

Monthly Newsletter

- Ottobre 2010 -



Italian bikes in the ACT

Ultima Notizia

2010 CDDC AGM notice

2011 Ducati superbike models released

It's getting towards the end of the year now, there is already Christmas advertising on the radio and in the shops, but our busier riding time is here. Don't forget we have the AGM on Monday night, the Khancoban Run, and the Economy Run all in November.

Also Pete Bosz needs your good quality pictures of your bikes or club events for our calendar. Without these, we can't do a calendar and then how else would you know what day it was :)

As this is my final newsletter, I would like to thank Peter Yeend for putting the club newsletters out, to all the committee for contributing lots of ideas, time and, effort throughout the year and thank you to all the member who also contributed. It's much appreciated.

Ciao

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 11 October – This is the CDDC AGM. If you don't make it to all the club meetings, this is one of the meetings you should really make an extra effort to attend. All committee positions are up for grabs, so if you'd like to have say in the direction of the club, here's your chance to make a difference and step up. Don't forget you also need to be a financial member to vote.

Thursday 21 October - Wakefield Park extreme ride day. Strictly speaking this is not a club ride day, but we are hoping to have a few club members turn up and make a great day out. See the Wakefield Park website for more details and registration info. See below for more detail.

Sunday 24 October - CDDC ride, details to be announced. This the ride we talked about at the meeting, treating a dedicated Ducati fan to an escort out to Bungendore. I'll get more details out to you later - and we'll most likely make ride out of it, possibly the Goulburn/Crookwell loop?

13/14 November - The Khancoban Run. Yes it's coming up to that time of the year again. It's Spring, which means the Khancoban Run is not too far off. It's only about 7 (and a bit) weeks away so you need to clear the calendar and make your booking at the Inn. I'll get the timings out to you as we get closer to the date, but the basics remain the same - ride down Saturday, staying in Khancoban overnight and riding back to Canberra on the Sunday. Most of you know about this one (that's why we keep going back), but for those who don't - it's just a great weekend's ride - provided you can put up with the company? Remember you need to make your own booking. Booking details are Khancoban Alpine Inn. Ph. (02) 6076 9471.

One thing to note regarding the Khancoban run - we haven't discussed anything about a support vehicle yet> So if you are interested – get in contact with Craig Evans.

Sunday 28 November - ECO Challenge. Final details to yet to be sorted. For those of you not at the last club meeting, there was some healthy discussion on this one - and I have the feeling there may be more to come...

Anyway, we are planning a bit of a change for this year. Instead of the traditional ECO challenge, we are looking to do a "shotgun start" for a destination rather than a loop ride. The general idea is to start in Braddon and ride out to Murrumbateman by a yet to be specified course followed by lunch at the pub. We are going to be doing some promoting of the event, but it would be really great to see a few more club members on this one - after all what's the point of challenging anyone else if our own club members can't be bothered!

Other events

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 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 '''



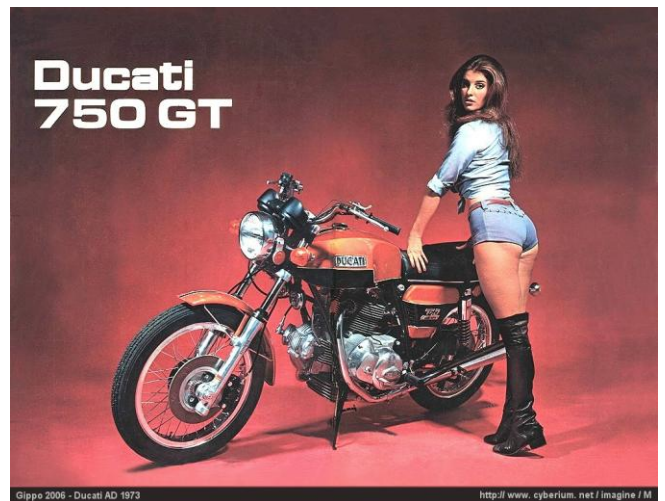
TTT 2011 CDDC TASSIE TRIP DETAILS TTT

It was confirmed at the sept CDDC meeting there isn't enough interest/commitment from members to persist with this trip. What is being contemplated is a combined Harrierville Run extending to the World Superbikes at Phillip Is. That would provide flexibility to some who just wanna do the Harrierville Run and return. More detail to come.



))) 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.



555 THE 200 MILES OF IMOLA
REVIVAL EVENT 555



The 200 Miglia of Imola revival at the [Autodromo Enzo e Dino Ferrari of Imola](#) will be a one of the hottest events to attend if you're going to be in Italy from the 1st to the 3rd of October. Francesco 'Checco' Costa, father of Dr. Claudio Costa, medical guru of the Clinica Mobile, came up with the idea to create the 200 Miles back in the early '70's to make Imola the "Daytona of Europe" and now more than 30 years later, the first edition of the event will try to recreate the passion of those exciting days.

Over 100 GP riders will be attending, including Paul Smart, who won the very first edition the 200 Miglia di Imola against team mate Bruno Spaggiari on the Ducati 750 and probably riding a Ducati from Borgo Panigale's museum. Kenny Roberts has also confirmed that he'll be in Imola and will be riding one of his old bikes in the GP Parades as

will Giacomo Agostini, Johnny Ceccotto, Gianfrano Bonera, Kork Ballington, Jim Redman, Mario Lega, Graziani Rossi, Marco Lucchinelli, Steve Baker, Christian Sarron, Patrick Pons, Michel Rougerie and many more champions who will be riding their original or replica bikes.

If you're interested just head over to the 200 Miglia website and after the jump check out the videos from the 1973 race.

<http://it.200miglia.com/front200it>



HAPPY BIRTHDAY, DR. DESMO

If you own a Ducati motorcycle there is one fellow you should be glad was born on this day in 1920 - Fabio Taglioni—the famed "Dr. T".

Taglioni was the absolute driving force behind Ducati's engineering department for 40 years, and his designs and perseverance certainly saved the company during its darkest days (which were not limited to any one time or decade, mind you). In addition, Dr. T was a devout racing enthusiast, he loved being at the track and seeing his machines in action. In fact, even when Ducati was shunning racing because of economic problems, they *still* went racing thanks to Dr. T.

Taglioni was born in northeast Italy in 1920—in Lugo, Italy. The first twenty years of his existence were those of a normal Italian childhood followed by a stint at a Bologna university. Then, he turned 20 in 1940 and was sucked into WWII, fighting against the Americans before the fall of Mussolini. Like most of his generation, WWII was a seismic personal event for Taglioni; he was a natural mechanic, budding engineer and had some mechanical and engineering education, hence he was assigned to the Italian army's motor pool. Like future budding hot-rodders from California to Munich, it was in the war that he was first exposed to high-performance, piston-powered aircraft engines, an experience that would change his life. Taglioni's war experience wasn't all high-test fuel and screaming engines though, like many Italians of the era he barely escaped the war with his life and wasn't without bloodshed. Taglioni was shot in the left leg in Sicily; he wore scars from that incident for the rest of his life. After the war, he finished his education in Italy, graduated from both the Bologna University and F. Alberghetti Instituto Magistrale in Imola.

There's a plethora of little-known details about Dr. T—starting with the fact that Ducati wasn't the first motorcycle company that he worked for after completing his education. Taglioni worked at

scooter and motorcycle manufacturers Ceccato and Mondial in the 1950s—pre-Ducati. He left Ceccato in 1952 and then signed on to work at Mondial for a little over a year before joining with Ducati in 1954. His first day of employment at Ducati was May 1, 1954 with Taglioni as chief designer. He oversaw Ducati's engineering for most of the next 40 years.

Taglioni's designs and engineering certainly saved Ducati more times than anyone would like to recount. He introduced a huge assortment of models, from road bikes to purpose-built racers and even some on/off-road machines (Ducati made a series of scramblers in the 1970s). From pushrod to Desmo valvetrains, Taglioni did it all; he even prototyped the ill-fated Apollo 1200cc V4 police bike in 1964. While most feel his heart was in the Desmo engines, he built non-Desmo modern engines that never saw production—including an in-line four 125 with conventional valves. There are "prototype" Ducati engines stashed in garages all over Bologna, engines that were brought to near production level development by Taglioni but were never produced. Ducati also made mopeds (calling them scooters would be fighting words to Vespa fans) and outboard boat engines, and Dr. T had his thin fingers in all of them.

Taglioni is generally and incorrectly given credit for inventing the Desmo-style valvetrain when, in fact, he was simply the first one to get it to work properly on a motorcycle engine. (Norton and others tested it unsuccessfully) What is Desmo? In a nutshell, an engineering technique to thwart valve float so period engines could rev higher. This design was amazing, and its use in race and street engines was super-significant back when two-valves-per-cylinder street engines littered the dealership floor. Ducati's pre-1970 line-up was made of singles and wide-case parallel twins—it was Taglioni who engineered and built the first Ducati bevel-driven V-twin in 1970 (in reality, most Ducatis of this period, as well as today, are more accurately defined as L-twins). Likewise, he made the amazing TTF2 belt-drive twin in the early 1980s, a machine that is now viewed as a true classic.

Those who knew Taglioni when he was at his peak say he was an archetypical old-world Italian designer: aloof, aristocratic and dedicated to his own engineering ideals. Pictures exist of him at work at his drafting table at Ducati in the 1970s, with Dr. T wearing a short cape, which should give you more of an idea of what he was like than mere words can accomplish. And he was cut-throat competitive; stories are told from his final years at

Ducati where he fought with younger designers over engineering principles or directions—and not just by simply arguing theory with them. Taglioni had few problems using his fists to get his point across. Away from Ducati, he was not anything like his workaday persona: Taglioni's passions were art and his garden.



It may be hard for newer fans to comprehend this, but during the entire 40-odd years that Taglioni was at Ducati, the company nearly always faced an uncertain future; in fact, a "death-watch" on Ducati never really stopped from 1960 to 1975. After decades of near-scrapes, Ducati was taken over by Cagiva in 1983.

Which is quite ironic, as Ducati were then making their most popular bike in a decade—a machine somewhat related to the 999 in your local dealership—the 750F1 streetbike; and later, the TTF2 "race bike" that followed in 1985. These machines were the last that Dr. T would design for Ducati and stand out as landmark bikes in the long history of motorcycles. Also, to many enthusiasts, these two bikes were the "last of the true Ducatis." Because Ducatis produced after this period had Cagiva's elephant logos on their gas tanks and other features that the true Ducati fan from the 1970s didn't always appreciate.

Taglioni's dedication to Ducati was like an Italian's devotion to the church. He worked there for most of his adult life, never took a pay check home larger than that of the Ducati employees working on the production floor, and refused to cash out when his accomplishments and reputation certainly brought some interesting job offers from European or Japan. He could have signed a two year contract with any number of companies and enjoyed an easy retirement but chose, instead, to stay with struggling Ducati until his final working day, May 30, 1989.

While Taglioni may have felt forgotten for a few years after he retired from Ducati, in 2000 it was decided that he was strong enough (he was a life-long smoker and then suffering from emphysema and other maladies) to leave the hospital and make a brief appearance outside the factory at the culmination of World Ducati Weekend. Introduced by Ducati CEO Federico Minoli, Taglioni looked out into the concert-like crowd of Ducati fans in complete surprise as a roar of emotional cheering blasted from Ducati fans to their "Dr. T" after the introduction was made. Seated in his wheelchair, with a light rain falling, the usually stoic and stone-faced Taglioni broke down, smiling through tears as his fans showed their appreciation and adoration for a man who worked so hard and sacrificed so much for Ducati motorcycles. When the pace of the rain quickened, Taglioni was whisked away, but he smiled and waved as he was powered away, his male attendant had the wheelchair kicked back on its rear wheels, wheeling him down the sidewalk. Standing there, I found that manner of exit wonderfully appropriate for such a great man with the heart of a racer inside his chest.



World Ducati Week 2010

A little over a year later Taglioni would be dead. He died on July 18, 2001 in Italy. (Note: Ducati's release on his death states Taglioni was born on September 10; he was actually born Sept 20.)

Taglioni built bikes in a period when one man could still engineer an entire motorcycle and enjoy near complete autocratic control over the project. No focus groups, no polling of current customers to better gauge what will sell, Ducati's line-up was many times just one man's vision. He was both famous as he was infamous, but consider the simple fact that he was well known then and is remembered now. Can you name the man who

designed the Kawasaki Z-1 or the Honda 750-4? While he certainly was quickly out-gunned in terms of design and engineering resources—and most certainly in scale—by the Japanese in the 1970s, many of the bikes that Dr. T built in response are considered classics today. In 1986, Taglioni summed up his theology regarding motorcycles this way to then journalist Steve Anderson: *"The Japanese motorcycle companies want to make an easy car. I want to make a difficult bicycle,"* he said.



+++ **KAFOLIK MULTISTRUELS**

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The gift of two Ducati Multistrada motorcycles for the Corps of Gendarmerie of Vatican City has been presented to Pope Benedictus XVI to be used as part of the Pope's official security motorcade. During a ceremony at Castel Gandolfo, Ducati Motor Holding made the gift of two Ducati Multistradas to the Pope, the motorcycles specially prepared as special escort vehicles for the Corps of Gendarmerie of Vatican City during official security duties for the Pontiff.

The two 1200cc Ducati Multistrada motorcycles, finished in the special livery of the Pontifical State, were delivered directly to the Pope's summer residence in Castel Gandolfo, Rome on 15 September. In the beautiful gardens adjoining the villa, a delegation of top management from the world-famous Italian motorcycle manufacturer officially presented the gift to His Holiness, Pope Benedictus XVI. At the ceremony today, Carlo Bonomi, Andrea Bonomi (President of Investindustrial) and Gabriele Del Torchio (President of Ducati Motor Holding) had the honour of presenting the keys of the Ducati motorcycles personally to the Pontiff, and to greet him on behalf of the entire Ducati Company.

"We are very honoured for the unique opportunity of delivering our two special Ducati Multistradas to His Holiness today," stated Gabriele Del Torchio, President at Ducati Motor Holding, after the ceremony. "For us, and for everyone who works at Ducati, this event represents something to be very proud of and a gesture that reinforces our daily commitment in our work at the factory. It is a symbolic gift with which we would like to express our sincerest appreciation and respect for the Pope and embrace his message of hope and trust in the future, which he addressed to all industries in his encyclical Caritas in Veritate."

Thanks to Ducati's gift, this will be the first time in history that the Vatican Gendarmerie Corp will use

motorcycles in their delicate security tasks and the fact that this privilege has been given to an Italian manufacturer, gives merit and additional pride to all Italian industry. Furthermore, it strengthens the aura of excellence that already surrounds the dynamic and innovative motorcycle manufacturer, Ducati.



%%% **DUCATI UNVEILS ITS 2011 SUPERBIKE RANGE AT COLOGNE'S INTERMOT SHOW** %%%

Ducati Motor Holding unveiled the first of its 2011 models today at the INTERMOT International Motorcycle Fair; highlighted by the new 1198 SP Superbike. "We decided to consolidate our presence here in Cologne because we believe in the importance of this event, which opens the European motor show season;" stated Gabriele Del Torchio, President of Ducati Motor Holding. All three Superbike offerings for 2011 are brand new or significantly upgraded from their 2010 variants:

The 1198 SP is the new crown jewel of Ducati's formidable Superbike family. It features a massive 170hp and 97 lb/ft of torque combined with a flyweight of 370lbs. Making the package work for the rider is a combination of electronic rider aids and performance oriented hard parts found on no other sport bike available. The electronics include a MotoGP derived digital dash, Ducati Traction Control, the new Ducati Quick Shifter and a Ducati Data Analyzer to review all measures of performance data. The top of the line suspension includes Ohlins front forks and an Ohlins TTx rear shock. These match up with a Ducati Performance Slipper Clutch, aluminum fuel tank and Brembo Monobloc calipers to ensure world class performance for only US\$21,995

Setting the standard for Superbike lust is the Ducati 1198. For 2011 the 1198 features a host of upgrades at no extra cost as a reminder to new market competition that Ducati is still the class of the field. The 1198 will now come with the Ducati Traction Control system (DTC) fitted as standard; improving rider safety and lap times in spades. Supporting the DTC system is the new Ducati Quick Shifter, (DQS) which will further assist riders in their never ending conquest for speed. The Ducati Data Analyzer (DDA) enables riders to download traction control and six other performance parameters in order to better understand and improve their riding habits.

The 2011 1198 will arrive in showrooms this December at US\$16,495; just in time to prep the bike for racing season. The 848EVO was

announced as an early 2011 model this past July. Packing 140hp and weighing a featherweight 369lbs, it is the best performing middleweight sport bike on the market. Already available in Stealth Black and Ducati Red, Intermot saw the addition of a limited production scheme: Arctic White with a red frame and red wheels. Pricing for the 848EVO Dark is an aggressive US\$12,995.



Brad Pitt riding recently in Hollywood



III **INTERVIEW: DIEGO SGORBATI** III

For the last three years, Diego Sgorbati has been sitting in one of the hottest seats in the motorcycling industry: he oversees the global marketing of Ducati motorcycles. For this 40-year-old northern Italian native, it's the latest step in a career that's included stints at Honda, Aprilia and BMW Motorrad. But Sgorbati is no marketing apparatchik: he's had a passion for *motociclismo* running through his veins since his teens.

What was the first motorcycle you bought with your own money? A secondhand Fantic Motor 50 Trial. I saved money from the age of ten so I could buy it the day I turned 14. The last motorcycle I bought—in June 2010—was a 1970 Ducati Scrambler 350, to make myself a present for my 40th birthday.

What do you think is the most beautiful production motorcycle ever built? There's no single most beautiful motorcycle, but there are bikes that divide motorcycling history into 'before' and 'after'. From Ducati, the 916 and the Monster 900 are good examples. So are the Suzuki Katana and the BMW R80 G/S. These bikes aside, the production motorcycle I'd most like to own is the Honda NR750. I love the fact Honda treated it as a production bike.

What motorcycle do you despise? All those who are not matching at least one of these criteria:

pursuing a goal of distinctiveness, showing commitment to perfection, representing devotion to the brand emblem they carry on the fuel tank. When all three elements get together, a masterpiece is born. Most bikes on the market match one, but too many bikes fulfil none.

What is your idea of perfect happiness? There's no perfection in happiness, that's why I continuously pursue it. Sometimes I rest and enjoy it, knowing that there's still more awaiting me.

Electric motorcycles: Yes or No? Not in the form we intend motorcycles today.

What is your favorite journey? The Val Trebbia road, aka SS 45. It's 130 kilometres of rock 'n' roll connecting my hometown Piacenza with the seaside in Genova. It's road riding university - maybe even graduate school.

Which 'everyday' modern bikes do you think will become future classics? The equivalent of the Honda CB750 or Moto Guzzi V7 Sport, if you like? Everyone has their own 'classics'. The bikes you love today will become your classics of tomorrow. Of course, a Desmosedici RR or a Bimota DB7 or a BMW HP2 Enduro will become classic tomorrow, but I'm sure in 30 years there will be somebody desperately looking for a Suzuki Gladius, to ride again his first ever motorcycle.

Who are your real-life motorcycling heroes? For me the GOAT is JMB [Jean Michel Bayle]. His entire career has been "I do it because nobody did it before". When he moved to the US, he wrote *Star Buster* on his MX pants.

Are you optimistic for the future of motorcycling? The pleasure of controlling power, the physical dynamic of riding, and the undiluted sensation of pure freedom are unique to motorcycling. Therefore it's impossible to be pessimistic for the future.

What is your current state of mind? Sitting in the office and thinking of riding a bike.



Tom Cruise on the same ride with Brad

Arrivederci

Who's Who in CDDC

THE COMMITTEE

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