

Monthly Newsletter

-Ottobre 2019-



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Ultime notizie



8,881 likes

ducatimotor 40 riders, 4 professional instructors, 7 islands for practical exercises and several laps of the track. The first two stages of the DRE Road at Modena Circuit were about control and fun, what are you waiting for? Book your place for the next date on our website.

Wakefield Park and a very pleasant luncheon at the Kingston Hotel. Although we, the committee, did get the menu a bit wrong, who wants chicken?

Our regular club activities and runs all had terrific turnouts, Khancoban was a great weekend and the Harrierville run had every one swimming through the rain, Auto Italia saw a terrific MC turn out with Grant Fuller taking best in show. Bevels to the Bay was also well attended. Catering at the Autumn Leaf Rally saw us add to the club coffers as did the Apollo Rally, and thanks to the tireless efforts of life member Peter Yeend (YBAF) we, I believe, are one of the few non-profit clubs in the ACT with an up-to-date constitution.

- AGM on the 14th of October
- Upcoming Rides
- Guest Speaker at the Meeting on the 14th of October

Il Presidente:

The past 12 months have seen the club go from strength to strength, we finished off the 40th Anniversary year with a successful track day at

On the negative side after all the work that Hoppo did getting the club DOC status, we, and all the other DOC's have been badly let down by the factory. Hopefully this will be resolved in the future. Your continued patience is appreciated.

Unfortunately, we also had some tragedy with both Tasso and Yvette losing their loved ones. Our thoughts are with them both.

A huge thankyou to all committee and club members who helped to make the club activities a success.

<< VP Dribble #11 >>

Wow, what a year it's been. The two stand outs for me were the track day and the Apollo Rally, mainly because I organised both. Having said that, Auto Italia and the Autumn Leaf Rally were also a heap of fun.

Having to stand in for our esteemed president while he runs off to get hitched has been interesting and given me a broader understanding of the club's politics.

I thank all club members who have helped to make the past year a success and look forward to working with more of you into the future.



CDDC 2019 GM

14 October 2019

Kingston Hotel

You are invited to the annual CDDC AGM.

This year we will be having a busy night with the following activities;

6PM to 7:30 PM – Light Dinner (at members expense)

7:30 PM to 8:15 PM – Oct GM, including the yearly reports, and guest speaker from ACT Police MC Squad

8:15 PM to 8:35 PM – Snacks (club expense)

8:35 PM to 9:15 PM – Annual General Meeting

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Prossimi appuntamenti – Next Events

Here is the latest calendar of CDDC events. See list after the tables for other events. For further information, please contact our Ride Co-ordinator Craig Evans (contact details at end of Newsletter). Don't forget, on all club rides TUFU applies (turn up fueled up). If you turn up then realise you need fuel and are gonna duck off to get fuel, then tell the ride coordinator.

CDDC events in October 2019	
Sun 6th	<p>Gundaroo Pub</p> <p>Another bit of a ride through the countryside to end up at a nice spot for lunch. The idea will be to do a few roads less travelled to take the long way to get to Gundaroo.</p> <p>Meet up at The Baker at Sutton 10 for a 10:30 start.</p> <p>Note this is the October long weekend and it will no doubt be double demerits – but I'm sure we can behave ourselves.</p>
Mon 14th	<p>CDDC Monthly Meeting & AGM – With guest speaker from the ACT Police Motorcycle Squad</p> <p>7:30pm @the Kingston Hotel, Canberra Ave Kingston. Meeting starts @ 7:30 – eats from 6:00 for those who want to grab a meal before the meeting & still be in time.</p>
Sun 20th	<p>Crookwell – Boorowa loop</p> <p>The last time I tried this ride there wasn't much interest – but it was mid-winter, for October there should be less excuses. The plan will be to stop at Boorowa for lunch. The rest of the details we'll work out on the day.</p> <p>Meet up at The Baker at Sutton 10 for a 10.30 start</p>
CDDC events in November 2019	
Sat & Sun 9th/10th	<p>Khancoban Ride</p> <p>This ride is also known as the Phil Goldacre Memorial Ride in memory of a club stalwart who loved getting out and sharing in the experiences this ride offered. For those regulars in the club this ride needs no introduction. For those who are relatively new to the club, or if you haven't been on this one yet, along with the Harrierville ride this is one of the highlights of the year. Some of the country's best riding roads spread over two days.</p> <p>The overnight stay (Saturday night) is in the Alpine Inn, Khancoban. Make your own booking - Alpine Inn – (02) 6076 9471</p> <p>It is a fairly full on ride, which means an early start on the Saturday.</p> <p>Meet at the Hume Caltex on the Monaro Highway, 7.30 for an 8 am start.</p> <p>I'm still finalising details, but this ride normally has a support vehicle and I'll update the Events section on the club website as we get closer to the ride.</p>
Mon 11th	<p>CDDC Monthly Meeting</p> <p>7:30pm @the Kingston Hotel, Canberra Ave Kingston. Meeting starts @ 7.30 – eats from 6:00 for those who want to grab a meal before the meeting & still be in time.</p>
Sun 24th	To be advised

Note: The event start times & venues are subject to change – make sure you confirm latest event info on the website @ <https://canberradistrictducaticlub.org.au/> The CDDC provides

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funds for a support vehicle & recovery trailer on sanctioned club rides like the Harrierville, Khancoban runs & Bevels to the Bay run each year. See other comments re the funding of support vehicles & trailer on CDDC club rides in this newsletter.

Ride/event ideas

If you would like to lead a ride of your choice or have a suggestion for a ride, please email ridesdcdc@gmail.com. Aside from these planned rides, I encourage everyone to start events via the club website or Facebook page for casual short rides.

Altre Notizie – other news

<<. CDDC SUPPORTERS .>>

These are the businesses that support the club through donations, discounts: **Belt & Bevel, Canberra Motorcycle Centre, MotoGarage, New Eagle Signs, St John Ambulance ACT & CanPrint**. Many thanks to them and show your appreciation by patronising these businesses.

!! IT'S YOUR RESPONSIBILITY TO KEEP YOURSELF UP-TO-DATE !!

Have you moved? Changed your email address? Changed your contact number? Remember, if your contact details change, it's your responsibility to advise the CDDC of your new address. Don't complain if you are a financial member & you are not getting notices or newsletters – you'll find in 101% of cases you've not notified of your change. Also, if you update your member details through your DOC portal, you also need to advise membership. If you have any problems with receiving information, please contact secretarycddc@gmail.com

ATTENTION; ATTENTION; ATTENTION!!!

CDDC Christmas Party is at Corroboree Park Hall in Ainslie on Saturday December 7th, 2019. From 5:30 PM for a 6:00PM start.

- Nibbles; entrée, dinner, dessert and soft drinks provided (BYO alcohol)
- FREE for financial members & partner (guests are welcome at a cost of \$25 per person)
- Secret Santa is happening so please bring a wrapped gift (around the \$10 range but that is up to your generous nature)
- AND the best news is that we have once again secured the famous Greek catering company from Mykonos (Mitchell)!!



Please contact Janine on 0428281806 or neenbw@bigpond.com to confirm attendance.

The Good, The Bad & The Ugly Got Bored

By Ken "Sarge" Purbrick

Well not really, it started out with The Bad asking The Ugly if he wanted to go for a run on Sunday, then The Good had a choice, follow the missus for a horsy day or, you guessed it, join the other two. So come 1030hr Sunday morning our three amigo's gather at the Queanbeyan Shell servo for a quick planning session. The conversation went something like "So! do we stop in Bungendore for a brew or straight to Gundaroo for a beer?", "Fark Bungendore, straight to Gundaroo for that beer".

With the planning taken care of they blasted off with a roar, taking it easy until out of the Queanbeyan controlled space, then it was on, with 155 appearing once or twice. In no time at all the Gundaroo Hotel was reached without incident, but shock & horror, they got there too soon, the bloody pub was still shut. This caused another quick planning session which saw our trio heading down the lane opposite the pub for an early lunch of pizza and coffee, yum. Whilst there we got chatting to one of the lovely young serving girls and lo and behold it was the daughter of ex club member, Scott Windsor. Scott unfortunately succumbed to MND several years ago.



Having fed, and being primal animals, our threesome required watering so off to the pub for a refreshing schooner of amber bliss. This saw much bullshit flow and after floundering in the muck for a while it was decided to head for home. Now being hardy, as well as primal, the boys chose the more interesting route back to the home of the nation. As they negotiated the top end of Canberra, somewhere in north Belconnen the Uglier beast suddenly drops revs and with the throttle grip freely rotating around the handlebar he watched as the two in front disappear into the distance.

Quickly realising that the engine was still idling away nicely and being on a slight decent Ugly meandered down the road for about another two clicks wondering how to get out of his pickle. Finally coming to a stop, after taking a wrong turn, our erstwhile dipstick calls The Bad and calls for assistance. Luckily The Bad has helmet comms and in no time he was heading back to the rescue. Now The Good didn't have comms and quickly lost touch with Bad once he had turned back, so Good motored home alone.

Whilst Ugly was waiting for Bad he had tried to dismantle the throttle assembly with a cheap Leatherman knock off with the expected results – nothing! Then Ugly remembers he is not on the old 900 and this steed actually had a working tool kit under the seat. As Ugly was going through the tool kit Bad finally arrives. Surprisingly the Ducati tool kit actually contained the required 8mm spanner, and in no time at all it was discovered that no throttle cables had broken, but, the newly installed Rizuma hand grips had actually undone on the grip, all that was needed was to retighten and all was good, DOH! So, after a quick stop at Bad's place for some Teflon tape it was back home after another fun ride.

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Moto GP – The Premier Class

By Grant Fuller

Many of you would have watched the 2019 Czech Grand Prix. They call it the “Premier Class” but it is far from that.

The Thursday before this event I was in Prague and I was watching a film of the 1958 Czechoslovak Grand Prix being shown in the National Technical Museum. Back then the race was run on public roads between villages similar to The Isle of Man. The surface varied from cobble stone, bitumen and everything in between, as well as stone road markers, power poles and other obstacles to stay clear of.

This year’s Czech GP was delayed due to a damp track! Yet the bikes run the best tyres in the world, the best brakes, chassis, suspension and electronic rider aids that exist, but they can’t get out and race because it’s a bit damp. It wasn’t like there were thunderstorms, lightning or hail. Back in 1958 they also had a choice of tyres. A front one and a back one!!

The race itself was pretty boring once it got under way, like most of this year’s races. The Moto2 and 3 were much better races to watch.

With regards to the title, “Premier Class”, this is actually disrespectful to competitors of other forms of motorcycle racing who never aspire to be part of MotoGP but are multiple World Champions in the categories they compete in, motocross, speedway, trials, etc.

If any form of road racing deserves the title “Premier Class”, it is the competitors that race at traditional road racing courses like the Isle of Man, North West 200 and the many other pure road races. They are the competitors that put their lives on the line to provide an amazing level of excitement for the spectator.

If you want to follow a world championship that is full of excitement and close racing, the World Speedway Championship is worth watching. It has the added advantage that it doesn’t have the Circus environment of MotoGP!!

Falling in Love Again...

By Yvette Polonyi

I finally got legal ownership of my Monster 695 in May this year after my de-facto relationship broke down and my former partner refused to sign it over for four years. Messy. With my confidence shattered, my brain an omelette, and my body less compliant as I get older, the process of getting back on my bike was like learning to ride all over again.

To the club members who helped me move my unregistered bike around and store it: Rodney Hood and Sarge, thank you. You helped me at a very stressful time.



First, as it had been sitting in a garage, unriden for most of that time, it needed a service and registration. Peter Giles ministered his magic, including belts, and got it running sweetly again. He was a little concerned at the compression reading in the rear cylinder but asked me to ride it for about 500kms and bring it back to check it. He thought it was just built up gunk. Now for ACT registration.

It was tested and failed on: no, not exhaust noise... but front indicators! They were a bit smaller than standard. Ridiculous, but I ordered a pair of original ones at great expense and delay as Frasers were moving that week. Eventually it passed and I had a registered, serviced Monster ready to be collected

from Fyshwick.

I thought to myself, I've ridden since I was in my twenties, 1000's of kilometres, I may be nervous, but I should be OK. My first ride was shaky to say the least. But I persisted. I was still lacking confidence which we all know is necessary to ride a motorcycle. I thought, just practice, practice, practice.

Having just missed Sarge's low speed riding skills session for the club, I enrolled in Stay Upright's Roadcraft course but it was a little way off. So I also asked them for a private tuition session in the meantime. Once again, I was told to practice and have more confidence in myself. Yeah, I know. But it helped.

I went on a short mid-week ride with Alan Cory and Leigh Campbell which I wrote about in an earlier edition. Many thanks for their patience and encouragement. I was starting to get the feeling of riding a bike back.

On a lovely sunny Sunday, I rode to Wakefield Park to watch a vintage car & bike meet. I made the effort to get into some higher revs to try and de-gunk the rear cylinder. Something wonderful happened. Riding alone in the sunshine, I was falling in love again with my bike. I had a great time and my confidence was slowly returning.



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Then Stay Upright's Roadcraft which was heaps of fun and the instructor who had given my private lesson said that I had improved heaps in the intervening 3 weeks. Yay! But I needed to practice and have more confidence in myself. Yeah, I know.

I am not a natural rider like some club members – I think with multiple spinal injuries, and the cautiousness of getting older, I need to apply myself to the task. I observe other people who ride bikes like they were born on them with great admiration.

My Monster was rechecked by Peter, who pronounced the compression was much better, so it probably was just the build up from sitting around and being started occasionally. It's a lovely little Monster, just the thing for getting my mojo back.

I'm now planning to go on some longer rides and ride heaps over summer. I will be bike fit for the NZ ride, and I am feeling happier and stronger. Falling in love again does that!

2019 VVMCC Gluwein Rally

Some pics from the 2019 Vintage & Veteran Motorcycle Club of Canberra (VVMCC) annual Gluwein Rally held @ Casuarina Sands on the Cotter river on 8/9/19.



Andrew Elix's 650 Pantah – really excellent!!



Nice 999S



Triton (I think it means Triumph motor in a Norton frame??)



CB750 Honda (in 1972 was \$1,588 on Road)



Green Guzzi (what an awful colour for a bike – does it come in Berber carpets??)



Beautiful bike



Nigel's lovely 998 Corse



900SS (I bought a new one in 1980 for \$5,000)

Quateraro serves it up

Before, during and after the race, the Frenchman gave it to Marquez big time last weekend. All through practice and qualifying, it was all about those two which carried into the race with Marquez playing a waiting game for the last 5 laps before a trademark pass a couple of laps from home. Not to be outdone, Quateraro hounded him all the way, only to be outfoxed in the last corner. Seems the young fella has got a bit to learn but he sure has announced himself after what was a relatively mediocre Moto2 season last year. There's now discussion as to whether he is the "best rookie ever"!

And perhaps he saved the best for last, saying after the race that Marquez better get used to it as there will be plenty more where that came from. coming! Can't wait if that's how it's going to be!

And while all that was going on, another story was unfolding behind them which sadly highlighted what we all feared - Ducati is going backwards. Honda continues to improve, Yamaha gets four in the top five for the first time in ages and Suzuki looks like being a threat. And then there's KTM's great weekend in the same week they sack Zarco, effective immediately.

And the tipping is hotting up with only 6 races left. Most punters correctly tipped the podium but none in the correct order, meaning three points all round. Jeff and Tony stood out with 6 points followed closely by Alan, Craig, Doug, Sarge and Rod, each jaggging 5 points.

At the top, Roberts' lead has been reduced to just 3 points while at the bottom, last year's hero is sinking fast and in great danger of being overtaken by Tim, who won't be at all pleased, having already begun the perennial negotiations about a prize for last place. Not gonna happen Tim!.

Here's how it looks heading to Aragon where you can all write in Marquez for the win!

How it Stands				
Tipster	England	Misano	Current Place	Up/Down?
Alan Cory	49	54	7	1
Chris Roberts	60	62	1	0
Ross Burke	55	58	4	-2
Taso Samios	46	48	13	-3
Doug Lawrie	54	59	2	1
Craig Evans	54	59	2	1
Tony Yeend	52	58	4	2
Ian Thompson	50	53	9	-2
Jeff Piper	46	52	10	0
John Lyon	49	54	7	1
Sarge	45	51	11	1
Rod	45	50	12	0
Tim F.	38	41	14	0
George D.	54	56	6	-3

Murray Willmott
(Tipmeister extraordinaire)

Marquez, Ducati and Yamaha....

Aragon was Marquez's 200th GP start and his fourth consecutive win at the track. And such is his dominance, the other riders are now beginning to understand that most of the time they start each race competing for second place. Miller says "Marc's Marc - he's a different beast. And it hurts." The thing is, he rides differently - the master of controlling front tyre slides. The paddock is talking about not having seen other riders in awe of a competitor since Mick Doohan's domination in the 1990s.

But it's not all doom and gloom. There's some really good racing going on behind him. Ducati had a good weekend after Silverstone and Misano, partly due to a top speed of 346kph, nearly 7 seconds faster than Marquez! And Quateraro is having a stellar rookie year for the Petronas Yamaha team. It's easy to forget that this first-year team is consistently riding the wheels off the factory team. Perhaps next year will be better for Yamaha after the defection of Pramac's electronics genius (Marco Frigerio) to help Rossi and Vinales next year.

Jack is having a highly intense learning year and reaped the benefits with a well-deserved third spot. Will it be enough to earn him that factory seat next year after Petrucci's disastrous season since the mid-year break?

No such disasters in the tipping. The deserter still hangs on to his slender 3 point lead while the rest swap one or two places, much like a Moto3 race. Question is, now he's busy fussing around with ride-on mowers, kitchen renovations and cow breeding, will he end up like the Adelaide Crows?

Time will tell.

Tipster	Misano	Aragon	Current Place	Up/Down?
Alan Cory	54	58	8	-1
Chris Roberts	62	68	1	0
Ross Burke	58	62	5	-1
Taso Samios	48	54	12	1
Doug Lawrie	59	65	2	0
Craig Evans	59	63	4	-2
Tony Yeend	58	64	3	1
Ian Thompson	53	57	9	0
Jeff Piper	52	56	10	0
John Lyon	54	59	7	0
Sarge	51	55	11	0
Rod	50	54	12	0
Tim F.	41	43	14	0
George D.	56	62	5	1

Murray Willmott
(Tipmeister extraordinaire)

Articoli vari – Bits & Pieces

Ex Sir Wee Pee has moved to civilisation?? I'm not so sure

Ex CDDC V-Prez Chris Roberts (AKLA Sir Wee Pee) who has recently returned to live in his home state of South Australia has sent me an email referring to his contact with Ducati Owners Club South Australia (DOCSA). He relates that the DOCSA club committee has some different office bearers on their committee, namely a Barman and a Child Safety Officer (CSO). Perhaps we need to alter the CDDC constitution (again) to update our Committee?? In the past we've shown we can do it quickly. I can understand the Barman officer but a CSO??? Perhaps in the Kafolik Church but in the CDDC?? Food for thought..... but not much. YBAF

Clyde - is a nice bloke on a sunny day

It's the Kings Hwy that runs from Canb to Batemans Bay and the main feature on that road is the Clyde Mtn, both going down and coming back up on the return journey. It's the route taken thus far on the annual CDDC Bevels to the Bay ride. See [HERE](#) for an item on the Clyde. The article does refer to Pooh Bear's Corner, being a small cave in the side of the mtn near the top. Many will not know that the cave was a store for explosives during WWII so that if the Japanese did invade from the coast bridges and cuttings could be blown up making the road unusable.

Road rule changes RE: passing emergency vehicles

The road rules see some changes as of 26 September 2019. On a road with a limit of up to 80kph, the slow down speed is 40kph. Roads with a higher limit the slow down speed is a speed that is reasonable for the circumstances. See [HERE](#).

ACT emergency vehicle passing speeds limits to remain at 40kph

Notwithstanding that the amendments to be undertaken in NSW, in the ACT the passing speed limit is gonna remain @ 40kph. See [HERE](#).

100,000 Strudels have been built

See [HERE](#).

Multistrudel milestones:

- 2003 Multistrada 1000 DS
- 2005 Multistrada 620
- 2007 Multistrada 1100
- 2010 Multistrada 1200
- 2012 Multistrada Pikes Peak
- 2015 Multistrada 1200 DVT
- 2016 Multistrada 1200 Enduro
- 2016 Multistrada 950
- 2018 Multistrada 1260
- 2019 Multistrada 1260 Enduro



It is true and it's coming – eventually

Rumours have been around for a while that Ducati will do a V4 Multistrudel. Well it's been announced - see [HERE](#).

Snakebite squad

No, this doesn't refer to what happens in a CDDC Committee meeting or when you lodge your tax assessment. This refers to the female nurses in Kenya who use motorbikes to tend to and carry the many snakebite victims. These nurses are real heroes!! See [HERE](#).

The Art of Ducati

The book *The Art of Ducati* which is by Ducati expert Ian Falloon teams with renowned British photographer James Mann is presented a gorgeously illustrated, wonderfully curated review of more than six decades of Ducati excitement. From the single-cylinder bikes of the 1950s and 1960s to the bevel-drive twins of the 1970s and early 1980s to the high-performance bikes of the 21st century, See [HERE](#).



Mike Jones (V4 Panigirlie) winning @ Winton in ASBK Championship on 8/9/19

Riding the legend

CDDC member Murray Willmott placed on the CDDC Facebook page a link to [this video](#) It's a ride @ Willow Springs in the US of one of Paul Smart's 2 750 race bikes used @ the 1972 Imola 200. This is a must, must see video for anyone who has an interest in Ducati's. The 1972 Imola was a seminal race win for Ducati (they finished 1 & 2) and presented the bike that announced Ducati as a real big bike maker.



Tex Mechs – some different iterations on a Ducati theme

AMCN have posted an item on a US company called Tex-Mechs. See [HERE](#). Item is worth a look.

Trouble at Mill – Davies & Bautista clash @ Portimao

The 2 factory Ducati riders in WSB – Davies & Bautista clashed @ the recent WSB round @ Portimao – see [HERE](#).

Ducati sales stutter in Europe while other manufacturers boom

See [HERE](#). While Ducati stayed fairly level in Europe, it suffered a small but stinging downturn of 0.6% globally. Asian and Latin American markets suffered a sizeable slip to drag the brand down overall, a worrying trend for Ducati given it is in these areas it has invested more recently. France remains the largest market with a 20% jump in sales, followed by Italy (+6.4%), Germany (9.7%) and Spain (13.3%). UK is the sixth largest market for motorcycles after Turkey.

Multistrudel 1260 GT with radar

The new 1260 Multistrudel GT has radar. What will radar do? The radar unit, manufacturer by Bosch, will allow the bike to moderate its speed in traffic when the cruise control is applied. As well as helping to modulate speed, a second rear facing radar will warn the rider of vehicles in the blind spot or approaching quickly from the rear. See [HERE](#). Other enhancements Ducati is exploring is the rider mood reader. So when a Multistrudel rider is riding to work and none too keen about that prospect it will auto cut power from the motor to delay the trip. Likewise the reverse can be applied on the way home from work with a big, big power increase to get home quicker. Owners will be able to dial in other to & from journeys, like the ride to the mother-in-law's house, or the ride to church, or to the golf club, or to the pub. The possibilities with the new radar will be potentially endless. Apart from having way too much power on tap for a multi-purpose all-rounder bike, Strudel owners will be riding in a different dimension to all other riders.

Black on Black – Monster 1200S

It certainly looks mean & nasty. For a report see [HERE](#). →

Some great bikes @ Goodwood 2019

The pic below is of v/recently retired MotoGP racer Danny Pedrosa on a Manx Norton @ Goodwood 2019. Strange days indeed. Competing across the weekend on a mouth-watering selection of booming of Manx Nortons, Matchless G50s, BSAs, and more, the eventual overall winners were Jon-Boy Lee and 2019 Supersport TT winner, Lee Johnston, claiming victory in both races aboard their howling 1966 MV Agusta 500/3. See [HERE](#). →

Ducati Superbike History

The AMCN has released an interesting item on Ducati Superbike history. See [HERE](#). Some good pics and some interesting facts.



Does your Ducati sound like this???

Do a lap of Misano on a Pramac MotoGP19 with Pecco Bagnaia. The sound is awesome – nearly as good as my Hyper. See/hear [HERE](#).

Dovi laments 2019

Marquez has thrashed us according to Dovizioso and he's not so optimistic they can fix enough problems to get a better result next year. See his comments [HERE](#).

Redding already a winner – hope he can do it in WSB in 2020

Below is a pic of UK racer Scott Redding on the V4 Panigirliie winning recently in BSB @ Donnington. Redding is reportedly signed as a Ducati factory rider in WSNB next year replacing Bautista who has decamped to Honda for 2020. Let's hope Redding's BSB winning ways carry forward in WSB next year.



Harley-Davidson FXDR 114 vs. Harley-Davidson Fat Bob 114 vs. Ducati Diavel 1260 S

See [HERE](#) for a US road test comparison between the latest Diavel 1260S and 2 Harleys. The vid is good. The test seems to feature riding in the twisties. Why?? These bikes are cruisers not road bikes, not sports bikes. I reckon they did an inappropriate test. These bikes are cruisers so for riding on the freeway and casual profiling in the city – seeing and being seen. Speaking of seeing - see the vid to see the result. **ybaf**

140hp. Is that enough??

The new 2019 1260 S Multistrudel makes 140.5hp. See [HERE](#). Is that enough?? Is that too much?? Certainly it's well & truly enough. I would also argue given it's built as an all-rounder (off & on road) it's way too much power. You don't need that amount of power for the sort of riding you'd do on-road with this sort of bike let alone the off-road riding. It's mainly about marketing and competition with other manufacturers making similar bikes. The original 2 valve Multistrudel is in my opinion a far better balanced bike. Adequate power for its application and not too much power. The newer 4 valve water cooled Multistrudels all have way too much power and are more a marketing exercise than a bike of balance & substance. **ybaf**

Interesting garage find



This is a pic of Paul Smart in his garage. It is the 1972 Imola 200 race winning back up bike which champion he owns. Smart said every time I put my hands on it I am aware of the privilege and burden of owning a piece of history. It's so original and authentic that it's both mystical and terrifying, all at once. Since there are no known factory spares, there's no recovering from a crash on this bike—and that's where the terror comes in. The old bodywork is as fragile as butterfly wings, and so even routine servicing must be done with the utmost care.



The line-up of Ducati bikes @ the 1972 Imola 200 – as can be seen there's 2 No 9s which was the bikes ridden by factory rider Bruno Spaggiari who finished 2nd

←

Motorcycle Designers - GOAT??

Many would say that Massimo Tamburini (26/11/1943 – 6/4/2014) is the best motorcycle designer ever. That is he's the GOAT (Greatest Of All Time). Not only is he the TA in Bimota, he designed the seminal 916 of 1994 and also the current MVs. See

[HERE](#) for a resume of his work. Sadly, Tamburini went the same way as another feature individual in the Ducati story being Claudio Castiglioni (22/11/1947– 18/8/2010), both being chain smokers they died prematurely with throat cancer.

See also [HERE](#)

ybaf



Did Rea win the 2019 WSB championship or Bautista lose it?

See [HERE](#) for an insider's view on why Bautista lost the 2019 WSB championship rather than Johnny Rea winning it.



Ducati Panigale V4 Superleggera - carbon-clad special

New special Panigirlie coming – see [HERE](#).



Secret 2020 959 Panigirlie pics

The 2020 959 Panigirlie has allegedly been seen. See [HERE](#).



Classic Yass

See here for info on Classic Yass 2019 <https://www.classicyass.com> CDDCers should support local events. Attend as a spectator or place your lovely Duke on display. Yass is a lovely historic town and a short dash up the Barton Hwy.



DUCATI RESOURCES IN THE ACT/QUEANBEYAN/YASS AREA



So, you own, or are thinking of owning a Ducati in the ACT/Queanbeyan/Yass area. What resources/support can you access if you do own a Duck or you get a Duck? Set out below is a list of the main sources of bikes, parts, servicing, advice you can call upon.

Canberra Motorcycle Centre (CMC)

<http://www.canberramcc.com.au/>

30 Ipswich St Fyshwick - 61754444

CMC is the local Ducati dealership. So, for any warranty work it's the only resource. Obviously they also sell parts, official Ducati clothing as well as doing servicing. My experience is Steve in parts is really helpful.

Belt & Bevel (B&B)

<http://beltandbevel.com.au/>

Call 0408 223 069 to speak to **Michael Fuller**

B&B is the place for that hard to find part, both for new & old Dukes. B&B stocks many parts not found anywhere else. As a special exclusive for CDDC members a 10% discount can be accessed but you need to quote the discount code which is currently **CDDC19**.

Desmoharmonic

desmoharmonic@icloud.com

Fyshwick 0408764374

Desmoharmonic as in desmodromic is a new service studio owned and operated by **Peter Giles** who many of you may know as he has been specialising in Ducati service here in Canberra since 2001 and has over 25 years' experience with Ducati working at many different dealerships including JHP Ducati Coventry UK. Desmoharmonic can cater for all your service needs on all models post warranty, a tyre service is also available. He too is offering a 10% discount on all parts to club members.

■ ■ Arrivederci! ■ ■

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