it would be admirable to have a companion with whom to traverse life's hills and vales and to share the riding as we blast along mortality's version of Bell's Line Of Road. But then I (Smithy) remembered CJ Dennis' (born in Auburn in the Clare Valley in South Aus) admonition: 'why should I be rooked for half my tucker, just to get it cooked.'

So how lucky am I to have joined a club alone with my newly acquired ST3S ABS and now a decade past and the club has supplied me with friends aplenty and a life partner whom I can hardly keep up with yet is the love of my life. Not just because she rides her 848 Corse faaaast, likes camping and 4 wheel driving and exploring, enjoys a SA Shiraz and single malt, but just because.

What can the CDDC do for you? Absolutely nothing or everything if you're as lucky as me. The friends I have in Canberra are 99% Ducati related and I am sad to have to leave but all things must pass and Gaye and I are moving on back to non-greener pastures but closer to better wine, in the Adelaide Hills. And so finally to the point of this story: arriverderci, hoo roo and goodbye. Like Lawrence I am resigning my commission as Secretary but unlike Lawrence, not because of any hatred but more out of love for the club because I have to pack up and shift house and multiple bikes back to where I came from, once we finish jumping through a few medical hoops. The club deserves to have a Secretary that can devote more attention than I have available. Cop ya later and thanks for all the fish and for being my friends.

Chris Roberts aka Sir Wee Pee.

## ***Be careful what you buy***

By Grant Fuller

I have an 860GT in the workshop at the moment that has not turned a wheel since it was last here over 2 years ago. It's not because I did a bad job on it last time or it wasn't useable but because it has spent 30 months in a police compound.

The 860 was purchased second hand from a newspaper ad over 30 years ago by the current owner who had purchased it in good faith thinking that he was the bikes legitimate owner. Since being purchased he has spent many years totally restoring the bike back to original condition. This included a total engine rebuild.

It was brought to me to get a full rewire, and a number of other items sorted as well as getting it up and running along with a NSW registration inspection. All of this went to plan and when the work was completed the engine was running sweetly and the bike was completely original even down to the LED warning light panel incorporating the handlebar clamp.

I returned the bike to the customer and this is when it all went off the rails.

When the inspection paperwork was presented to the RMS Office the bikes details were in the system as having been stolen during the 1980's. The police were notified and the bike was picked up and spent the next 30 months in a police compound due to our inefficient legal system that took that long to make a ruling as to who was the legitimate owner.

The original owner who reported the bike stolen was contacted by the courts. He was happy if he was paid \$1500 compensation for losing the bike and once this was done the bike would be returned to the person who had spent many tears and thousands of dollars restoring the bike to pristine condition.

How many of us have bought a chassis, engine or complete bike from the paper, Gumtree, Swapmeet or eBay. Be very careful that it's not been stolen.

## ***Quartermaster News***

Hello everyone, it was announced at the May meeting that Alan and I have officially taken on the role of CDDC Property Officer (or as Sarge likes to call it Quartermaster). To the best of our knowledge we have managed to gather all of the CDDC property and paraphernalia together and it now safely stored at our workshop in Queanbeyan.

Over the following months I will try to get a list of the books and manuals available in the library and print it in the newsletter.

For those going as support vehicles on rides, please remember we have a basic tool kit, safety triangles and a first aid kit for club use. These will need to be signed out and in when returned.

The contact for organising to borrow property is Janine 0428 281 806 or Alan 0418 659 765. We are available every day and can sometimes meet you with the gear or bring it home to our place for pick up.

Thanks for now  
Janine



# Articoli vari – Bits & Pieces

**Quick Quiz!:** Which company produces the most tyres per year in the world? (Answer at the bottom!)

## ***Ducati make vehicle for Ageing Owners***

With the average age of club members well over 45 years, and large number being retired, or unable to ride motorcycles due to hip conditions and not long from being in a nursing home Ducati has responded by making a vehicle suitable for ageing members the world over.

Known as the Panigale E (E for enema not electric), It is fitted with a number a features that will appeal to the ageing. Provision has been made for an oxygen tank, pill holder, bible, coffee cup holder, along with large Disability Signage front and rear.

It is only available in the hygienic Hospital White.

Its operating range is guaranteed to get the Ducati owner to the nearest coffee shop for a Latte



## ***Ducati rider sets top speed record***

Yeah I know – all long-term CDDC members are gonna immediately think this refers to ex-Prez Taso on his 1299S Panigirlie on the recent Harrietville run. Well this time it don't as it refers to Dovizioso @ Mugello in MotoGP. See: [HERE](#)

***No it's not ex-Prez Taso –it's Dovi***



### ***Streetfighter V4 spotted testing***

The much rumoured Ducati Streetfighter V4 has been spied being tested. See [here](#)

### ***It's a fact – YBAF***

This is a pic of my recent track day @ Eastern Creek. As can be seen the No. 1 bike is yellow – c'est ordinaire. The No. 2 bike is a red Panigirlie, and like all other red Panigirlies I've encountered, the rider was a timid, low skilled and got in my way a lot. The blue bike I didn't see its number on track clearly as when I passed it, it was just a burr. Track conditions were excellent, sunny and about 23°, which is mostly the case for winter track days in Syd. Far better than the Jan track day I did earlier this year, when it was 36° and a swelter!! Most riders/bikes were pretty even (except me) on track and passing was rare. I took the red Panigirlie on the outside twice in one session but it was not common even for a gun like me, The track marshals really frowned on passing, which was a pain for a fast rider on a really fast bike like me. The track session I did was good value, being \$2 for a 2 min session and being as fit as I am, I often did back-to-back sessions. Anyway, the point of this item is that in my extensive, wide ranging comprehensive riding experience at a high level, the often quoted and well accepted maxim YBAF always rings true.

**ybaf**



### ***Marquez to ride for Ducati in 2020***

The big rumour in the MotoGP paddock is Marquez is in negotiations with Ducati to ride for them in 2020. The news comes as Ducati boss Gigi Dall'Igna issued a stern warning to his current crop of factory riders, telling them that despite Sunday's double podium, Andrea Dovizioso and Petrucci haven't been employed to finish second. [See](#)

### ***Spied – new baby Panigirlie***

Ducati have been spied testing a replacement for the 959 Panigirlie and it's a V-twin! There have been rumours that the baby-Panigirlie might have a detuned version of the V4 but it's clear from these photographs that Ducati are still invested in twin technology. See [here](#)

## **2019 803CC DUCATI SCRAMBLER ICON & DESERT SLED**

The launch of the Scrambler desert Sled can be seen [here](#): What's new?? Black powder-coated engine combined with beefier side panels and compact exhaust system, all the Scramblers look more purposeful.



***Petrucci on his way to winning his 1st MotoGP race @ the Italian GP @ Mugello***

## **MVs 800 Supreveloce is to be built**



The Superveloce 800 was such a hit last year (2018) when it won the Most Beautiful Motorcycle of EICMA award, and we are all the better for hearing this motorcycle will be available to put in your garage in 2020. See [here](#)

## **959 Panigirlie Ducati at Donnington**

See a report of a test of a 959 Panigirlie on a track day @ Donnington [here](#)



### ***Dovi – not so agile??***

The lack of turning agility and slow corner speed compared to its MotoGP competitors is slowing Dovi. That's the claim. It's v/much like the woes expressed by Stoner when he was riding the Ducati in MotoGP. Then it was the carbon fibre chassis and head stem that Casey said provided no feel. Ducati went to an all-aluminium frame. Both Rossi & Lorenzo (both multiple world champions) have ridden for Ducati and come away worse for the experience. Perhaps this long-standing issue/problem is still present?? Luigi Dall'Igna, the



former head of Aprilia racing when both Max Biaggi & Jorge Lorenzo won multiple 250cc world championships has been @ Ducati Corse for 3 years now. Can he fix it?? Perhaps not?? [See](#)

### ***Agostini to ride legendary 350cc MV @ 2019 Classic IOM TT***

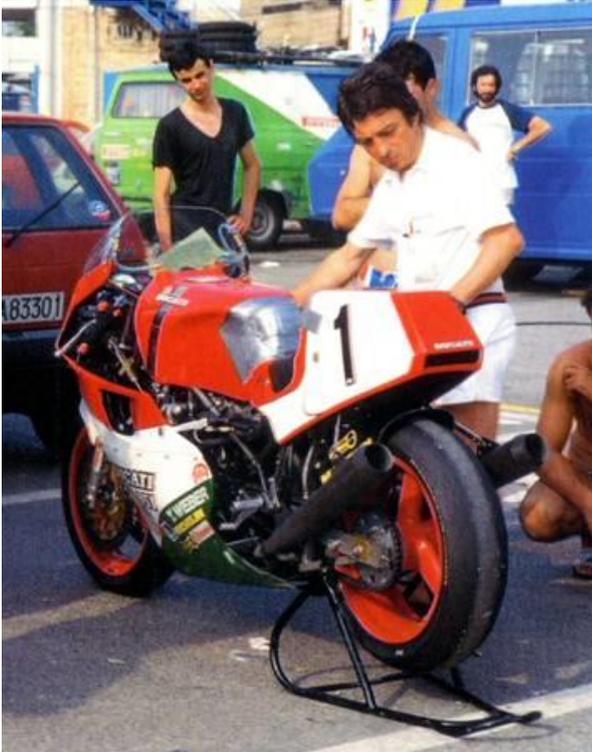
15 time world champion Giacomo Agostini will ride some demo laps @ the 2019 IOM Classic TT in 2019. See [here](#). This is the 4cyl 350 which replaced the many races winning 3cyl 350.



### ***Jack Miller testing the Ducati WSB Panigirlie V4R***

Yep – Aussie Jack Miller has been testing but not a MotoGP bike but a WSB Ducati – the Ducati WSB Panigirlie V4R. See [here](#):





**Franco Farne (left) warms the desmoquattro - Misano 1987. Believe it or not it was a 748**



### **Attention members – Wanted**

Hi Members,

As mentioned at the last CDDC meeting, Yvette is still on the hunt for a side stand for her Ducati Brio 48. She is building up the confidence to get out on it, but we should see her on club rides soon.

### **360 round Donnington Park on a Supersport S**

The on-board vid of this Supersport S being punted around Donnington Park in the UK is quite spectacular!! See [here](#). If you wish you can rotate the pic to see to the side or even behind the bike but for me I'm not sure why you'd want to – I just wanted to look forward to where the track was going. Looks like there's a few other Dukes on the track @ the same time so worth a squiz.



### **Breaking story – Dovi works with Brembo**

Dovi is regarded as the best breaker in MotoGP. See [here](#) for the background as to why he's so good.

### ***Ducati to charge ahead with electric scooter***

Ducati has signed an alignment deal with UK electric scooter company Super Soco. [See](#). For those many CDDC members who also have the good sense to ride a scooter as well as their Duke, they will now have the option to be even more pure and ride only Ducati. No longer will they need to swallow their pride and compromise by riding a Jappo scooter or a scoot from another Italian marquee. These CDDC members are already v/pure being on 2 wheels 100% of the time, contrasting with those CDDC members who are weekend only part-time non-purists & pretenders.



***Aussie Jack Miller doing the business @ Le Mans MotoGP race – can't make out who is following***

### ***1977 900SS found & restored***

See [here](#) for an interesting story on a 900SS found next to a barn and restored. Unlike lots of other stories this one has a happy ending.

### ***1954 Disco Volante***

MV Disco Volante??? What a great name for a bike. This one is circa 1954 and a great year for a coupla CDDC members I know. Love those forks and why don't modern bike makers also do red seats?? See [here](#) for the story:

### ***1957 Aermacchi Chimera***

Aermacchi made aeroplanes and they also did some bikes. In 1957 they leapt outa their tree attempting to go real modern with Chimera Volante. In Italian Chimera means fire-breathing mythical monster (like our ex-Prez Taso). It was 175cc so woulda been a fire breather. It's real space aged. It all seems at odds with the actual bike, but I shouldn't question the marketing/image dept in Aermacchi. They know best. See [here](#):

### ***Everything about Guzzi***

Ian Falloon has written a new book re Moto Guzzi, which is one of the most prestigious Italian racing brands. Long-term CDDC member Trevor Allen will be buying this book. See [here](#):

**Quick Quiz Answer!: Lego** (The little brick company) 318 million, followed by Bridgestone 190 million in 2011.



## **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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