

Monthly Newsletter

- Luglio 2010 -



Italian bikes in the ACT

Ultima Notizia

WDW report & pics

Peter Bosz's trip to Ducati factory

Bongiorno,

Firstly, I would like to say I'm amazed that Taso put in some sledging to the newsletter, it's about time. But what amazes me even more is that Taso is even able to use a computer. I think though that he gets time to learn how to use things like computers, because the 749 (Massi Ferguson Replica) doesn't get out often enough.

There is the club service day this Sunday at Axle motorcycles, starting at 10am, this will be a run down on general maintenance, with a component of what to look for when buying a second hand bike.

I'm sorry to everyone for not getting out on rides, but over the next few months there are some exciting events coming. 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).

Monday 12 July - CDDC Monthly Meeting at the Italo-Australia Club in Forrest for 7:30pm start. Pre-meeting dinner @ 6:00pm for those interested. The July meeting will feature a presentation by CDDC member Peter Bosz of his recent o/s trip and esp his trip to the Ducat factory. A must see!!!

Sunday 18th of July – CDDC Maintenance Day @ Axle Motorcycles. 10:00am. The theme of the day is general maintenance, and what to look for buying a second hand bike.

Sunday 25th August – Tis quite cold and not really riding weather this time of the year. So it is a short coffee run to the new/nice cafe just next to the bakery in Bungendore. Meet 10:00am @ Green Sq Kingston for a 10:30 departure to ride via the Mac's Reef Rd to Bungendore.

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.

Other events

Thurs 21 October - Trackday at Wakefield Park. Details are yet to be firmed up but DOCNSW and DOCVic will be involved too so it will be a great Ducati day. Get your chance to get your beastie on the track or at least see many other Ducks on the track. If you don't have a Wakefield licence, it'll probably cost you \$140 for the day. A v/good price considering the \$200+ ride day fees charged at other circuits. Thurs the 21st of October is the Thurs after the MotoGP race at Phillip Is on

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the 17th. You will be inspired to ride like Casey and rumour has that Vittorio Guareschi, the Ducati MotoGP manager, is staying over from the MotoGP race to spy out the CDDC talent.

*** CDDC BUSINESS ***



))) 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.



)/= 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.

Eventi #Duo - the wraps



DDD DESTINATION: THE DUCATI FACTORY DDD

Having always loved and longed to have a Ducati motorcycle since I was a kid and now having the chance of owning one, wouldn't it be fantastic to be able to visit the factory where they are made one day. This statement has been ringing in my head for years and so in 2009 my wife and I had planned a trip to Europe to visit my cousin who lives in Paris. I had not seen her in many years and so it was a perfect opportunity to spend some time with her. To that end I decided to not only visit her and the city of Paris but to see France and northern Italy as

well. So that was the basic plan. In Bologna Italy is, of course, the Ducati Factory. Well we then just had to visit it on our journey. As we would be driving through so many interesting villages and towns with our trusted Sat Nav, Bologna would be on the itinerary as well. So let's do the Ducati Factory Tour while there.

I booked the factory tour online prior to leaving Australia as you cannot visit it otherwise. I visited the Ducati website which gives you opening times, tour dates and costs. So with that all sorted, in early May this year we departed the land of Oz flying via Dubai to Paris. Spending time in Paris was tops, seeing my cousin catching up on the usual family things and visiting the sites. That done we then hired a car and drove south through France to Nice. That was fantastic as it was, but Bologna was beckoning. Seeing all the bikes on the roads made me wish even more that I was with them on some of the fantastic French and Italian roads, potholes and goat tracks.... nah they don't have any.... they are here at home.

Arriving in Bologna that morning we checked into our very comfy hotel and once settled, checked the Sat Nav to see how far the Factory was away....only 15 km away... super! Our tour was booked for 3.30pm that afternoon. The Sat Nav, as usual, got us there with no problems and plenty of time to spare. Turning into the street it was great to see the large Ducati logo on the front of the building. This is going to be the best!



I was here finally after all these years. Parked the car and waited for the tour like a kid in a toy shop. With typical Italian efficiency at 3.10 pm (what happened to 3.30 pm) our tour guide Silvia turned up and checked off our names and we made our way up the stairs to the foyer. In the foyer area to greet me was a new 796 Monster, a Mutistrada 1100 and a Streetfighter.

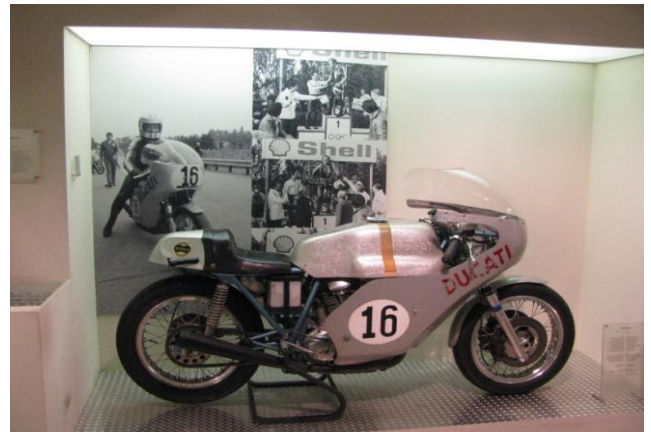
Entry Cost was 10 Euros for non Ducati club members and 5 Euros for members. That sorted it was inside the Museum proper. The Museum was officially open on June 12 1998. Once inside the glass doors and seeing all the bikes lined up the oohs and ahhs started. Silvia then proceeded to tell us about the Ducati brothers, when they started their electrical business in 1926 in Bologna making numerous electrical parts. The story continued to post WW2, war ravaged Italy and with the need for cheap transport, it brought us to the first motorcycle displayed, the Cucciolo. The micro-engine that marked the beginning of the Ducati era of motorcycles. We then moved onto the 98cc ohv 'Marianna' developed by the legendary Engineer, Fabio Taglioni. Later Desmo models of 100 and 125cc bikes that triumphed in many races in the fifties. In a side display room, of which there are many in the museum, we saw the drawings and drafting table in which Taglioni designed the Desmodromic system in 1956 and as we know today is a unique component in all Ducatis.



We then moved onto the single cylinder and triple camshaft parallel twins of the 1960's and the debut of Mike Hailwood on his twin race bike. Moving along we see the Bevel-Gear twin cylinders of the 70's and the success at 200 mile race at Imola with Hailwood again dominating the Tourist Trophy in 1978. We passed row upon row of fantastic bikes and we now see the 1980's Pantah with photos and bikes of Marco Lucchinelli and Tony Rutter and a decade of victories with now belt driven cam engines like the Ducati TT2 and 750F1.

Silvia now explains the takeover of Ducati by Cagiva between 1986 and 1994. She also explains why the colour red was chosen for Ducati. As the Ducati brothers were friends of Enzo Ferrari who incidentally loved the Red for his race cars she explained the reason for the choice of the colour as it is also part of the Italian flag. We now moved on to the four valve engine of the 1990's. Now Ducati

was to launch a serious challenge in the Superbike World Championship. Above all, the success in this was due to the new 4 valve system propelling the 851, 888, 916, 996, 998, 999 and 1098 to a long list of victories. Wow seeing all these gleaming superbikes all in a row everyone was now salivating!! Photos galore here!! Last but not least was the 2003 return of Ducati to GP racing after a 30 year hiatus. The Desmosedici steering the superbikes in MotoGP to Championship winning form.



The trophy cabinet was also amazing to see. The digital cameras were getting a work out here. Also to see was mock up of Troy Bayliss with his Aussie flag. They love him here that's for sure, as well of course Casey Stoner and Troy Corser. Also on display were helmets, leathers and other apparel. It was now time to leave the Museum and head for the Factory tour. "No cameras allowed" was announced sternly!! Gee we might have been industrial spies?? So we headed outside and around to the factory entrance.

Upon entering we see the machining area where the rough components arrive from outside suppliers and here are machined and finished. Silvia shows us a sample of the rough and finished cylinder and pistons. The system they use is a 'shopping cart' style sequence where a worker picks up each component from the cart and assembles the entire engine. All components for an entire motorcycle including of course the engine are in that particular shopping cart. In this case we watch the making of a new 796 Monster from start to finish. That worker then follows the engine with the cart until completion. The engine is then moved to a cold testing area, 100% of the engine is tested in five sound proof chambers, where the engine is connected to electric motors to "drive" the new engine. Less than 1% are rejected and if so that particular worker who constructed the engine (wonder if they get the sack ?) is notified and the engine is stripped to find out why it failed. Next we

move on to the assembly area. Since 1968 almost all of the bikes have been assembled here.

At the beginning of the line the Ducati "Trellis" frame meets the now cold tested engine. Moving down the line the rest of the components are added until the bike is completed. Now here was an interesting fact only 110 bikes of all models are produced per day, compare that with the mass produced Jap bikes. Example is in the USA, per year, 9 million bikes are sold of that only 3,000 are Ducati. We finally move to the testing area where we watch a Monster come off the line and tested. The bike is moved to an enclosed booth and onto a test bench. The operation of all components is conducted with pre determined tests depending on the type and capacity of the bike. The test lasted four and a half minutes and we watch as the operator runs the tests on engine, suspension, brakes and electrical with all the sensors attached including oxygen sensors on the exhaust. If a particular bike is heading to the USA a special emission canister is fitted. As we moved to the exit there is a beautiful lineup of 1198's and Streetfighters ready to be packaged and shipped. I did not see my address in Aussie on the any however?

We then made our way out and up to the gift shop for some serious shopping!! That done it was time to head off and on with the rest of our trip as we were heading to Lake Como. It was a real eye opener and a truly memorable visit to the home of Ducati.

Peter Bosz

OggettiVari



@@@ THE PILL THAT COULD CURE YOU OF MOTORCYCLING @@@

You better hope nobody from the EU reads this, but there's a pill that some experts think could 'cure' you of motorcycling. The new drug called co-trimoxazole has been proven ten times more effective than previous remedies against the condition Toxoplasmosis a bacterial infection Dr Robert Sapolsky of Stanford University says is unusually common in motorcyclists, and which he believes could have contributed to our desire to ride the things in the first place.

Toxoplasma is a parasite scientists have recently observed makes infected rats appear to want to get closer to their chief predator, cats. Infected rodents become sexually attracted to cat urine, and take uncharacteristic risks in the presence of their feline nemesis. The behaviour change is believed to be driven by the infection's desire to be passed up the food chain. The parasite changes the rat's brain so it loses its fear of cats and then hopefully gets eaten. The parasite can only reproduce inside the gut of a cat. Dr Sapolsky goes on to say that motorcyclists have a high probability of being infected with Toxoplasmosis, and that infected people are "three to four times more likely to be killed in car accidents involving reckless speeding" - suggesting the condition is key to our appetite for speed and risk.



The rear of the ybaf Hypermotard after all the mods - it's all Taso will ever get to see

Sapolsky says: "What is the bottom line on this? Well, it depends; if you want to overcome some of your inhibitions, Toxo might be a very good thing to have in your system. "You want to know something utterly terrifying? The U.S. Military is interested in Toxo. And I would think they would be intrigued, studying a parasite that makes mammals perhaps do things that everything in their fiber normally tells them not to because it's dangerous and ridiculous and stupid and don't do it."

Worldwide Toxoplasmosis, which is picked up from cat or rodent faeces and generally goes untreated, is one of humanity's most prevalent infections, but the variances are interesting. For example, Britain has a Toxoplasma infection rate of 6.6% while in bike-loving France it's 45%. Road deaths are also 68% higher in France than in the UK.



**DUCATI LAUNCHES DVD
MOVIE ###**

Ducati is launching a feature-length DVD movie about its history featuring interviews with key riders, engineers and historians united in their passion for the blood-red bikes. The film will be premiered at World Ducati Weekend at Misano 10-13 June but is already on sale at Misano World Circuit, the Ducati Museum bookshop and Factory Store and will soon arrive at Ducati stores around the world.



^^^ **82-YEAR-OLD
GRANDFATHER TED FENWICK
WINS OPENING RACE OF THE ISLE
OF MAN TT FORTNIGHT** ^^^

ANYBODY who thought the world of high-powered motorbike racing is a young man's game should try telling that to Ted Fenwick. The 82-year-old grandfather from York left his rivals trailing in his wake when he led from start to finish to win the opening race of the Isle of Man TT fortnight, one of the biggest events in the sport's calendar.



Mr Fenwick, from Heworth, York, beat competitors a quarter of his age on his 250cc Ducati, which he first rode 28 years ago. He triumphed in the Pre-TT Classis on the island's Billown circuit for the third time, having finished runner-up in both of the previous two years. Having caught the motorbiking bug as a teenager and with 58 years of racing, plus his share of broken bones, under his belt, he has no plans to retire just yet. He said: "I just enjoy riding the bike and I enjoy competing, because I get a real thrill from the speed of it. "A lot of the people I race against are much younger and probably more fearless, but it doesn't really matter, although when

I started racing I never thought I would still be doing it now. "I've been in hospital with things like a fractured pelvis and I broke my neck, arm and back in 1968, but I haven't had a serious injury since 1972 and I'll keep racing as long as I keep getting up in the morning."

Mr Fenwick insists his success and longevity is a team effort between him and his friend Geoff Shaw, who is in charge of preparing the bike for events, and said: "I couldn't do it without him. "My wife Margaret is also very supportive, although she would still be pleased if I stopped racing. But while I wouldn't say I've got better with age, I've definitely become more careful." The Pre-TT Classic races are run by the Southern 100 Motorcycle Racing Club, whose secretary, George Peach, said: "For a man of Ted's age to still be competing and winning is absolutely amazing. "He doesn't look in his eighties and he certainly doesn't act it. He's a superb rider, he thoroughly deserved to win and everybody was delighted for him."



*** **WORLD DUCATI WEEK
2010 SEES RECORD ATTENDANCE** ***

World Ducati Week (WDW), the massive event that unites and excites the Ducati community, has wrapped up after four days with a record-breaking attendance of 60,000 motorcyclists. Held at the Misano World Circuit, the celebration - entitled the 'Red Planet Returns' - took June 10-13th and become one of the best ever in the event's history. While Italian Ducatisti made up 60% of the total attendance at WDW2010, the remaining Ducati fans and attendees travelled from 28 nations and five continents- underlining the international appeal of the Ducati brand. Owners from Europe, America, Australia, Russia and India united with those from Brazil, China, Malaysia and even Gabon and Nepal to celebrate their passion for the Ducati brand.

The event peaked on Saturday, June 12th when the program of events climaxed with a spectacular knock-out drag race competition, featuring Ducati MotoGP and Superbike riders aboard the asphalt-ripping Ducati Streetfighter S. True to form, the eight riders - Battaini, Bayliss, Byrne, Checa, Fabrizio, Haga, Hayden and Stoner put on a fantastic show from the moment they left the pit garages, playing to the crowds that filled Misano's paddock terraces. World Superbike Ducati Xerox Team rider Noriyuki Haga won the photo-finish just fractions of a second ahead of Ducati MotoGP

team rider Nicky Hayden; followed by Troy Bayliss in third position.

The packed four-day program provided both entertainment and interaction for the 60,000 visitors, including events on the track and courses in the "Ducati University" presented by Ducati engineers, riders and managers from the Italian manufacturer. While the Italian Air Force helicopter aerobatics display provided an incredible show in the air, stunt shows, vintage bike shows, motocross freestyle displays, dragsters and race track demonstrations by the Ducati Xerox Team provided the same on the ground. The event also staged concerts by four Ducati Bands, chosen from a list of local artists submitted by Ducatisti in the run-up to the event.

While WDW was entertaining people in Misano, Italy, the rest of the world enjoyed the event virtually by connecting to the official website www.wdw2010.ducati.com, where more than 200 official photographs and 30 videos were uploaded in real time from the event. During the four days of WDW, a record 400,000 visits were also recorded on Ducati's official Facebook page and over 60,000 people watched the action moment-by-moment by viewing videos on Ducati's YouTube channel-making it the world's most followed automotive channel that week.



Casey & Haga drag racing on Streetfighters @ WDW

For some nice, artistic WDW pics see:

http://photos.ducati.net/Ducati-Events/World-Ducati-Week-2010/12584611_FcCDk

Arrivederci

Who's Who in CDDC

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Riders guide (Ed)			
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