

Monthly Newsletter

-Agosto 2019-



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Ultime notizie

- Autumn Leaf Rally Report
- Weekday Ride to Gunning Report
- Tipping Competition
- Ex-VP Dribble

<- Danilo Petrucci is finally legally allowed to ride on the road! Better late than never eh Sarge?

Il Presidente:

Ciao Amici,

It has been a good month for club events with the most recent CDDC meeting being held at the dealer and the Apollo rally in the Orroral valley.

We are grateful to be able to have our dealer host us, to keep the shop open, and to have staff put their time in to deal with the club. It was an interesting answer from the dealer when someone asked what the demographic of their Ducati buyers are, and it was pointed out that the age and demographic is what our club looks like too. It means that the same people who were riding a Ducati 30 years ago, may still be riding them, but really there aren't younger people coming into the fold. Incomes are lower now than 30 years ago, the bikes still cost twice their Japanese counterpart and the fashion and cool factor of motorcycles is not as strong. I wonder where this will all be in 30 years' time?

The Apollo rally, run by our very own VP was a success from both a rally point of view and volunteer time from our club. It was a cold morning start, at around 1°C and frost. I'm sure most participants were grateful to Sarge's firewood drop and the Tumut Valley clubs fire buckets. I'd like to put a personal thanks and appreciation forward to everyone who turned up from the club. It was really good to see that so many people made the time to get out there, bring equipment, spend time and support our club - supporting a rally. Thanks!

My time is running short in Canberra, just over 30 days until I am off to Germany to get married to Angelika. Still plenty to plan and sort, but not letting the stress get to us.

Presidente Michael



<< VP Dribble #9 >>

Greetings to the great unwashed of CDDC, here is hoping you had a good time throughout July and it extends into August. Good news, not long now and winter is over and we get back to nice riding weather.

I am now a very relaxed VP, the Apollo is over. I didn't realize how much I was stressing over the bloody thing. See further in for my perspective on how it all went down. I will say here that I am very impressed with the club turnout over the weekend, we had the Pres & memberships, regalia and our quartermasters all there with a cast of other helpers.

As it is now August, I would like to remind all that the annual general meeting in October is only just around the corner. All committee positions are up for replacement and I would encourage all to consider stepping up and doing a stint, I have found it to be quite rewarding.

Sarge

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 fueled up). If you turn up then realise you need fuel and are gonna duck off to get fuel, then tell the ride coordinator.

| CDDC events in August 2019 | |
|----------------------------|---|
| Sun 11th | <p>Bowning Hotel for lunch</p> <p>We didn't quite make it to Bowning last time we tried this ride. Figured we'd give it another try. Meet at Green Square, Kingston 10 for a 10.30 start.</p> |
| Mon 12th | <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 & still be in time.</p> |
| Sun 18th | <p>Crookwell Loop</p> <p>Meet at The Baker at Sutton 10 for 10.30. As the title suggests the idea will be to do a loop via Crookwell. We will work out more specific details on the day.</p> |

| CDDC events in September 2019 | |
|-------------------------------|--|
| Sun 8th | <p>The Loaded Dog, Tarago – via Bungonia</p> <p>A bit of a loop ride through the countryside with an excuse to stop somewhere nice for lunch. Meet at the Bungendore Bakery 10 for a 10.30 start</p> |
| Mon 9th | <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 & still be in time.</p> |
| Sat 28th | <p>Temora – Aviation Museum</p> <p>We haven't done this ride for quite some time and I'm hoping that being spring we have some nice weather- the planes should be interesting too. Meet at Green Square Kingston, 9.30 for a 10am start.</p> |

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 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.

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

Marquez - 10/10/10

Ten poles, ten wins in 10 consecutive races. Even on a track that is mostly left-handers, it's still a superlative effort. And while Miller reports he's learning to ride more upright to preserve his tyres, Marquez is still lighting his up as he leans in 66degrees at over 120KPH to leave everyone else slack-jawed.

It's amazing to watch but how frustrating would it be for everyone else trying their best out there. It's like when I played golf and watched Nick Faldo on tele - made me wonder more than once if I was playing the same game.

It's official! I'm a fan. Sign me up. In other news, Rins has caught a serious dose of the "Crutchlows", managing to put any chance of featuring at the end of the year well out of reach by stepping off the bike two races in a row. He's doing some great stuff when he manages to stay in though. Most of the punters would have liked him to do more - 6 of you would have picked the podium had he finished third.

In other news, Roberts still leads the tipping but people are closing. Alan, Tao, Rosco, Doug, Craig, Yeend, Ian, Jeff, Rod and George all grabbed 7 points courtesy of a 1/2 podium. Losers for the race was Lan whose 7 points saw him remain in 11th and Sarge who dropped 7 spots. Taso and Craig picked up a couple of points to stay in touch with Chris.

One last thing. Its halfway through the season and I think it's only fair for Tim to have another go at his tips for the last half. So Tim, put in your tips for Brno and I'll add them in for the rest of the year.

Here's where we stand: ->

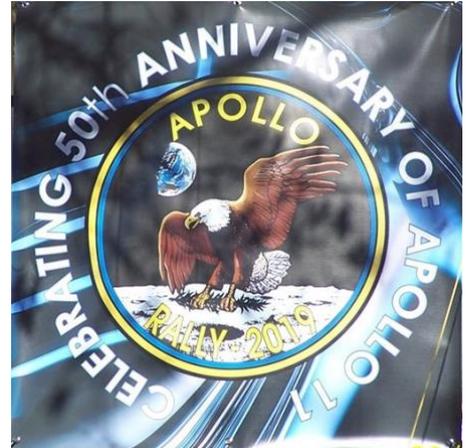
| How it Stands | | | | |
|----------------------|-------|---------|-------|----------|
| Tipster | Assen | Germany | Place | Up/Down? |
| Alan Cory | 30 | 37 | 11 | 0 |
| Chris Roberts | 41 | 46 | 1 | 0 |
| Ross Burke | 36 | 43 | 2 | 1 |
| Taso Samios | 32 | 39 | 7 | 2 |
| Doug Lawrie | 35 | 42 | 3 | 1 |
| Craig Evans | 33 | 40 | 6 | 2 |
| Tony Yeend | 35 | 42 | 3 | 1 |
| Ian Thompson | 31 | 38 | 9 | 1 |
| Jeff Piper | 29 | 36 | 12 | 0 |
| John Lyon | 35 | 39 | 7 | -3 |
| Sarge | 37 | 38 | 9 | -7 |
| Rod | 26 | 33 | 13 | 0 |
| Tim F. | 23 | 25 | 14 | 0 |
| George D. | 35 | 42 | 3 | 1 |

Murray Willmott
(Tipmeister extraordinaire)

50th Anniversary Apollo Rally 2019

By Ken "Sarge" Purbrick

Wow, it's done! And what a blast. Where to start? I know, by thanking everyone who helped out in the organising, running and wrapping up the event. If I tried to name you all I would only offend those I forget. You know who you are and I really appreciate your efforts. I can name all the businesses that supported the rally by donating prizes for the raffle. In no particular order; Canberra Harley, CMC, Joes Motorcycles, Moto Garage, Belt and Bevel, Stay Upright, Ben Boyd Guest House and even yours truly and my lovely partner (Fran). New Eagle also helped out with the banner and stickers, Thanks Al & Janine.



Prepping for the rally started about four months ago and dribbled along until about the beginning of July when I had to get into high gear, so here is a brief story on my side of the rally.

If you are unaware of the background of the rally here goes, first started at the 20th anniversary back in 1989 by several space-oriented members of the Struggle Town Tourers of Queanbeyan as a money-making activity for the club. Back then the intention was only do a one off, however it worked so well they decided to mark each 5-year anniversary after that. The first rally was held at the Orroral Valley Campground, which was not the best venue. After that the rally moved to Honeysuckle Creek Old Tracking Station site for the 25th and 30th rallies. For the 35th, 40th and 45th rallies we moved down to the Honeysuckle Creek Campground just below the tracking station site.

I had gained approval to run this year's event at Honeysuckle Creek knowing that this year being the 50th there would be a lot of other interested parties, and you guessed it, about 8 weeks out we got bumped thanks to the ACT local government. The good news was that the Namadgi National Parks offered up the Orroral Valley Old Tracking Station site. And what a great site it turned out to be. The only negative was that it is not a recognised camping area and there were no fire pits at all.

The fire pits were covered by our friends from the Tumut Valley Riders (TVR-Autumn Leaf Rally) who loaned me 13 fire bins, delivering them to my place about three weeks out and actually taking them all with them at the end of the rally. Good to see inter club cooperation. Anyway, back to the site. We had a number of constraints that we had to adhere to during the weekend, no ground fires (one tosser did) had to leave the area between my tent and the toilets free for the general public to use as a picnic ground, no using the **Heritage Listed Concrete Slabs** – no joking.

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The Rally started for me on Thursday afternoon when Doug Lowry and I took out the fire bins and I put up some direction signs. When we got to the site there were already three couples in attendance and the weather was absolutely horrendous, freezing cold and high winds. So, the bins were dropped off and we ran back to civilisation for the night.



I made it out to the rally site about 1115hr on Friday to find about a dozen eager rallyists already setting up, so after erecting the Sarge castle and control shelter settled down to business, i.e. selling badges and stickers, patches and stuff.

As the club was not setting up catering until lunchtime Saturday I had agreed to an offer from TVR member Tracy Meys to provide some tucker covering lunch & dinner Friday and breaky Saturday. For a gold coin donation per meal we got to enjoy sausage sangers for lunch, soup and chicken for dinner and egg and bacon pie for breaky. Janice Bushell also put in some rabbit stew for dinner. A big thanks to Tracy and Janice.

Friday night was very cold and I awoke to a very white campsite with frost covering all. Thankfully the weather was kind to us and we enjoyed a top day. People started arriving from about 0900hr onwards and the site filled up quickly.

CDDC members also arrived to help out and setup the catering and by 1155hrs we were in full swing. Prior to selling any food I made a presentation to our esteemed cook and bottle washer in the form of a chef's hat and apron for Tasso as a thank you for all his support at our many events.



Dougy was there flogging off CDDC merch, Y-vette was selling raffle tickets and a cast of thousands (well at least 10) were manning the food tent. I believe we made about \$1000 profit

from the food alone and true to his word Tasso amended the menu to include brownies (one of my favourites).

Before I knew it, it was time for the awards and raffles with the following award results;

- Longest Distance Male went to a rally original now living in Tassie – Frank Maly with 1350km (not including water)
- Longest Distance Female was TVR member from Wagga – Leanne Maguire with 360km
- Largest Club was the BMWNSW Touring club with 22 members (I could only find 16)



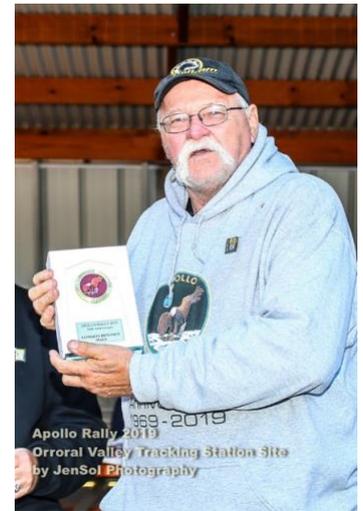
•Hard Luck was Neal Ngyen from Sydney who reckoned he did 5000km to get to the rally but then admitted he only decided to come over when he was in Mildura so I didn't allow it. After going on about all the issues he had in his trip I found out that not only was it his very first rally, it was also his birthday – so he got it.

•Oldest Bike and Rider has become a bit contentious, Steve Collett made up 124 yrs with his age of 56 and his 1951 BSA but Henning Jorgenson claimed 128 yrs, so Henning got it. Turns out Henning can't count 'cause he is 68 and his bike is 50 yrs = 118. Anyhow the two are currently liaising to get the trophy where it belongs.

After the awards it was time for the raffles which went down a treat with some of our members winning a prize or two. I did intend in auctioning off the rally banner however by the time the raffle was done I could see that the punters were more interested in food and drink so I have saved it for a club event, maybe next meeting.

Believing I could relax a bit I packed up and was just starting to unwind when more people turned up, and that continued right up until I was leaving on Sunday morning. Anyway, Saturday night was a great party and I am fairly sure that everyone enjoyed themselves. Final figures are impressive and I will you know at the August meeting.

Again a huge thankyou to all who helped make it such a great event.



A Fair-Weather Rider Goes for a Run

Yvette Polonyi

Wednesday, 17 July, a couple of days after our July club meeting.

As mid-week ride coordinator Grant wasn't going, Leigh Campbell, Alan Cory and I decided to meet at BP Watson and ride to Bungendore. I said I'd be there unless it was raining or gale force winds. Yes, I have been called a fair-weather rider before and frankly I don't give a damn. I've done my time commuting to work and university with only a bike for years at a time. Now, in my sixties, I have multiple back injuries and arthritis in my hands, nothing to prove, and I just want to have fun.



Forecast was for 12C and possible chance of showers. But when I woke up, it was lovely and sunny. I made sure I put on long johns (jeanettes?) under my draggin' jeans, and a merino wool jumper my Dri-Rider jacket. It may have been sunny, but I know how deceptive Canberra's weather can be.

We met in plenty of time, fuelled up and decided on a route via Sutton, Shingle Hill Way, then right and left at the highway and on to Bungendore. It was lovely to get out, but shortly after I felt my face freezing, I felt the cold in my hands. Brrr. A few pesky slow SUV's on the roads – you know the ones; they only speed up in the straights so it's hard to get past.

We arrived in the Bungendore village and were surprised they have designated motorcycle parking – nice! Large coffees and scones with jam all round. It's so nice to wrap cold hands around warm mugs. Not surprisingly, the conversation was largely about wet-weather and cold-weather motorcycle gear. The guys talked about how miserable this year's Harrierville ride was with rain.

On the trip back, (we decided to retrace our steps, so to speak) it felt even colder. The gusts were quite strong and Arctic. Alan and Leigh checked out the patch of snow/frost under a tree by Shingle Hill Way, but I must have been concentrating on the road as I missed it. Quick regroup at Gundaroo Road and on to Sutton. I realised we hadn't taken any photos, so I stopped at Sutton and so did Alan. Leigh must have been in a hurry as that's the last we saw of him.

We enjoyed sunshine for the entire ride, and cold gusty winds. BOM tells me the highest temperature reading was 12.5C at about 1pm. I am still a fair-weather rider, but Canberra's weather is a deceptive bitch. In today's case the fair weather was F'ggen Awful In Reality (FAIR). Notwithstanding, all the bikes ran well: Leigh's 750SS, Alan's 848 and my Monster (back from the dead). And it was great to get out for a little blast and share some great company. And it only took a few hours at home to defrost.

Ex VP Dribble: a funny thing happened on the way home from the Centre Rally?

By Chris Roberts

I have mentioned previously some trips I took in the former century. Well I have got around to put some slides through a scanner and will show them at the August meeting. The context of the slide show is that in 1980 I heard about The Centre Rally held in Alice Springs and decided to go. Devoid of friends sensible enough to tackle the Stuart Highway while it was still a corrugated sandy track, I chose to go it alone on my Bavarian Marvellous Weapon R100S. I stripped the bike back to basics - removing all body work and added over cylinder racks to carry water, fuel, tyre levers, spare tubes etc. The trip up was fairly uneventful for me as I had cut my teeth on dirt roads but some other riders weren't so endowed. One member of the SA BMW Owner's Club I caught up with before Kingoonya (ask me some time about John Trelawney's famous fatal ride who burned into Kingoonya to tap a keg of wine and buzz the Tea and Sugar there along the western line - or don't, unless you buy me three double scotch's) was sitting on the side of the track looking very dusty and dejected with his bike lying on its side with the side-car trying to climb to the sky. This particular genius had no experience riding dirt roads so decided to add a training wheel, aka a 'chair' specially for the dirt roads. He'd never ridden with a chair before so received all his training en-route. When I pulled up he was about to open the fuel taps and burn the lot. Not happy Jan. After snaking all over the track the bike eventually high-sided him. Did he have any weight in the chair? No. Even I knew that weight was essential. After we righted the rig I did my best counselling work and cajoled him into keep going with a dirty great boondy (SA for rock) in the chair to keep it down. We got into Kingoonya pub and washed a lot of dust out of our throats then conducted a lot of liquid persuading to keep him going. Lucky for me it didn't work out that way. You see, Kingoonya had attracted a particularly attractive bar maid who had had enough of living on the edge of nowhere and my new best friend fell in love. Next morning they declared their intention to pull their pins and head south. I've never seen him since. Maybe she was a black widow.

I made it to Ayres Rock and stayed in the same camp ground a week before the Chamberlain and dingo incident. The Rally came and went and I travelled home solo via Oodnadatta. Along the track from the "Highway" to Oodna, I was stopped and offered a cold beer by some locals making their way to the Kulgera Rodeo. Did I accept? In the land of heat and sun one must remain hydrated. Yes I did. No sooner had we finished a carton and as I was about to wobble off, one of their brothers turned up and seeing the empty beer cans decided it was time to drink rum. A flagon was produced and I decided there would be no more riding for me that day. Next morning I wasn't at my sharpest when I went looking for fuel in Oodna and made the mistake of asking a bloke working underneath a Toyota where I could get some petrol. 'Underneath the sign that says "Fuel Sold Here"' he says. Then proceeds to lump buckets of shit on BMW riders riding around with their heads up their arse and 'modern' BMW's blah blah blah. 'I remember that' I says, 'It used to be called country humour and it sounds like you know all about having your head up your arse' I replied. 'Look over the fence' he says. There before me on the edge of his junk heap was R69S BMW - the last of the handmade BMW's with interchangeable front and rear wheels - arguably THE best BMW ever. I pointed this out to him which had him slide out into the sunlight and look at me then I hit him with my coup de grace - I know THAT bike! I saw it once in a bike touring mag photograph on the Darwin wharf with a good looking chic and slim long haired bloke. Turned out I must have bought the only copy of that particular mag. Adam Platte had owned the bike from new and he and Liny were now living in Oodna and were in the throes of establishing what was to become known as the

Pink Roadhouse. Ask Doug Lawrie about Liny - she came from Canberra originally. Long story short, I stayed with Adam and Liny, swam in their pool, ate their food and drank their beer over which I confessed to Adam my burning desire to see the Simpson Desert one day. Why not he says. I went out there on my 69 he says. Piece of piss he says. So a mud map was made on an A4 envelope and the plan made. As a back-up, if I wasn't back within so many days Adam would come looking for me.

I set off very late one afternoon, wished well by some local aboriginal kids who knew a good bike when they saw one. I avoided the extreme heat and headed north through clay pans then sandhills to Hamilton Station. One problem with night time riding over sandhills was my tank bag and tank slappers. When the bars went left, the light switch was hit and it threw me into darkness. When they went right the kill-switch killed the engine and sent me flying. After Hamilton I visited Pedirka railway siding as The Ghan was still running until the end of 1980. Two blokes lived there and fair to say the one I spoke to had spent too long in the sun without a hat on! But I shouldn't speak ill of him because, in order to get back at his mate following an argument they had the night before, he topped up my tank with Commonwealth Railways fuel - dyed blue to show up theft! I later was to need that extra fuel or I would have been stranded. Sand sucked more juice than planned. I camped at Dalhousie Springs after a very rocky track with dingos' camels and donkeys for company. But only after extricating myself from being bogged in sand crossing the Stephenson Creek. It's a funny thing to step off a bike and have it stay upright without a stand. I let the tyres down and got out. After Dalhousie I rode along the Fink River floodout area to where the Simpson Desert starts abruptly with giant red sandhills. Thankfully the French had been out there exploring for oil and gas and had topped the sandhills with clay which made them easier (but not particularly easy) to ride over. I passed Alka Seltzer bore and made it to Purni Bore - my destination. Why? Because it was there that one can make a cup of tea with water straight out of the ground without boiling the billy. To my surprise and to their greater surprise, there were three people there filling up water containers. They were from a prospecting camp and just couldn't fathom how or why a person would be travelling solo in that inhospitable desert. They asked if I had a radio. 'Of course' I says, 'I listen to the news of a night on my trannie' (back then trannies didn't wear makeup and high heels but took batteries and turned them into news and music). I made them all a cuppa tea with fruit cake and left them with chins hitting the sand and turned back the way I came.

The trip back to Oodna was not without incident. Firstly I couldn't find the track on the edge of the desert that went south through Macumba Station and had to employ a well-known bush tactic. When in doubt, stop, build a fire, make a cup of tea. I still couldn't find the track but believe it or not, as I threw my helmet back on, there before me the 2 wheel tracks appeared before my very eyes. Problem one solved. Problem 2 was the loss of my ignition keys. They had rattled out of the ignition which I only noticed when I stopped in the dark to camp. I parked up and walked back and eventually found them. Thanks Saint Anthony. Next morning, after a night of sandstorms whereby the sleeping bag was like a sand gathering wind sock, the bike wouldn't start. The night before I had used the high beam and 2 x 100watt driving lights to pick my way through the gibber plain but only idling along discharged the battery. Hmm. How to recharge a flat battery before mini-jump starters? We used to put torch batteries in a hot oven to get a bit more oomph out of them so I guessed the same idea would work with a 12 volt bike battery. The plan was to heat the battery up over a fire - without an explosion. I planned to heat a billy of water and place the battery over the billy - a big risk for several reasons - one of them being the use or loss of my precious water. First to take the battery out which required

disconnecting the sub-frame. Done and onto the next issue. Why didn't I just bump start the bike you may ask. Because I also had a flat tyre and my pump was a spark plug pump. Ever

seen them? Take a plug out, screw the pump in and use the engine as an air pump. Simple. Unless the bike won't start. So the next issue was to remove the rear wheel to replace or repair the tube. Normally a dead easy job. Not today - a stone had smacked the muffler and bent it up thus preventing the removal of the axle. Remove the muffler. Removed the wheel, replaced the tube with a spare. Using a hand pump I could hear a hiss above the howling wind. The ferkin spare tube had rubbed against something to make a hole. So out with the tyre repair patches and voila. Just don't pinch the tube putting it back. Wheel back. Muffler back. Battery back. Subframe together. Time to see if the battery 'cooking' worked. Plan B was to push the bastard. Hold breath, press the starter. YES! Onward I went on an ever improving dirt track until I noticed the tracks all left the road but I couldn't see a windmill so wondered why. Oh shit. The road was washed away and I was clipping along around 80kph. Braked. Not enough. Time to be the hero in my own lunchbox - locked the back brake and swung the bike sideways until it was laying down going forward. It worked. I jumped off and walked about 3 strides to a 2 metre drop. Phew. Not sure who the patron saint of washed out roads was but thanked my guardian angel who had been working overtime.

The rest of the trip back to Oodna and home to Whyalla was without incident except for the small issue of Adam forgetting he was supposed to come looking for me that day! The other surprise was him congratulating me for being the first road bike to go into the Simpson Desert. A claim I can't prove but Adam said if anyone had done it, he would have known about it. But what about him and his R69S? He lied. He tried to get to Dalhousie but had to turn back. He reckoned if he told me the truth I wouldn't have tried. Ya reckon? Also he wanted the first road bike to be a BMW and more than that, an "S" model like his was in its day.

So that was the 1980 Centre Rally. My slide show is not about that. After the BMW club heard about my excursion they talked me into joining them on a trip up to Cameron's Corner, Innaminka and back along the Strezlecki Track. We then hatched the idea to do what had only been done by two bike clubs: travel the old Gunbarrel Highway from West to East - Willuna WA to Ayers Rock. The NSW and WA BMW clubs had done it so best we South Australian's go next before a Victorian taints the track. The slide show is about the 1982 attempt to tackle the second hardest journey in Australia to get to the Centre Rally in Alice Springs. The toughest remains the Canning Stock Route. When the BMW club heard I was travelling, one particular member pissed himself laughing. Why? Come to the meeting to find out. By the way, Rod Sarge and myself attended the Alpine Rally this year and although what happens at a rally should stay at the rally, I can say that I ran into that bloke who laughed at me some 37 years ago and I hadn't seen him since then. Looks like I might have rejoined that club in SA as well as the Ducati drinking club with a bike problem. Hoo roo and keep riding because you don't stop riding when you get old but get old when you stop riding.

Roberts

Articoli vari – Bits & Pieces

The 2019 WSB so far – an analysis

See here for an interesting analysis of the 2019 WSB season so far. Bautista seems to be faltering. Are we asking too much with a new bike & rider to go head-to-head with the proven & mighty Rea/Kawasaki duo?? See [HERE](#).

MVs to be made in China

Count Domenico Agusta will be stirring in his mausoleum when he hears that MVs are to be made in China – see [HERE](#). The next step will see Harleys being made in China?? That will stir up Donald.

Multistrudel V4???

Well the cat may be out of the bag and a test V4 Multistrudel has been spotted. See [HERE](#). The first question I have is why? Surely a multistrudel type bike does not need the extra power that a V4 allows. The current V Twin Strudel already has way too much power. 99.95% of current 2 cyl Strudel riders never use anything more than 70% of their available power. It's just marketing and not sensible.



restored and he even got some premium & v/rare orig parts from Ian Gowanloch. Bill has shown his extremely nice F1 @ Auto Italia in recent years. When you get up close to one of these bikes in the flesh – they are like the famous TT2s, that is, small, light, lithe and even petite. No wonder they were so successful on the track; they went so fast as they had excellent handling, the best, best braking and as a bonus were great looking. See more [HERE](#).

25 years of the 916

Ducati is celebrating/marking the 25th anniversary of the 916 with a special V4 Panigirlie – see [HERE](#) and also [HERE](#). The release will feature Carl Fogarty the 4 times WSB champion on 916s.

'70s child born in '80s – the Ducati 750F1

See the link below for some really nice pics of a great looking Ducati – the 750F1. It was a sensation when released and then easily the best looking bike on the market. Club member Bill Ratcliff has a beauty he's



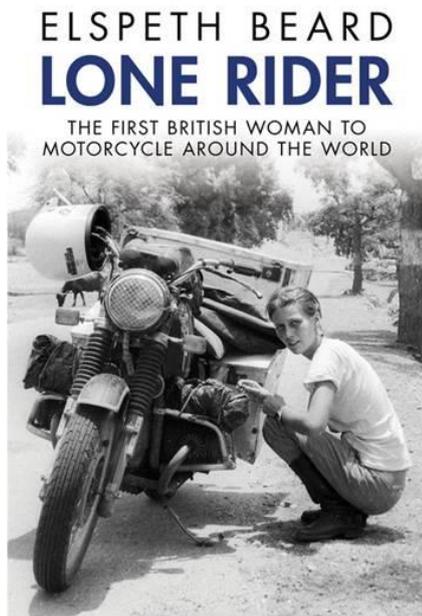
Interesting 2019 Goodwood pics

This pic was taken @ the 2019 Goodwood Speed Festival. It obviously features a Panigalie but the other bikes are interesting being a Britten and a RG500 Suzuki. Wanna see more – go [TO](#).



Story of an epic ride – Elspeth Beard – lone woman around the world

In 1982, at the age of 23, Elspeth Beard left her family and friends in London and set off on a 35,000-mile solo adventure around the world on her 1974 BMW R60/6. What a brave lady!! See [HERE](#) to access the story of this brave ride.



Ducati 25yr anniversary bike

See here for more detail on the 25yr anniversary bike commemorating the orig 916. Some great pics & details [HERE](#).



Cheap Wheel Standing & Burnout King Ducati V4S

A new free-standing remote control [Ducati Panigale V4 S](#) has been released, boasting a top speed of over 12mph and the ability to pull wheelies and burnouts. Great value and you'd be able to take it to work and also do the Harrierville Run. See [HERE](#).



Tamburini's 916 on display @ the Ducati Factory Museum

Masimo Tamburini, who the designer of the orig 916 has his own bike now on display in the factory Museum. See [HERE](#). A fitting tribute.

Do you get enough of a charge??

The charging requirements for a newer type battery (lithium/iron/phosphate) is different to the older lead/acid battery. This is esp. an issue for older bikes who may not charge @ an adequate rate. For background/info see [HERE](#).

Is this the most important Ducati in history??

See this item on Tamburini's own 916, which was one of the pre-production prototypes. It's claimed it's the most important Ducati in history. My own view is that Smart's 1972 Imola 200 winning 750 is more important but comparisons are odious. They are both v/important!! See [HERE](#).



Is a drone gonna be in your future???

Police in the UK have begun using drones to detect & apprehend motorcycle riders. See [HERE](#). This is a sign of things to come. Use of a drone makes sense – it's far cheaper than a manned pursuit vehicle, it can provide video evidence and cannot be out run. Even scooter riders in the suburbs, who are notoriously impossible to apprehend, will now no longer escape detection & apprehension. You could have a drone stationed on a road and have it automatically deployed when a vehicle passes that's doing the wrong thing. No need to have it manned by an officer.

6 bikes scheduled to sell for >\$100,00 @ Monterey

One of the year's big auto auctions is coming up and see here for pics of 16 bikes up for sale that are guestimated to sell for >\$100,000. See [HERE](#).



1978 Ducati NCR Race Replica estimated price range: \$90,000 to \$120,000

Electric motorbikes – no speed limits to apply

The strong word is that speed limits won't be applied to electric vehicles to encourage the fossil fuel dinosaurs to convert. Seems like an excellent idea to me. In sympathy with this forward thinking initiative an electric vehicle is being prepared to tackle the world motorcycle land speed record – see [HERE](#). Just imagine if Ducati gets involved and utilises its highly efficient desmo heads. The future could be all Ducati desmo electrified!

Fresh, Aromatic & Young

These words sound alluring and they refer to the official scent from Ducati – it's called ICE. Name is a bit unfortunate but maybe it smells good and it's not a stinker?? I might have to consider a move away from my long-standing usual scent soap Solvol? Anything that helps with my presentation will need to be a miraculous product. See [HERE](#).



Naked MotoGP stars in the flesh

Like to see a pic of then MotoGP & WSB Ducati stars in the flesh? My clear vote is NOPE!! But for some(?) it may be a thrill – see [HERE](#).

Ducati to announce 2020 range

Ducati have warned the motorcycling press to be ready for 23 October when they're gonna

announce their 2020 range. See [HERE](#).



Danilio Petrucci practising in the wet @ Brno

Ducati 60

2.25hp @ 5,000rpm. A bit different to the 200+hp that the new Panigirlie V4S puts out. Clearly if it's solely a numbers sum game Ducati has come a long way in 90 years. See interesting item & pics [HERE](#).



Getting rubber to the road

I got a puncture on my scooter last week while on my way to a docs appointment. The tyre was 80% shot and after the nail was removed I had to fork out \$180 for a new rear tyre. OK – normal life on 2 wheels well might you say. I spent many hours as a young man working in a servo changing car/truck tyres using a manual bead breaker, 2 tyre levers and a rubber mallet. Even if I do say myself I got quite good at it but car tyres are far easier to change than motorbike tyres, mainly due to the bigger width of the wheel. The end result is I've always had a long-term interest in tyres and rubber. See here for an audio video from the BBC World Service and rubber's controversial, brutal & bloody history in the modern world. See [HERE](#). Remotely connected to Ducati you might say and why is this item in the CDDC newsletter?? Good question. Listen if interested, don't bother if you ain't. You choose.



Choosing tyres – what's best for your bike

While we're on the topic of rubber & tyres, see [HERE](#) for a v/good general guide re choosing tyres.



Chain maintenance

Some members of the CDDC have occasionally suggested that I'm a connection between the major primates and homo sapiens – the oft referred to 'missing link'. I'm pretty sure it isn't true and I haven't swung from my tree or fallen out for several months. Well speaking of links, see [HERE](#) for a v/good guide on chain maintenance. See how to adjust the tension in your life & chain and do what any squeaky wheel needs – adding some lube.



What a silly thing to do

A bloke rides a MV 750F4 across India. Why?? What a silly thing to do – it makes NO sense. See story/pics [HERE](#).



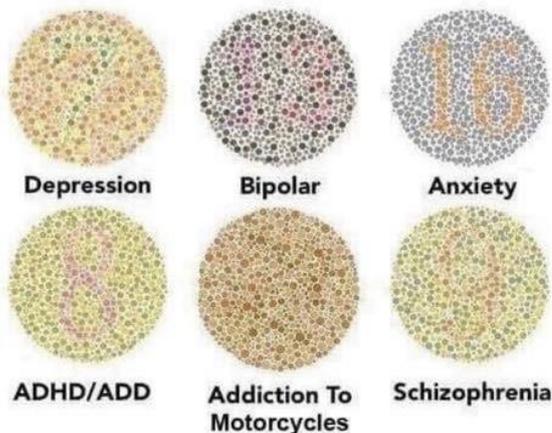
Lorenzo heading back to Ducati? Riders address the rumour... [HERE](#)

Ducati: "No sense" to move Bautista away from WSBK [HERE](#)

The Secrets of Dovizioso's braking... [HERE](#)



If you cannot see the number, you may have



Depression

Bipolar

Anxiety

ADHD/ADD

Addiction To Motorcycles

Schizophrenia

EYE TEST



If you see this watermelon

- RED** – You might need glasses
- GREEN** – You might be colourblind
- BLUE** – You need a new motorcycle



DUCATI RESOURCES IN THE ACT/QUEANBEYAN/YASS AREA



So, you own, or are thinking of owning a Ducati in the ACT/Queanbeyan/Yass area. What resources/support can you access if you do own a Duck or you get a Duck? Set out below is a list of the main sources of bikes, parts, servicing, advice you can call upon.

Canberra Motorcycle Centre (CMC)

<http://www.canberramcc.com.au/>

30 Ipswich St Fyshwick - 61754444

CMC is the local Ducati dealership. So, for any warranty work it's the only resource. Obviously they also sell parts, official Ducati clothing as well as doing servicing. My experience is Steve in parts is really helpful.

Belt & Bevel (B&B)

<http://beltandbevel.com.au/>

Call 0408 223 069 to speak to **Michael Fuller**

B&B is the place for that hard to find part, both for new & old Ducks. B&B stocks many parts not found anywhere else. As a special exclusive for CDDC members a 10% discount can be accessed but you need to quote the discount code which is currently **CDDC19**.

Desmoharmonic

desmoharmonic@icloud.com

Fyshwick 0408764374

Desmoharmonic as in desmodromic is a new service studio owned and operated by **Peter Giles** who many of you may know as he has been specialising in Ducati service here in Canberra since 2001 and has over 25 years' experience with Ducati working at many different dealerships including JHP Ducati Coventry UK. Desmoharmonic can cater for all your service needs on all models post warranty, a tyre service is also available. He too is offering a 10% discount on all parts to club members.

■ ■ Arrivederci! ■ ■

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