

Monthly Newsletter

-Marzo 2022-



CDDDC
CANBERRA DISTRICT DUCATI CLUB INC

Italian bikes in the ACT

Keep up to date at

www.canberradistrictducaticlub.org.au

Ultime notizie

Il Presidente:

Presidente Rezazione
March 2022

- General Meeting on Tuesday 15/02/2022
at the Harmonie German Club on the
patio

Greetings all and a huge thank you to the club for voting in the committee for the next few months.

This month I would like to give you all a detailed update on what Ducati is demanding for the continued affiliation with the brand.

Late last year Ducati announced that the DOC would in future stand for **Ducati Official Club** and all affiliated clubs (like ours) are expected to change our names. Further to this, we could no longer use the name **Ducati** in our club's name. For example; Ducati Owners Club of Queensland would be required to change the club's name to DOC Queensland, and we would have to change to something like DOC Canberra District. For some reason you are allowed to use the acronym DOC but not the actual words. The timetable for the changes to have been successfully applied is December 2023.

I am currently unsure how the club's outside of Australia are reacting, however I do know that most Australian clubs are not taking this well. To date Ducati has NOT responded to requests for explanations other than to say it is to protect the brand.

DOCQ's president is in correspondence with **Ducati** and the following is a part of his last email; "Your correspondence raises 2 distinct issues:

1. Use of trademarks

You have referred to clause 5.1 of the DOC Regulation. However, clause 5.3 of the Regulation provides:

"5.3 Use limitations

Under no circumstances may the D.O.C. use the Trademarks or D.O.C Trademarks for commercial or for profit business purposes or anyway for any purposes other than those for use is hereby granted.

When clauses 5.1 and 5.3 are read together, our club's interpretation has been that minor usage which is not for commercial or for-profit business purposes are acceptable.

I also note that there is a limited range of trademarks registered to Ducati in Australia and for limited purposes and we don't consider that our club has breached any requirement of the Regulation or generally. It would in any event be difficult for clubs to know which logos might be prohibited when there is no list of those items or their currency. In some cases, logos may not have been used by Ducati for decades, particularly in relation to the bevel twins and singles eras.

However, and whatever the strict situation, the reality is that clubs have engaged in the small-scale sale of club related merchandise for decades to assist with offsetting the cost of club operations. This has occurred with the implicit, and in some cases explicit, agreement of dealers and NFI. These sales have been minor in nature and inconsequential when compared with the volume of non-official Ducati merchandise readily available on the web every day of the week. In this regard, I note that Ducati makes no financial contribution at all to the operation of clubs but expects significant activity by clubs'

The response from **ClubDOCoffice** reads "I'll be back as soon as possible with a reply to your email below."

Whilst waiting for a reply I got to thinking, we already have our own acronym for the club name (CDDC) and if needed we may be able to use this i.e., CDDC a DOC. I have requested the VP to modify our DOC logo to this idea and see how it is accepted.

Personally, I do not think this is a smart idea on **Ducati's** behalf and I* am hoping it will be resolved soon. In the interim I will continue to finalise the affiliation process.



Sarge

<< VP Dribble #1 >>

Well, the last month has been pretty uneventful unless you call breaking your leg eventful which, and I must warn you, seems to have become a thing in the Club. First Angelika, with a broken tib/fib, which I believe required some engineering using titanium to reconstruct the leg. Hope you are healing well Angelika. Top points for her as she did it riding a motorcycle. Then it was my turn to break my tib. Not a massive break, more of a fracture actually but none the less it's broke, and I lose points as mine was done by falling off a ladder and not even at work but at home. This has seen me pretty much laid up at home. Now what do we do all these weeks at home? Well, I have managed to sell a few things on marketplace that I have been meaning to get rid of for a while. But mostly because elevation of the offending leg was prescribed, a lot of television has been on the menu.

So Foxtel; mostly sport, Netflix, Stan and my DVD collection have been getting a hammering. And one that jumped out, even though I must have seen it 100 times or more; but I never get sick of it, and that is that old Bruce Brown 1971 Documovie, *On Any Sunday*. If you have seen this movie then you will no doubt remember it well and may even get a small lump in the throat or tear as I always do when I watch it. If you haven't seen it, then put it at the top of your list of films to see. It is an old film and it may not be as relevant to some of the younger motorcyclists, but it does capture the essence of what motorcycling was and is to this day. Granted it is heavily influenced by what was going on in America, but the scenario was most definitely being played out all round the globe on every weekend. It looks at a lot of different forms of motorcycling, most of which are competition based, but the sheer passion and enjoyment for the activity or sport, depending on your background, shines through. And trust me, the characters you meet in this film are real larger than life and you will find them all over the world. The film seems to focus on having fun and that's what most of us do it for. You get to meet legends from the sport, who rode and raced in a time when things were somewhat simpler, but the rewards were not normally equal to the effort and money put in.

However, the importance of being at the top was just as important for those who desired to chase it. Like Mert Lawwill, who was one of the few that had the ability to chase the big prize, in this case, the AMA Number 1 plate, a really big deal in those days and bought many names top the top of racing and some were even known of here as being some of the best racers in the world. Names like Dick Mann; Gary Nixon; Gene Romero; Dave Aldana; Jim Rice and, although not referred to in the film he was a household name and did come from this championship was King Kenny Roberts. The men were true motorcyclists; the like may never be seen again, as they had to compete in many disciplines to gain points towards attaining the No. 1 plate. The film also introduces us to Steve McQueen, the motorcyclist alias Harvey Mushman. Many knew of his car racing as it was well documented but for a long time, he tried to keep motorcycle racing a little more low key, maybe so the studios didn't get too concerned. But as a motorcyclist he was a world class racer but only did it for fun or maybe a release. But he was very good at it, and I say better on a bike than in a car. Also, we meet Malcolm Smith, one of my motorcycling idols and he could have been one of the best in the world at any off-road discipline of motorcycle competition but chose only to be serious about the one that was least well known and had little or no recognition in the USA but was most likely the hardest of all to be successful. The FIM ISDT (International Six Day Trial) in which he won eight gold medals and that is not easy, not to mention you can't just roll up for this event, it is by invitation only so to be invited is a big thing, let alone his achievements.

As I said before, the film covers many bases, a lot of which we may never get to experience as the political and environmental landscape does not or will not allow for them and they have been stopped or banned or are only open to the elite as numbers allowed to compete in some events are capped. I mentioned earlier, simpler times. This film made me remember those times and I am glad to say that I was able to experience some of that when I was younger and that when I grew up it was just about having fun and being with your mates. Whether it was down at Narrabundah, out in the Brindies or at Page minibike track; it was just the love of the motor bike that we were there for and our younger generations will, in most cases never be able to experience this. I have a lot of fond memories of those simpler days and they came flooding back in this film.

So, if you have seen it, watch it again. If you haven't, you need to go out and find it and watch it and enjoy a snapshot of a more peaceful and simpler time and try to feel some of what brought us to this activity of motorcycle riding. I wonder if Bruce Brown were alive today, how he would make this film or if he even could? There was a sequel, *On Any Sunday II* and even another in 2014 by, I think, Bruce's', son Dana Brown called *On Any Sunday The Next Chapter*. I have seen *On Any Sunday II*, but it lacks Browns' touch. I have not seen *The Next Chapter*, but I hope Dana brought a little of his Dad to it and I will be looking for it.

Anyway, if I haven't bored you shitless, ciao, and remember *Ducati on Dudes and Dudettes!*



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	
Sunday 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
Tuesday 15th	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.
Wednesday 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.
Wednesday 16th to Sunday 27th	Club Ride to South Oz
Friday 25th to Sunday 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 overnighter – 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.

CDDC events in March 2021	
Sunday 3rd	Auto Italia is on at Queanbeyan Park (Campbell St). The CDDC is not having a club presence at this year's event. If members wish to exhibit their bike/s go to the Auto Italia website for details – times, costs etc. <i>Note</i> – exhibitors need to register online prior to the event.
Saturday 9th	Bevels to the Bay - This year we are returning to doing a run down to Bateman's Bay. Note this is a Saturday ride, in the hope of minimizing Sunday afternoon traffic returning to Canberra. Meet at Gunna Doo Bakery, Bungendore 10 for a 10:30 start. We'll look to have lunch at the Boatshed.
Monday 11th	CDDC Monthly General Meeting - 7:30pm @Harmonie Club Narrabundah – due to ongoing renovations the actual meeting place may vary – keep an eye out for the usual suspects. Meeting starts @ 7:30 – eats from 6:30 for those who want to grab a meal before the meeting.
Midweek Ride	Mid-week Ride details yet to be finalized. Keep an eye out for details on the website and future newsletters.
Sunday 24th	ASBK at Wakefield - The ASBK is on Friday through to Sunday at Wakefield. We'll do a ride out to the circuit for those interested in going. Meet at Gunna Doo Bakery 9:30 for a 10am start.
Saturday / Sunday 30th/1st (May)	The Autumn Leaf Rally - While this is not a CDDC event we have been doing the catering here for quite a few years now. It is also an opportunity to helping out with club activities. If you haven't been before it's a fun weekend at a friendly rally and you can get to help out the CDDC Latte Catering Corps. The Rally is held by the Tumut Valley Riders at the Tumorrana Hall, 30kms east of Tumut on the Wee Jasper Road. See the Tumut Valley Riders Facebook page for more details.

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 ridesccdc@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 – Part 2

By Craig Evans

This month's instalment is looking at the basics of the Club website regarding events and how to best access the info. I'll also have a go at covering off those who also use those mobile type thingies as the pages operate a little differently - don't shoot me if I get it wrong as I try to avoid using such smart devices (just ask Taso how much I avoid them)

The Club Web Site and Events

With more information being disseminated through online means and less coming through face to face it is more important than ever that members know where to look and how to use it. The consistent element here is that the club website is the basis for any club ride or 'event' information. The information will also be published in the newsletter in 2-month blocks. There will also be information posted as events on the club's Facebook thingy. But it is worth noting, the newsletter and Facebook are sourced from the web site. The following is based on accessing the website via a PC or something similar.

The Home Page

The homepage displays all 'posts' (not just events) in chronological order, from the most current at the top to the oldest at the bottom and on subsequent pages. It's worth noting the top part of the list may have rides/events that are in the future (hopefully, as that means I'm doing my job). As a write this there are 19 pages of historical information dating back to 2017. Generally, the current newsletter has pride of place at the top of this list. This is a usability nicety to enable easy access to the latest newsletter. For those who are more interested in the next occurring events there is a column on the right-hand side of the page that will show that information as it is. This column enables you to select an event and expand it for more information.

The Events Page

Another way to see all the Event information is to select the Events tab at the top of the Home page. This will take you to a bigger display of events showing the next and subsequent events. Again, you can select an event to see more detail. This page will also allow you to look up events that have passed.

Mobile Devices

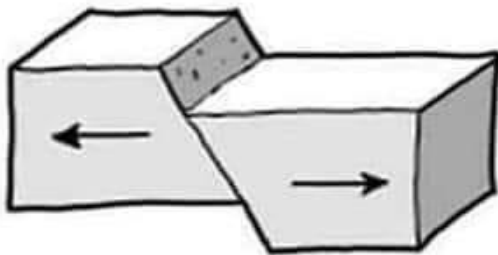
If you prefer to use a mobile device the screen layout is a little different. The Home page has the same functionality, but the layout goes down the page rather than across it. You will still see the log of posts the same, but to get to the Upcoming Events you'll need to scroll down past the list of Posts. If you want to go direct to the Events page, you'll need to select that option from the menu option at the top of the home page. The bottom line is you'll be accessing the same info but through a slightly different screen layout.

That's about it really, not too hard and not too scary. For those more technical than me – which is just about all of you – I know it is old technology, and so last decade (like most of my bikes)... But it works (unlike most of my bikes...).

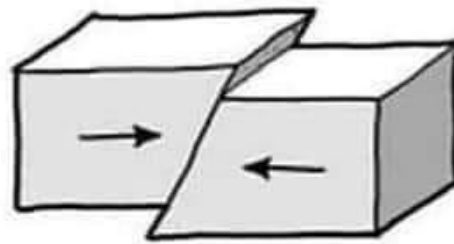
Two things to take away from this, 'if it aint broken, don't fix it' and 'keep it simple'.

The next step is to actually take the information and get out on the rides. On that note I'll end with a late apology to Terry Riddle who actually turned up on the wet weekend we were supposed to ride down to Bateman's Bay. Terry rode up to Braidwood and waited for the club to make its way down. Unfortunately, only Rod and I made it out to the meeting point at Bungendore – but even we weren't too keen on going down the Clyde in the wet. Sorry Terry, I didn't think of you riding up - next time I'll make sure we send you a text.

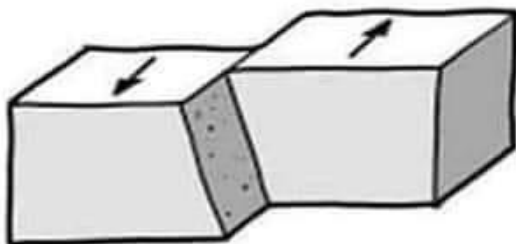
Types of Geologic Faults



NORMAL FAULT



REVERSE FAULT



TRANSVERSE FAULT

Coming into a corner "too fast", target fixating, standing up your bike, and crashing after riding into the grass

YOUR FAULT

February 2022 Weekday Ride *By Grant Fuller*

The February weekday ride was from Yass to Young. A ride that we had done previously and one that offers good roads that can be ridden at whatever pace you feel like with plenty of flowing curves.

It is an easy ride on roads that offer a scenic and enjoyable time. There were some road works between Binalong and Harden but other than this the road was in very good condition despite all of the heavy rain that this area experienced last year.

The beauty of the weekday ride is the minimal traffic that we experience on the roads, which allows you to enjoy the countryside.

The attendees for the ride were:

- Bob Coleman 900 Monster
- Ian Holden Bimota BD1
- Craig Evans Panigale
- Grant Fuller SSD

Craig for the first time in many many months was actually on a Ducati and not the Triumph Tiger Cub. His habits quickly changed back to those of a modern Ducati rider as he wanted to stop after only 64 kilometres for a coffee. Toughen up “Macrame Boy”, weekday rides are designed for real Ducati’s or Triumph’s.

For the return I continued straight on at Wombat and headed to Wallenbeen, Cootamundra, Muttama, Gundagai and home to Tumblong.

Looking forward to the March ride to Temora.



Belt and Bevel Suzuki
By Grant Fuller

Some of you are already aware of the team at Belt and Bevel being involved with a pair of 90's Suzuki GSXR race bikes.

It really has been a Team effort with Angelika utilizing her CNC Router to produce various components including a pair of very nice race dashes, as well as 3D printing various other components.

Michael has produced some very professional looking electrical harnesses as well as incorporating the excellent fully programmable Ignitech ignition modules that we import. He has also put many hours into engine preparation along with general race prep.

Myself, I have been busy on both the lathe and milling machine producing adaptor brackets to run Brembo front callipers, various other custom components such as foot pegs, spacers, brackets and the numerous items that go into maintaining a race bike. We even produced a set of aluminum bronze valve guides for one of the cylinder heads as Suzuki only had 3 guides in stock, plus the bronze guides are superior.

Development continues with a set of Keihin FCR carburetors having just arrived from USA for the 600. Rear Brembo callipers will be fitted to both machines along with floating mounts and torsion link.



Goulburn Swapmeet *By Grant Fuller*

On Sunday March 6 the Annual Goulburn Motorcycle only Swapmeet was held at Wakefield Park.

The beauty of this swapmeet is that it is for motorcycle related items only, many swapmeets today are more household and non-vehicle related items or just junk.

We got there at 6:00am which was still dark, but essential if you are looking for something special or you're hoping to snag a bargain.

Last year Angelika was extremely lucky to find an as new pair of DR650 wheels that she bought for a ridiculously cheap price, and again this year she struck gold when she found an as new set of forks, headlight assembly, oil cooler assembly and factory bashplate for a DR650. Once again at bargain basement price. Thanks to the guy that probably forgot to refill the oil in the DR engine after an oil change, as it seized at 4,000 kilometers!!

95% of the items at the swapmeet were motorcycle, the rest where items like taps and dies, tools and other workshop related items.

There were quite a few Ducati items for sale including a squarecase bevel race bike for \$45,000.



2022 Fuel Prices
By Grant Fuller

I went to the service station the other day to fill up the tank on the Ducati, at \$2.01 per litre and \$27.65 later my tank was full.

When I first bought my Ducati, fuel was about \$0.38 per litre, so from bone dry it would cost just over \$7.20 to fill the tank. At current prices this would now amount to about \$38.20.

It seems expensive at first but when you really sit down and think about it, the price isn't so bad. Look at all of the work that goes into producing a litre of fuel!

We quite happily pay for beer at well over \$20.00 per litre, wine way over this, and a bottle of Scotch \$60.00 to \$80.00 a litre, retail, let alone at the costs charged by a club or pub. None of these products require anywhere near the effort to produce as does a litre of fuel, but we rarely complain about their price.

And when you look back to what the wage situation was in 1981, \$7.20 had quite a bit of buying power. You could buy a Conti muffler then for about \$67.00 versus about \$900.00 now.



New Employee arrives at Belt and Bevel
By Grant Fuller

On Monday March 7, we saw the arrival of Albert Fuller, son of Nick and Greta.

With Nick owning 5 Ducati's and a collection of mid 70's Yamaha DT's, it is only a matter of time before we see Albert at the controls of a Honda CRF50 that Nick and Greta already own.

Albert lists his interests as:

- Bevel engine Ducati's
- Drinking
- Relaxing and sleeping



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 was, 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

Tipping competition has started back up for the 2022 MotoGP Season – please reach out to cddcmotogptipping@gmail.com if you want to participate.





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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