

Monthly Newsletter

- Dicembre 2012 -



Italian bikes in the ACT

Ultima Notizia

Wakefield Pk track day reports

Phil Goldacre Memorial Run report

Chrissie Party is on

Il Presedente



Not a great deal is happening at the moment apart from the beginning of festivities. I wish you all a merry Christmas and a happy and New Year. Be safe and I will see you in the New Year.

See you on Sunday.

Ciao

Ken

'~' SEC (Triple Clamp) REPORT '~'

After being quiet for the last few Newsletters, I'm back on the keyboard with a few words. Since September this year I've been busy riding every chance I had. It started with a reccy run to the site of the Thunder Rally near Nundle then a three and a half thousand kilometre holiday ride to Queensland chris-crossing the Great Divide, then the actual Thunder Rally (see report in this newsletter), The Snowy Ride, The Ducati Turismo, a ride from Adelaide to Canberra in one day and just to top it off, a track day at Wakefield. I promised the editor I would write a story or two about the travels so stay tuned.

The main news for those at our last club meeting is that I have found the key to the post office box so stop panicking. We have a few magazines from

other Ducati clubs to look at so I'll bring those to the next meeting in January (December meeting being replaced as usual by a Christmas get together in the Senate rose garden this Sunday).

For those of us who have classic bikes and make use of the club concessional historic registration arrangements, you will be pleased to know that near disaster was averted when it was discovered that our membership of the council of ACT Motor Clubs had lapsed (through no fault of ours). The new Committee was onto it quickly and all is now kosher. The purpose of mentioning this is that to qualify for this reduced registration, one has to have a motorcycle at least thirty years young and be a member of a club affiliated with the Council. There are a few rules associated with this form of concessional registration which can be obtained from the Rego ACT website. Grant Fuller is the Club Registrar so if you have any questions about getting that old girl out of the shed and onto the road for a minimal outlay (registration wise), contact Grant – his address is on our website. So yet another reason to be a member of our club, YOUR club.

I was going to have a few words about the recent attempt to run a club ride day at Wakefield that resulted in only about half a dozen club members attending. I was going to say how disappointing it was and opine about our club being as weak as a diluted shandy for not being more interested in taking to the track then I stopped. Track days are not for everyone it seems. There are probably many reasons why more club members didn't attend: close to Christmas so were busy; couldn't afford to take a day off work; couldn't afford the cost; don't want to crash the bike because my insurance won't cover me etc. So I decided to stay circumspect. I had a terrific time as I think the other club members there did.

Michael Fuller and Dezzy had Belt and Bevel there to sort out any problems people may have had as well as displaying club merchandise. We really are

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fortunate to have such support. Yes it was disappointing that more people didn't turn up but such is life. For those who think that track days are for racers only, think again. Riding on the track allows us to practice our craft in a controlled environment where an ambulance is on hand should anything nasty happen. Plus is it fairly predictable compared to riding on the road. There are a known set of corners that you can practice whatever it is you want to practice (braking markers, lines into and out of corners, moving on you bike, how to keep everything smooth, rear trail braking – whatever) that you don't get with riding on the road where the surface can change without notice, other road users are coming towards you and a thousand other variables.

So good on those who attended and for those that didn't, maybe next time. It will make you a better rider.

Chris

Event Uno - what's on -

Here is the latest calendar of CDDC events. See list after the tables for other events. For further information, please contact our Social Secretary **Gaye McIntyre** (contact details at end of Newsletter).

CDDC events in Dicembre 2012	
Sun 9th	CDDC 2012 Christmas Party (in lieu of monthly meeting) at the Senate Rose Garden in the grounds of Old Parliament house 11.30 – 2.30. We will be dining on spit roast again with a Taso special cake for desert. Financial members are free, guests are \$20 and kids aged 4-12 \$10. Tucker will be served at 12.30 so please arrive on time. After lunch will be secret Santa (bring a gift to the value of \$10 to receive one back) raffles and plenty of chatter. Club merchandise including next years calendar will be on sale so bring your bucks. Please RSVP to events@cddc.org.au by Monday 3 rd Dec
16 Dec	Short brunch ride Our last club ride of the year will be, by popular request, a brunch ride to Malula Bay (just past Bateman's Bay). To beat the heat and traffic, meet at Bungendore bakery 8:00am for 8:30am departure. We will do a fuel stop/regroup at Braidwood Caltex on the way down to avoid the Bay servos.

CDDC events in Gennaio 2013	
Tues 1st	Recovery Ride I'm still trying to find a venue that is open on NYD but I will. Ride will be a 11am meet with a shortish ride to lunch – more details to come.
Sat 13th	Club Ride Boorowa Pub for lunch (or there are bakeries and cafes close by). Meet at Bungendore Bakery 9am for 9.30 departure. This is about a 400km run with plenty of fuel stops if required .
Jan 28	Australia Day long weekend. TBA

CDDC events in Febbraio 2013	
Fri 1st to Sun 4th	TT Tintaldra Ride This is an annual event run in conjunction with the DOC NSW club. Let me know if you want more detail or check out http://www.docnsw.org.au/calendar/ . See details below.
Mon 11th	CDDC Monthly Meeting 7:30pm @ the Italo-Australian Club in Forest. Meeting starts @ 7:30 – eats from 6:30 for those who want to grab a meal before the meeting. The meeting will feature the presentation of the annual Phil Goldacre CDDC Best Clubman award. The CDDC Committee meets @ 6:00pm before the monthly club meeting.

The Tintaldra TT Ride – DOC NSW

Come and join us for the 2013 Tintaldra TT Ride. All bikes and riders welcome. This is a traditional "Open Ride", with riders choosing to do all or part of it as the spirit moves them. All part of the charm. Originally, it follows the route to the "now re-located Unapproachable Rally," (Nundle), to Tintaldra, held, years ago, by the Vic, & NSW chapters of the Norton Owners Club. Some riders, who supported that Rally, kept the ride part going because it was such a pearler. This year, while we retain the name and tradition of the Tintaldra TT, we plan to stay in nearby Corryong instead with its greater range of accommodation, eateries and attractions. **Day 1)** Friday 1st February. Make your way to beautiful Bermagui, stay and have dinner at the Pub. **Day 2)** Saturday 2nd. Spend the day riding through the Snowy Mountains, to Corryong, on the banks of the Murray River. **Day 3)** Sunday 3rd. Get serious about more relaxing out, or go on the Sundowners' ride starting at dawn, through to the Cann River/Mt Hotham and back!

Other events



Presented by Ducati Owners Club of New Zealand and supported By Norm Fraser Importers Pty Ltd.

15th through to 17th March 2013. Wairakei Resort, Taupo, NZ

2012 CDDC CHRISSIE PARTY

The CDDC Christmas is coming fast! See the calendar of events. Our party this year will be on Sunday 9th December in the Senate Rose Garden in the grounds of Old Parliament House again (the Senate side). We will be dining on spit roast again with a Taso special cake for desert. Financial members are free, guests are \$20 and kids aged 4-12 \$10. Tucker will be served at 12:00 so please arrive on time. After lunch it will be secret Santa (bring a gift to the value of \$10 to receive one back), raffles and plenty of chatter. Club merchandise including next year's calendar will be on sale so bring your bucks. Please RSVP to events@cddc.org.au by Monday 3rd Dec.

Eventi Duo *- the wraps -*

~ CDDC TRACK DAY AT WAKEFIELD PARK ~

I had a great day, I had the 38 year old 750 bevel out there doing what Ducati's do well, going around a race track, and giving a lot of more powerful bikes and younger riders a hurry up.

So Wakefield doesn't hold the same level of esteem as maybe Phillip Island or Eastern Creek, but with the same number of corners in half the distance of a lap of Phillip Island, it is hard work to go round there fast. No time for a rest or a Latte.

For the Ducati owners that did turn up we had a perfect day and pitied to ones who missed out. Michael from Belt and Bevel was there with a

range of tools to perform suspension adjustments etc to members who did turn up as well as all of the diagnostics tools to fine tune your Ducati to get the best performance out of it. He also had on display was a beautiful range of magnesium components for both bevel singles and twins imported from Sweden, and some lovely carbon fibre to fit a range of modern Ducati's.

I thought it was great that Les came along and took out his Diavel. It was a Ducati, he is a club member, so good on him. Beats looking at it in the shed or parked in a public service car park. Yes Chris Roberts did sneak past me on one lap in one of the sessions, he was on a 1000DS that had just been fully sorted by Belt and Bevel, so it was only right that off the end of the straight I overtook him on the outside and left him to follow the bark of the old bevel for the rest of the session.



Dezz was there on Harry Honda, doing a great job of keeping the spectators amused as she waved to them each time she went down the straight. Nick on the 749 Ducati was very entertaining to watch as he went around the outside, in under and basically all over bikes of much bigger capacity and more modern including a 1098. So we had Ducati's in all of the groups except the race group, however with Nick's lap times, he was quicker than some of the people up in the race group. In total I think there were about 11 or 12 Ducati's there, so for those that went and spent a day at Wakefield, well done.

Grant (Bevel Padrone) Fuller

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My first time at Wakefield Park was the CDDC track day last month. Having only owned my 1998 M750 Monster for a few months and not yet having it completely sorted I decided I would go as an observer. In addition it has been many years since I have owned a roadworthy bike and I feel a bit like a beginner again. I arrived around lunch time and drove through the pit area looking for any signs of the club. I was waved down by Nick Fuller and welcomed into the garage. A smallish collection of Ducati's were gathered in one end of the large carport with some other being out on the

track. Nick showed me around and I met up with Grant Fuller and his wife Cavetta (SP?). Grant and I go way back to Primary school and it was wonderful to see his beautifully presented bikes along with other members' bikes. After a bit of chat the Intermediate Group was called to the track and not wanting to waste any time I went over to the Armco barrier to take in the collection of fast men and their machines.

It was a warm day and bikes seemed to be going quite quickly. That was until the Race Grade guys got out onto the track and then there was some real speed. It's quite an experience to be able to get so close to the riders. The fastest of them were probably half a meter from me as they began to sit up and head towards the first corner. The speed and noise is amazing. It made me question whether I would actually have the gumption to get out there myself. I've always thought I could but now I'm not sure I wouldn't get in the way. Then I saw old mate on his 1974 two stroke Suzuki 100 hurtling down the straight at about 90km/hr. Perhaps a bit more time in the saddle and on a quiet day.



Nic Fuller on the 749

I have been to other tracks to watch cars and bikes but you just cannot get as close to the action as you can at Wakefield. The track from an observer's point of view is pretty good as you can see just about all of the track and corners from the pit straight. If you go up to the small hill you can indeed see the whole track, although the seating leaves a bit to be desired. There was a pretty relaxed feel about the whole place. That was until I went a bit far past some non-existent barrier to get some photos of the riders coming out of the

last corner onto the main straight. After removing myself back to the safety of the main straight barrier and getting a few more photos I headed back to the pits for some of Cavetta's home-made cakes and some more time checking out the Dukes and other bikes in the pits. Then all the club bikes were lined up for the mandatory photo shoot and people started packing up. I headed off to Braidwood for some more motorcycle action, it being Club Bultaco Australia's annual rally. All in all a full weekend of motorcycling. Thanks to the club for organising a great and very educational track day. Looking forward to next year.

Steve Lawry

See also Steve's excellent pics of the track day on the CDDC website in the Photo Gallery section.

🏍️ '~' THE PHIL GOLDACRE ANNUAL MEMORIAL RUN REPORT '~'

It seems so often the case that when the CDDC org a run it's fine/sunny/warm during the week yet when it comes to the Sat morn run time it's cloudy, cool & threatening rain. I love fickle weather sometimes?? The attendees on the 2012 Phil Goldacre Memorial Run were Taso (v/Pres) Samios – '04 Ducati 749R, Tim (GT) Foster – '09 Ducati 1,000GT, Doc Rutherford – '12 MV 1,090 Brutale RR, Deborah Rutherford – '10 Ducati 695 Monster, Nigel Rutley – '94 Ducati 900 Superlight, Dezzery Quinton/Michael Fuller – 'Harry' Honda 250 & Mercedes Vito van, Marilyn Starick - Ducati St4S, Jeff Angel – '86 Ducati 907 Paso, Steve Hopkins Ducati St4S, George (Kalkite) Step – '01 MV 750F4, Grant Fuller – '73 Ducati 750 Sport & Peter (ybaf) Yeend – '08 1,078 Hypermotard.

It was cold/cloudy on the start of run but the closer we got to Cooma the less clouds & more blue sky we saw. With the closure of the East End Cafe it was to a new venue, 'The Lot' on the west side of town, which is decidedly more up-market than the plebeian East End Cafe. For me, a working class boy from Isabella Plains, I felt a bit like a square peg in a round hole amongst the bourgeois, latte sipping Ainslie types, but I gritted my teeth, hoped I wouldn't be spotted, sneered at and asked to leave. Most of the other CDDCers (all) on the run are the latte Ainslie types, so they felt right at home and v/comfortable.

The run to Tumut for lunch was interrupted by fuel @ Adaminaby and a short break @ Kiandra. For the past few years the annual rivalry between the

v/Pres and a humble/honest Hyper rider on the run from Cooma to Adaminaby has been won by the bloke on the slower bike (the good bloke). For those interested (about 1 or 2), this year, despite the fact the Hyper rider starting about 3 mins after the aforesaid v/Pres, the v/Pres just pipped the win by 1 & ½ bike lengths. Notwithstanding the v/Pres had a miniscule physical victory, by any measure it was a moral victory to the Hyper rider.

While we stopped for 15 mins @ Kiandra I did notice was how many bikes/cars there were on the road. I've never seen it so busy and this wasn't even the Snowy Ride weekend. It was like Bunda St on Sat morning. I'm hoping it was unusual and the heavy traffic is not gonna be the norm over the Alps in the warmer months in the future. Lunch in Tumut was @ the usual pub on the corner at the end of the main street. Marilyn, Steve and Jeff left the group @ Tumut, being only committed to the day run and went home via Gundagai & Hume Hwy. However, their departure was balanced by Grant & Kaveta Fuller meeting us from the wild, wild west of Tumblong. Grant rode with Dezzy on Harry Honda to Khancoban on Sat arvo on his most beautiful yellow '73 Ducati 750 Sport – a fitting tribute to Phil Goldacre on his memorial run. That 750 Sport still looks a standout, great bike - class & style is eternal.



A 2valve beauty from Italy

The run to Tumbarumba in the early arvo was down the now usual back roads (forestry roads), which are great as there are many high and low speed corners, the road is in good condition and there is zero traffic. The first fly in the ointment was an error of mine. I stopped on the road to ensure others didn't miss a turn off but I didn't stop in a place that could be well seen so Deb missed the turn and carried on down the main road to Tumbarumba via Batlow. No real harm

done but she missed out on a great road. The other error was also mine as I stopped at an intersection we were meant to turn at, noticing Taso, who was only 50 metres ahead of me, carried on missing the turn. No matter I thought – he'll use his common sense and when he sees no one is behind him he'll pull over, wait and when no bikes come along turn he'll turn around and come back to find us waiting at the correct turn.

Well, as George Bernard Shaw once said, 'the trouble with common sense is that it is not very common'. Taso (in his own wisdom??) didn't stop when he realised no one was behind him – kept going and got separated while all the others were awaiting (for 1/2 an hour) for his return. While waiting we discussed what to do like press on; but concerns were raised if Taso had fallen off. Nigel generously went down the same road and then we got a message that Taso had turned up @ Tumbarumba.

I suppose you could say 'all's well that ends well'. However, I well remember a trip into the Alps I did about 10yrs ago with Paul Tempestini when a v/young P-plate rider went missing between Cooma & Adaminaby. About 8 riders spent about 4-5hrs searching the road looking for signs of a crash and/or an injured rider off the side of the road. Calls were made by his father (one of the searching riders) to the police and to his home with no luck. In the end we gave up the planned ride and went back to Canb only to find out the missing rider had pressed on by himself to Tumut, Gundagai and home to Canb via the Hume Hwy without telling anyone what he was doing. Interesting strategy when the planned destination was Cabramurra. To say his father was livid (and embarrassed) is an understatement. Motorcycling can be dangerous and accidents can happen (see Nigel's off below). The last thing you want to remember is assuming a rider is OK to later find out he/she is laying on the side of the road waiting for help from their mates. Ask CDDC member Laurie Williams what that is like. There are some maxims to group riding - if you don't know the way or the road – don't lead. If you get separated – don't press on – pull over and wait and if no one comes along turn around and go back to find the other riders.

We all eventually congealed (like amoeba) @ Tumbarumba and then pressed on to the most enjoyable parts of the day's ride – the

Tumbarumba to Jingellic run followed by the sublime Jingellic to Tintaldra run which runs right on the Murray River. I'd rather not wither away in a nursing home – in my final years I'll request a CDDC member to give me a tap on the head and lay my bones to rest on this run in the middle of a broad sweeper overlooking the river. I don't think I'll have much trouble finding many CDDCers willingly to oblige. From the pub on the Murray @ Tintaldra it is only a short ½ hour run to Khancoban for a shower, drink, meal & discussions of the day's ride. The next day it was decided to come back over the Alps via Cabramurra, Kiandra and Adaminaby. Some were reluctant to go the Geehi, Dead Horse Gap, Thredbo route as that way has far more caravans, 4WDs and full size buses; with the latter 2 having a tendency to be on your side of the road when coming in the other direction.

It was interesting to note that the Sun was Nigel's birthday but unfortunately between the 2 dams (Tooma Reservoir & Tumut Pond) Nigel ran off trying to avoid a large rock in the middle of the road. The lovely Superlight only ended up a few metres off the side of the road but Nigel hit a rock & log and was later diagnosed with 3 busted ribs. A huge bummer as the weekend had been going so good. Fortunately Michael & Dezzy in the support Mercedes Vito were there within 20 mins and Nigel & Superlight were loaded within 35 mins. I shudder to think what we would have done with no support vehicle – Nigel was in too much pain to ride or pillion and we would have been there caring for him for many hours while car transport was arranged and perhaps collecting the bike the next day. It was a huge, huge plus to have a support vehicle. The rest of the ride home was a bit subdued after Nigel's off but at least for the latte set (all except me) we stopped at the 'The Lot' again in Cooma for coffee/cake.

What were the plusses?? Great roads, beautiful green Spring countryside, good company, a varied range of different Duc's and other bikes, having a support vehicle, a chance to stretch the Duc's legs, 2 days outa Canb, the sirloin steak as big as ½ a house brick @ the Alpine Inn, the flexibility and torqueyness of the Aksel fettled Hyper motor over the tight stuff in the higher Alps, the 2 beautiful MVs – George's 750F4 and Doc's 1,090 Brutale. I'm still constantly amazed how quick that little 749R v/twin is – it performs like a 1,199cc v/twin.

What were the minuses?? Nigel's off and damage to the Superlight, my own poor riding. I am so rusty in many corners I often ended up using the 50 cent piece cornering line. Taso said it was like riding behind a public servant and it looked like I wanted to pause and form a committee to select a line and apex each time I approached a corner. I was rusty and I learned that notwithstanding I ride a scooter every day it in no way relates to riding a Duc on the open road in the mountains. The low numbers turning up. The Phil Goldacre Run is one of the best rides the CDDC does each year and we have seen 20+ riders participate in the past. This year we really only had about 7 riders. I know the weather looked iffy on the Sat morning but the reality was it was fine and sunny for 99% of the 2 days. We did have a few spots of rain on Sun morning and about 6ks of damp road but apart from that the riding weather was v/good. It was a bit disappointing.

ybaf

CHRIS'S THUNDER RALLY **SOJOURNE**

Hi there,

Joe Yatras here - proud owner of a SAFTUNE 450 Desmo Single (originally Silver Shotgun enough of that), rode up to Nundle Thunder Rally with 3 others.



We had a great time and the ride was great. Chris and I joined up for the trip home (I was just following Chris who was riding a great old BMW and won 3 awards) when my old girl 1989 Yamaha FJ1200 blew a fuel pump just after we filled up. Now picture this 2 matured men, grey hair unshaven, look a mess with a broken down bike in the middle of nowhere outside a farm called DUNMOVIN. Chris can fill you in, heaps of bikes pass and 1 ½ hours later bang we were mobile and I made it all the way back to Nowra (left Nundel

8:00am got home 8.30pm). Chris is a helpful, funny and most of all a great person and I had a great time and looking forward to another ride with him and your club. Cheers Duc Owners

Joe



Is that Big Foot???

Articoli vari - bits & pieces -

🏍️ 😊😊😊 AUSTRALIAN GOVERNMENT PRAISE BIKERS 😊😊😊

An official report from the Australian government has sung the praises of bikers for enriching and improving city living. The *State of Australian Cities Report*, which annually reviews the state of Australia's eighteen largest urban areas, concluded that the nation's 700,000 motorcyclists and scooter riders produce lower emissions than car drivers, take up less space on congested roads and reduce pressure on city parking areas.

The report states: *'The major advantage of motorcycles and scooters in the urban transport system is that they are very space efficient at a time when congestion is now a critical problem in cities'* and that *'depending on the attitude to filtering or lane splitting, they take up much less space than other vehicles in slow-moving or stationary traffic and up to five can park in a single car space.'*

Speaking to *news.com.au*, Australian Motorcycle Council chairman Shaun Lennard said: *'This is a massive shift in approach. Just last year, the National Transport Commission released a report 'Smart Transport for a Growing Nation' which failed to mention the growing popularity of motorcycling. Actually, it failed to mention motorcycles altogether.'* Australian Transport Minister Anthony Albanese, is a recent convert to the advantages of two-wheeled living. He said: *'As I can attest from my recent trip to Italy, many of the world's cities are thronged with motorbikes and scooters as people take advantage of this low-cost, low-energy and space-efficient form of transport. 'However in the Australian policy context, they tend only to be mentioned in discussions about safety'. 'This can obscure the fact that they are an important and growing component of the urban transport mix at a time when congestion drags like an anchor on our time and productivity.'*



According to the Australian Bureau of Statistics, there were 511,966 motorcycles in Australia in

2007. This has grown by a staggering 38% to 709,288 in 2012, indicating that many Australians have drawn the same conclusion as the report.

- Arrivederci -

Who's Who in CDDC

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