

# Monthly Newsletter

- Settembre 2010 -



*Italian bikes in the ACT*

## Ultima Notizia

*Rossi to Ducati*

*Ducati out of WSB*

Well guys,

Some busy months coming up, and some nicer weather too. I rode the 748R back from Tumblong yesterday (just registered it again for the warmer times) and the smells of the eucalyptus was fantastic. I really can't wait for the Khancoban ride, and the banter that comes with it even if I am the slowest president the club has had (in more ways than one). Don't forget to pay your membership if it is due, as you will need to be financial to vote at the AGM next month and if you have club plates it is even more important for you! Also, in regards to the AGM, if you are interested in taking on a position, just let a committee member. I would like someone to take on President, as I feel I don't have the time the position deserves, and I'd be better helping the club with running service days, and writing technical articles for the newsletter.

Anyway, Craig will have more details regarding what's coming up, and Taso will have nothing useful to say as normal.

*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).

**Sunday 12 September** - Club ride to the Bushranger Hotel (Collector) - no, not down the highway - via Gunning and the old Hume Highway and a back road which I have no idea what it's called - but it's a nice ride. Meet at Green Square Kingston, 10:00 for a 10:30 departure.

**Monday 13 September** - Monthly Meeting — 7:30 at the Italo-Australia Club, Forrest. Pre-meeting dinner at 6:00 pm for those interested.

**Sunday 26 September** - Club ride to the Bay for lunch - I thought I'd give this one another go, hopefully the weather will be kinder this time and we'll get a good turnout. Meet at Green Square Kingston, 9:30 for a 10:00 departure.

Something a little further off but definitely worth getting organised for. November and the Khancoban Run, at this stage we are hoping to run it in mid November (13/14th) - so keep it in mind and I'll hopefully be able to get some confirmed details to you shortly. For those who might be wondering, this is the weekend after the Snowy Ride.

Also don't forget our ECO Challenge in November - still need to confirm details but we'll be looking to run it most likely on the last Sunday of the month.

**Monday 11<sup>th</sup> of October 2010** - CDDC 2010AGM - don't miss it. At the Italo-Australia Club, Forrest, 7:30 pm start. Pre meeting dinner at 6:00 pm for those interested.

### Other events

**Thurs 21 October - Trackday at Wakefield Park.** Thurs the 21<sup>st</sup> of October is the Thurs after the MotoGP race at Phillip Is on the 17<sup>th</sup>. You will be inspired to ride like Casey. Rumour has that Vittorio Guareschi, the Ducati MotoGP manager, is

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[www.cddc.org.au](http://www.cddc.org.au)

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 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](mailto: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.

### **Other events of interest**

DOCNSW Concours d'Elegance.

The Ducati Owners Club of NSW **Concours d'Elegance** - Sunday, 19th September, 2010. The Moorong Spinal Unit grounds, Royal Rehabilitation Centre, Victoria Road, Ryde. Trade displays from numerous Ducati related businesses including full range of Club regalia on display and for sale. **Entry is FREE!**

An invite to all classic and modern Ducati owners and other Italian marque owners to enter their bikes for judging. A handsome trophy is awarded to the winner of each category. REGISTRATION CLOSES 12 NOON. Barbecues, hot & cold food and drinks available. Latest information, judging rules and categories go to [www.docnsw.org.au](http://www.docnsw.org.au)

## \*\*\* CDDC BUSINESS \*\*\*



### **TTT 2011 CDDC TASSIE TRIP DETAILS TTT**

Tassie Update



### **))) 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**

*Well I deserve this. I have regularly asked for CDDC members to provide content/contribution to the newsletter. Better their writing than my bias, idiosyncratic and warped view of the world. Well*

below we have two members writing about the recent CDDC runs. Big ta to Chris & Trev.



### VVV ACTVVMCC CLUB RIDE 15<sup>TH</sup> AUG 2010 VVV

Our esteemed social 'sexretary' notified us Friday 13th (email) about the ACTVVMCC run on Sunday. At the time the weather was looking much better for riding than the past week had been - unless you were a duck.



He suggested a meet time of 8.30 for 9a.m start. Fortunately, Italy being largely Catholic (and one can only presume therefore Ducati riders are equally, the earlier than usual time seemed to suit some riders (coming home 'quietly' from early mass on 1198s perhaps!??) The mass riders dropped by Kingston. We didn't have the usual big turn out with some members absent. Being heathen, absentees don't worry me. (Ah yes, the advantage of riding a heathen veteran bike of Germanic origin). Incidentally someone suggested a BMW was not appropriate on a Ducati club run but I would like to point that as tenuous as the link may be, there was an alliance during WW11 between Germany and Italy. That's the best excuse I can offer.



We set off on time because Ax suggested it would be wise to get there before the food ran out. We made a bee line for the rally point at Casurina Sands. We did get there on time and the food didn't run out. A big thanks to the ACTVVMCC for the

catering. Egg, bacon, sausage sandwiches with tea, coffee and chocolate - yum! They're quite good at this sort of stuff. A police van cruised by just as we were leaving Kingston (did the parking inspector dob us in?). I wondered if anyone was going to get criminal charges laid for parking on the wide red brick pavement that was hindering the hordes of pedestrians massing there on a damp cold winter morning. This getting to be theme for me isn't it?

There were some interesting old bikes present. English bikes such as Triumph, BSA, Matchless, Ariel, AJS etc predominated which is hardly surprising. didn't see a Vincent though. It is always interesting to see where technology has taken us from the bad old days. I was somewhat amused to hear someone say in surprise, "Oh, geez, I think there's an oil leak coming from around that gasket". This was in reference to a British bike - Correct me if I am wrong here but wasn't this what was built in as standard for British bikes? I saw no such leak on any Ducati!!



*Veteran 1198s?- Fortunately they don't build 1198's like bikes of the 'good' old days*

There were also some older Ducatis noted by their absence - such as a selection from the Fuller's stable - not represented for the first time in 12 years! The two 750SS's that were there 'did it' for me as did the Guzzi 1000SP.

So whilst the turnout was smaller perhaps than in some years, it was a good event and rain for the most part held off. I didn't ride to Corin Dam because the clouds looked a bit wet out that way and being an 'Aspro' rider (dissolves in water) I didn't want to get wet. A big thanks again to the ACTVVMCC for the 2010 event. We're looking forward to next year.

*Chris*



### GGG GUNNING COFFEE RUN GGG

I'm not sure who amongst us has heard of the formulae to determine the ideal number of Italian



bikes to have in your garage but it goes something like this:

*X+1= ideal number, where X is the existing number of bikes*

It must be true because I have yet to find a dealer (and they would know) or mathematician to tell me it is wrong. In a similar way I think the same can be said for club rides:

*Sunny day + Italian bike + coffee n food = Fantastic ride*

So it was for Sunday the 29<sup>th</sup>. Almost perfect weather, great bikes and good road with coffee at the end brought people out of the sheds to enjoy the day. Not one bike turned up looking tardy! I'd guess that the last few weeks has seen many members spending 'orrible' riding days polishing and maintaining their bikes on the chance that we might get a good day. And we got it!



*Australia makes Ducatis now?*

We set off at the scheduled time with me once again on my Guzzi leading from behind...so far in front was I, that everyone went the wrong way except me (I have an infallible sense of direction) and I'm sticking to that story too – back me up here Josh. The weather, being perfect, saw some spirited riding and I now know that 100kph is not the speed most bikes are built for. Some riders have no respect for age or class of bike though. There is such a word as respect (ask the Italian mafia), and to ride a Ducati up to a 30 year old bike of European origin (an old Axis power no less) being ridden at a very respectable pace, then pause and accelerate away as though it was standing still shows a lack of respect! It leaves the other bearded rider feeling somewhat less than macho. No respect I say! Just wait till track day...maybe there will justice dealt out?



*Any colour as long as it's red*

Because the others got 'lost' Joshua and I got to Gunning first by about oh, I'd say about 2 nano seconds. It was market day at Gunning. The street was quite colourful with all sorts of stalls selling local produce and arty crafty stuff. The club certainly made its presence felt with so many bikes on this run. The local cafe appreciated the visit as well. The log fire kept Ax's hands warm (heated grips not working Ax?) while others of us stayed seated outside lapping up the sun.



Suitably fed and watered (coffee, tea, burgers, and quiche etc – oh oh there goes any macho image I had!) we all rode home. It was really nice weather for a perfect winter ride. I'm sure there will be a similar ride to be had in the future.

*Trev*

# Oggetti Vari



/// **VALENTINO ROSSI: "DUCATI WAS NOT ABOUT MONEY, BUT ABOUT PREZIOSI"** ///

The debrief at the end of the Brno test was the first chance the press got to speak to Valentino Rossi after the official announcement that the Italian had signed with Ducati. So naturally, after discussing how testing had gone, the subject turned to Rossi's decision to leave Yamaha and join Ducati.

The main reason, the nine-time World Champion said, was because he felt his work at Yamaha was finished. The bike had been turned around completely, thanks to the relationship Rossi had built up with Masao Furusawa (head of Yamaha's MotoGP project). But with Furusawa about to take compulsory retirement at the end of the year, the Italian was worried about the direction of Yamaha's MotoGP project once he leaves.

That, and the outstanding relationship that he has built up with Ducati's Filippo Preziosi over the years, was enough to convince Rossi that a move to Ducati was the right thing to do. It was not about the money, Rossi was keen to emphasize. It was about his belief that he could build the same kind of working relationship with Preziosi that he had with Furusawa in the past.

Below is the full transcript of the debrief Rossi did with the English-speaking press.

**Valentino Rossi:** Is a good test for us, because we understand different things, and maybe we understand also why yesterday we had a problem. Today we changed quite a lot the setting of the bike and I have a better feeling with the front. So I'm happy, I'm confident we have found the right way to work in the next races. So is an important test. And I want to clarify that yesterday I say that we don't understand why, but the test of today is very important because we understand maybe why. We have one reason.

**Q:** *What was the reason?*

**VR:** Setting with the front, and for some reason on Saturday I was OK, but on Sunday I don't have the same front feeling. Today I was able to do good lap times. Unfortunately it rained, because I have to try another front of Bridgestone that Colin says is better, and I have another new soft tire, so maybe

it's possible to also make 1'56. But anyway, we hope that this setting work also for the next races.

**Q:** *Did you try any other new parts today?*

**VR:** I tried some new parts for the engine, that maybe we can use in the last four or five races and are quite good.

**Q:** *More power, more acceleration?*

**VR:** A little bit more top power.

**Q:** *And you think it's a step forward?*

**VR:** Is a small step. Small but positive.

**Q:** *You also tried the new Ohlins forks?*

**VR:** No, I didn't try the fork, because Yamaha don't give them to me to try. So, yeah, yesterday was very upset for this, because we have 8 races to go, not 2 or 3, and I want to make like always 110% of my effort for the second part of the season with Yamaha, for the last races for me with the M1. And I expect also the same effort from Yamaha. They say to me that they don't use this fork in the next races, so is a fork for 2011. Is easy to understand, because the fork from the outside is different, so we will understand if this is the truth or is a lie.

**Q:** *Since yesterday it's official you're going to Ducati, a dream come true for many Italian fans. What does it mean for you exactly?*

**VR:** Is good. Is a good feeling, and especially because I avoid all the people in Italy from the man who sells the newspaper to the people who make the coffee who say "Why you not go to Ducati? When you go to Ducati?" So this is more easy [laughs].

You know, was a constant change, the change was not black and white, I go or I don't go. I started to think at the beginning of the year. At the beginning of the season I spoke to Ducati. I felt Ducati is a lot more different than in the past, a lot more open to fix all the important things of the contract together. So from that moment I start to think.

In general I have two or three important things. First, at the end of this season, Masao Furusawa retires, and stops work. So for me, it was important, this seven years Furusawa was always the number 1 of Yamaha. So without him, I don't know what will happen. So for this I was quite worried.

And also I have the feeling that my work here in Yamaha is finished. So the situation changed a lot. We did a great job, fantastic, great emotion, but we modified the situation from 2004 in positive, because now the bike is fantastic, maybe is the best one, and Yamaha have great riders, especially

Lorenzo but also Spies is fast. So it looks like for me here, the time is finished, you know? So I need a new adventure, some new experience, but especially a new motivation. So, I decided for Ducati.



*Nicky Hayden on the winning Ducati powered dirt track racer at the Indy Mile track*

**Q:** *You have already been in contact with Ducati in the past, there have been discussions years ago, and there was never a positive outcome. You said already that they have changed, they are much more open. What exactly is it that you need to work well with Ducati?*

**VR:** So, with my experience I know what I need in the contract to be calm and work in the right way, and like I say before this time Ducati is a lot more open to find a compromise.

**Q:** *Can you give us a details about what the changes were?*

**VR:** Ah, yes, so, first I heard somewhere that it is a money choice, but I want to say that this is not true, because the money I will take from Ducati is exactly the same money as Yamaha offered. So there is no difference, zero difference. It means also PR days and days of work outside the Grand Prix and work into the weekend, all these things.

**Q:** *How important is it to take your crew with you? Is that confirmed now?*

**VR:** No, for me it's important but it is a crew choice, because everybody have different age, different program for the future, so they have to decide.

**Q:** *What are your feelings? Will Jeremy come with you?*

**VR:** I hope yes, but I don't know.

**Q:** *Both you and Casey are switching bikes at the end of this year, will you be asking for more testing?*

**VR:** I think there is already a plan for more testing next year, because everybody understands that like this it is not enough. So we test less than half than Superbike, more than less than half! So before we had too much testing maybe, but now, in general no tests. And also for this reason, I expect that Yamaha will let me try the Ducati in Valencia, because our story is a different story, and I give more to Yamaha from 2004 to now, I improve a lot the bike and all the team, so if they are fair, they have to say yes for my test in Valencia.

**Q:** *Next year when you race the Ducati, you'll be 32, 7 years older than when you made your last change. Is this going to be more difficult than the last time?*

**VR:** For me, is easier about bike, because for sure the Ducati is more competitive than the M1 in 2003, but more difficult about me, because I am older, and I have very strong rivals. But we have to try, no?

**Q:** *You've always been curious in the past about trying the Ducati. What are you most looking forward to about riding the Ducati?*

**VR:** So, I think that, I always speak with Preziosi, with Filippo, and I see in him the similar behavior that I saw in Furusawa in 2004. So he want me and he trust in me and he think that together we can improve the Ducati, so I'm curious. I think this year the bike become a little bit easier to ride, but I think we can modify the bike like we want.

**Q:** *Casey now has not won for 11 races on the Ducati. Are you worried that perhaps the Ducati does not have the potential?*

**VR:** For me, the potential of the Ducati is quite good, is similar to Yamaha, maybe the M1 is a bit better. So I change from a better bike to a little bit worse bike, but not a big difference.

**Q:** *So you think it should be winning races now.*

**VR:** I have to try, but I think it is not impossible.



**&&& VALENTINO ROSSI  
SIGNING A BIG RISK FOR DUCATI, SAYS  
JERRY BURGESS &&&**

Valentino Rossi's crew chief Jerry Burgess reckons the Italian's move to Ducati has heaped immense pressure on the Bologna factory for 2011.



Rossi will partner Nicky Hayden next year in Ducati's factory squad after opting to quit Yamaha at the end of the current campaign. Although it is widely anticipated that Burgess and all of Rossi's crew will move with the 31-year to Ducati, the Aussie has refused to declare where his future lies.

Rossi made an instant impact when he quit Honda to join Yamaha in 2004. He won on a memorable debut at the Welkom circuit in South Africa after an epic battle with fierce rival Max Biaggi before winning the title at the first attempt on board a YZR-M1 990cc machine.

But Burgess told MCN: "It was a big risk and well documented by Masao Furusawa at Yamaha when he took on Valentino in 2004. "He knew if he didn't win on the Yamaha it would reflect back on Yamaha and I can't see that has changed in anyway and it is a very delicate situation.

"Valentino is an icon in Italy and so is the Ducati brand. But if success doesn't come then somebody is going to be tarnished."



### **HHH HISTORY OF DUCATI DVD HHH**

See this site on the Ducati site for the trailer for the newly release history of Ducati DVD.

<http://www.ducati.com/news/ ducati the story the history of ducati on dvd /2010/06/03/1535/index.do>



### **<<< NORTON TO MOTOGP RUMOURS >>>**

Rumours that Norton has applied for two grid slots in MotoGP for 2012 are circulating after a respected MotoGP journalist printed a story in Austrian magazine Speed Week. Gunther Wiesinger has claimed the resurgent British company has asked for two slots on the 2012 grid from MotoGP organisers, Dorna as the series returns to 1000cc capacity from the current 800cc. Speed Week reports Norton boss Stuart Garner has sent an application to Dorna boss Carmelo Ezpeleta to participate in the series when MotoGP returns to 1000cc in 2012. Neither Dorna or Garner were available to comment on the story.



### **SSS DUCATI WITHDRAWS FROM WORLD SUPERBIKE SSS**

Ducati have announced their withdrawal from WSB from 2011. Ducati, having participated with a factory team in every edition of the WSB since it began in 1988, winning 16 Manufacturers' world

titles and 13 Riders' world titles along the way, has decided to limit its participation to the supply of machines and support to private teams.

"This decision is part of a specific strategy made by Ducati, the aim being to further increase technological content in production models that will arrive on the market in the coming years. In order to achieve this objective, the company's technical resources, until now engaged with the management of the factory Superbike team, will instead be dedicated to the development of the new generation of hypersport bikes, in both their homologated and Superbike race versions," declared Gabriele Del Torchio, President and CEO of Ducati. "I would like to thank Nori and Michel, and all of the riders that have contributed to the great history of Ducati in Superbike, but above all the Ducati employees; it is their hard work and professionalism that has allowed us to achieve such important results. A big thank you also to all of the partners that have supported us, first and foremost Xerox of course. I would also like to acknowledge the Flammini brothers who have managed the championship for so long, and the FIM, the organization with which we have continuous, constructive relations." By making this important decision Ducati aims to increase the speed and efficiency with which it transfers advanced technological solutions, currently tested in the prototype championship, to the production series.

The task of testing innovative technical solutions in Superbike racing will therefore be entrusted to external teams in the coming years, teams that will have the chance to receive technical support from Ducati personnel. This choice will allow the teams to benefit from even more competitive machines and parts.

Despite the decision to interrupt its official participation in the WSB Championship, Ducati will continue to work, in collaboration with the championship organizers, other manufacturers and the FIM, to define a technical regulation aimed at containing costs. Strong in the sporting spirit that has always allowed this manufacturer to compete, line-up against its rivals, and win, it is fundamental for Ducati to identify, together with the other interested parties, solutions that can guarantee the future of the championship in the medium-long term.

Recently the WSB, according to the current regulations, has been interpreted as moving more towards competition between prototypes rather than for bikes derived from production machines. This has led to an increase in costs, both for the

manufacturers and the teams participating in the championship. This picture does not correlate with the current worldwide economic situation, which has made the securing of sponsorship even more difficult. Ducati trusts that the work carried out by all parties will lead to improvement also in this area.



### 🌀🌀🌀 TWIN TROUBLE 🌀🌀🌀

The rumours of an end to the full factory involvement of Ducati in WSB racing have been around for some time. Years, in fact. A few seasons ago it looked like GSE would maybe take the step up and finally receive works blessing for their king-making WSB team, which had not only beaten the factory squad on many occasions in races, but had also "trained-up" every Ducati World Champion since Fogarty— Bayliss, Hodgson and Toseland. But even with this starry satellite in place Ducati Corse still balked at allowing control of the main effort to go outside of Italy, even if the works team is no longer in the Ducati factory building itself. Nor has it been for a while.

Since the Ducati bosses first glugged champagne at the expense of the Japanese at their own game in MotoGP, and then when the global recession really bit, the idea someone else running Ducati's official WSB programme with a higher degree of autonomy than ever before had gathered strength. Despite having a title sponsor in place, the corporate entity that is now Ducati has already decided to stop racing in WSB in 2011 with an official team. It was a theory, now it is a fact.

Racing a Ducati in WSB in 2010 is not what it once was in terms of results, of course. But then again neither is WSB what it once was. It's a lot harder for everyone involved. Having had what most consider advantages in the balance of technical regulation in WSB for most of the series' history, the fat of that twin-dominated land has been well trimmed of late. When the long-held dream of Ducati to net the services of all-time PR weapon and possible GOAT MotoGP rider Valentino Rossi recently came true, WSBK racing suddenly became even less important in the great scheme of Ducati existence. And now we know, no official team, and not just for 2011, it seems like for some time.

The problem for a small-volume/high price/high performance sportsbike company like Ducati is that not racing their current 1198 at the highest levels may have a genuine effect on real sales. They certainly think it is not an issue, a bold move when the primary reason for buying a Ducati has been reflected glory from racing. WSB racing

specifically. Could be that Ducati as an overall entity is gambling that any relative lack of Superbike racing push be more than counteracted by the publicity storm of the Rossi-in-Rosso factor? They, whoever "they" are, always say that MotoGP promotes the brand, and WSB promotes a line of sportsbike models themselves. This is a more important commonly held theory for Ducati than most.

Ducati's global brand value and visibility is already far bigger than its scale as a manufacturer, and adding Rossi will massively improve this positive area. But they also need to sell their motorbikes to survive and grow, because Ducati is not a multinational engineering conglomerate like almost all of its main rivals. Sales of Ducati branded tee-shirts and other merchandise add value to the balance sheet, and Rossi will shift loads of merchandise, but the reality is that Ducati, as a core business, makes and sells motorcycles. Big vee-twin performance oriented motorcycles, to be precise. Logic therefore dictates that there is no sense in everyone on the planet knowing that Rossi races 800cc prototype vee four Ducatis, if the mass of people who follow their hero every weekend on TV have no intention of ever buying a high cost Ducati vee-twin. So placing brand awareness above specific product marketing by racing success could be sheer folly for any small volume/high value sportsbike manufacturer.

Aprilia is winning WSBK with the exquisite RSV4 and BMW has made a championship-winning Superbike in FIM Superstock at the first serious attempt. So if you want a non-Japanese sportsbike, with a strong current racing pedigree, you now have multiple options. Throw in KTM's RC8R for something a bit different and MV Agusta for even more old school racing kudos than Ducati can muster and Ducati is no longer Hobson's realistic choice if you want a big Euro glam bike.

We can talk as much as we like about Rossi being something of a gamble for Ducati in purely racing terms, even he is getting older and injured and has both an ever-improving Lorenzo and Stoner on a works Honda to contend with, at least. But not racing with a full-on factory vee-twin effort in WSB next year is arguably a much more profound gamble for Ducati as a company, and with much more at stake.

When Rossi finally retires we assume Ducati will still be building vee-twins, and more than any other factory in history, Ducati has used real racetrack success to first develop and then sell the roadgoing models and engine design almost all Ducatis are



based on. In fact, the link between desmo roadbike and racebike is closer than ever now, with restrictions on exotic materials for the 1200cc engines in WSBK making any winning Ducati Superbike seem more like the one the customer can buy than any other manufacturer can claim. The publicity dazzle and feelgood factor from a Rossi/Ducati partnership is immense, and will only get bigger if and when he wins. But it should not blind the company itself to what is at its centre... performance vee-twins with an unmatched WSBK racing pedigree.



))) **WINDOWS DUCATI THEME**

**PICS** (((

If you have Windows 7 you can download a Ducati desktop theme package. It has multiple photos that scroll like a slide show. Go to this link and hit the 'branded themes' tab:

<http://windows.microsoft.com/en-us/windows/downloads/personalize/themes>



☺☺☺ **KEIRA KNIGHTLY ON A '72  
750 SPORT** ☺☺☺

Now here's something you don't see everyday. Keira Knightley on a vintage Ducati in a new Chanel fashion house ad:

<http://tinyurl.com/2by79g8>

# Arrivederci

# Who's Who in CDDC

## THE COMMITTEE

<b>Main Bearing (Pres)</b>	Michael Fuller	0408 223 069	<a href="mailto:michael.fuller@cddc.org.au">michael.fuller@cddc.org.au</a>
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<b>Triple Clamp (Sec)</b>	Chris Roberts	0419 910 692	<a href="mailto:Chris.roberts@cddc.org.au">Chris.roberts@cddc.org.au</a>
<b>Filler Cap (Treas)</b>	Rod Hood		<a href="mailto:Rod.hood@cddc.org.au">Rod.hood@cddc.org.au</a>
<b>Centre Stand (M'ship)</b>	Karen Hood	0423 846 113	<a href="mailto:membership@cddc.org.au">membership@cddc.org.au</a>
<b>Kick Starts (Events Co-ord)</b>	Craig Evans	0418 118 165	<a href="mailto:Craig.evans@cddc.org.au">Craig.evans@cddc.org.au</a>
<b>Racing Leathers (Regalia)</b>	Helena & Alex Sykes	0428 646 718	<a href="mailto:Alex.and.helena.sykes@cddc.org.au">Alex.and.helena.sykes@cddc.org.au</a>
<b>Fuel injection mapping (Web master)</b>			
<b>Riders guide (Ed)</b>			
<b>User manual (Librarian)</b>	Phil Goldacre	0432 747 870	<a href="mailto:phildesign@netspace.net.au">phildesign@netspace.net.au</a>