

Monthly Newsletter

-Febbraio 2021-



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www.canberradistrictducaticlub.org.au

Ultime notizie



- First club meeting for 2021 is happening on Monday 8th of Feb @ Harmonie German Club
- *Articoli vari* makes a return
- Weekend ride happening THIS Sunday

Il Presidente:

Giddy Canberra Ducatista's, welcome to the new normal, COVID is still with us but now we can get on

with our lives. At least until they throw us back into quarantine.

No sure about you all but I spent the Xmas break recovering from the lockdown blues and catching up with family. The downside of which means that trying to get motivated to actually get back into working is taking a lot longer than it should.

I noted in the last couple of newsletters no one mentioned the CDDC Christmas Party, for those who did not attend, you missed a great time. Catering by Taco was, as usual, great. With Michaël taking care of cooking duties we were well fed with only a few burnt sausages. The weather really turned it on for us, rained the whole time. Looking on the bright side, the new and old club marquees work a treat with most members staying dry.

On the Australian day weekend I nicked down to Bibbenluke to help a mate spray paint a side car for his Royal Enfield 500cc Bullet, turned out pretty good...

As a thankyou he took me for an off road adventure in his neck of the woods mounted on two more of his collection of medium size Royal Enfield's. We took the back roads from Bibbenluke to Cathcart then down Big Jack Mountain road to Rocky Hall, onto Towamba and eventually coming out on the coast south of Eden to a lovely little camp site on the coast in Ben Boyd NP.



By the time we got there I realised (again) that I am not 21 anymore. Man did I hurt...all over. After recovering a bit we zapped up to Eden for fish and chips on the wharf and then contemplated the return ride. Thankfully Rick was just as sore so we rode back to Bibbenluke via the bitumen via Pambula to Bombala on the Mt Darragh road. I slept very well and deep that night. Great fun.

On another note, I have noticed some sniping between members on social media. Please refrain as it tends to bring everybody down. We are a social club with a volunteer committee. If you have issues with other club members please speak to the member in person, not via social media.

Sarge

<< VP Dribble #2 >>

Well first may I say welcome everyone to the New Year and I hope that we all had a Merry Christmas and Happy New Year. And what a strange start to the year it was with many of the usual activities cancelled or down sized due to Covid or at least that is what they tell us? We decided to remain indoors and watched the New Year celebratory offerings on the ABC. Now in past years this has been good entertainment but this year was just not right, there was zero atmosphere and this seemed to reverberate back to the on stage performers which just left them pretty flat, I felt sorry for them as it seems that live performances feed off the crowd and the atmosphere they create. Now the hosts of the show did their best to zhooosh things up but to no avail. Then the event we were all waiting for: - the fireworks; 4, 3, 2, 1, HAPPY NEW YEAR!!! Bang, bang, pop, pop, fizz, fizz and it's all over by 12:15am. Yes, even the world's best fireworks display has suffered due to Covid, well there is another title that Australia has failed to keep? There was a bright side to all of this and that was that the guru from Queensland and his eldest son Alan were our guests and so the BBQ was fired up and good food was had by all.

The next day was Recovery Ride time, the weather was great and Alan had brought his riding gear with him and I offered him the ghost Multi to ride as I had just taken delivery of a red Multi 1200 SS with all the fruit so I would be on board that. The ride was great and the new bike had a few small gremlins that I noticed that would need attention, mostly to do with set up and the like as is always the case with a new bike, or so I thought! It seems that not all mechanics are created equal as the more I rode the bike, the more things went wrong. The list goes a little like this: ABS light on and speedo showing erratic numbers; braking not a good feeling. So a trip into see the maestro Mr Giles and a couple of codes were thrown up and were able to be cleared. Pete hinted that this may have been caused by the removal of the wheels which has been known to happen. Now for a little more background information: the bike was purchased in Sydney, from a private seller in a Covid free location and had an extensive service prior to being offered for sale. This included new front tyre; all the fluids and filters changed; shims checked; front fork seals; new springs; all new brake pads and rotors front; new pads rear and new chain and sprockets, in excess of \$2,500.00. This was a very conscientious owner and he wanted the bike to be right for the new owner. And this guy was anal as; he gave me every receipt for every dollar spent on the bike, including the last service.

So back to the bike, well another couple of short rides were had and all seemed to be at peace with Big Red. But oh no, I have spoken too soon and once again while out on a short ride the dash lit up with coloured lights and the speedo went blank. So back to the maestro and the magic box was plugged in and indicated that both wheel sensors were not working, which did not surprise me as I had read that this was an issue with this model. But Pete was not happy to accept that both sensors were faulty so he had a closer look, as you would and discovered that the rear sensor had fallen off and was just hanging. My guess was that they were never tightened up after being removed, so all the shims are on the road somewhere between Point Hut Crossing and Tharwa and home. Now on finding this, the front was examined and the exclamation was heard: - I HAVE NEVER SEEN THAT BEFORE! as a washer was found to have been used as a shim for the sensor. Now it seems that the new discs installed had slightly beefier carriers than the standard stuff so the sensor required reshimming to supply the correct air gap. A small warning to those that have bikes with the more modern electronic speedo and ABS sensors, these need to have the correct air gap specific to your model of bike.

So if you fit aftermarket parts or remove the sensor don't lose the shims and check the gap when the wheel is reinstalled, this is important. Getting back to the point, as the correct shims were not available some temporary shims were made up and installed and the codes were again cleared and AB was on his way yet again. The bike was great on the way home and a couple more short rides. Until a small drop of oil was noticed under the bike. So it was wheeled to the middle of the garage floor and put up on the centre stand, as my bike lift was occupied and again I was on the floor looking up, to see, much to my surprise, that the countershaft sprocket nut was not done up and was only prevented from falling out completely by the plastic sprocket cover. So the required tools were dragged out of the toolbox and the cover was removed and around the sprocket was cleaned thoroughly and well wtf, no lock washer was to be found. The matter was researched and yes there is meant to be one! Part was ordered and installed and all things that have been addressed by this will need to be rechecked. All of these problems could and should have been prevented. They were all due to sloppy workmanship.

So the moral here is, if you use a mechanic and he does a good job and doesn't make mistakes, treat him right and stick with him. Thank you to Peter Giles for his help in sorting this out, not sure I would have figured it out on my own as this is my first experience with all of the wizardry that is these modern bikes.

STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS
Captains Log: Star Date 748 – 2021

Swamp update: I think if I remember rightly in a previous issue of VP Drivel, I mentioned that my man cave was just a swamp, well good news. Since then a slab has been poured and I was informed weather permitting my shed may be being erected this week (not holding my breath) BUT the weather is not looking good so we will see what happens?

Well that's enough shite! from me, so till next time, stay safe.

Ciao for now and remember Ducati on Dudes and Dudettes!

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 (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 February 2021	
Sun 7th	<p>Sunday Spin Class</p> <p>With sad tidings regarding Saturday's weather, the weekend run to support local business has been called off. Despite abysmal forecasts on Saturday, Sunday is currently promised to be quite fine. If you're in town and want to get moving, meet at the Sutton bakery for a run to Taralga. Please arrive no later than 10am as we will promptly depart by 10:30 (based on the feelings of the ride leader).</p>
Mon 8th	<p>CDDC Monthly Meeting 7:30pm at the Harmonie Club, Narrabundah.</p> <p>Meet in the Bier Keller, no corner markers required. Head towards the back of the club and then downstairs. Come early and have dinner and talk bikes with other club members. You're welcome to eat or take drinks into the Keller.</p>
Wed 17th	<p>Weekday Ride to Harden for lunch.</p> <p>Meet at Coronation Park Yass at 10:00am for 10:30am departure.</p> <p>Ride will leave Yass and head via Binalong through to Harden.</p> <p>Michael Phillips suggested lunch at one of the pubs in Harden that has recently been refurbished. Please be aware of Covid restrictions and requirements.</p>
CDDC events in March 2021	
Mon 8th	<p>CDDC Monthly Meeting 7:30pm at the Harmonie Club, Narrabundah.</p> <p>Meet in the Bier Keller, no corner markers required. Head towards the back of the club and then downstairs. Come early and have dinner and talk bikes with other club members. You're welcome to eat or take drinks into the Keller.</p>
Wed 17th	<p>Weekday Ride to Crookwell.</p> <p>Meet at Coronation Park Yass at 10:00am for 10:30am departure.</p> <p>Ride will leave Yass via Gunning through to Crookwell. (Alan Corey may lead this ride). Please be aware of Covid restrictions and requirements.</p>
Fri 26th, Sat 27th & Sun 28th	<p>Harrierville 2021 – Peter Yeend ride</p> <p>Well it's that time again to put dates out for the Peter Yeend memorial ride, Harrierville. All going well, and no boarder closures we'll make the trip just across the Victorian boarder to the Snowline hotel in Harrierville.</p> <p>This year, planning to do it a little different. Have the group split into two. The "Canberra District Ducati Corsa Club" and the "Historic in Harrierville". The groups will ride at their own paces, allowing riders to choose where they feel comfortable sitting. Same meet point, same lunch point, same end point.</p> <p>Friday down to Harrierville, Saturday, local rides, winery, trails, or the Blue Duck Inn loop – Choose your own adventure.</p>

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 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 ridesddc@gmail.com. Aside from these planned rides, I encourage everyone to start events via the club website or Facebook page for casual short rides.

Weekday Ride

The situation with the Covid Virus is changing on a daily basis, however at this stage it is still within the rules and guidelines to hold our monthly rides as long as social distancing requirements are complied with by members.

PO BOX 1282 CANBERRA CITY ACT 2601

www.canberradistrictducaticlub.org.au

Altre Notizie – other news

<<. CDDC SUPPORTERS .>>

These are the businesses that support the club through donations, discounts: **Belt & Bevel, Canberra Motorcycle Centre, 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

!! FROM THE MEMBERSHIP DESK !!

Hello Members, following the AGM in November 2020, I am the new membership officer. As we have not had a general meeting, it may have been a while since I have seen or met some of you. Most people already know me but it will be nice to catch up with past and present members following Covid.

I have taken a bit of time getting my head around the membership situation; the web page and associated reporting. Please accept my apologies if I have not contacted anyone or over looked an email but I am still trying and slowly learning and working through things.

Thank you to those members who have been proactive and renewed over the last few months. My intention is to follow up lapsed members or anyone that may have overlooked their membership renewal date and touch base to see if we can get some more numbers. If you have not yet received a membership card please let me know and I will either bring it to a meeting or mail it to you or work out a way to get it to you.

Remember you have to be a financial club member to register historic bikes.
Take care; enjoy riding; hope to see you soon.

Janine

January Weekday Ride *By Grant Fuller*

On January 20 we held the first of this year's weekday rides, which was from our Yass starting point through to Young via Binalong and Wombat. The weather on the day was bright and sunny with a maximum of 31 degrees forecast for Young.

The following people attended the ride:

Rod Buckle 2012 Multistrada 1200S

Rod McGregor 2002 998

Alan Cory 2012 Blackboard 848

Adrian Fryatt 1998 Triumph Daytona (Visitor)

Grant Fuller 1980 SS Darmah

Michael Phillips 2007 Paul Smart 1000

Steve Hopkins & Marylin Starick Jeep (support for the American automotive industry) Steve & Marylin joined the group for the start at Yass but didn't head to Young.

Michael Phillips lead the ride at a comfortable pace, which was great as on weekdays the number of vehicles on the road is considerably less than on weekends which makes for a really enjoyable time where you can appreciate the countryside and the road.

The destination in Young was agreed to be the Young Services Club, as it offered good meals and drinks, was easy for social distancing and signing in requirements for Covid were straight forward.

During lunch we discussed the next few weekday rides where a number of good suggestions were put forward by the group.

One person who intended being on the ride was our Secretary Craig Evans who has recently retired from the Commonwealth Public Service.

Craig has been looking forward to attending these rides, but unfortunately for him the ride clashed with the International Macramé Convention at which Craig was a guest speaker.

Maybe next time mate.



CDDC LATTE TRAVEL DIVISION ?????

By Taso Samios

Hi All,

We have all heard of the CDDC Latte Catering Division, which is sought by many to provide quality catering, but due to Covid restrictions this division of the CDDC has been rather inactive. After very successful trips to Tasmania and, more recently, New Zealand a few of us got together, namely Craig (I am retired now and don't give a shit) Evans, Rodney (NZ road tour leader and all round Boofhead.....cripes I forgot how big and angry he is ahh all round nice guy) Hood and yours truly decided to form the travel division highlighted by a 10 or 11 day trip to South Australia to visit recently departed club members, Gaye and Chris. The proposed trip is in November to coincide with the Phil Goldacre memorial ride to Khancoban and the first draft, which was put together by all round nice guy Rod (how's that for a bit of quality crawling) is as follows:

Day 1 4th Nov. 486km Canberra Khancoban Mitta Mitta Omeo	Day 2 5th Nov. 515km Omeo Yarram Fish Creek Inverloch Sorrento	Day 3 6th Nov. 454km Sorrento Ferry Queenscliff Lorne Apollo Bay Port Campbell Nelson	Day 4 7th Nov. Nelson Beachport Robe Strathalbyn Wistlow
<i>SOUTH AUSTRALIA</i> Day 5 8th Nov. Short Ride DOCSA Meeting	Day 6 9th Nov. Ride	Day 7 10th Nov. Rest Day Possible bus tour of wineries	
<i>RETURN TO CANBERRA</i> Day 8 11th Nov. 477km Wistow Narracoorte Hamilton	Day 9 12th Nov. 412km Hamilton Halls Gap Lansborough Castlemaine Eucha	Day 10 13th Nov. 411km Eucha Yarrawonga Corowa Bellbridge Walwa Khancoban	Day 11 14th Nov. Return home with Khancoban ride participants

This run will be tested by Rod and maybe Craig on Anzac week in April and we will have a much better idea about the logistics after then. Chris and Gaye will be organizing the SA leg of the trip and as you can see from the above itinerary we have stayed away from boring straight roads as much as possible

We will discuss it further at the Feb club meeting but if you are interested start making plans as this trip is a goer!!!!

Taso

The Invisible Enemy *By Grant Fuller*

I have had a pair of paper element filters fitted to my SS Darmah for many years in addition to the brass filter gauze fitted internally on the taps, and the Dellorto nylon screen filters fitted inside the banjo fuel inlet of each carburettor. You would think this level of protection would be more than sufficient to keep the fuel system clean.

When I was heading up to Yass for the start of the January weekday ride the bike wasn't running as well as usual and then cut onto 1 cylinder. I pulled off the road and the bike was idling but still only on 1 cylinder. I was confident it was a fuel issue as the front carburettor is fed from the right hand tap and the rear carburettor from the left hand tap, unlike the early model bevel twins which also included a fuel balance pipe linking the 2 taps.

When I looked at the paper element fuel filters the rear one contained no fuel. My bike didn't have a steel fuel tank on it, so I knew rust wasn't the cause of any blockage, but my initial thought was a blocked fuel tap, so I turned this onto the reserve position and continued on my way to Yass.

At Yass I got a length of fuel hose out of my backpack and blew back through the left hand fuel tap in both the on and reserve positions, thinking the issue was a blockage in this tap. The bike ran well for the rest of the ride.

Next day, I decided to strip the fuel tap still thinking that this component was the culprit, so I cleaned it right out using compressed air. At the same time I thought it was a good idea to drop the fuel bowls and blow these out as well.



I reinstalled the fuel tap and connected up the fuel lines. With the rear bowl off I still had no fuel flow to the rear carburettor. I pulled out the needle from the needle and seat. Still no fuel flow. I then removed the banjo fitting from the carburettor, and still no flow. I decided to work my way back to the tank.

Next in line for removal was the fuel filter, but it looked totally clean (see attached photo) I turned on the fuel tap and nothing was flowing out of the filter, so I removed this and fuel began to flow well from the filter inlet hose.



So I had a filter that was blocked by a contaminant that was invisible to the eye. The contaminant was able to flow through the brass gauze filter on the taps but was slowly blocking the finer paper element filter.

Up until now I have relied on a visual inspection of the paper filter to determine when it should be replaced, but now I think it should be done on an annual basis as the contaminant may be invisible.

Articoli vari – Bits & Pieces

Thanks to Leigh for contributing a link to an interesting article. Read it [HERE](#).

Little Speed Fiend: 1967 Ducati 50 SL/1



Read all about how a fire tragically destroyed over 230 vintage motorcycles and cars in a museum fire in Austria [HERE](#):



Read about the 1965 Ducati Mach 1 [HERE](#).





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.

■ ■ Arrivederci! ■ ■

THE COMMITTEE

<i>Supporto Principale</i> President	Ken (Sarge) Purbrick	0414 569 626	presidentcddc@gmail.com
<i>Basamento</i> Vice President	Alan Beavan	0418 659 765	vicepresidentcddc@gmail.com
<i>Triple Clamp</i> Secretary	Craig Evans	0418 118 165	secretarycddc@gmail.com
<i>Tappo del serbatoio</i> Treasurer	Julian Lowe	1476 787 418	treasurercddc@gmail.com
<i>Pastore</i> Membership	Janine Wilson	0408 636 964	membershipcddc@gmail.com
<i>Mettere in Mot</i> Ride Co-ord	VACANT		ridescddc@gmail.com
<i>Ufficiale pubblico</i> Public Officer & Privacy Officer	Taso Samios	0406 376 925	my749r@bigpond.com
<i>Merce/insegne reali</i> Merchandise/Regalia	Fran Purbrick		regaliacddc@gmail.com
<i>Bevel Padrone</i> ACT & NSW Historic Motorcycles Registrar	Grant Fuller	0422 677 155	historiccddc@gmail.com
<i>Fuel injection</i> <i>mapping</i> Web maestro	VACANT Interim: Michael Fuller	0408 223 069	webmastercddc@gmail.com
<i>Caporedattore</i> Editor	Joey Beavan	0408 636 964	editorcddc@gmail.com
Quartermaster/ Property Officer/ Social Secretary	Alan Beavan & Janine Wilson	0421 281 806	neweagle@bigpond.com.au

Postal address: CDDC PO Box 1282 Canberra City ACT 2601