

Monthly Newsletter

-Febbraio 2022-



CDDC
CANBERRA DISTRICT DUCATI CLUB INC

Italian bikes in the ACT

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www.canberradistrictducaticlub.org.au

Ultime notizie

Il Presidente:

- Annual General Meeting on Monday

14/02/2022 at the Harmonie German Club!

Greetings Ducatista, my apologies for missing the January newsletter, I came down with a good old fashioned cold. Of course, it was mistaken for the horrible 19 thing with all the fuss that goes with it.

So, we are finally having the 2021 AGM, Valentine's night 2022. Better late than never. I look forward to seeing you all at the Harmonie Club. This year we are on the balcony outside the seating area upstairs. A reminder that due to having the GM first followed by the AGM the night will kick off at 7pm.

With no end yet in sight from all this COVID stuff your club committee is still working hard to keep the wheels turning, Terry Riddle led an overnigher to Singo and from the sound of it all had fun, there is the S.A trip coming shortly that combines nicely with the Peter Yeend Memorial Ride to Harrierville followed closely by Auto Italia (yes at this stage we are going to attend at club level) and to finish off April we have been asked to cater for the Autumn Leaf Rally held on the weekend of 30th April – 1st May.

I am unsure if I told you, however the Diavel is back on the road. Doc, from Bruce's Motorcycles found the fault up under the tank, just below the lower TFT screen near the ride by wire. A small piece of exposed wire shorting on the frame, he said I would never have found it.

Since then, I have managed a couple of hundred Ks on her but now I am waiting for new front disks as the current ones have hot spots.

I am really hoping this pandemic malarky is over soon so we can find some sort of normal again.

Stay Safe
Sarge

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.

To stay in touch with club rides, particularly in the Covid affected times we find ourselves in, make sure you check the club website for the latest ride information. Rides can change at short notice and the website is the source of truth for club rides. Set it up in your favorites and with one click you will have the latest info.

CDDC events in February 2021	
Sun 5th & 6th	Overnight ride to Singleton - See the website and Facebook for details.
Mon 14th	CDDC Annual General Meeting - 7:30pm @ Harmonie Club Narrabundah in the Keller Room. Meeting starts @ 7:00 – eats from 6:30 for those who want to grab a meal before the meeting, however light snacks will be provided between the General meeting & AGM.
Wed 16th	Mid-week Ride to Young - Meet at Coronation Park, Yass 10.00 for a 10:30 am start. Coronation Park is also the location of the Yass Visitor's Centre.
Sat 26th	Fish and Chips at the Bay - Hopefully things won't be too covid crazy by this stage and hopefully the holiday crowds down the coast may have reduced a little. As you may have noticed this is a Saturday ride – this may give us a better chance at a decent run back up the hill. Lunch at the Boatshed in Batemans Bay. Meet at Gunna Doo Bakery 10 for 10:30 start.

CDDC events in March 2021	
Sun 6th	Wheels 2022 - This is not a 'club' event but worth advertising here for any club members interested. It's on at the Queanbeyan Showground, Sunday 6 th March 10am to 1:30pm
Mon 14th	CDDC Monthly General Meeting - 7:30pm @ Harmonie Club Narrabundah in the Board Room. Meeting starts @ 7:30 – eats from 6:30 for those who want to grab a meal before the meeting.
Wed 16th	Mid-week Ride to Temora - Meet at Coronation Park, Yass 10.00 for a 10.30 am start. Coronation Park is also the location of the Yass Visitor's Centre.
Wed 16th to Sun 27th	Club Ride to South Oz
Fri 25th to Sun 27th	Peter Yeend Memorial Ride (Harrierville) - It's that time of year where we start thinking Harrierville. This year will be a little different as it coincides with the club's SA trip – the SA trippers will be joining the ride in Harrierville on the Friday. For those new to the club the Peter Yeend Memorial ride is a three-day overnigher – we ride down on the Friday, Saturday is free but generally there is a ride on to somewhere, weather permitting, and we return home on the Sunday. The ride is fairly straight forward as we tend to do much the same great roads each year, the NSW and Vic high country offer plenty of choices. Book your own accommodation. Traditionally we stay at the Snowline Hotel in Harrierville. To book contact them on (03) 5759 2524 or book online through their website. Meet at Caltex Hume on the Friday morning 8.00 for an 8.30 am start.

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 ridesyddc@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.

Rides “Rant”
By Craig Evans

I’m not sure where this piece is going to go, but I thought it was time to try and clear up a few possible misconceptions on rides and rider responsibilities. This is certainly not aimed at anyone in particular – but just coming from a general observation and listening to comments on various rides and platforms.

So, if you are still reading this, here goes;

Ride briefings

It’s important for all those on a ride listen to the ride briefings. This is where you are going to get the important information about the ride, destination, stops, corner marking etc. It is apparent that on most rides not everyone listens to what’s going on – or in some cases probably can’t hear what’s going on for other people having their own conversations.

It’s in your own interest to know what’s going on for a given ride. It is also important to know this information so you can do your part to make the ride a success and enjoyable for all involved.

It is important to ask questions if the ride details are not clear. From a ride ‘organiser’ point of view the ride is perfectly clear and we may think we have covered everything – if there are no questions then we can only assume it is also clear to everyone present. Don’t be afraid to speak up.

Corner Marking

This has been a contentious issue for some time in the club – not really sure why as it is a really simple concept. But as a ride group we tend to stuff this up on most rides.

For the purposes of this article and to keep it simple I’m only going to cover the corner marking method we seem to be using (or trying to) on our rides.

Basically, the method we are using is for each rider to be a corner marker at every marked corner. The only exception to this rule is the dedicated ‘tail end Charlie’. This means every rider on a ride – from the lead rider down – needs to wait at a marked corner for the next rider – unless you are the tail end Charlie. No excuses.

I’ll try and paint a picture of how this is supposed to work. For the purposes of the example we have 5 riders, the 5th being the tail end Charlie.

- The lead rider marks a corner – and waits for rider 2.
- When rider 2 is in position the lead rider moves on. Rider 2 waits for rider 3.
- When rider 3 is in position, rider 2 moves on. Rider 3 waits for rider 4.
- When rider 4 is in position, rider 3 moves on. Rider 4 waits for rider 5.
- When rider 5 is in position, rider 4 moves on.
- As rider 5 is the tail end Charlie, they keep moving as there is no one following them. (unless there is a support vehicle – but I’ll cover more of that later)

So, what are the main points for corner marking?

- Every rider is a corner marker at every marked corner.
- The only rider that does not have to wait for a following rider is the designated Tail End Charlie.
- So, if you are not the Tail End Charlie – you have to wait.
- If you do not do your part for corner marking – the risk is that following riders will miss the turn and end up somewhere other than the ride. It's worth remembering it could be you ending up way off course!
- If the ride has a support vehicle, wait for them as if they are a rider. Look after the support vehicle, they may be carrying your luggage and if you need them, you'll want them to be on the right road.

Ride Etiquette

This is a kind of a catchall section. I'm pretty sure I'll miss something here – so happy for feedback – as that will show you care. ☺

These are in no particular order

- Turn up for rides fueled up and ready to go.
- Pay attention to the ride briefing.
- Be ready to go when everyone else is ready. This applies throughout the ride – regroup, fuel stops and food stops.
- The ride group should pretty much get going as one. If someone is having issues getting going – make it known so the group can wait.
- Fuel stops will be dictated by the group or the bike with the shortest fuel range. When the group refuels, everyone should refuel. (a possible exception here might be something like a GS with a 500 litre fuel tank – but common sense should apply)
- Ride to your comfortable pace. Don't get sucked into someone else's faster pace if you are not comfortable. Rides are supposed to be enjoyed.
- Give people space – no one likes having someone riding right up their arse. This also applies when overtaking another rider – give them some space, they may not know you are there.
- When you overtake a slower vehicle, keep moving forward at a consistent speed – there is most likely someone following in your wake and they will need a safe place to merge back in. If in doubt, check your mirrors.
- To follow on, riding in a group is about being aware of your surroundings and the whereabouts of the other riders. Check your mirrors.

Basically, use common sense and look out for your fellow riders – and don't forget to enjoy yourself – as that's why we do this. Hope I've provided some useful info without being too serious.

Also, happy to get feedback on this and maybe have a discussion at club meetings.

New Year's Recovery Ride – 1 Jan 2022

By Craig Evans

Once again, we kicked off the New Year with our traditional New Year's Recovery Ride. I'm not too sure what it is about this ride, but it is always well supported. It was especially nice to see a few new faces amongst the throng of members keen to start the year on the right note, or bike...

Anyway, there were too many bikes to count and take names, I'm going to say there were about twenty bikes – coz that's as far as I can count!



Because we don't like change, we again set off from the Queanbeyan Macca's – at least they are pretty much guaranteed to be open on New Year's Day – and people can get a coffee to kick-start the senses. After a ride briefing – that nobody seemed to listen to – we set off on our adventure. It soon became obvious to those back in the pack that not everyone was paying attention – as corners were not being marked as instructed. (Note – I intend covering corner marking 101 and general ride etiquette in other articles)

Eventually everyone made it into Bungendore for a regroup. It soon became obvious some people had covered much more ground than others! Another case of multiple rides on the same day. After reinforcing the basics of corner marking, with everyone nodding in agreement we set off again on our quest for The George Harcourt.

I'd like to say the rest of the trip ran smoothly, but it seems the corners were continuing to be a challenging concept – but we'll work on that. The other issue that only came to light sometime later was a near disaster for Leigh on his immaculate 750ss, somehow getting into a massive tank slapper – so much so that he ended up with damage around the steering lock and tank. Seemed a lucky escape after hearing the details.

These incidents aside it was a great day out and continues to be a nice way to start the year. Great to see so many members out – not just from a ride and club perspective – but also from the perspective of all the rona crap that has been going on and continues to impact daily life.

Here's to 2022. May we keep riding.

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Mid-Week Ride to Harden – 19 Jan 2022
By Craig Evans

Riders:

Hoppo – Strudel
Marilyn – GS
Ian – DB1
Bob – Monster
Craig – Tiger Cub

It was a bit of a blustery day with a small ride group – Grant wasn't able to make it – not sure if he had a Macramé Anonymous meeting to go to. I guess it was more of a case of quality not quantity. Once we realized we were it, we headed off for Harden. The ride to Harden is a pretty straight forward run, a little bit of highway out of Yass, turn off the highway as soon as possible at Bowning and follow country roads into Harden.

The destination was the bakery at the top of the hill - which was easy when you know where you're going, as I'd never actually ventured off the main road in Harden. You learn something new every day.

If anyone else is interested, the Bakery (actually called Jackson's Bakery) is well setup, particularly in the current covid environment. There is a very generous outdoor area, so you aren't couped up inside or close to other patrons – which turned out to be a bonus as a few days after the ride I duly received an alert from Health NSW as while we were there, they had a covid positive person check in.

Any way moving on, the ride kind of finished at the bakery as Hoppo, Marilyn and myself came home the long way via the Boorowa Road, while the others returned down the way we came – as they were not too keen on the windy conditions.

The ride out to Boorowa was through nice country – I can't remember it ever being that green at this time of year. The back roads are nice and flowing, and not in too bad a condition. It wasn't too long and we turned towards Yass with Marilyn and Hoppo leading the way. Some way along the road Marilyn turned down a dirt road that I must have driven past hundreds of times – Walls Junction Rd. I figured it was time I found out where it went – and since I was on the Tiger (yeah, I know, it's that funny pommy bike again! – but I was following an even weirder German bike!!) it was made for exploring these types of roads and it didn't disappoint. Anyway, the road wound its way into Yass – and was much more interesting than the Lachlan Valley Way.

Once in Yass I said good-bye to Hoppo and Marilyn and cruised on home. A nice way to spend a Wednesday – have I ever mentioned how much I'm enjoying retirement? ☺

Oh well see you on the next one. Maybe.

Forgotten Anniversary *By Grant Fuller*

2021 was an important 50th Anniversary that came and went for Ducati Bologna without any fanfare. Many of you may be wondering what the Anniversary was?

It was 50 years since the 1971 introduction of the first V Twin Ducati being made available to the general public as a production motorcycle. The mighty 750GT.

Many articles record that it was a simple process to create the 750 back in the early 70's as Taglioni simply overlay the drawings of 2bevel Single engines to create the V Twin. This very far from the truth, as the 750GT shared very few components with the Single, maybe a few in the gear selector box and a few other cycle parts, but apart from these the creation of the 750 was a massive undertaking that was a huge success from day one. Cylinder heads were nothing like a Single other than having a shaft drive to a set of bevel gears driving the camshaft. Even crankshaft rotation was opposite direction to that of a Single.

The first V Twin wasn't a desmodromic engine but had traditional valves, but instead of being closed by the familiar hairpin valve springs of the bevel Singles, the 750GT used coil valve springs, and valve clearance shims that carried through to the later Desmo models.

The GT came in a relatively low state of tune with flat top Borgo pistons and crude Amal carburettors, which created a lazy engine that was pleasant to ride. The chassis had design and development which is credited to Seeley in the UK. This could explain the 7/16" UNF threads on foot peg mounts, and definitely explains the traditional Seeley chain adjustment system, which stayed with Ducati for a number of years.

The 750GT was the first production Ducati to feature a disc brake. This was a Lockheed item along with a matching caliper and master cylinder. The bike featured only a single disc which was located on the left fork leg.

12-volt electrics were incorporated along with some simply designed Aprilia switchgear, both on the left handlebar and dashboard, that carried the Tacho and Speedo along with some warning lights.

The bike featured leading axle Marzocchi fork giving the machine an extremely long wheelbase, with good stability. The rear shocks were also of Marzocchi construction.





The Second 50th Anniversary

2022 is the 50th Anniversary of the introduction of the first production V Twin Sporting Ducati, the 750 Sport.

Even though the Sport and the previously mentioned GT, were very similar and shared the majority of components, the 2 machines were very different in looks and performance.

The Sport engine shared the gearbox internals, clutch and primary drive of the GT along with the exact same cylinder heads and cams of the GT. The improved performance and liveliness of the Sport came from the higher compression Mondial pistons, newly introduced Dellorto 32mm PHF carburetors, featuring accelerator pumps. These 2 modifications transformed the performance of the V Twin engine.



The chassis and suspension were shared with the GT, but the Sport featured Clip on handlebars, single race style seat and a sporting Café Racer styling along with bright orange/yellow colouring along with black striping.



Second 50th Anniversary in 2022??

Article coming in April edition of Club Newsletter

Country Loop Ride – 23 Jan
By Craig Evans

Riders:

Michael – 900ss
Angelika – Pantah
Al – Strudel
Leigh – Strudel
Rod – Strudel
Dieter – Strudel
Jeff – Strudel
Taso – Panigirlie
Craig – Panigirlie
Paul – K1300
Hoppo – Strudel
Marilyn – GS
Rosco – Hyper

A great turnout of riders met up at Sutton for this loop ride. The weather just about perfect for riding, sunny but not too hot. After the obligatory starter coffee and ride briefing, we were on our way, pretty much on schedule. We headed out through Murrumbateman, Yass with a short stint on the highway before turning off at Bowning and joining the back roads.

There was a quick stop at Galong for a surprise visit to Gaye's new place – I think Al was doing an express courier service or something. Surprisingly we didn't get lost in the city centre – but we had fallen behind schedule a little, so the decision was made to stop at the pub in Boorowa for lunch. We've stopped at the Boorowa Hotel before (it's the one near the old courthouse) and the service and food is good honest pub style. We were very covid safe and made use of the excellent backyard/beer garden for a leisurely lunch and we even had a visit from the Publican thanking groups like ours for stopping in and spending money. It's not every day that you are thanked for being a bike rider – we'll have to do that sort of stuff more often.

After lunch Marilyn and Hoppo headed back to Yass, and then things unravelled a little. I guess it wouldn't be a CDDC ride if it went perfect to plan. Al's strudel liked the hotel so much it wanted to stay – it didn't want to start. Unfortunately, the main group didn't realize, and we rode off. At least Leigh stayed with Al – thanks Leigh. Coupled with a bit of a corner marking mishap – once Leigh and Al got going, they missed the corner for Crookwell and headed out of town towards Young. Eventually they realized this can't be right – but were now well behind the group. A bit of an issue we need to sort out with our rides – but hopefully you'll take the time to read the other articles in the newsletter.

Meanwhile the main group was heading out towards Crookwell and both the good and the bad for the ride. The bad was a section of road that was badly broken up by the winter rains. The good were the sections of road in good nick with turns, climbs and drops.

This was real strudel country, and it wasn't long before Dieter decided he wanted to stretch the 950 a little and went out in front. Taso then decided that whatever a strudel can do, so can a Panigirlie – and was soon in spirited pursuit. It was a challenge to keep them in sight, but it was enjoyable while I could. As we got closer to Crookwell it was apparent there was a slowing of the pace out front, the Panigirlie's fuel light was on and Taso was in economy run mode, worried about making it to Crookwell under his own steam.



We all made it with fuel to spare and then it was a wait for Leigh and AB – when we learned of the issues back in Boorowa. From there it was on to a well-deserved coffee stop at the Merino Café in Gunning before everyone went their separate ways home.

All up it was a good day's ride over varied roads and with a good turnout of riders it really made for a great day. Hopefully this will be more of the norm going into 2022.

If you missed this one, hope to see you on the next one.

Singleton Overnighter – 5th & 6th Feb 2022
By Craig Evans

Riders:

Rod – Strudel
Jeff – Strudel
Bryce – Strudel
Taso – Panigirlie
Craig – Panigirlie
Rhys – Monster
Terry – Monster
Douglas and partner – GS

It was an early start – well at least in terms of Ducati Club rides, meeting at EPIC Macca's before tackling the wilds of the Hume Highway to meet up with our fearless tour guide and his Monster at Goulburn. From there the ride really got going as we took on the twists and turns of the road up through Taralga, Shooters Hill and on to Oberon for a fuel stop before heading out to Hampton and on to Lithgow for lunch. I won't mention Lithgow too much – I may have gotten myself and Taso a little lost – only a little, we did get there eventually.

The weather had been threatening all morning, but except for a little drizzle and some damp patches it had held off. It was looking promising as we rode up out of Lithgow, but the dry didn't last long. Once on the Bells Line of Road we started to get some proper rain, that and coupled with a bit of slow traffic and limited overtaking opportunities made for a somewhat uncomfortable ride across the range – definitely not happy Panigirlie weather. I may have been thinking about a certain silly pommy bike at that stage.

The rain didn't last too long and after fuelling up at Kurrajong we turned off towards Blaxlands Ridge Rd and on to the Putty. Surprisingly for a Saturday, the Putty wasn't too busy – although we were a little delayed by a cruiser wearing his best Alpine Stars shorts and joggers – still don't get that, but I guess you can't mandate everything...

Anyway, back to the ride. Like I said, the Putty was relatively clear, there were the odd wet patches but mostly it was dry. Generally, we just flowed along at a comfortable pace and had clear runs through the better bits of the road. I think it is safe to say that everyone enjoyed themselves.

Soon enough we had pulled into Singleton. The hotel was very comfortable, ample parking and not far from the centre of town – not that that mattered as Terry had arranged for the pub, we were to have dinner at to collect us and drop us home in their courtesy bus. Can't get much better than that.

Day 2 started much the same as day 1 – threatening a little rain but mostly clear. The plan was to head west and join the Bylong Valley Way and head to Rylstone for fuel and coffee. Except for one corner where the three wise men had a conference, and a little section of road

works and gravel we stayed pretty much to plan. Oh, and then there was the quick stop for everyone to pull on the wet weather gear – except Rod, who just laughed.

The Bylong Valley Way is a great road with great scenery – if you ever get to notice it. Like a lot of secondary country roads, this one has also suffered from the rains, with a few rough patches – but on the whole still worth the ride.

From Rylstone it was on to Bathurst, and another refuel. The consensus was to push on to Crookwell. The road from Bathurst to Crookwell is also a cracker of a road – with lots of corners, climbs and drops – but in a weekend of good roads it was just another section of good riding roads – spoilt for choice I guess.



After the Crookwell refuel it was on to Gunning for a late lunch and farewells as people went their separate ways.

A big thank you to Terry for organizing the ride, sourcing accommodation, the pub for dinner and even the courtesy bus. It was a great weekend of riding on great roads – just over 1100km's for me. Oh, and I mustn't forget Jeff for the Bourbon after dinner drinks – very smooth – and no one lost their pants!

That's the second Riddle Ride Weekend done – can't wait for the next one.

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 2021 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

Articoli vari – Bits & Pieces

Thanks to Leigh for contributing a link to an article on Z-stripe: 1972 Ducati 750 Sport . Read it [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 Duke, or you get a Duke? Set out below is a list of the main sources of bikes, parts, servicing, advice you can call upon.

TeamMoto

<https://www.teammoto.com.au/canberra/>

30 Ipswich St Fyshwick – (02) 6280 4491

TeamMoto 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 **CDDC22**.

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

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