

Monthly Newsletter

-Aprile 2022-



Keep up to date at

www.canberradistrictducaticlub.org.au

Ultime notizie

Il Presidente:

- General Meeting on Monday 11/04/2022
at the Harmonie German Club on the patio

Presidente Rezazione

Nothing from Sarge this month that made its way to my inbox. Possibly a new, more exclusive way if dishing out the Pres report – attending the meeting?!



<< VP Dribble #2 >>

Well, still hopping around and work is not getting done as well as I would like but the leg is getting better, and I am looking forward to being able to get on the bike again. But I have been a little constructive and thanks to some assistance from George from the South, I have a cool heater for my shed (Palazzo del Desmo or HQ) that I think will do the job.

Also, our new car arrived and it's a beauty, too good for me, but hey, I will take it!

Moto GP has been intriguing with 3 GP's run and 3 different winners and 9 different riders on the podium, which just makes me think that the gap between bikes and competitors is a lot closer than most of us thought and the championship could be very close. So, good luck to all you tipsters trying to pick the podiums each week??

Petrol prices have gone through the roof so my tip is to buy up motorcycles, so when the rush comes you will have plenty of stock on hand and you can charge what you like for them. Well, that's what the car dealers are doing, ha ha!

Now I am just watching the post-race interviews from the F1 in Melbourne and although it was a typical F1 race, boring as bat shit, one statistic did interest me and that was that 419,114 people attended over the two days, making it the biggest ever 2-day sporting event attendance in Australian history and the event was a total sell out.

So, looking into the proverbial crystal ball, if you are thinking of attending the AGP at Phillip Island later this year, best you get your tickets now or even earlier. And as far as accommodation goes, well I reckon your car may be the go because PI doesn't offer anywhere near enough if it goes off like the F1 did and it bloody should because it is much better viewing. Good luck if you are going!

Also, the superbikes start this weekend so for the next few months we are going to be spoilt for motor sport action where we can watch our beloved red bikes in action. So, I have stuff to watch now, Ciao, c u soon.

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 April 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. Note – 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.
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.

CDDC events in May 2021	
Monday 9th	CDDC Monthly General Meeting Note the date change due to venue availability and the Canberra Day weekend. 7:30pm @Harmonie Club Narrabundah we'll probably be on the terrace again – best bet is to look for the usual suspects. Meeting starts @ 7:30 – eats from 6:30 for those who want to grab a meal before the meeting.
Sunday 15th	Trunkey Creek for Lunch Ride to the Black Stump Hotel, Trunkey Creek for lunch. Meet at The Baker @ Sutton 9:30 for a 10 am start
Wednesday 18th	Mid-week Ride to Cootamundra 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.
Sunday 29th	The Loaded Dog for Lunch A bit of a country loop ride ending up at the Loaded Dog Tarago for lunch. Meet at the Gunna Doo Bakery in Bungendore 9.30 for a 10.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 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.

1972 Imola 200. The Daytona of Europe *By Grant Fuller*

On the 23 April 1972, Ducati were to debut their new 750 V Twin race bike to the World at the first Imola 200 Mile Race.

Ducati were going to enter 4 machines for the race. Two for their long time factory riders, Bruno Spaggiari and Ermanno Giuliano. Another rider chosen was Alan Dunscombe of the UK, as a favour to the Ducati importer of the time, Vic Camp. Ducati had approached a number of high-profile riders of the time including Barry Sheene and Jarno Saarinen, but in the end it was the 29-year-old Paul Smart who was to ride the fourth Ducati.

This was not a decision that Smart was happy with as it was his wife, Maggie (Barry Sheene's sister) who had accepted the Ducati offer for Paul to ride. Paul Smart didn't rate the Ducati as a race winner, as they were a new unproven motorcycle that looked and sounded slow. Smart was 29 when he raced the first Imola and in fact the day of the race was his birthday. Spaggiari was 42.

The Ducati Imola machines were not purpose-built race bikes, but 750GT's, Ducati's Gran Turismo that only had a few modifications made to transform them from road to track. The brakes were upgraded by fitting a second disc to the right-hand front fork as well as removing the rear drum brake and fitting a disc here as well. Only left-hand callipers were available, so these were fitted to all 3 locations. The cylinder heads on the race bikes incorporated desmodromic valve operation with the same size valves as the GT, but with fairly radical valve timing, along with twin plug heads, powered by 4 individual coils. Fuel was feed to the heads via the new Dellorto 40mm PHM carburetors. GT's at the time used either the crude Amal carb or the newly introduced Dellorto PHF30.

Pistons were high compression 2 ring slipper type not using an oil ring. Other than these modifications the rest of the engine was fairly standard.

As far as the chassis goes it was totally standard GT, even featuring the wider top chassis rails requiring a wider seat base. The leading axle Marzocchi 38mm front fork from the GT were also used. This created an extremely long wheelbase.

There were a total of 7 bikes available for the race. 2 each for Smart and Spaggiari, 1 each for Dunscombe and Giuliano, and a spare.

Ducati spared no expense promoting their new race machines and arrived at the Imola circuit with a glass sided transporter to show off their beautiful products





All the top names and teams were on hand. Agostini with his world beating MV Agusta, Villa on a very strong Triumph, Jack Findlay on a really trick Moto Guzzi, Saarinen on his Yamaha, Peter Williams, and I think Croxford on the Norton's plus the extended Triumph team with Pickford and Jefferies in the saddle. There were also teams from Suzuki, Yamaha and Kawasaki.

Practice went extremely well, with Bruno Spaggiari and Smart setting most of the fastest laps. Immediately the grumbling started by the people who had the chance to ride the bikes and chose not to. Much to their surprise the bikes were up front.

Agostini's plan was to go like stink and win, or until his MV broke. He was on Pole even though Smart had qualified faster. He was the World Champion after all, and being an Italian at an Italian event, no one argued.

The race was a clutch start with Agostini leading until he was passed by Smart on the fifth lap, soon after Spaggiari went passed Agostini. Both Ducati's soon disappeared. Later on, during the race Agostini's MV was to fail trying to keep up with the pace of the 2 new Ducati's.

Smart was to lose 1st gear on his machine, but Imola being such a fast circuit this didn't pose a problem as both Ducati's circulated at a pace that others couldn't match.

Nine laps to go and Spaggiari passed Smart, and this was the start of a race within a race as the 2 riders swapped the lead several times. On the second last lap Spaggiari got past Smart one more time but unfortunately ran wide allowing Smart to get past and win the race.

Ducati 1st and 2nd, on new machines on their first outing.

The Imola circuit was 3.117 miles long, and with 64 laps having been completed, the total distance covered was 199.488, not quite 200 miles but close enough for Ducati to stamp their mark on the world motorcycle scene with their new V Twin.

Smart not only received prize money for his win, but Ducati gave him the race winning machine. Spaggiari's bike ended up in Australia, but then was sent to Canada. But the rest were used for other projects or pulled apart.



South Australia Ride Report
By Rod Hood

We went to SA, rode bikes, and had fun. If you want to know more, you should've come on the ride.

Wakefield Track Day *By Grant Fuller*

On Wednesday 21 March I took my 1974 Ducati F750 to Wakefield Park for a track day, along with Geoff and Alan Wood on the Suzuki GSXR race bikes we are involved with.

The weather for the previous week had been fairly wet and the forecast for the day was possible showers. But with the track day being prebooked, it was a matter of hoping the rain would stay away for as long as possible. It had been a number of years since I had been on the track, so I was happy even if I only got in a couple of sessions, as I expected to be both rusty and out of condition.

I spent a few days prior doing a full service and check over to the bike, including fitting a new front Avon AM22 race tyre. I had intended fitting new tyres both front and bike, but the importers were out of stock of the matching AM23 rear.

On arriving at Wakefield the weather didn't look too bad at all, and there were plenty of bikes there for the event. About 25 in my session.

The events at Wakefield are fairly casual but well run. Sign on and licence for the day all went smoothly, so it was back to the bike to set tyre pressures, remove the carburettor protective covers, add 6 litres of fuel, and connect the battery.

The riders briefing was next where the rules and safety requirements for the day are explained.



Flags, lights, ambulance etc.

Due to the current legal situation with local residents trying to get the track closed, noise requirements were something that they took time about explaining and something that I was concerned about. The limit at the track is 96 dB, and bikes were going to be tested prior to entering the track and continuously monitored throughout the day.

My bike has the same exhaust system fitted to the 1972 Imola race bikes. A pair of open megaphones, however I do have a pair of perforated inserts that I have made for it but have never needed to use. The fitting of these also reduces the power.

All the riders in my group lined up at the end of pit lane for the quick scrutineering of the bike, I always keep the clutch pulled in as they go to check the back brake on the bike. My right-hand foot lever is the gear lever, one up four down.

I watched and waited as they stood behind each bike with their mobile noise meter, thinking that it wasn't really a worthwhile test, but we all got let out on the track.

¾ of a lap later the orange lights were flashing and as I came down the main straight, I could see a bike at the far end of the sand trap. Next the red lights and session terminated. So, on cold tyres, with cold brakes, flat out into the curve at the end of the straight, a rider found out he couldn't stop or turn and proceed to cartwheel his bike through the sand. He had made a 7-hour trip to get there for the track day and that was his day over. He was OK, but his mates all gave him heaps.

After they recovered the bike and rider our session restarted.

I was quite surprised at how well I was feeling after such a long time off the bike and how well the bike was going. I had the opportunity to pass about 8 modern machines in this first session with much younger riders, including an 1198. Having lots of power doesn't help if you can't brake or ride round a corner.

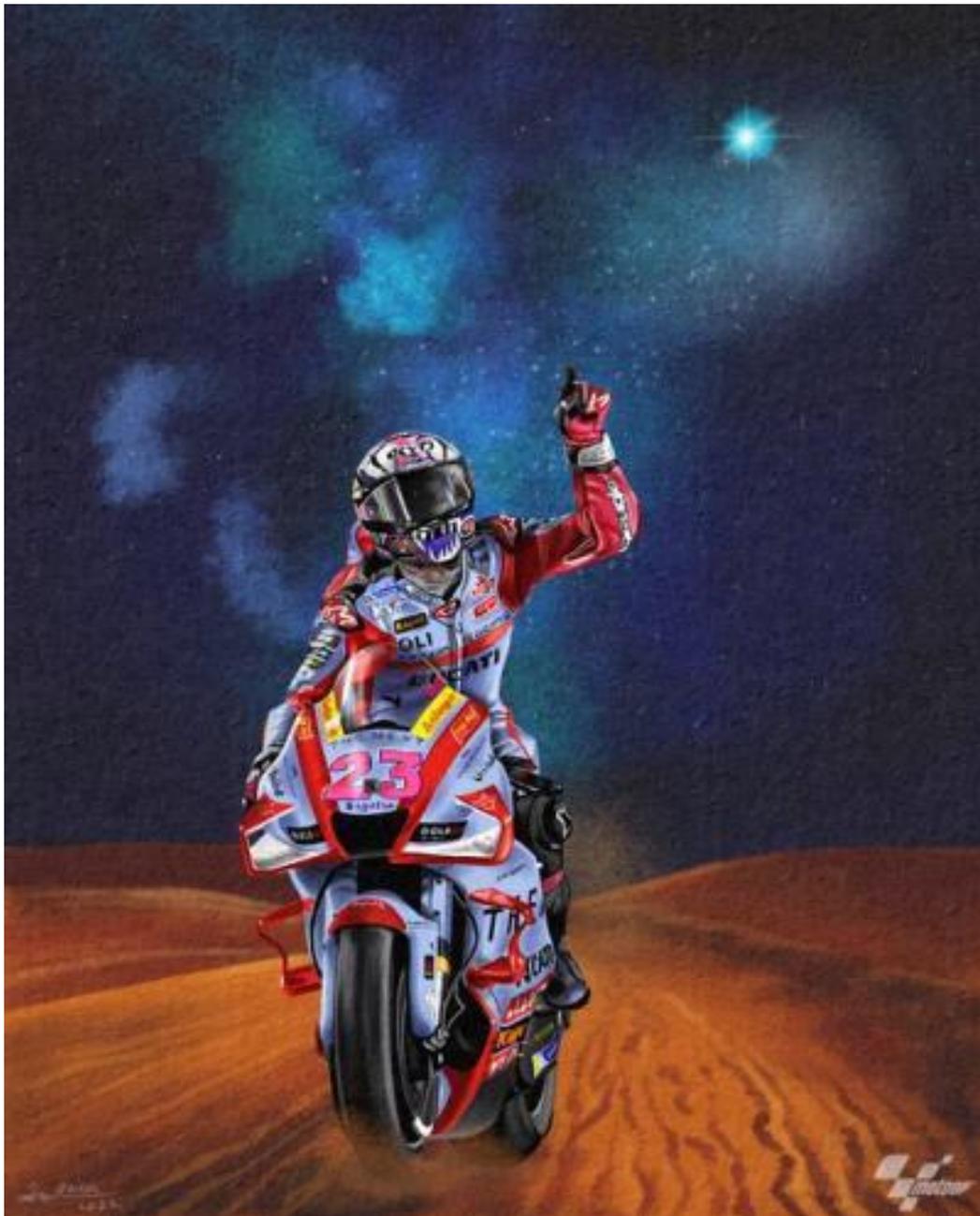
The long wheelbase, good stability, really sticky Avon race tyres and excellent brakes of the 750 means that you can maintain a very high corner speed and out brake many modern bikes. A young guy on his Yamaha R1 experienced this firsthand as I out braked him at the end of the straight, he got past me up the hill, but over the top of the hill he was holding me up, and down the hill into the left hander he was out braked once again.

The bike ran like a dream all day. I completed six 15-minute sessions. There was no rain. 26 degrees with a little cloud cover. Beats Lawn Bowls or Golf.



Moto GP Tipping Comp – Round 1

It was great to see everyone sign up for another year of tipping.
Ducati did their best to not finish and still came away with the win.
Only 4 people had Bastianini in their mix and not one picked him to win.
Looks like it's as hard as ever to score points. Ten tipsters finished the round without points.
Taso, Mark, Phil and Bill all scored one point.
Alan and Doug started from pit lane as they failed to enter any tips. It didn't take them long to catch the field.
Hope everyone has a better round with a return to Indonesia this week.



Moto GP Tipping Comp – Round 2

Two rounds down, still looks difficult to pick a winner.

Phil started from pit lane and Jason looks to be doing a Mark Marquez and missing a couple of rounds.

Nobody is breaking away at this point.

Racing from Argentina this week. Race starts this coming Monday 4:00am our time.

	JOHN	NO	TASO	MARK	TIM	ROSS	SARGE	ALAN	THOM	MOPHIL	GEORGE	JULIAN	DOUG	JASON	BILL
RD ONE QATAR 6.3.22															
23 E BASTIANINI, 33 B BINDER, 44 P ESPARGARO	1			1	0	0	0	0	0	1	0	0	0	0	1
RD TWO INDONESIA 20.3.22															
88 M OLIVIERA, 20 F QUARTARARO, R J ZARCO	1	0	0	0	3	1	1	2	1	0	3	3	1	0	0
TOTAL	1	1	1	1	3	1	1	2	1	1	3	3	1	0	1

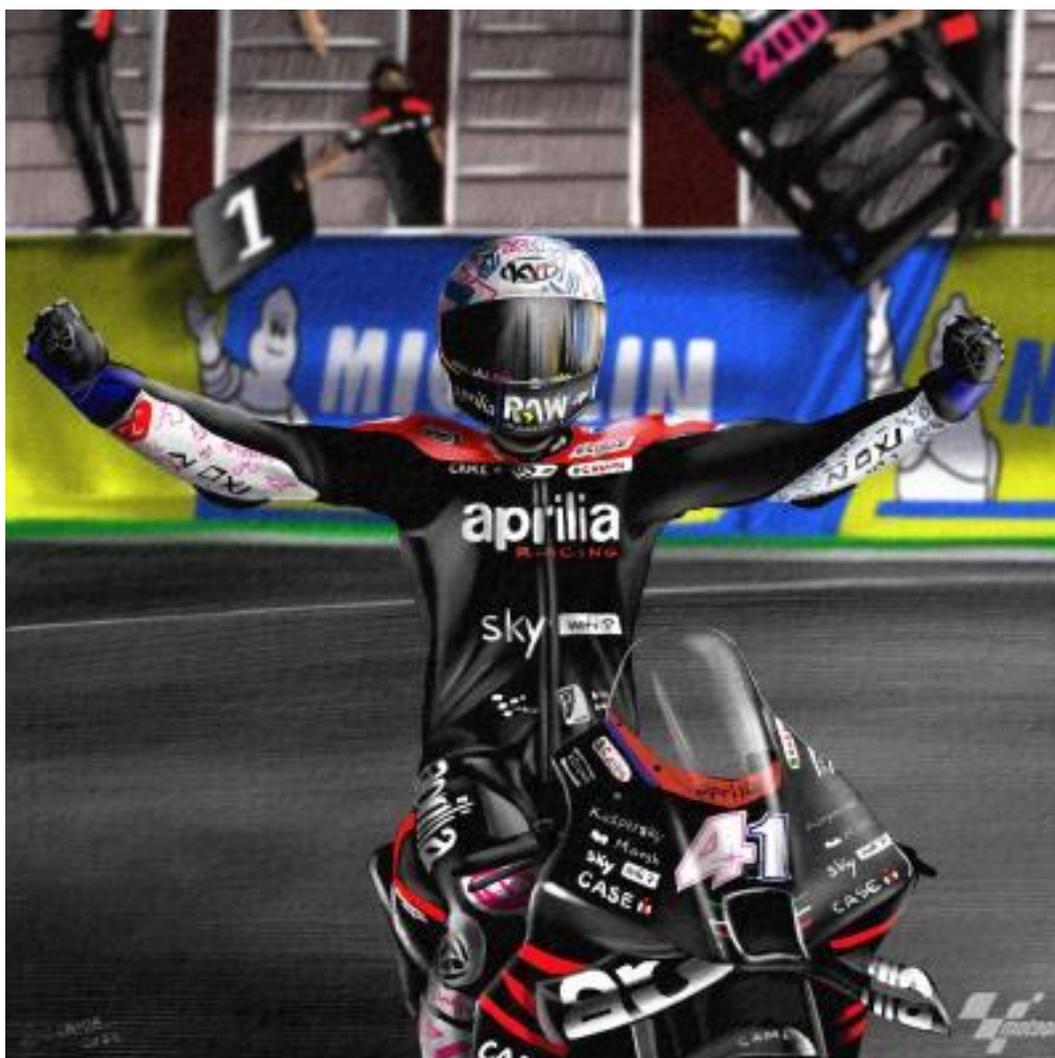


Moto GP Tipping Comp – Round 3

At last, everyone scored points. That hasn't happened in a while.
Taso picked the podium in order and raced to the lead. Phil also picked up a bag of points.

Racing again this weekend. Monday 4am to be exact.

	JOHN	TASO	MARK	TIM	ROSS	SARGE	ALAN	THOM	MOPHIL	GEORGE	JULIAN	DOUG	JASON	BILL
RD ONE QATAR 6.3.22														
23 E BASTIANINI, 33 B BINDER, 44 P ESPARGARO0		1	1	0	0	0	0	0	1	0	0	0	0	1
RD TWO INDONESIA 20.3.22														
88 M OLIVIERA,20 F QUARTARARO,R J ZARCO	1	0	0	3	1	1	2	1	0	3	3	1	0	0
RD THREE ARGENTINA, 3.4.22														
41 A ESPARGARO,89 j MARTIN,42A RINS	1	9	2	3	2	3	1	4	7	1	1	4	2	5
TOTAL	2	10	3	6	3	4	3	5	8	4	4	5	2	6



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



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

Supporto Principale President	Ken (Sarge) Purbrick	0414 569 626	presidentcddc@gmail.com
Basamento Vice President	Alan Beavan	0418 659 765	vicepresidentcddc@gmail.com
Triple Clamp Secretary	Craig Evans	0418 118 165	secretarycddc@gmail.com
Tappo del serbatoio Treasurer	Julian Lowe	1476 787 418	treasurercddc@gmail.com
Pastore Membership	Janine Wilson	0428 281 806	membershipcddc@gmail.com
Mettere in Mot Ride Co-ord	Craig Evans	0418 118 165	ridescddc@gmail.com
Ufficiale pubblico Public Officer & Privacy Officer	Taso Samios	0406 376 925	my749r@bigpond.com
Merce/insegne reali Merchandise/Regalia	Fran Purbrick		regaliacddc@gmail.com
Bevel Padrone ACT & NSW Historic Motorcycles Registrar	Grant Fuller	0422 677 155	historiccddc@gmail.com
Fuel injection mapping Web maestro	VACANT Interim: Michael Fuller	0408 223 069	webmastercddc@gmail.com
Caporedattore Editor	Joey Beavan	0408 636 964	editorcddc@gmail.com
Quartermaster/ Property Officer/ Social Secretary	Alan Beavan & Janine Wilson	0428 281 806	neweagle@bigpond.com.au

Postal address: CDDC PO Box 1282 Canberra City ACT 2601