

Monthly Newsletter

- Agosto 2010 -



Italian bikes in the ACT

Ultima Notizia

10th year anniversary of Taglioni's death

Tassie trip details

Well another month has gone, and we're getting closer to the warmer riding months (for those who are fair weather riders like me). Thanks to all those who turned up for the service day at Axel Motorcycles in Phillip, and a BIG thank you to Aksel for letting us use his shop to host the day. Just a reminder about your membership fees being due as it is the new financial year. Taso, your membership has been donated by Australia Post for the second year in a row. Your pretty lucky owning such an ugly bike, you have now saved \$70. Sorry for such a short president rant, I don't have much to say, and I know I need to be sledging Taso, but he provides his own material by owning his 749R. Safe riding.

Michael



Eventi #Uno - what's on

Here is the latest list of CDDC events. For further information, please contact **Craig Evans** (contact details at end of Newsletter).

Mon 9th August – the monthly CDDC meeting but this time at Gecko Motorcycles in Fyshwick. Meeting starts at 7:30 – be there from 6:30 for a few nibbles and look at the new Multistrudel.

Sunday 15th August - The annual CDDC run to the VVMCACT Gluhwein Run. Meet 9:30am Green Sq Kingston to ride to the Gluhwein Run meeting place at Casuarina Sands (Cotter). There will be a hot breakfast. Then if you wish it is a ride up to Corin Dam, and back to the Cotter for a BBQ lunch and hot Gluhwein. Corin Dam is 43kms from Casuarina Sands.

Sunday 29th August – Given the success of the short coffee run to Bungendore on 25 July, Craig will e-mail a suggested short run for Sun the 29th of August. Tis Winter, so we don't wanna go too far.

Other events

Thurs 21 October - Trackday at Wakefield Park. Thurs the 21st of October is the Thurs after the MotoGP race at Phillip Is on the 17th. You will be inspired to ride like Casey. Rumour has that Vittorio Guareschi, the Ducati MotoGP manager, is staying over from the MotoGP race to spy out the CDDC talent. The details of the Ride Day are set out below.

October Xtreme Rideday for the CDDC

This is not a dedicated ride day just for us but part of the Xtreme Rideday. In order to secure your spot, you now need to complete a registration form and send it to Formula Xtreme. Please note positions are limited. Please book now to avoid disappointment, simply fax through the completed registration form to 02 48235744.

We suggest that club members go to the website and down-load the ride day registration forms and

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register for the day as well as prepay. It is the circuit's policy that they only accept bookings with the required paperwork and prepayment to secure a spot. Once they receive a pre-booking with payment they will contact you back with confirmation that a spot has been reserved for you in the group you have requested. The website contains information on their policy of suitable ride attire but in summary, to ride in the Intermediate or above groups, riders must have full leathers.

Pres Michael has e-mailed a registration form to members with e-mail addresses. Any questions should be directed to admin@aus-superbikes.com.au or Terry O'Neill. Australian Road & Track Rider Promotions Pty Ltd. Locked Bag 2002 Goulburn 2580. Ph: 02 48 235 711 Fax: 02 48 235 744 Mobile: 0419 448 452.

*** CDDC BUSINESS ***



TTT 2011 CDDC TASSIE TRIP DETAILS TTT

Tassie Update

If you are interested in joining the Tour of Tasmania club ride next year, **we need a commitment from you now**. Give us your expression of interest by the next club meeting (Monday 9 August) being held at Gecko's. You can either let someone from the committee know on the night or if you are not at the meeting, you can either ring or email me with your EOI (secretary@cddc.org.au 0419 910 692 or 62760183 (work)).

Depending on numbers we have to decide whether to continue or not with the Tassie idea. If we go ahead, we will be asking for a deposit of \$200 by the September meeting so we can start booking ferries and accommodation. We reckon that we need about a minimum of 10 riders to make the trip viable with the current plan of a back up vehicle and trailer.

If we don't receive sufficient interest in the trip, we will consider alternative trips like an extended Harrierville one or the Great Ocean Rd as some preliminary ideas. But first we need to know whether we go ahead with the Tour of Tassie.

Chris Roberts

Set out below are the major cost implications if you are thinking of doing the Feb 2011 CDDC Tassie Trip. The costs on the Spirit of Tas are quoted per person and are all one way, so just double for the return fares.

Dates

Depart Melbourne on 13/2/2011

14/2 -at Stanley

15/2 – 17/2 (3 nights) at Strahan

18/2 – 20/2 Hobart

21/2 – 23/2 St Helens

Return to Melb on 24/2/2011

Travel

- Ocean view seat - \$115 (ship saver fare pay within 3 days of booking/non refundable) or \$143 full fare
- 4 berth inside cabin - \$153 ship saver or \$191
- Twin inside cabin - \$184 ship saver or \$229
- Car towing a trailer (one way fares) 7-8 mtrs \$344, 8-9 mtrs \$412, 9 -10 mtrs \$480
- Car without a trailer \$79.00
- Motorbike \$53.00

Accommodation

Stanley Cabin & Tourist Park - standard cabin \$125 for 3 pax or Backpacker accommodation for \$26 per person (would accommodate 12 pax).

Stanley SeaView Inn - standard twin \$125 or a seaview room \$150 (2 pax per room).

Strahan Holiday Park - standard cabin \$155 economy cabin \$145 (all with 3 x pax per cabin) Backpackers available for \$38 per person (4 pax per room).

Hobart Holiday Park - standard cabin \$140 3 x pax per cabin.

St Helens Caravan Park - budget cabin \$135 or standard \$145 all with 3 x pax per cabin).

Chris - it is difficult to quote without knowing the mix of accommodation required but at least the above will give you an idea. If you would prefer motel style accommodation I am sure we would be able to find something in the range from \$120 to \$140 twin share. As a guide for costs per person \$336 return Spirit (Ship Saver/Ocean View Seat). \$50 per person per night shared cabin total \$500 for 10 nights. \$836 per person for the Spirit and accommodation based on shared cabin accommodation. Some cabins would be cheaper than \$50.



))) **CDDC 2010-11 ANNUAL MEMBERSHIPS ARE NOW DUE** (((

The CDDC 2010-11 annual memberships are now due. Tis \$30 a single or \$40 for a family. Dues should be payable to the CDDC membership Sec - Karen Hood at PO Box 1282 Canberra City ACT 2601.



=/= NEW REGALIA OFFICER/S NEEDED =/=

Yep – tis sad news I know but Alex & Helena Sykes need to hand on the baton of regalia officer/s. So, in short, we are looking for new/replacement regalia officer/s. Tis not a very complex or demanding task – most/all of the work has been done and it just requires some small work in storing our current of caps, t-shirts, badges etc and selling them as requests come in. The big bonus is regalia officer allows you to attend CDDC Committee meetings (if you wish) and they make the machinations on the West Wing look tame and tepid. Anyone interested should get in contact with Pres Michael.



))) **2011 CDDC CALENDAR ORGANISER** (((

We need someone to org the pics for the 2011 CDDC calendar. We already have a photographer so what is needed is an appropriate venue, a time & date and the message to get out to CDDC members to get their bikes there on the day. So we are looking for someone in the CDDC put up their hand get in touch with Pres Michael.

Eventi #Duo - the wraps



!!! BUNGENDORE COFFEE RUN !!!

25 July 2010. This was a good run. It saw lots turn up (see the photos). To my mind, a simple way to get riders on a run is to have coffee or food somewhere on the agenda. Then throw in some reasonable road, good company and its a given really. There were some outstanding bikes too, such as Moto Guzzi LeMans Rosso Corsa leading the pack (from behind☺). The day was perfect really and this time we departed Kingston pretty much at

the stated departure time. Some would say running a bit late is irrelevant. Why? Because you can ‘make up time’ on the road - especially if the bike is red (so I’m told). There was some evidence to support this idea.

I seem to have evoked bad karma on Sunday however; just about every light that could go red did (and I was even on a red bike!), so I went tail-end Charlie and this combined with my scaredy-cat riding saw me stay there at the tail-end. I had to decide to take advantage of the opportunity to just pause, enjoy and take in what was around me.



Tip: If you get stuck behind a long line of vehicles on the way to Bungendore you can use the roundabout at the defence turn off to take a short cut....even its longer.....just ask one certain bearded ride bike rider. (More evidence).

For those that have not heard, the parking wallopers have given stern warning about parking where we do tend to on the wide red brick pavement. In just about every other city in the world you park on pavements - but not in Canberra. I wonder how many interstaters get booked because they are not aware of local laws – but I digress. The coffee was good at Bungendore. We were not on our own with many other bikes on the road taking advantage of the great riding conditions. I had another Guz rider turn up when he saw so many bikes. Turns out he was wondering if there was ‘a gathering’.

The ride also saw Gaye join our ranks on a ride once again. Welcome back from the Solomons Gaye. It was good to see your smile again.

Tell me now - am I biased? I hate loud Harleys and loud howling Japanese fours (yeah yeah I know they are quick - well the latter can be anyway) but what is it that makes the Italian V twins so nice to hear? Wish I could bottle it and sell it. Styling too.



Having coffeed, half the group set off for Macs Reef road and home while others went onto the Gundaroo leg. On the ride home I found some road the Guz really liked and now I'm thinking maybe a track day would be good to 'get it out of the system'? I'll think about that. For those who didn't ride on Sunday, I have to say you really did miss out. Next time maybe?



NNN V.P. RANT NNN

Time for another rant and this month it's about how many "FAT CATS" we have in our tiny club. Firstly, ex V.P. Grant Fuller who went from a petrol bowser checker in the ACT to "FAT CAT weights and measures supremo of the Universe" (so he said). He now works out of Sydney 3-4 days a week where he is provided with a luxury penthouse on the North Shore and he showed all the ego of a rock star when he asked for a Nana Mouskouri look alike escort to keep him company.

Secondly our esteemed editor Peter Yeend has had a street in Casey, Gungahlin named after him – YEEND AVENUE. I nearly ran off the road when I saw it but refused to drive up that avenue in protest. I thought that street names were only given when that particular person had passed on but then again when Peter sold his 748R and purchased a glorified Chook Chaser he died in my eyes.

I would, at this stage, like to answer a sledge from Craig Evans a few months back relating to the Club's ride to Harrierville. He threw a few barbs about a few members, including a couple of ex-presidents preferring to go on a Winery tour by car than a ride to Blue Duck Inn. I must at this time state that I would have much preferred the ride but there is an unwritten code between ex-presidents to look out for each other and when I heard she was going on the winery tour with two SD/DM's

(Sexually Deprived/Depraved Members) I knew I was committed to going as well to make sure everything stayed above board. I was concerned when her partner told us that after a few drinks she likes to slip into a nurse's uniform and even more concerned when I overheard the two SD/DM's talking about how one of them always spat it out whilst the other said what a waste, I swallow every drop. I was relieved when I realised they were talking about wine tasting!

I am glad I went because the SD/DM driving the car took us to Mt Buffalo and then suggested a 300 metre hike through the bush to look at a Waterfall! So Craig, you now know why I didn't go on the ride and maybe you will put your hand up for the Presidents Job one day and know about this unwritten code. (The names of the SD/DM's and the other ex-president have been withheld to protect me from legal action).

Yasou

Tas

OggettiVari



--- CDDC NEWS FLASH - SHOCK HORROR ---

The Canberra and District Ducati Club is renowned for its passion of Ducati's and other Italian Motorcycles. Some people are passionate, some like em on weekends and for others its more than this and it's a lifestyle. One such person is Axel and his famous workshop. Axel Motors specialises in fine tuning of Ducatis and does not work on Guzzi's. Or does he?



My spies have reported there could possibly be a secret passion for Guzzi we have not seen. What's disturbing is that this passion has remained so well hidden for so long whilst still being a very active and valued member of the CDDC. There may be cries of protest at these accusations but let's look at the evidence shall we? My spies photographed a Guzzi in his workshop. Not visiting but actually being worked on!!! Furthermore there was no evidence of protection from cross contamination with other motorcycles in the area.



Not convinced? Let's also look at evidence a little less substantial. I asked if he sleeps between sheets of Guzzi flags. Normally anyone would deny this. I got no such denial. All I got was a startled look of surprise no doubt at being outed with a Guzzi in his workshop. I suspect he has 'I love Guzzis' tattooed across his chest or arms. Certainly he has never said he doesn't have these along with the normal 'deaths skull' and 'born to ride' that 'big bad' bikies have. So, I rest my case.

For some in this club it's not so easy to come to grips with bikes other than Ducatis. I believe we should show Axel tolerance. Let us all still accept



his contribution to the club. We could also give him praise for seeing the value of Guzzi through the

glitz and glamour of the exotic Ducatis that grace his workshop. Lets also not vilify this man for what appears to be a closet love of Guzzis. For Axel, Ducatis are his life. But we, as a club, should tolerate his closet love of that raw strong brutal motorcycle that is Moto Guzzi.

Trevor☺

(With apologies to Aksel – has my Ducati service just gone up in price?). Journalistic integrity dictates I cannot reveal my sources.



🌀🌀🌀 10TH ANNIVERSARY OF THE DEATH OF FABIO TAGLIONI 🌀🌀🌀

The 19th of July 2010 was the 10th anniversary of the death of Ducati engineering and design doyen Fabio Taglioni. Set out below are words from Taglioni, in writing a forward to a 1983 Alan Cathcart book on Ducati.

What has been the fundamental principal of all my designs? The answer is contained in a single word: simplicity, carried to its ultimate extreme. My father, who was my mentor right up until his death, once said to me 'Remember that, when you copy something else that someone else has done, you're always going to be behind in your thinking. Also, any component that forms a part of mechanical design can break, so try to eliminate whatever is not essential to the efficient function of the engine.



\$\$\$ HARLEY SELLS MV \$\$\$

Claudio and Giovanni Castiglioni, through their family holding company have repurchased from Harley Davidson 100% of the shares of MV Agusta Motor S.p.A. which owns historic brands MV Agusta and Cagiva. Harley-Davidson announced in October 2009 its intention to sell MV Agusta to concentrate on its core business and brand.

Along with Giovanni Castiglioni, the company will be headed by Mr. Massimo Bordi, a well known Italian manager. A 62-year-old engineer, Bordi took Ducati to success during the years when that company was owned by the Castiglionis and continued to manage it successfully under the ownership of Texas Pacific Group. Since 2003 Massimo Bordi has been the CEO of Same Deutz Fahr, contributing largely to the success of the company. Massimo Bordi commented that "MV Agusta has full capacity to once again become a major player in the high luxury brand motor bikes, this brand is one of the most recognized worldwide. We will implement a number of reorganization and managerial actions in the near future.

Both the current and new models under development have a very strong character, great innovative features and a very unique design, I have no doubts about their future success.” Claudio Castiglioni, the historic intimate soul of MV Agusta will continue as chairman, and will concentrate on the development of the new products. Upon signing the agreement with Harley-Davidson, Claudio Castiglioni stated “MV Agusta is the crown jewel of Italian motorcycles, I am thrilled to have completed this transaction. I have already won once together with Massimo Bordi, we made the most beautiful bikes in the world and we will continue with this tradition”.



!!! THE HYPE !!!

Why did I sell the 748R to get a Hypermotard? I went on the 2008 CDDC Harrietville Run and what I realised was what a pain in the arse riding the 748R had become on public roads. Don't get me wrong – the 748R is a beautiful motorcycle – the best handling, brakes, best gearbox (from the 888SP5) ever and a wonderful thing. But it is maddeningly frustrating to doddle on em – you've got to be up em. The thing was only ever happy above 6,500rpm and to tootle along on one was v/frustrating. With all the talk of hidden camera cars and 'zero tolerance' in Vic, to tootle along in 4th/5th gear for 2 days in Vic was a 'pain in the arse'!!! You can have fun riding a slow bike fast but there is nothing more frustrating than having to ride a fast bike slow. So if it has to go – what to get? I had a '94 Superlight for about 6 yrs and I've always liked that 2-valve power and grunt. But I'm not too fond of Monsters. So a Hyper it was to be. I bought it without ever riding one – it was mainly on the feedback from Phil Goldacre saying it was the modern GT and my idiosyncratic personality that is attracted to something different that I bought it. I was also attracted to the thought that a 1,078cc 2-valver would be the opposite to the 748R, ie. a grunt-myster.

Standard, the Hyper made about 90hp. With the Ducati Performance (DP) ECU and a Zard exhaust, the Hyper made 96hp. What to do to the Hyper to make it different – to personalise it? There were many motivations to hotting up a Hyper. The main aim is to have more hp than Phil's Hyper. I didn't/don't need more hp – standard it is certainly fast enough for public roads but I still wanted more hp than Phil. I wanted Phil to know when we were riding together; my Hyper had more hp than his. Totally childish and venal but there it is. I also wanted to do it cause I could. I started talking to Aksel. He wasn't enthused, 'don't be stupid'. If you

want more hp – don't try and re-invent the wheel. The factory has already done it for you, so go and get a bike like Tempo's S4RS Monster – it has 135hp at the rear wheel. So Aksel wasn't too keen. Nah – I still want to hot up a 2-valver. I've always wanted to hot up a motor – to make it unique and individual and I knew that Aksel had the brains, history and knowledge to do it right.

The added bonus and motivator was Peter Giles working @ Aksel's shop. Peter had spent several years working at his old school mate's (John Hackett), a Ducati specialist business in the UK (Coventry) and they are the No. 1 Ducati specialist tuners and modifiers in Western Europe. No one else in the UK sells more Ducks and more Duck gear and modded engines than Hacketts, so I knew I could tap into Peter's knowledge and experience. Peter said he had seen a heavily modified Hyper at Hacketts and the combination of the Ducati Performance (DP) cams and high compression pistons had made the Hyper into a rocket. The other incentive was Peter's praise of the Nemesis ECU. This would especially apply with such a heavily modded engine – which would need a specialist ECU to run it and Peter was telling me that the Nemesis ECUs were all-singing, all-dancing. They may be Nemesis by name but that is just a UK trade name – they are in reality a Webber/Marelli ECU. Most of the MotoGP & WSB teams use these ECUs.

Another motivator was hearing Warren Lee (CEO of Frasers Ducati) at a CDDC meeting saying his Hyper had been modified by Frasers in Syd (Shaun Sutcliffe) involving DP cams, high comp pistons and heads ported/flowed. Warren said he had ridden many Ducks and his modded Hyper was the best ever. Another added incentive was Aksel's relationship with Mark Banyard. Mark had spent many years in the UK working for specialist engine tuning businesses in the heart of racing in the UK (Brabham, Braun, Red Bull, Lotus, Cosworth). Mark had even made his own flow bench in his development years. Mark's speciality is porting/flowing heads and 90% of his business involves heads flown in from o/s (NASCAR, F3, F1, US drag cars etc), so he can port/flow the heads. He doesn't advertise and his business gets its work by word-of-mouth, such is his reputation. As it turned out this would be probably the most significant modification as the standard Ducat 2-valve heads are pretty poor. Peter Giles has seen many, many modified Ducati heads at Hacketts and he thought the work Mark did on the heads were a 'work of art'!!!

Hyper mods

So here in the end is what Aksel/Peter/Mark did:

- Heads ported & flowed by Mark Banyard. The standard heads are pretty poor and Mark did a beautiful job straightening out the inlet & outlet ports largely getting rid of the dog-leg enforced by the very wide valve angle in the Ducati 2-valve heads. The standard heads flow pretty badly. Aksel thinks Ducati puts no effort into making em better as it would provide too much cheap competition for their 4-valve motors. Mark measured the airflow before he started (when it was making 96hp) and said the better flow could theoretically realise 128hp.
- Bigger inlet valves – up by 2.75mm from standard. 2.75mm didn't sound much to me but Aksel says it is a lot.
- Bigger inlet manifolds (from the US) – up from 35mm to 38mm. Mark looked at the heads and said the inlet valves could be bigger in the head and a crude rule of thumb is your inlet valve can be 85% diameter of the inlet port – so to compliment the bigger inlet valves, bigger inlet manifolds were needed. I sourced the inlet manifolds from the US – they are a one-off. Mark then cleaned em up and matched the inlet manifolds to the inlet ports. It is interesting to note that the 2010 Hyper has a 5hp increase in power by using a slightly higher compression ratio and bigger inlet manifolds. Like Ducati does consistently, the small inlet manifolds are straight of another model - the Multistrudel.
- Airbox carved up with the lid and the bottom removed leaving just the filter to screen inlet air. The standard Hyper has a v/restrictive airbox and won't go past 210kph in 6th as it basically stops breathing. A big twin needs lots of air but lots of air means more intake roar making it harder to get past ADR sound rules. Tis like the 900 Superlight when one of the best performance mods was to just simply remove the airbox lid. As an interesting aside, after all the mods, we used Aksel's new tuning tool to remap the DP ECU I got with the cams and we had to increase the fuel metering by 30%. That is even in Canb, where we are at 600 metres above sea level, so that shows you how much more air the bike is now flowing.
- DP cams. These take away from the bottom end but give more in the top end. The DP cams have no higher lift than the standard cams; they are just open a lot longer than the standard cams.
- High compression Pistal pistons. These restore any lost bottom end with the use of the DP cams. We aimed for 11.5 compression ratio but Mark carved out some meat inside the heads to get better air flow past the valves so we ended up with about 11.1 comp ratio. Tis not what I wanted but Aksel measured the squish (distance between the edge of the piston and the head when the piston is at top-dead-centre) and he said it was perfect and to leave it alone. In hindsight I would next time get the heads ported & flowed first and then buy the right Pistal pistons to get the 11.5 comp ratio. The Pistal pistons are a beautiful thing – ½ the weight of the standard pistons and very strong. Mark was mightily impressed, saying they were much like the F1 pistons he had seen.
- Nemesis ECU. With all the mods there was no way a Ducati ECU would do the business. The Nemesis ECU also allowed us to raise the rev limiter from 8,800rpm to 10,250rpm. Before the mods it would make 96hp @ 6,000rpm and hold that until 8,200rpm and then fall on its nose. Now it wants to rev past 9,000rpm so we upped it – it wants to rev past 10,250rpm. It will be interesting to see on the dyno where it stops making hp. In many overseas items on the Web just adding the Nemesis ECU alone realises a 10hp increase. The Nemesis also fixed the problem of the v/severe rev limiter – which was like hitting a wall. The Nemesis allows the rev limiter to be much softer by cutting off the fuel 500rpm before cutting off the ignition.
- Cams dialled in. When Aksel and Peter Giles put the motor back together they dialled in the cams referring to the opening and closing timing on the DP cams.
- Sureflex slipper clutch. I hadn't planned on this mod but Aksel recommended with such a motor I would need the benefit of a slipper clutch. I must admit I occasionally miss the

standard clutch but the Sureflex clutch is beautiful to use.

Results and comments

It should be clearly noted all this work goes far beyond what has been done o/s. Most of the big mods o/s involve bigger pistons (1,198cc) and a Power Commander ECU. The mods done here broke a lot of new ground with the head-work and bigger inlet manifolds & valves. The \$80,000 1,198cc NCR special is rated at 120hp, so I should be close to that.

The Hyper is now a joy to ride. It is hard to assess how good it is now as up to 200kph it is so fast and effortless and too difficult to judge on the street. As said, before the changes, with the Zard exhaust and the DP ECU it would not really run past 210kph. Now Peter (and myself) have seen 220kph in 4th. However, top speed is not what it is about. What it is about is the opposite to the 748R. I wanted a streetable sleeper – in the old days they called them Q ships. It is effortless to ride and deceptively fast with the motor sounding so lazy and relaxed. The big difference is the top-end not present in a standard Hyper. It now wants to rev hard past 8,500rpm and all the way to 10,250rpm, making lots of hp all the way. The project isn't finished yet – we need to get it on the dyno and tune the Nemesis ECU in for this bike. As a preliminary indicator we have seen 106hp with the DP ECU and 112hp with the Nemesis ECU on the dyno. But this was before we really knew it was running so lean. To indicate how lean it was we had to increase the fuelling on the DP ECU by 30% (Aksel's special tool), so that could see 112-115hp apart from what the Nemesis might do. It is interesting to note with the Nemesis it can run 2 fuelling programs side-by-side and I can switch from one to the other by pressing the starter button when riding along. That's pretty kool. What's next? Well John Henshall reckons his Desmosedici sees 180hp at the rear wheel – I'll start talking to Aksel about getting 180hp outa the Hyper.

A big ta must go to Aksel, Peter & Mark. Peter has maintained enthusiasm throughout and many times went out of his way to do an excellent job. Aksel and I rarely see eye-to-eye on any issue but I'm smart enough to realise that in his workshop that I will always be wrong and he will always be right. Outside the workshop we also rarely agree and curiously the same results usually apply but Aksel is a gem in terms of knowledge, common sense and dedication to doing the best job possible!! The other pleasure for me is knowing that I have heads

that are unique and the best done by Mark Banyard. They are work of art. Aksel tells me in all his years of tuning 2-valve belt drive Ducks for racing/road (900SSs), he rarely saw much more than 83hp, so figures of 112 to 120hp on a 2-valver are even new territory for him. It's been fun and the bike is even more fun to ride!!!

ybaf

Arrivederci

Who's Who in CDDC

THE COMMITTEE

Main Bearing (Pres)	Michael Fuller	0408 223 069	michael.fuller@cddc.org.au
Crank Case (VPres)	Taso Samios	0406 376 925	ovendoor@webone.com.au
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Kick Starts (Events Co-ord)	Craig Evans	0418 118 165	Craig.evans@cddc.org.au
Racing Leathers (Regalia)	Helena & Alex Sykes	0428 646 718	Alex.and.helena.sykes@cddc.org.au
Fuel injection mapping (Web master)			
Riders guide (Ed)			
User manual (Librarian)	Phil Goldacre	0432 747 870	phildesign@netspace.net.au