

Monthly Newsletter

-Maggio 2020-



Keep up to date at

www.canberradistrictducaticlub.org.au

Ultime notizie



- Keep an eye out on the website and Facebook page for new information relating to club events!

Il Presidente:

Hi All, what a great month April was! You remember April, it was only a week and a half ago. Yeah, I don't blame you if you missed it, stuck in our self-imposed, government ordered isolation. It does make for interesting times. This COVID-19 stuff is really stifling everything.

But wait, I think there may be a light at the end of the tunnel, our law makers have decreed that we can now gather in groups of 10 (whilst still maintaining social distancing). 10 points to our ride co-ord for organising a COVID ride for Sat 9 May. Watch this space next month for the details of that ride.

A bit of sad news for the club, long standing member Murray Willmot has announced his retirement from the CDDC Tipping Comp co-ord, Auto Italia rep and club member effective immediately due to increasing family commitments. I would like to take this opportunity to thank Murray for his dedication to the CDDC over the years. Murray, you will be missed, good fortune for the future, we are always here if you desire to return.

On a lighter note, Mr Sextary reports the receipt of the 2020 DOC packs. Unfortunately, due to administration issues the packs (again) do not contain T-shirts, however you do get the 2020 patch, small badge, membership card and key fob. I am hoping to rectify the T-Shirt issue for next year's packs.

The club has a committee position vacant at present that needs to be filled, Doug Lawry had to resign to take up employment and eventual residence on the coast, as such his position as

Regalia Rep is up for grabs. This position is highly important to the club as it maintains the stocks of goodies we get to adorn ourselves, and others, with. Please contact myself or Mr Sextary (Craig) if you can chip in.

Stay safe people and we will meet as soon as the virus dissipates.



<< VP Dribble #6 >>

The last month has been uneventful to say the least. And but uneventful I mean NO EVENTS! I even awoke one day and thought "I wonder how Tasso is going with the catering at the Autumn Leaf Rally?" But then I realised that I was still asleep and it was only a dream.

On the work front, not much is happening, so I've had some time on my hands and really can't find much to do that doesn't involve spending money which is in short supply for many people at the moment, and I know that I am not alone, so my projects have come to a grinding halt.

On a sadder note, Riccardo Pierobon, passed away this month. Now some of you may say "Who?" but he is the man behind my project bike, the Pierobon X60R, that I have been building for some time and as I have also visited their small factory in Panigale, and met his son Massimo and wife Sylvia and was welcomed very warmly and now I feel that I am a small part of their family and consider them to be part of ours. So my condolences to the family and may Riccardo rest in peace, knowing that he has left his mark on this world, and left it all the better for his time spent here.



Riccardo Pierobon 15/07/1934 - 05/04/2020

Riccardo, aboard his creation the X60R.

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Now I have struggled to find this to write about, as not much is happening, but I feel that there are a couple of things that need to be addressed as they have certainly made my life a lot more tolerable in these times of ISO than otherwise may have been the case.

The first, is a Netflix TV Show called Tiger King. Now by all accounts, and the world according to Joey, I have not got to the “Good bit” yet. But what I have watched, has amused me to a level of intrigue that makes me want more, even though it’s really crap! But what I want to know is what happens at the end? Spoiler alert: these people are full blown crack pots, and in some cases, at war with each other literally. They believe themselves in some cases to be Godlike, and one even referred to as a cult (see for yourselves). There have been disappearances, injuries, sledging and a shit tonne of cash, associated with the human interaction with scary numbers of tigers, lions and other big cats. And some gators thrown in for good measure. Not to mention the other exotic animals tangled up in this could only happen in an American Soap Opera. But the good thing is it gives me a little laugh and us something to talk about.

The second thing is a YouTube cooking show hosted by an Aussie comedian, called Nat's what I reckon. Now Nat is actually providing some very useful cooking videos, but he has a passionate dislike for Jar Sauce, Frozen Roast Lamb and Packet Chilli Con Carne, etc. etc. etc. So he has embarked on a mission to give us the skills to rid the world of such abominations. Now before you dismiss this guy, he has cred! His father is a chef of some note, so the boy can cook! So Champions, do yourself a favour and check this guy out. Warning! This show contains, violence and strong language but he is funny to watch if nothing else. And if you pay attention you may even learn something, and impress the family with some new skills. So till next Iso-Lords, stay at home, keep your distance, and fuck jar sauce!

And remember, Ducati on Dudes!

AB the VP



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 Rhys Ban (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 May 2020	
Sat 9th	Small ISO ride
Mon 11th	CDDC Monthly Meeting 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.
Tues 26th	Proposed Social Dinner – Keep your ears open for news on the Facebook page & the Website

CDDC events in June 2020	
Tues 9th	CDDC Monthly Meeting 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.
Sun 14th	Proposed Short Ride - Keep your ears open for news on the Facebook page & the Website

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 funds for a support vehicle & recovery trailer on sanctioned club rides like the Harrietville, 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 ridescddc@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

<<. THE BOOK OF YEEND .>>

Hi All,

What a year 2020 has proven to be but the signs were there very early with the passing of long standing member and mate Peter Yeend. That was quite a shock to all of us and this isolating thing has left me with lots of time to think about this unique man and his many "Yeendyisms or "pearls of wisdom" as he called them. It would be a waste to let those pearls die with the man and as I mentioned at our last meeting I would like to put a little booklet together made up of his many sayings and also some tales about him that made him so unique and interesting. It would be about the same size as our constitution and should be carried in all members backpacks. That would really piss him off that instead of the constitution members carried the book of Yeendyisms all about him. To put this together I will need your assistance to help with content, therefore if you have any stories about him or/and remember some of his one liners please send them to me at my749r@bigpond.com the more the merrier and remember you will be contributing to really pissing him off big time. Once published it will be sold at a reasonable price with all proceeds returning to the club.

Hope to hear from you soon,
Taso

Corona
By Grant Fuller

Corona is the Italian word for rear sprocket.

With all the spare time on our hands it is the perfect opportunity for us to perform some simple maintenance to our machines.

The corona (rear sprocket) is a good place to start. Check the condition of both front and rear sprockets along with the chain. Are the teeth worn or chipped? What is the tension like and when was it last lubricated?

And talking of lubricant, it's more than just the chain and engine that require this. If you own a bike with cables, these all need lubricating from time to time. These could include the clutch cable, rear brake cable, and front brake cable if you own a drum braked machine, seat latch cable, choke cable and throttle cables. Purpose made cable oilers or lubricators are available to make this job easier. Light oil (sewing machine oil), WD40, Inox spray or similar are all suitable lubricants for this purpose.

Speedo and tacho cables also require attention, but for these don't use oil but graphite or graphite grease. Oil will work its way up the cable and could damage the instrument.

Other items requiring lubricant are swingarm pivots and suspension linkages. For early models many were fitted with grease nipples to use for lubricating the swingarm pin and bushes. Some models even use lubricant from the engine to lubricate the swingarm pivot. Rods ends on suspension arms suffer badly from lack of lubricant with many of them seized solid due to lack of attention. This also applies to the rod ends on gear change linkages and brake arms. The level of your own skill will determine how well you can lubricate the various items as some will require dismantling.

Speedo drives on many models can be lubricated as well to extend their life and prevent them seizing. Have you ever wondered what the small ball on top of a speedo drive on a bevel twin, Pantah and many other models is for? It's to allow you to lubricate the speedo drive.

Switchgear can also be lubricated to improve operation and reliability. Your side stand will also benefit from being lubricated. Like suspension components the side stand suffers from being prone to the weather and also the owner who washes their machine often. Washing the bike is a good thing, but each time you wash it you are also washing away lubricant.

Do all lights work or function correctly on our machine? Do stop light switches work? This is a common fault on bikes using a hydraulically operated stop switch.

Brake pad thickness is something that can be easily checked by the owner, minimum of 1.5mm is the general rule. And whilst you're at it check the level of fluid in the master cylinder reservoirs. Don't let it fall below the minimum level or air can be introduced into the system, and another important thing with brake fluid is that it should be changed every 12 months as it absorbs moisture and deteriorates.

Tyres should be checked for cuts, cracks and objects stuck in them like screws or nails. Also the age of the tyre is important as you don't want to be riding around on an old tyre that has gone hard and has lost grip. Tyres have month and year markings on them.

This may not be a complete list of items to check on your machine but it does give you an idea of what you should be looking at. The amount of maintenance work you can carry out yourself will depend on your skill level and equipment you may have.



V4 TUK TUK

By Grant Fuller

With the current Ducati marketing team thinking the answer to every new motorcycle development within the Ducati range being to throw a V4 engine into an existing model, it is only a matter of time before we see a V4 powered Tuk Tuk come out of the Ducati Thai factory.

It makes perfect sense for this model to be produced with Tuk Tuks in Thailand numbering in the many thousands and some being very old and outdated, throwing a Ducati V4 into one is a perfect direction to head with regards to a new model within the Ducati range.



April Mid-week ride

By Alan Cory

What better time than to get out on the road with only one thing on your mind (not that thing). With the lock down and saturation 'information' about disease, a ride would have to be the best way to restore sanity. Not even footy is happening although the Raiders are still looking strong – if only in training pictures.

The Start

Probably owing to the ban on non-essential travel, social gatherings, and closed borders, the turnout was pretty thin, more notable for those who didn't turn up, Grant, the usual convener of the rides was missing as was Leigh, another regular. Given the conditions it wasn't really surprising. I didn't make it either so there won't be any pictures of the ride. Instead, here is one from Lyon last year. Remember when you could go overseas? She's a bit damaged but great attitude. Of course, it could have been improved by modelling on an 848.



It's not clear that it is even OK to go for a ride at the moment, but if you think socks are essential, Crookwell has a remarkable sock factory so it could be shopping. It was a bit cool that morning, but this is the best time of the year so I don't think anybody cared and the warmth of the sun soon melted any icy hearts.

As usual the final decision on where to go was made on the day. "Why not Oberon?" Someone might have said. Others might have said "Where's that?" and "It's too far" and "No" just to be difficult. Anyway, the ride leader eventually would have made the decision.

Scenery

After the rain it was a joy to cruise the great green expanses. The road had everything - sweeping corners, tight corners, no corners, incomparable surface, no sign of road works and no chance of a ticket, nothing to interrupt the flow. It seemed like a dream. Almost nobody else was on the road so no holdups and a great opportunity to get into a rhythm. A bit like yoga only faster. Most of us have ridden around the area so I don't need to go into details. As the day warmed up, the corners flowed like beer the night before (for some).

Social

Everybody kept a lot more than 2m apart – in fact it seemed like km. Everyone had lunch in different places - mostly at their homes judging by the low turnout for this ride. The socializing was also hampered by the lack of any GP tipping – or racing for that matter, and a general agreement that 'Social Distancing' leads to much fewer disagreements.

The Ride Home

It always seems faster on the way home. I think it's because you remember the road and can therefore go a bit quicker and, for the huge number of club members who hadn't left home, it was instantaneous.

Lessons from the ride

I was one of the members who didn't turn up so I can't be sure if there were any lessons. We all know that it would be better to be riding than doing whatever else we were doing so that doesn't count.

The strict precautions taken by all club members resulted, (as far as I know), in NO members contracting the virus – especially on this ride. That is an achievement we can all be proud of. If we all keep up the good work and don't talk to each other we might eventually stamp it out.

Alan

Mother's Day Edition – Match the Rider to their Mother!



Alex Rins



Alex Marquez



Brad Binder



Darren Binder



Fabio Quatararo



Franco Morbidelli





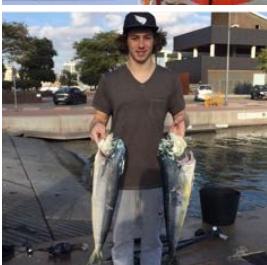
Jack Miller



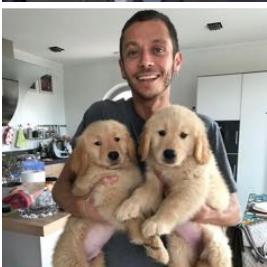
Luca Marini



Marc Marquez



Remy Gardner



Valentino Rossi



Answers in next month's Newsletter!!

Sorry it went over 2 pages!

The Presidents Run to Harrietville - Part 2
The Inaugural Peter Yeend Memorial Ride 2020
By Ken "Sarge" Purbrick

Ok, last month I left you as we arrived into the Snow Line Hotel, it was funny really, the plan was to refuel at Bright prior to the final 18 odd km to the pub. The group cohesion went out the window with some stopping and some not, but get there we did. Due to the weird booking situation all but Bill managed to get a room, Bill was down the road at a very nice B&B. The pub still had empty rooms.

Over a few beers the plan for next day was hatched, Nigel and Deb were off to Myrtleford for a new rear tyre, cause the one on the bike was naffed. Most of the rest agreed the idea of a run to some pub in the middle of nowhere was on the cards, so with a general plan it was dinner, more drinks and a very welcome bed for the night.

Next morning dawned cold and clear, a lovely highish country morning. After washing the sleep out of the eyes it was off to find some breakfast. Now remember, this was the time the COVID-19 was making its presence felt across the country and Harrietville was not excluded. The place I chose to breakfast at had ruled that only take away was available and no more than two in the shop at any one time. So, coffee and a couple of ham and cheese croissants on the rather cold deck saw me ready for the day. Now fully awake I realised that the idea of jumping back onto the bike today and tomorrow had knobs on it. So, as Doug and Leigh planned to go checkout a geocache down by the river I decided to join them for the walk, remember people, Sarge ain't made for long walks anymore.

Before continuing, I believe geocaching was born out of military style navigation exercises with the added bonus of being able to either leave a mark or collect a mark at the checkpoints. To find the points you were given a grid reference and, maybe, a hint. Not anymore, Doug, armed with no more than a mobile phone, just bought up geocache location and off we walked. Now it was a lovely walk along the river. It was funny as shit watching Doug head off the trail, uphill, searching for the check point, and then trying to get back down to the track again after finding it. I think we walked about 1.8km and I was buggered. Anyway, back at the pub Doug and Leigh decided to do another one on the other side of town – I left 'em to it and went to find some lunch.

After lunch and back at the pub, Nigel and Deb were back so we chewed the fat as Nigel decided to tighten the drive chain on the 1098. It needed it to, like the tyre the chain was in poor shape with a massive tight spot, causing him to compromise on the adjustment. Not ideal but should get him home. As we chatted, we were joined by the Riddle brothers, and partners, on almost matching Multi's. What a pair of characters.

Eventually the boys returned from their pub run to report that they had not seen Bill at all. Turns out he needed to inflate his rear tyre and didn't take off till later, missing the others completely. The up side, they all had fun. As the day came to an end, we found ourselves back on the pub deck enjoining tall stories and true over a few beers and dinner. We had a very enjoyable evening.

Bright and early Sunday morning as we gathered to head home Bill announces that his rear tyre has a slow leak. A quick inspection reveals nothing so we decide to head back to Tallangatta with tyre checks and pump ups as required.

We head off and just prior to Bright Al corner marks as we turn left for a real treat, this has been on my bucket list for years – Towong Gap. My god it was fun, I didn't think the corners were going to stop. I got a real work out throwing the 300+kg of the Sarge Barge around. Regrouping at the T junction at the end of the Gap we found out that Al could not get the 848 started and would need recovery. Problem was that Deb had already passed him. This caused a slight delay in getting the message to Deb. Once that was sorted, we decided to head for Tallangatta to wait for Al & Deb. Also give Bill a chance to sort his slow leak.

Bill sorted his leak out with some green goop in the tyre, with that sorted it was into the bakery for coffee and breakfast. As the time was moving on the Riddles decided to move off as Trevor had to get back home on the coast. Once Deb arrived, we checked over Al's bike and with the assistance of a battery booster I managed to get the bike running, very roughly at first, until the plugs seemed to clear and the bike settled into a nice idle. So, off the trailer she comes and we are all back on the road. Due to the time lost due to the recovery we decided that instead of doing the Granya Gap again we would head straight to Khancoban via Corryong, not quite as much fun as the Murray Valley Highway but we still had fun, arriving at the Khancoban servo around lunch time. After refuelling Bill announces the end of his ride as his bike shows off a nice strip of chewed rubber and fibre down the centre of the tyre. Supersport on the trailer and Deb has a navigator.

The run to Dead Horse Gap was fun and uneventful with a short stop at the top to regroup and check the straps on the Supersport. A call to Brumbies and we are off to a late lunch. I think it was around 2pm by the time we got there and the place was still well patronised, so much so that the staff seem to forget we were there. Eventually we got service and as usual it was still very tasty.

Saying goodbye to George we took off for Cooma via Jindabyne. I refuelled at the BP at the top of Cooma and after waiting for ten minutes no other riders came by so I decided that I would head off for the boring run back home. By the time I got home I was ready to get off the bike, however I was elated that I had managed to ride 1200 ish Km in a three-day weekend and I was not totally trashed at the end of it. I haven't managed that since before my helicopter crash back in 2011.

I think Peter Yeend would have had a ball on this run, Rest in peace mate.

Ducati 2 Stroke

By Grant Fuller

I have been visiting the workshop of a friend of mine for many years, and have always admired a small engine stuck up on a shelf in the far corner of a large shed, and what I thought was a fan cooled 48cc Ducati engine. Being unusual and very different it had never crossed my mind to ask if it was something he would be prepared to let go, as sometimes people are attached to the odd or unusual items that you don't see every day.



A few weeks ago I decided to ask if the small engine was something he would consider selling as it was still there. I was very surprised and pleased when the answer was yes.

The bottom end of the engine is similar to a number of the lightweight 2 strokes made by Ducati in the mid 60's, using a hand gear change on the left handle bar to change the gears within the case via a push pull cable system. What is very different is the 2 piece alloy cast shroud that enclose both the cylinder and head. The flywheel has a series of alloy fan blades attached to it which draw air in through a vented plate. The air is then forced around the fins of the cylinder and head, exiting out of the large cast alloy shroud on the left.

The engine was covered in many years of dirt and grime along with a coating of black thick oil or grease. Once I had the engine in my workshop I began cleaning process, as my intention was to make a small display stand to support the engine and add it to the other engines I have on display.

Whilst cleaning the engine 2 major discoveries were made. First the engine wasn't 48cc but possibly 94cc as it was stamped DM100, and secondly, the engine was new and had never been fitted into a motorcycle. Very impressive for being 55 years old

So what is the engine out of? Possibly a 1965 Mountaineer 100, which was produced for the American market. There had been a Mountaineer 90 in 1964 which was 87cc and also fan cooled. The extra few cc and the 100 title was expected to increase sales.



1964 87cc Falcon Mountaineer 6HP 3 Speed Bore 49 x 46 stroke
94cc 100 Mountaineer 1965



The Musings of a Support Vehicle Driver - Part Two
By Janine Wilson

Day 3 Lake Tekapo to Cardrona - approx. 225kms

So as the saying sort of goes, what a difference a night makes!! As we all started to surface for our 8.30am meet/load/start, it was lovely. Everything was washed clean by the rain and the morning was fresh and sunny and clear. Jeff, Jill, Terry and Patti had already left for their run and would be meeting us at Cardrona for the evening. After a bit of fussing over oil top ups and chain adjustments it was decided to meet just back down the road near the Church of the Good Shepherd for a photo op of the bikes and riders with a back drop of Lake Tekapo. Turns out it was a brilliant idea and many pics were taken.



As it had rained the day before, most riders had warm gear or wets on and got quite hot quite quickly so they set off toward our first big 'touristy stop' at Mount Cook. I was a little behind as I had to get ice so I high tailed it to catch them. It was about 100km to Mt Cook and a nice gentle road till you reached the well sign posted right turn up to the mountain (about 47km). So I got to the Mt Cook village and had not seen a sign of any of the group. The mountain was wreathed in fog and I could not see it very well. I drove around and found no one I

recognised so parked in a large area at the entrance to town and tried to call Rod. They were not there yet!?!?! Apparently someone took a wrong turn and they tripped off down to the Tekapo Canal Road to see the little known other side of the Lake!?!?! I told Rod I would wait for them so we could all decide what to do. But in the meantime AB called me and said that him, Gaye, Chris, Leigh and Bill had stopped at Glentanner and were staying there for morning tea/lunch. So I said I would wait till Rod got there and tell him that I would come back to them. Shortly afterward I heard a gentle buzzing and sure enough a number of Ducati's came into view. I said I was going back and Yvette said she would come back too. Some stayed and went on a few of the optional tourist walks. So I drove back and met up with AB and some of the crew for a lovely hot chocolate and cake! The weird thing was that Mt Cook was visible from the tables we were dining at in the sun and it was amazing!! Slowly the rest of the fellowship rolled in and partook in the fare as well.

A brief discussion was had regarding fuel as we had about 200kms to go. So it was decided to head for Twizel to top up and then maybe go on to Wanaka for the next fuel stop. That done, we all headed off again, many riders shedding warm gear and putting it in the disco. The road was nice and gentle and Lindi's Pass was a beautiful drive, even in the disco! So I got to Wanaka and found them at a fuel station. At this point we were only 25kms away from

Cardrona so a few people decided to catch up with friends or a beer or a coffee whilst others chose to go on to our accommodation for the night. So those of us that chose to go did and found ourselves at an extremely quaint hotel/pub/restaurant with lovely rooms and gardens (and a washing machine). Alan had had a rough day the day before and it was a bit of a push for him today so he was a little touchy. He was not impressed with our digs but decided to have a snooze whilst I did a bit of washing and socialising. Many of the fellowship were enjoying some bevvies and snacks and relaxing at different areas of the Hotel.

Lo and behold, a different person woke up and he was lots more fun to be around. Now, one of the things on my to do list in the South Island was "The Cardrona Bra Fence", which was about 2 or 3kms back towards Wanaka. I had driven past it and missed it!! So AB and I went back out in the disco and found it and took pics and it was worth it. For those of you who don't know what it is - look it up. It started in Dec 1998 and even though there has been many removals and reincarnations it is still there, along with a box for donations to Breast Cancer and it delivers a fun awareness aspect. It is also next to the Cardrona Distillery. Anyway, while we were there Taso rang and said they were going to dinner. Our amazing organiser Beatnik Moto had booked us a table in a small private dining area, for the whole group for dinner at this gorgeous old Inn. So it was a great night with nice food and drinks and I think many people enjoyed themselves, even Alan. I also believe a few people may have overindulged in the alcohol but they covered it well the next day.



I am sure I missed some funny things that may have happened with the riders but this is just my opinion and what little info I glean from talking to people after the ride or over the next few days.

Day 4 Cardrona to Invercargill - approx. 300kms (due to weather)

As the Cardrona Hotel was pretty much the only food place for a 20kms circle, we also had brekkie there. Well most people did, I was running late and fussing and packing the car so I got in late and just had leftovers off other people's plates. Thanks Tim, Alan and Bill! Apparently it was nice and generous with good service but a little pricey. So we were all up and at it for the next leg to Invercargill, the weather dawned clear and sunny, there had been road closures on our route due to rain so Rod and others had to powwow about each leg we took. It was decided we go down Arrow Pass (which had some amazing views) and through Arrow Junction; Kawarau Gorge; Cromwell; Cromwell Gorge and down to Alexandra for fuel and lunch break. It was about 100kms and then we would reassess the route.

So we all met up and fuelled up and then found a little café for lunch. We had heard that the road to Gore was open so we went that way. Everyone else missed seeing the Alexandra Clock on the Hill and didn't believe me when I asked about it so I had to look it up and show them. It has been there for 50 years apparently! The weather started to change from here and became cool and a little windy. The roads meandered through the Fruitlands and I took pics of them!



We went through Roxburgh, Millers Flat and Tapanui and down onto Gore. There was evidence of rainfall and localised flooding and debris on some fences and roads but we made it through without incident. As we crossed the Mataura River the amount of water was just phenomenal, you could tell that certain trees and objects were not normally that close to or in the river channel! So we headed on towards Invercargill and it became quite gusty and cold. Yvette was struggling a little with the wind pushing her all over the road, so her, Leigh and I were the last ones into Invercargill.

As we made our way through the town to our accommodation at the Victoria Railway Hotel it began to rain lightly on and off. George, Ross and Bill were there to guide us into the car park but I had the prime park for the disco, at the entry. The hosts Tom and Rose were just amazing! The rooms were well equipped, quiet, warm and comfy. The couples had double rooms; Leigh and Bill shared; Rod and Taso shared and everyone else got rooms to themselves but had to share bathrooms. The stairs made sure we got our daily exercise. Each night the wonderful hosts had the bar open and tapas. So we got fed and breakfast was included in our tariff. That was the best: sausages; bacon; eggs; baked beans; toast; cereals; yoghurt; fruit; tea; coffee and juice. For all three mornings!! It was the best place we stayed by far and I reviewed them as outstanding.

Over Friday and Saturday most people spent wandering around Invercargill going to Burt Munro events; visiting E. Hayes and Sons Hardware Store that contained lots of Munro memorabilia; going through the Classic Motorcycle Mecca which spreads across three levels; eating and talking at the Meccaspesso Café in the ground floor of the Macca Museum building or finding the bronze statue of Burt and his Indian in Queens Park.

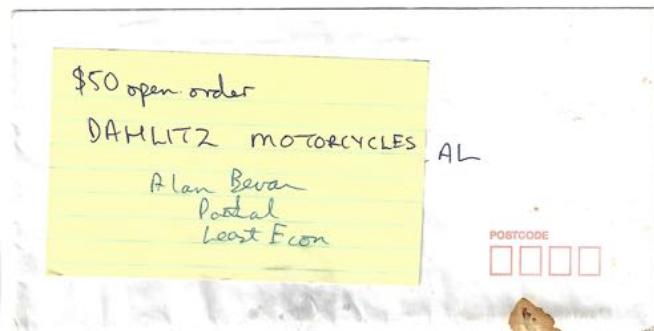
Unfortunately AB was physically ill due to something he ate (he reckons) and Chris and Bill spent most of one day in bed as they had a touch of a cold or bug or something. The weather was cold; windy; rainy and definitely not very nice. On the last morning we were going to go to the street races but it was raining so we just headed off to Queenstown instead.

So friends that was the next few days - stay tuned in the next newsletter for more of our NZ adventure!! Stay safe, stay apart and wash your hands!!

Janine

From the Archives

So as we were recently cleaning up around the place (because clearly unbeknownst to our government apparently Social Distancing & Isolation were code words for "Home Improvement") we found a few things from the Archives. Do you think CMC will still let us cash it in?



CANBERRA DISTRICT DUCATI CLUB

2001 ECONOMY RUN

This letter is to authorise that the winner of the Canberra District Ducati Club 2001 Economy Run section of:

LEAST ECONOMICAL

Was:

Mr/Ms..... *Allen Beavan*
of..... *3 Heideburg St
Conder*

The prize to be provided by Dahlitz Motorcycles Pty Ltd of 28 Yass Road Queanbeyan is a \$50 open order.

Pete Yeend
Peter Yeend
18 November 2001
Vice-President
Canberra District Ducati Club
Ph w 02-62772413
Ph h 02-62923020

PO BOX 1282 CANBERRA CITY ACT 2601
www.canberradistrictducaticlub.org.au

Articoli vari – Bits & Pieces

DUCATI 916 MASSIMO TAMBURINI PROTOTYPE : THE HOLY GRAIL OF V-TWIN DESMODROMIC ITALIAN BIKES

A contribution, direct from the source! Check out this article from photographer/journalist José Manuel Serrano Esparza. He had exclusive access to Ducati's factory to see the 916 Massimo Tamburini exhibition. Check it out [HERE](#).

Riding A Real Factory 1972 Ducati 750 Imola Racebike

Thanks Leigh for your contribution! Read the article [HERE](#).

Thanks to Peter Fenwick for the photo!



The 10 best shows for petrolheads

See [HERE](#) for a recommendation of a few great petrol head ISO boredom buster movies to see whilst you're still stuck at home.

MOTOGP20 Game: "Going to the races is a constant source of inspiration"

Missing the GP season? Same! But maybe it's worth starting your own digital GP season with the newly released 2020 season Moto GP Game! Could this be the way of the future for our tipping competition? See an article about it [HERE](#).

Photographer Sam Christmas: "I want to capture the intensity of the moment"

Check [THIS](#) article out if you're interested in bike photography!



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 – 6175 4444

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.

Moto Garage

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

Unit 8, 91-93 Grimwade Street, Mitchell - 6162 2031

Desmo Tuning and Servicing of Ducati's.

■ ■ Arrivederci! ■ ■

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