

# Monthly Newsletter

-Luglio 2022-



**CDDC**  
CANBERRA DISTRICT DUCATI CLUB INC

*Italian bikes in the ACT*

Keep up to date at

[www.canberradistrictducaticlub.org.au](http://www.canberradistrictducaticlub.org.au)

## Ultime notizie

### Il Presidente:

- General Meeting on Monday 11/07/2022  
at the Harmonie German Club

#### Presidente Rezaione

Hi all, sorry for the poor showing with reports over the last couple of months, I'm slack I know. Some updates for you, we are finally re-affiliated with DOC for 2022. I have until December this year to resolve the DOC club logo in line with the new DOC rules and will keep you posted. During the affiliation process I noticed that only about 48 members are currently registered with DOC. Membership is free and it is your choice to join. For us here in Aus. the benefits of being a member are limited however now that Ducati Aust/NZ has been created we will see more benefits, I'm sure. One of note is the access to the Ducati area at the MotoGP. I will put together a guide in the newsletter if you have forgotten how to access your DOC account. The Corinary Rally is happening! Check the flyer later in the newsletter.

Due to a lack of accommodation at Khancoban, this year the Phil Goldacre run will be to Corryong VIC, it is only a short way from Khancoban, and we will still transit through on our way to or from. Keep an eye out for more information.

Here is an entertaining story about my lack of talent. Back in early May I attended the Loaded Dog rally at Tarago. As usual the rally was great fun but get this. If you remember that period was pretty wet, on entering the rally site the first thing you were presented with was a very wet boggy entry track. Being smart I figured stay out of the mush and you'll be right – wrong, 5 metres later and I was bogged to the tow ball and required assistance to get me, the barge and trailer onto firm ground. Listening to others who had managed to ride in OK I determined the way to go on exit was to keep to one wheel track and I should be right. Yeah, NAH! I forgot about the trailer. I managed to get about three quarters of the way through the muck when the front wheel suddenly started to climb out of the nice little rut I was in and sure enough down she went on the left side. Now the rut was deep and with panniers on the bike didn't have far to lie down but I managed to get the left ankle caught between the bike and ground. Again, assistance was close to hand. Back on the bike and try that again. This time I managed about a metre and down she went on the other side grrrr. At least my foot didn't get caught this time. Back rushed the assistance, all concerned, I was so busy laughing at my own stupidity that my mate Knobby rode the bike to firm ground. End result, my reputation as a rider is in tatters, a sprained left ankle and a very muddy bike. Other than a slightly bent gear change lever the bike suffered no damage. Ah the joys of riding.

PO BOX 1282 CANBERRA CITY ACT 2601

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## << VP Dribble #5 >>

Well, bugger ME, only two weekends into the Moto GP mid-season break and I am bored shitless! No racing does weird things to the mind, and it starts playing tricks on you. Why just the other day I saw a post on FB that said that Jack Miller was going to Aprilia! Now that's bloody strange or someone is very out of touch!

Anyway, the boredom has given me time to do some other stuff and the Mutly now has some lovely new front brakes. Yes, out came the front wheel and off with those awful Chinese wave discs and on went some gorgeous new full floating Discacciati rotors. Now these things are a work of art and fitted without any problems, unlike the Chinese rotors which require work to be done with the ABS sensor and the shims - which, if you don't have them your brakes will do shit you don't expect and it is no fun, I can tell you. Shim stacks are very important, so always make sure that the air gap is right for your bike no matter what discs you choose to install.



The new rotors look sweet on the bike and are every bit as well made as Brembo's if not better. I have teamed up the new discs with Brembo's relatively new SR (road and race) compound pads, which, according to Brembo, gives good performance in all conditions, hot or cold, wet or dry. And they should provide better wear of both pads and rotors I think, depending on the way they are used.



The Discacciati rotors are no compromise and will even save you a few bucks over Brembo's with great looks thrown in for free. They are available from Nick Byrne at Evo Racing in Sydney, the Australian distributor for Discacciati. You will need to order them.

Please note, these are my own ramblings and just spill out once I get started and do not reflect the Clubs views in any way, shape or form.

Anyway, that is it from me for now.

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 July 2022	
<b>Saturday 9th</b>	An attempt at riding to somewhere warmer. A run down to Batemans Bay for some fish and chips. Meet at Gunna Doo Bakery, Bungendore 10 for a 10:30 am start.
<b>Monday 11th</b>	CDDC Monthly General Meeting. 7:30pm @Harmonie Club Narrabundah. We should be back in the Kellar Bar – our normal meeting space. For new people it is past the main bar and down the stairs. Meeting starts @ 7:30 – eats from 6:30 for those who want to grab a meal before the meeting.
<b>Mid-Week Ride</b>	Keep an eye out on the website for a July midweek ride.
<b>Friday – Sunday 22nd – 24th</b>	Corowa   Ride to Corowa (not to be confused with the ride to Cowra), or to go with its official name “Christmas in July Brass Monkey Wine Wanking Tour of Wutherglen”. Yes, it's in July, yes, it's winter and yes, it's most likely to be cold – so just dress appropriately. This is going to be a 3-day ride – leaving 9am Friday from the Caltex (or Ampol?) at Gold Creek (next to Macca's) riding to Corowa via some interesting roads. Saturday is set down for a winery tour – hence the title – and Sunday is the ride home. Book at the Corowa Gateway Motel (02) 6033 1566 for the Friday and Saturday nights – let them know you are with the Canberra Ducati Club. Note – it is winter, but the ride will be going ahead regardless so you will have to commit.

CDDC events in August 2022	
<b>Saturday 7th</b>	Jugiong   A nice winter ride to Jugiong via Mountain Creek Rd and lunch at the Sir George. We'll meet up at the Weston McDonalds on Kirkpatrick Street (this is the newer Maccas at the top of the hill just off Cotter Rd). There are various options for the return trip, but we'll start via Berremangra Rd. Meet at McDonalds Weston – 9:30 for a 10am start.
<b>Monday 8th</b>	CDDC Monthly General Meeting. 7:30pm @Harmonie Club Narrabundah. We should be back in the Kellar Bar – our normal meeting space. For new people it is past the main bar and down the stairs. Meeting starts @ 7:30 – eats from 6:30 for those who want to grab a meal before the meeting.
<b>Sunday 14th</b>	Duc's on the Pond. An opportunity to meet up for a coffee and chat and a ride if people are up for it. Meet for 10am near the Jetty Café – Queen Elizabeth Terrace – near Commonwealth Place, Lake Burley Griffin (down behind Questacon and the High Court).
<b>Mid-Week Ride</b>	Watch this space as we'll most likely have a mid-week ride in here somewhere.
<b>Sunday 21st</b>	Woodstock   A ride out to the Woodstock Pub for lunch. We'll go the long way – via Crookwell, Frogmore, Wyangala and on to Woodstock. We'll return via Cowra and the Lachlan Valley way. It will be about a 450km day. Interesting back country roads for most of it, conditions vary but no worse than local back roads. Meet at The Baker@ Sutton, 8:30 for a 9am start (yeah, I know its early – but you'll get over it).

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](mailto: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.





**Introducing the FIRST**



**30 Sep to 2 October 2022**

**Woods Reserve – off Corin Dam Road ACT**

**Catered from Sat 16<sup>th</sup> Lunch by the infamous CDDC Latte Sipping  
Catering Division & Starring Chef Taso**

**Firewood on site**

**Real Dunnies**

**No Pets – this is a state forest.**

**BYO Alcohol**

**\$25**

***Duc's on the Pond Coffee – June 12***  
*By Craig Evans*

This was the first attempt at a winter 'thing' to encourage people out for a coffee and a chat if nothing else. Or to put it another way, a different excuse to get the bike out of the shed and go for a ride. Rod and Roscoe turned up on this sunny Sunday morning – not too bad for a winter's day in Canberra. As it turned out there was another group of riders that meet regularly at that location, but hey, the more the merrier. We even had a past member turn up for an interesting chat.

As the sun was shining, we decided to do a leisurely run around the Cotter loop which inevitably led to a lunch stop and more chats. In the end not a bad way to spend a few hours on a lazy Sunday.

Keep an eye out for more of these coffee excuse for a ride type thing as we go through the colder months, and maybe beyond.



***The Effects of Covid***  
*By Grant Fuller*

Most of us are aware of the effects Covid can have on humans, with millions of people around the world dying or becoming extremely ill from this virus that continues to mutate and linger.

But what about the effect it has had on products we buy and use?

Many products have completely disappeared from the market or become available in a reduced range or at a higher price.

Michelin, Metzler and Pirelli all produce motorcycle tyres in Brazil, a country very badly effected by Covid, which resulted in these companies having to close these factories until the health situation improved. But we are still waiting for the situation to improve in Brazil, as can be demonstrated by having had a quantity of Pirelli tyres on order for the past 16 months from the Australian Pirelli Importer/Distributor. Unfortunately, these tyres required are made in Brazil.

NGK appears to have also suffered from the effects of Covid, with many spark plug types being no longer available along with the very high-quality spark plug caps NGK used to import. Closer to home, Penrite are currently unable to produce some of their oil types apparently due to unavailability of base products.

Dellorto is also facing supply issues along with many other manufacturers that have their products wholly or partly produced in countries badly affected by Covid.

When will the situation improve?

Looking at the current situation with Covid, it looks like the virus is going to be around for a number of years to come. I'm sure many major manufacturers would like to get things up and running and back to normal as soon as possible, but on the other hand I'm sure some companies are using the Covid situation to stop or reduce production of many products they feel are no longer financially viable to produce and/or remove from the market due to lack of sales.

Certainly, Australian consumers purchasing items online from overseas suppliers has a huge impact on the viability for Australian importers, distributors and retailers, which contributes to the situation with many products being no longer available.

## **Cowra Mid-Week Ride – June 15**

*By Craig Evans*

Only two riders fronted up at Coronation Park for the ride to Cowra but that didn't stop it being a good day out on the bike. Leigh on his trusty strudel and myself on my Tiger Cub cruised on up to Boorowa before turning off to take the more interesting road up through Frogmore, Wyangala and Woodstock before turning down the highway to Cowra for lunch and a refuel.

The road up through Frogmore is always interesting and since I hadn't been that way for a few years I was interested to see how the last couple of years of rain had treated the road. The answer was not too bad, with due care it is still a nice ride through rolling countryside.

I thought I'd take the longer ride through Wyangala but that had also changed in the years since I'd been there as you can't travel over the dam wall at the moment. No worries as there is a 'new' road and bridge just downstream that takes you on to the village. From there it was a nice run up the valley and over Mount McDonald and on to Woodstock. We didn't stop this time, but look out for a future ride for lunch at the pub.

The run into Cowra on the highway was, well it was the main road so nothing much to say. Similarly, the lunch stop I chose was definitely marked as 'don't go there again, but there are other places in town if we do a future ride there.

After refuelling the run back down the Lachlan Valley way was ok, nothing exciting. The road is ok, but you do need to keep an eye out for patrols. It was a cruisy run back to Canberra but definitely a good day's ride.

## **Post Classic Race Meeting 18 June – Amaroo Circuit SMSP**

*By Grant Fuller*

The Belt and Bevel – Leatt Suzuki GSXR race bikes once again have undergone extensive upgrades and modifications in between race meetings, to improve both performance and importantly reliability.

We have generally had good reliability during races but getting the machine to the start line has sometimes been a battle and created some headaches as we work to solve issues and find a cure.

The Suzuki's when new were probably extremely reliable. But after more than 25 years of poor or lack of maintenance, it gets to a point where even a very reliable motorcycle calls it a day. The majority of our issues has revolved around the original fuel pumps and fuel delivery systems. This coupled with a set of Keihin FCR race carburetors not having the fuel hoses routed correctly, lead us to pulling everything Suzuki out of the inside of the fuel tanks, and starting from scratch.



We set about manufacturing our own tank base from plate aluminium, with simple hose barbs threaded into the base allowing both fuel flow and provision for a return line. A good quality paper inline fuel filter was added, as we had removed about 3 tablespoons of fine powdery rust from the tank. The next item added in the system was a very simple and reliable vacuum operated diaphragm fuel pump, which then fed the fuel rail that runs across the rear of the FCR's. The other end of the fuel rail then fed any unused or excess fuel back to the tank via the new return added.

All of this work was necessary as the original Suzuki fuel pump had a seized bypass valve which contributed to a very high delivery pressure and inability of the pump to bypass, this coupled with the fuel return on the FCR's having been blocked off by a previous race mechanic, was causing both flooding, excessively rich mixtures and an inability to be able to tune the carburetors to produce maximum power.

All things you don't want on a road bike, let alone a race bike where good power is essential. Staring the engine for the first time after all this worked resulted in an engine that not only sounded differently, and started very easily, but was extremely lively and crisp. Unfortunately, how an engine responds and sounds in the workshop is not an indication of how it will perform at the track. With no time or opportunity for any track testing, it was a matter of heading to the race meeting hoping all of the work was not in vain and produced the results we were looking for.

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The Amaroo Circuit is a name given to approximately half of the full-length circuit, at Eastern Creek (SMSP). Unfortunately, Eastern Creek (SMSP) has become a money-making amusement park where multiple events are run at the same time to maximise the amount of money they make. I fully understand the need to make money, but when you are running a 1200cc motorcycle around a track suitable for Go Karts, you start to wonder. The

other aspect of the Amaroo Circuit is the lack of pit facilities. Yes, they provided an asphalt area for riders to setup on, but no pits or power. Fortunately, we had both a large marquee and a generator.

The side effect of this amusement park attitude of making money, saw drift cars, for the 5 nights prior to our race meeting, use the section of track we were to race on. The result of this lead to our short track being shortened even further due to the damage caused by the drift cars.

So, after all our work how did the bike perform on the track?

Having gone from a quick bike, saw to 750 become a very quick bike. Lofting the front wheel into the air and spinning the rear slick was great to hear. We are now starting to produce the power needed. In fact, many larger capacity machines finished behind our GSXR750.

Is there more work to do? Definitely, we have only just begun on the road to success.

Geoff leading the pack up the hill



**Gundaroo Pub – Jun 26**  
*By Craig Evans*

It was a winter Sunday, but the sun was out, and it was great to see nine bikes front up for this ride – eight Ducati's and an Aprilia. It was only a relatively short ride, really just an excuse to get the bike out for a ride, but long enough to make it worthwhile. A coffee to start with, a country pub lunch and some back roads thrown in for good measure.

It was a nice Sunday jaunt through the countryside, just quick enough to know you're alive and appreciate the moment – not to mention the bike. I'm guessing by the smiles and the chat afterwards that everyone enjoyed themselves. It was also refreshing to see that we'd caught the attention of at least one bar staff as they couldn't resist coming out to take in the atmosphere. As we know, Ducati's are hard to resist.





## **Moto GP Tipping Comp – Rounds 8 & 9 (Mugello and Catalunya)**

An interesting two rounds. In Mugello many went for a rookie local hero and in Catalunya the qualifying grid positions were popular. Neither race went that way.

Phil and Doug lead the field with Taso and Thommo close behind.

	JOHN	TASO	MARK	TIM	ROSS	SARGE	ALAN	THOMMOPHIL	GEORGE	JULIAN	DOUG	JASON	BILL
<b>RD ONE QATAR 6.3.22</b>													
23 E BASTIANINI, 33 B BINDER, 44 P ESPARGARO	0	1	1	0	0	0	0	0	1	0	0	0	1
<b>RD TWO INDONESIA 20.3.22</b>													
88 M OLIVIERA, 20 F QUARTARARO, R J ZARCO	1	0	0	3	1	1	2	1	0	3	3	1	0
<b>RD THREE ARGENTINA, 3.4.22</b>													
41 A ESPARGARO, 89 J MARTIN, 42A RINS	1	9	2	3	2	3	1	4	7	1	1	4	5
<b>RD FOUR COTA 10.4.22</b>													
23 E BASTIANINI, 42 A RINS, 43 J MILLER	0	1	0	4	1	2	2	0	6	1	2	2	1
<b>RD FIVE PORTUGAL 24.4.22</b>													
20 F QUARTARARO, 5 J ZARCO, 41 A ESPARGARO	6	0	2	2	1	1	2	1	1	4	5	3	6
<b>RD SIX JEREZ 1.5.22</b>													
63F BAGNAIA, 20 F QUARTARARO, 41 A ESPARGARO	6	7	6	2	6	2	2	9	7	2	7	7	6
<b>RD SEVEN LEMANS 15.5.22</b>													
23 E BASTIANINI, 43 J MILLER, 41 A ESPARGARO	1	3	2	1	1	1	2	2	2	2	2	5	2
<b>RD EIGHT MUGELLO 29.5.22</b>													
63 F BAGNAIA, 20 F QUARTARARO, 41 A ESPARGARO	5	5	4	4	4	8	2	8	4	5	1	6	2
<b>RD NINE CATALUNYA 5.6.22</b>													
20 F QUARTARARO, 89 J MARTIN, 5 J ZARCO	1	1	2	4	4	1	6	1	1	1	2	1	1
<b>TOTAL</b>	<b>21</b>	<b>27</b>	<b>19</b>	<b>23</b>	<b>20</b>	<b>19</b>	<b>19</b>	<b>26</b>	<b>29</b>	<b>19</b>	<b>23</b>	<b>29</b>	<b>24</b>



# 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](mailto: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](mailto: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](mailto: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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